

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

2 00 pm

Thursday 4th June 2020

Virtual Meeting

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

AGENDA

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1. Election of Chairperson	(-)
2. Appointment of Vice Chairperson	(-)
3. Apologies for Absence	(-)
4. Declaration of Interests	(-)
5. Minutes	(3-38)
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8. Impact of and Response to COVID 19	(41-44)
9. GCP Quarterly Progress Report	(45-67)
10. Public Transport Improvements and City Access Strategy: Update and Support for COVID 19 Recovery	(68-79)
11. Response to Citizens' Assembly Recommendations	(80-97)
12. Local Transport Plan – Cambridgeshire Autonomous Metro (CAM) Sub-Strategy	(98-110)
13. Cambridge South East Transport Scheme	(111-150)
14. Cambourne to Cambridge Better Public Transport Project	(151-188)
15. Madingley Road Walking and Cycle Project	(189-260)
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17. **Greenways: Melbourn, Comberton, and St Ives**

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18. **Date of Future Meetings**

(-)

- 2:00 pm Thursday 10th September 2020 (existing date).
- 2:00 pm Thursday 19th November 2020 (existing date)
- 2:00 pm Wednesday 24th February 2021 (new date)
- 2:00 pm Thursday 3rd June 2021 (new date)
- 2:00 pm Thursday 9th September 2021 (new date)
- 2:00 pm Thursday 18th November 2021 (new date)

MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor Tim Bick	-	Cambridge City Council
Councillor Mike Davey	-	Cambridge City Council
Councillor Nicky Massey	-	Cambridge City Council
Councillor Noel Kavanagh	-	Cambridgeshire County Council
Councillor Lucy Nethsingha	-	Cambridgeshire County Council
Councillor Tim Wotherspoon	-	Cambridgeshire County Council
Councillor Ian Sollom	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Councillor Eileen Wilson	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Dr Andy Williams	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Jo Sainsbury	-	University Representative
Helen Valentine	-	University Representative
Dr John Wells	-	University Representative

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

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 30th January 2020
10:00 a.m. – 5:00 p.m.

PRESENT:

Members of the Greater Cambridge Partnership Joint Assembly

Councillor Tim Wotherspoon (Chairperson)	Cambridgeshire County Council
Councillor Tim Bick (Vice-Chairperson)	Cambridge City Council
Councillor Mike Davey	Cambridge City Council
Councillor Nicky Massey	Cambridge City Council
Councillor Noel Kavanagh	Cambridgeshire County Council
Councillor John Williams	Cambridgeshire County Council
Councillor Ian Sollom	South Cambridgeshire District Council
Councillor Heather Williams	South Cambridgeshire District Council
Councillor Eileen Wilson	South Cambridgeshire District Council
Heather Richards	Business Representative
Christopher Walkinshaw	Business Representative
Dr Andy Williams	Business Representative
Jo Sainsbury	University Representative
Helen Valentine	University Representative
Dr John Wells	University Representative

Members of the Greater Cambridge Partnership Executive Board in attendance

Councillor Ian Bates	Cambridgeshire County Council
Claire Ruskin	Business Representative
Councillor Aidan Van de Weyer	South Cambridgeshire District Council

Officers

Peter Blake	Director of Transport (GCP)
Laura Gates	Strategic Communications Manager (GCP)
Chris Malyon	Deputy Chief Executive and Chief Finance Officer (CCC)
Lynne Miles	Interim Lead for Growth and Economy (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Isobel Wade	Head of Transport Strategy (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. APOLOGIES FOR ABSENCE

No apologies for absence were received.

The Chairperson welcomed Councillor Heather Williams to her first meeting. Councillor Williams had replaced Councillor Peter Topping as a South Cambridgeshire District Council on the Joint Assembly. The Chairperson expressed thanks to Councillor Topping for his contributions to Assembly discussions.

2. DECLARATIONS OF INTEREST

Councillor H Williams declared a non-statutory disclosable interest in relation to the Greenways (agenda item 8) as a member of the South Cambridgeshire District Council Planning Committee.

Helen Valentine declared a non-statutory disclosable interest in relation to the Quarterly Performance Report (agenda item 9) due to her involvement with 'It Takes a City'.

Councillor Massey declared a non-statutory disclosable interest in relation to the Quarterly Performance Report (agenda item 9) as the Cambridge City Council councillor for the Abbey ward.

Councillor J Williams declared a non-statutory disclosable interest in relation to Better Public Transport: Cambourne to Cambridge (agenda item 10) as a regular user of Stagecoach bus routes 4 and X5, as well as Whippet bus route X3.

Councillor Wotherspoon declared a non-statutory disclosable interest in relation to Better Public Transport: Cambourne to Cambridge (agenda item 10) as an alumnus of Robinson College.

Councillor J Williams declared a non-statutory disclosable interest in relation to Better Public Transport: Waterbeach to North East Cambridge (agenda item 11) due to South Cambridgeshire District Council owning the lease on two properties in the Science Park.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to Better Public Transport: Eastern Access Project (agenda item 12) due to his employment at Marshalls of Cambridge.

Councillor Wotherspoon declared a non-statutory disclosable interest in relation to Whittlesford Station Transport Infrastructure Study (agenda item 13) as a member of the North Uttlesford Garden Community Local Delivery Board.

Councillor Davey declared a general non-statutory disclosable interest, due to his wife working as the Assistant Director of Housing, Communities and Youth at the County Council.

3. MINUTES

The minutes of the previous meeting, held on 12th September 2019, were agreed as a correct record and signed by the Chairperson.

4. PUBLIC QUESTIONS

The Chairperson informed the Joint Assembly that 22 public questions had been submitted and accepted. The Chairperson added that he had not made use of his discretion to reject similar questions, as he wished to include all those who had expressed an interest in participating. The questions would be taken at the start of the relevant agenda item.

It was noted that 1 question related to agenda item 6 (Report and Recommendations of the Greater Cambridge Citizens' Assembly), 4 questions related to agenda item 7 (Public Transport Improvements and City Access Strategy), 3 questions related to agenda item 8 (Greenways) and the remaining 14 questions related to agenda item 10 (Better Public Transport: Cambourne to Cambridge).

The Chairperson noted that a large number of letters and e-mails had also been received from members of the public and interested parties. Where correspondence was specifically directed at the 'decision makers', this had been passed on to Executive Board members.

5. PETITIONS

The Chairperson notified the Joint Assembly that no petitions had been submitted in line with the agreed petitions protocol. He did however note that a public question relating to agenda item 10 (Better Public Transport: Cambourne to Cambridge) referred to a petition.

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

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

The Head of Transport Strategy presented the report, which contained recommendations from the Citizens' Assembly that had been held in September and October 2019 to consider how to reduce congestion, improve air quality and provide better public transport in Greater Cambridge. She informed the Joint Assembly that the process included responding in full to the Assembly's recommendations and this would be brought to a future meeting, although the following item (agenda item 7, Public Transport Improvements and City Access Strategy) covered many of the issues raised by the Citizens' Assembly. She also noted that the participants had asked to continue to be involved beyond the immediate round of GCP meetings and for there to be a high level of transparency, monitoring and feedback.

Suzannah Lansdell, associate of Involve (the public participation charity that ran the Citizens' Assembly), informed members that the consultation had been part of a wider, national project called the Innovation in Democracy Programme. Two other Councils had also received funding but Greater Cambridge was acknowledged as leading the way in the experimental form of involving citizens in decision making. She noted that participants of the Citizens' Assembly had been selected at random and that they had engaged in extensive deliberation in order to develop a collective judgement rather than individual opinions. All participants had agreed that some form of intervention was needed, with road closures being the most popular choice across the board. Among the key messages that they wished to convey to the Joint Assembly and Executive Board were a call for bold and brave action, improvements to public transport and better integration and coordination of transport.

In a brief question and answer session, one of the participants of the Citizens' Assembly expressed her appreciation and pride at being involved, while also noting the seriousness with which the participants had accepted their responsibility.

While discussing the report and the process by which the Citizens' Assembly had been carried out, the Joint Assembly:

- Praised the participants for their work and recommendations, noting the urgency with which they had called for action on behalf of the GCP. Members were keen for the recommendations to be acted on, especially given the time and money that had been invested in the Citizens' Assembly process.
- Expressed appreciation for being able to watch a live stream of the Citizens' Assembly throughout the deliberations.

The Chairperson concluded that the Joint Assembly had expressed overwhelming enthusiasm for the process and recommendations, noting the importance of keeping the participants involved as action progressed.

7. PUBLIC TRANSPORT IMPROVEMENTS AND CITY ACCESS STRATEGY

Public questions were invited from Mal Schofield, Roxanne de Beaux (on behalf of Dr Brian Robertson), Anna Williams (on behalf of Camcycle) and Lilian Runblad (on behalf of the Histon Road Residents' Association). The questions and a summary of the responses are provided at **Appendix A** of the minutes.

The Director of Transport presented the report, which contained an analysis of work carried out so far to establish options for the GCP to consider developing further, as well as a set of proposed immediate interventions, which would address issues related to public transport, congestion and air quality. The Joint Assembly's attention was drawn to the last line of paragraph 7.3.2 of the report, which should have stated that "journey times within the charge area decrease under all modelled scenarios", as opposed to "increase". The Head of Transport Strategy commented on the extensive list of background documents in Appendix 1 of the report and emphasised that the issues would become more aggravated if no action was taken. Identifying road space and revenue as the two key considerations, she informed members that modelling had been carried out on the various options available for consideration, although she highlighted the importance of developing a coherent overall strategy in order to see how the different approaches would impact on one another.

At the start of the Joint Assembly's discussion of the report, Councillor Bick proposed a recommendation, which was seconded by Councillor Massey. A copy is attached to the minutes as **Appendix B**. He argued that it was important for the GCP to maintain momentum and address the over-riding issue of congestion. While identifying the need to connect the various GCP projects together in order to ensure their maximum benefits, he stressed the urgency with which this should be done given the growth throughout Greater Cambridge and the surrounding area, as well as the fact that local authorities and businesses had declared a climate emergency. He also emphasised the need for major improvements to the bus services in order to persuade residents, commuters and visitors not to travel by car. Placing emphasis on the importance of evidence-based decisions, he called for all

options to be evaluated and considered before they were rejected, and implored the GCP to take advantage of its lack of political majority to ensure that ideology and partisanship did not affect the process.

While discussing the report and Councillor Bick's proposed recommendation, the Joint Assembly:

- Expressed support for the proposed recommendation, noting that multiple members of the Joint Assembly and beyond had contributed to its development.
- Suggested that a tipping point would soon be reached regarding the issues of congestion and air pollution, while some Members argued that the tipping point had already been reached.
- Expressed concerns over penalising people for using their cars to get to work, noting that they often did so after making a rational decision based on a calculation of cost and time. With reference to the Lessons from Elsewhere paper that was listed as a background document to the report, it was recognised that attempts to implement charges had often failed when they did not command widespread support from those affected. Other members noted that all the supporting documents seemed to support the concept of a charge, including those looking at the issue from a business perspective, and that all options should be kept on the table for consideration. It was also suggested that the debate on any potential congestion charge was preventing progress in other areas and should therefore be dealt with as a separate issue.
- Cautioned over allowing exemptions to any fiscal charge, particularly for residents, in order to ensure fairness and equality. It was noted that the Cambridgeshire and Peterborough Combined Authority (CPCA) was also exploring possible fiscal measures, particularly in regard to the development of the CAM metro.
- Expressed support for a greater usage of road closures, particularly as it had been identified as the most widely supported course of action by the Citizens' Assembly, and it was established that cities such as York, Birmingham and Edinburgh had implemented successful schemes. It was suggested that initial public scepticism would be overcome once schemes were implemented and the benefits became evident. Some Members, however, expressed concern that road closures simply displaced problems to other areas and did not represent an effective means of challenging congestion or pollution.
- Argued that pollution charging could also lead to the displacement of pollution to other areas.
- Considered the problems faced by the local bus services, including congestion in accessing the city centre and the lack of service to many smaller communities in Greater Cambridge and beyond. It was suggested that the service required financial investment immediately to ensure cheaper fares and shorter journey times could attract a greater number of travellers. Some members observed that they had encountered serious problems when trying to use the local bus service to attend the meeting.
- Observed that the increase in people living outside the city and travelling in for work meant that there was a constantly increasing number of cars on the roads, and while

this was particularly noticeable in new developments, it also occurred with the development of small villages across the area.

- Noted that local businesses supported immediate action, although there was also a call from business representatives to be provided with as much evidence as possible in order to make informed decisions.
- Agreed that a long-term strategy needed to accompany the more immediate actions and incorporate the different GCP projects, including pilot schemes. It was observed that even high levels of investment in the infrastructure of the bus service would be hampered by the separate and unresolved issue of congestion. A further example was given of concerns that current and planned park and ride travel hubs undermined the purpose and strategy of the new rural bus network.
- Argued that analysis of the financial cost of the various options failed to consider the current cost to the economy of people stuck in traffic when travelling to and from work, with one member suggesting that the implementation of a charge may even reduce costs overall for businesses and members of the public.
- Observed that progress was key for the education sector as evidence showed that transport was key for further education students and apprentices, who often identified lack of public transport as one of the key barriers to taking on apprenticeships. When considering some of the GCP's other aspirations in terms of skills, it was paramount to take a holistic view.
- Suggested that the Residents' Parking Schemes that had been introduced across Cambridge were indicative of what could be achieved if local authorities took bold and decisive action. One member suggested that progress with further schemes had been put on hold and asked how this could be justified. The Director of Transport undertook to investigate and report back to the member concerned.
- Argued that there had been a fundamental shift in public opinion since the City Deal was initiated and it was observed that other cities facing similar concerns, such as Oxford, had responded to this shift in a speedier and more efficient manner. Members reiterated the Citizens' Assembly's calls for bold and brave action.
- Requested that the Joint Assembly be provided with a selection of options to consider and recommend to the Executive Board, rather than simply being asked to consider a single proposal.

The Chairperson confirmed the Joint Assembly's support for Councillor Bick's recommendation with a unanimous show of hands.

8. GREENWAYS

Public questions were invited from Roxanne de Beaux (on behalf of Camcycle), Jim Chisholm and Lynda Warth. The questions and a summary of the responses are provided at **Appendix A** of the minutes.

The Director of Transport presented the report, which provided an update on the development of the Greenways programme, a proposed prioritisation process for the twelve projects and outline budgets for the Waterbeach and Fulbourn schemes. He informed the Joint Assembly that Appendix 1 of the report presented a running order of the projects' phasing, acknowledging that some of the projects may be brought forward at a later date.

While discussing the report, the Joint Assembly:

- Welcomed the progress made on the Greenways programme in providing safe cycling routes around Greater Cambridge. It was argued that there was a wider need for such routes across the County, in order to connect small towns and villages to larger ones.

Expressed concern that the table in paragraph 4.17 of the report suggested the Fulbourn Greenway would end at Fulbourn Old Drift. In response, the Director of Transport confirmed that this was not the case and the route would continue into the centre of Fulbourn village. The Board report would be amended to make this clear.

- Observed that during the consultation for the Fulbourn Greenway, it had been proposed that the junction of Fulbourn Old Drift and Histon Road would be improved to make it safer for cyclists, while a 20mph zone would be implemented in to the village centre with signage. The report failed to mention these features of the proposed scheme and members suggested that such a divergence from what was expressed at the consultations was unhelpful.
- Conveyed widespread local support for the Waterbeach Greenway, although it was acknowledged that there was frustration that the scheme would not be completed until 2024. Given the problems with land acquisition that held up the Oakington project, one member queried whether the relevant land acquisitions for the Waterbeach scheme could be initiated at an earlier stage in the process to accommodate the desire and need for earlier completion. The Director of Transport clarified that land acquisitions could only begin once a final decision had been made.
- Observed that the Greenway was not just for cyclists and therefore the surfaces should be of a high quality that served all the modes of transport that it was designed for, rather than being of the cheapest and easiest material to maintain.

The Chairperson concluded that all members of the Joint Assembly supported the recommendations that would be presented to the Executive Board on 19th February.

9. GCP QUARTERLY PROGRESS REPORT

The Chief Executive presented a report to the Joint Assembly which provided an update on progress across the GCP programme. Attention was drawn to the recommendations that would be considered by the Executive Board, as laid out in section 1.1 of the report, as well as the fact that the target of 420 additional apprenticeships in the initial City Deal had been reached in July 2019, as detailed in section 6.6. The Joint Assembly was informed that the only project with a red 'RAG' rating was the Milton Road scheme, and this was due to the fact that the Executive Board had decided that it should not start until the Histon Road Bus Priority project had been completed.

While discussing the report, Members:

- Expressed concern about the proposal to continue to allocate £531k towards the County Council's lost annual income resulting from the removal of parking charges at Park and Ride sites in the GCP area, questioning whether the policy was sustainable. Some Members, however, suggested that the parking charge had deterred some people from using the service and therefore it was preferable to continue to ensure free parking. The Chief Executive acknowledged both the support and the concerns, and explained this would be looked at as part of the planned review.
- Welcomed the additional apprenticeships that had been announced in the report, as well as the fact that 129 new employers had agreed to support apprenticeship schemes, although information was sought on how many of these employers had actually taken on an apprentice. The Chief Executive agreed to seek clarification from Form the Future, the organisation that managed the scheme.
- Suggested that the remaining work on the Links to East Cambridge and Fen Ditton Cross-City Cycle Improvements project was more significant than implied in the report.
- Requested an update on progress with the work on the Fendon Road roundabout, and suggested this was running behind schedule. The Chief Executive agreed that officers would discuss the matter with the County Council, who was responsible for this scheme.
- Praised the Modern Methods of Construction pilot project, noting that it tied in to multiple areas of the GCP's work, including housing and skills.
- Sought clarification on when the Smart Cambridge budget for 2020/21 would be confirmed and whether it was likely to have a significant effect on the GCP's net overall budget.
- Expressed concern over the GCP's £36m shortfall in the profiled costs and funding for the whole GCP programme, as detailed in section 26 of the report. Members sought confirmation on whether the partner councils had fulfilled their obligation to contribute funds to the GCP in line with the formula that had been established and requested a graphical representation of the individual councils' contributions in a future report, particularly with regard to the New Homes Bonus allocations. The Chief Executive informed the Joint Assembly that the GCP had carried out analysis for the chief executives of the local authorities on the issue of the New Homes Bonus and she undertook to share the data with members so that they could identify levels of past and future contributions. Further consideration of the future investment strategy would be carried out following completion of the first Gateway Review.
- Observed that the Cambridge Southeast Transport Study had a forecast completion date of 2024 but a target completion date of 2025. One member sought clarification on when the project was expected to be completed.

10. BETTER PUBLIC TRANSPORT: CAMBOURNE TO CAMBRIDGE

Helen Bradbury, Chairperson of the Cambourne to Cambridge Local Liaison Forum (LLF), attended the meeting to present feedback from the LLF meeting on 27th January 2020. She

also took the opportunity to remind the Joint Assembly of resolutions passed at the earlier meeting in June 2019. It was noted that at the most recent meeting the following recommendation had been unanimously agreed:

The LLF asks GCP to pause the C2C scheme whilst the impact of the new rail service is assessed and the business case for the bus road is revised.

The Director of Transport informed the Joint Assembly that the scheme had changed as a result of the consultations, noting as examples that the site of the proposed Park and Ride had been altered, the alignments had moved on Adams Road and proposals for noise barriers had been added to the scheme. He argued that support for the scheme had also been demonstrated during consultations, although he acknowledged that there were differences of opinion and that the proposal represented an attempt to find an equilibrium between opposing points of view.

Public questions were invited from Matthew Brown, Nick Hadley, James Littlewood (two questions), Carolyn Postgate, Allan Treacy, Jane Renwick, Alistair Burford, Terry Spencer, Dr Marilyn Treacy (on behalf of Dr Gabriel Fox), Dan Strauss, Roxanne de Beaux (on behalf of Camcycle) and Roger Tomlinson. A further question was read out by the Chairperson on behalf of Dr Colin Harris, who was unable to attend the meeting. In response to a question regarding a Freedom of Information request that had been received, the Chief Executive committed to responding to the Information Commissioner's Office's findings before the Executive Board meeting on 19th February 2020. The questions and a summary of the responses are provided at **Appendix A** of the minutes. The Chairperson also reminded the Joint Assembly of a petition which had been submitted but not accepted because it was not in accordance with the published protocol.

The Director of Transport presented the report, which contained a summary of work carried out on the development of the Outline Business Case (OBC) and the proposed route alignment for the Better Public Transport project between Cambourne and Cambridge. The Joint Assembly was informed that, in line with standard practice, the detailed design of the route, along with a full environmental impact assessment, would follow later in the process. While noting that the proposed scheme was in alignment with the Cambridge future network and CPCA's CAM project, he clarified that the OBC had to stand on its own merit, as opposed to forming a part of other plans or strategies.

Following the presentation of a video that showed the length of the proposed route, Jo Baker, a development manager from Mott Macdonald, was invited to address the Joint Assembly. He clarified that the on-road option had been discarded as it failed to address congestion issues and also caused the greatest impact on environmentally sensitive sections of the route. The scheme involved various mitigations, including noise barriers and an overall increase in vegetation along the route. Mr Baker assured the Joint Assembly that although initial safety assessments had been carried out, full safety audits would be performed as part of the next stage in the process. It was also argued that the EWR network would not connect Cambourne to the western side of Cambridge or any of the communities along the route and suggested that the train line could attract more customers to the bus service.

The Strategic Communications Manager highlighted the extensive consultations that had been held with local communities, businesses, landowners and other key stakeholder groups, noting that the LLF had been formed in 2015. She confirmed that the GCP regularly

participated at local authority meetings while also hosting meetings with affected communities and landowners. There were two working groups comprised of statutory stakeholder groups, including Cambridge Past, Present and Future, the National Trust, British Horse Society and Camcycle, which were involved throughout the scheme's development.

While discussing the report, the Joint Assembly:

- Observed that the scheme tied in to the City Access Strategy, as did all GCP projects, and that it would be counter-productive to develop the route only for buses to reach Cambridge and become caught in congestion. It was suggested that the Executive Board should ensure that it would not negatively affect the GCP's overall strategy.
- Expressed concerns over the number of mature trees that would be removed and observed that biodiversity loss or gain was not limited to the number of trees. It was suggested that further considerations of the environmental impacts of the proposed route would have been helpful at this stage of the process, although it was acknowledged that such issues would be covered in the more detailed design stage and environmental impact assessment. One member remarked that the value of greenbelt land was environmental in nature and could not only be measured in financial terms.
- Queried whether further mitigations to noise pollution, such as triple glazing, had been considered for affected properties, although it was argued that noise problems already existed and that the scheme was being developed to reduce the level of traffic and resultant noise pollution. It was suggested that key principles, such as erecting noise barriers in Hardwick and bunding in Coton, should be written in to the further design brief to ensure that all concerns were being addressed. One member commented that the commitment made in paragraph 11.1 of the report to use electric vehicles "at the earliest opportunity", was vague and lacked commitment.
- Argued that the proposed scheme did not address the problematic issue of congestion along the route between Cambourne and Cambridge, but merely sought to bypass it. One member expressed frustration that the high level of attention given to lowering congestion within Cambridge City was not replicated across the wider GCP area.
- Suggested there were sections of the route that still required further investigation and consideration, such as the location of the Park and Ride site, noting that although the principle of the connection was supported, strong opposition had been given to the proposed route. Some members voiced concern that the project was being progressed too quickly and therefore not receiving the necessary level of consideration.
- Sought clarification on why the route corridor was not being developed for multi-modal travel, as was the case in many other such routes. The Director of Transport confirmed that the possibility of providing a route for walking and cycling alongside the bus route was in consideration.
- Expressed concerns over safety with regard the proposal for buses to travel in both directions with only one lane on Adams Road, suggesting that if there were two buses passing each other they would be forced to encroach over the advisory markings and in to the adjoining cycle paths. The Director of Transport acknowledged the concern and request for information on traffic management possibilities but assured members that such details would be investigated and considered during the detailed design stage, as

required by the Department of Transport. Given the proximity of the cycleway to the proposed busway and potential encroachment, it was further observed that electric buses would need to be fitted with devices to ensure that they could be heard by cyclists. One member suggested that as the proposals involved the removal of parked cars from Adams Road, this could represent a safer route for cyclists, although it was argued that this would only be achieved with a segregated cycleway.

- Acknowledged the widespread opposition to routing buses along Adams Road, noting the petition that contained over 3000 signatures as well as objections from Camcycle. One Member observed that the GCP usually prioritised pedestrians, then bicycles and then public transport, and suggested that the Adams Road proposal had reversed this order of priority.
- Observed that the South Cambridgeshire Local Plan stated a requirement for the provision of a bus priority measure that reached Queens Road in Cambridge, while the proposed route ended at Grange Road, to the west of Queens Road. It was also noted that the Local Plan proposed that the measure should run on or parallel to the A1303. The Director of Transport commented that the inner-city elements of the bus route tied in to other pieces of work being carried out by the GCP, such as the City Access Strategy and the signals review.
- Sought clarification on whether a proposal for a cyclical one way system in West Cambridge had been investigated and assessed. The Director of Transport acknowledged the proposal and indicated that, if considered, it would be required to go through assessment processes for safety and other issues.
- Observed that there were no speakers or members of the public from Cambourne, noting that Cambourne Village College had expressed support for the scheme, and queried whether consultations had been held with such institutions. One member suggested that some supportive views expressed during the consultations had not been considered in the report and should be considered at the Executive Board meeting.
- Suggested that it would have been preferable for the Joint Assembly and Executive Board to be presented with a variety of routes to choose from, rather than simply be asked to agree to a route put forward by officers without considering alternatives. It was argued that a process which developed multiple potential routes and variations would have led to a stronger final scheme.
- Noted that the OBC was not based on providing a service to communities and businesses between Cambridge and Cambourne and was instead focussed on transporting people towards the different areas of Cambridge, such as the Science Park, Biomedical Campus and universities. It was argued that, once completed, the EWR would provide a much more attractive option for reaching such locations and therefore the OBC needed to be reviewed, given the fact that the scheme would be permanent and the GCP was committed to long-term planning.
- Established that local businesses regularly analysed their workers' needs for travelling to work and actively promoted alternative modes of transport, such as bikes and the use of Park and Ride facilities, suggesting that parts of the scheme did not encourage the modal shift that the GCP was promoting. One member commented that while train

services were popular with employees, buses were rarely used, with the exception of the busway connecting Cambridge to St Ives.

- Voiced concerns over the multiple tiers of local government involved in transport decisions across Greater Cambridge and the surrounding area, noting that there was widespread confusion, especially regarding the role of the CPCA.
- Acknowledged the objections to the scheme raised by the Mayor of the CPCA related to how the scheme would potentially prejudice the CAM network, although it was noted that the EWR would also be likely to impact the CAM network in the Cambourne to Cambridge corridor. The Director of Transport informed the Joint Assembly that CPCA officers had assisted in drafting the report and had supported it, while the CPCA Board had approved the future CAM consultation on 29th January 2020, which included the GCP's Cambourne to Cambridge scheme as part of the network.
- Suggested that Cambourne should have been provided with better transport connections long before this scheme and that future development plans and housing issues provided strong justification for its construction.

Following the discussion, the Chairperson thanked the members of the public for their participation and summarised the issues that had been raised and considered by the Joint Assembly, informing members that he would present their opinions to the Executive Board on 19th February 2020.

11. BETTER PUBLIC TRANSPORT: WATERBEACH TO NORTH EAST CAMBRIDGE

The Director of Transport presented the report, which contained the background and rationale for the Better Public Transport project running from Waterbeach to North East Cambridge, as well as an update on the technical work and engagement to date and the proposed programme going forward. The Director of Transport informed members that the engagements with stakeholders that had already been held were in anticipation of the formal consultation stage, which provided an extra layer of engagement with those affected by the project and represented a fundamentally different approach that resulted from experiences with previous projects. The Joint Assembly was advised that the project would be considered again in greater detail at its meeting on 4th June 2020.

While discussing the report, one member reiterated a preference to be provided with a range of options from which they could recommend a preferred choice. The Director of Transport acknowledged the request and assured the Joint Assembly that it would be taken in to consideration.

The Chairperson concluded that the Joint Assembly supported the next steps of the project, as laid out in section 4 of the report.

12. BETTER PUBLIC TRANSPORT: EASTERN ACCESS PROJECT

The Director of Transport presented the report, which contained the background and rationale for the Better Public Transport project on the access corridor in to East Cambridge, as well as an update on the technical work and engagement to date and the proposed

programme going forward. The Director of Transport indicated that although the project would also be considered in greater detail at the meeting on 4th June 2020, the consultation phase would be slightly delayed in order for it to follow the Waterbeach to North East Cambridge project's consultation stage but also to ensure that it aligned as much as possible with the Local Plan process.

While discussing the report, the Joint Assembly:

- Observed that the project covered an area that included a large number of parish councils and emphasised the need to involve them in the consultation phase, along with those on the periphery of the corridor and beyond that would also be affected by the project. The Director of Transport assured the Joint Assembly that they would be involved.
- Expressed concern over delaying the project given that the congestion issues on Newmarket Road were already a serious problem. The Wadloes Road roundabout was also identified as an area prone to congestion that needed resolving as soon as possible and it was queried whether an interim solution could be developed before the Eastern Access Project was initiated. The Director of Transport undertook to investigate and consider any short term measures.
- Confirmed that the dotted line on the map in section 3 of the report indicated the boundary of a study area, as opposed to any proposed construction.
- Sought clarification on whether Coldham's Lane would be upgraded, as suggested by the map in section 3 of the report. The Director of Transport informed the Joint Assembly that the final area had not been confirmed and it was possible that Coldham's Lane would be included.

The Chairperson concluded that the Joint Assembly supported the next steps of the project, as laid out in section 4 of the report.

13. WHITTLESFORD STATION TRANSPORT INFRASTRUCTURE STRATEGY

The Director of Transport presented a report which updated the Joint Assembly on the outcomes of a public consultation exercise regarding the Whittlesford Travel Hub and considered the next steps in delivering the proposed transport infrastructure. The Joint Assembly noted plans for South Cambridgeshire District Council to work with the County Council to explore the possibility of applying for decriminalised parking powers in the district. The Director of Transport noted that civil parking enforcement schemes generally took up to two years to introduce following the respective consultation and therefore the intention was to initiate the process as soon as possible.

While discussing the report, the Joint Assembly:

- Suggested that the last sentence of paragraph 5.3 implied that there would be no bus access improvements carried out if Stagecoach opted not to serve the station. Noting that the purpose of a travel hub was to be served by public transport, members sought clarification over whether the project would go ahead if no service was provided, with one member arguing that the GCP's ambition should not rest on the decisions of a

private company. The Director of Transport informed the Joint Assembly that the GCP was attempting to establish a commitment from the commercial bus operator, but that he would reflect on the wording of the sentence in question.

- Suggested that updating Local councillors, parish councils and the local rail user group regularly, as stated in paragraph 7.5 of the report, was not enough and that they should have a higher level of involvement. The Director of Transport agreed to reconsider the wording of the paragraph.
- Observed that the project was a complicated programme with multiple agents involved and links to busy areas such as Granta Park. Members expressed concern that unless surrounding issues, such as heavy congestion on the adjoining A505, were addressed, the Travel Hub would be blighted by inaccessibility.
- Considered the development of civil parking enforcement across South Cambridgeshire, noting that the district council did not currently receive any revenue from parking charges. The GCP Transport Portfolio Holder informed the Joint Assembly that there was an ongoing study on the Royston to Granta Park corridor that involved councillors from Cambridgeshire County Council, Hertfordshire County Council and South Cambridgeshire District Council, where such an issue should be considered. He also noted that the County Council had worked with Cambridge City Council to introduce parking enforcement within Cambridge and would welcome engagement with South Cambridgeshire District Council over the issue as well, although he cautioned that it was neither a quick or easy process to implement.

The Chairperson concluded that there were no objections to the Executive Board continuing with the project as laid out in the report.

14. DATE OF NEXT MEETING

The Joint Assembly noted that the next meeting was due be held at 2:00 p.m. on Thursday 4th June at the Guildhall, Cambridge.

Chairperson
4th June 2020

30th January Greater Cambridge Partnership Joint Assembly – Public Questions

Questioner	Question	Proposed Response
1 David Stoughton	<p>Agenda Item No. 6: Recommendations of the Greater Cambridge Citizens' Assembly</p> <p>Following the report of the Citizen's Assembly, I'd like to present the result of our survey on attitudes to, and effects of, traffic congestion in the CB1 estate and to ask whether proposed measures will help mitigate the problems being experienced? I ask this especially in the light of the high levels of respiratory disease the survey reveals and the increasing number of young children in the area.</p> <p>The survey results have been fairly widely distributed but it would be useful if I could be permitted to ensure all members of the assembly can consult them in advance of the meeting.</p>	<p>Thank you for sharing the results of your survey, which have been shared with Joint Assembly and Executive Board members. Last June, the Executive Board formally agreed that improving air quality should be a key consideration in developing the final city access strategy, and the Citizens' Assembly specifically considered air quality issues as part of their deliberations.</p> <p>The paper for agenda item 7 looks at the potential impacts of different interventions on air quality. Measures to encourage more trips by public transport, walking and cycling, to decrease the number of car trips, and to support the electrification of vehicles – particularly buses – would help to address air quality issues and the resulting health impacts.</p>
2 Mal Schofield	<p>Agenda Item No. 7: Public Transport Improvements and City Access Strategy</p> <p>* Note: Referencing excerpts from DfT's 'National Travel Survey: England 2017'. See Background information attached. Excerpts quoted below, prior to official question.</p> <p>Excerpts: Changing commuting behaviour is far from easy. "The proportion of households without a car has fallen from 48% in 1971 (based on the Census) to 24% in 2017 while the proportion of households with more than one car increased over this period, from 8% to 35%" " Also, household car ownership remains high and is likely to have contributed to falling bus patronage. 76% of households in England owned at least one car or van in 2017. In 2017, 56% of households in England in the lowest real income quintile owned at least one car or van, up from 48% in 2009 (2017 National Travel Survey.) There are 30 million cars registered in the UK. Most new dwellings have and will continue to provide 1/2 car spaces.</p>	<p>The paper presented to the Joint Assembly identifies that – to improve journey times, tackle poor air quality and reduce carbon emissions – a step change in sustainable transport provision is required. More people need to take public transport, cycle or walk, and the paper considers the significant improvements required to make these changes.</p> <p>The analysis suggests that electrification has a role to play in addressing the issues identified. But that a fundamental shift in mode share is also required to tackle congestion and address planned growth.</p>

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		<p>Car dependency The car has become a home extension and the journey to work a complex set of activities including school runs, shopping, visiting friends/relatives with caring needs and keeping essential appointments such as doctors/dentists. In marked contrast bus based public transport commuting requires an incident risk & combination of travel modes including walking, car driving, cycling and train.</p> <p>Modal choice "Travel to work by bus including P&R and Guided Bus usage based is declining "Surface rail trips per person per year have increased by 56% between 2002 and 2017 to 21 trips . Trips on London buses, that decreased in the years from 2010 onwards were at the same level in 2017 as 2002. Trips on other local buses decreased by 19% between 2002 and 2017."</p> <p>Statement "The GCP has a target of 10 to 15 per cent reduction in city centre traffic flows over 2011 levels, as part of the £500m devolution funding resulting from the City Deal negotiations. Traffic has grown considerably since 2011, this target now equates to a reduction of more than 20 per cent over today's levels or the equivalent of almost one in four cars off the road. By 2031 employment is forecast to rise by 30 per cent."</p> <p>Question Is the above aim practically achievable? There is a pressing need for alternative attractive commuting choices. Does the progressive way forward to 2030 depend far more upon the conversion to electric vehicles/bikes (including e cargo) together with the accelerated provision of dedicated & integrated cycleways around and through the city? Also to quadruple the capacity in P&R/Travel hubs and encourage car drivers to complete their journey to work other than with their car. Traffic restrictions in the city may however have to accommodate more P&R single decker buses.</p>	
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		Assumption The construction of tunnels and the metro is unlikely before 2025.	
3	Dr Brian Robertson	Agenda Item 7: Public Transport Improvements and City Access Strategy Which voting members of the GCP will support a motion to: 'Prioritise Active Travel'? A supplementary question is Will you please place and vote for a 'Prioritise Active Travel' motion? Note: Details of such a motion can be seen in the Cllr Bartington 'Prioritise Active Travel' passed by Oxfordshire CC.	<p>The evidence set out in the paper, improving both public transport and active travel options is vital to offering people a competitive choice that enables them to leave their cars behind.</p> <p>The Greater Cambridge Partnership's (GCP's) programme is designed to increase travel by sustainable modes.</p> <p>All schemes encourage active travel, as well as improving public transport provision along key routes and corridors.</p>
4	Camcycle	Agenda Item No. 7: Public Transport Improvements and City Access Strategy Camcycle welcomes the update on the City Access strategy and thanks those involved for the amount of research conducted on this project. It's clear that both scientific evidence and public opinion support the goal of switching a significant number of journeys in and around Cambridge to walking, cycling and public transport. It's also clear that this must be done to: <ul style="list-style-type: none"> - Support local authorities on their journey to zero carbon - Improve local air quality and people's health - Address issues of transport inequality in the area - Reduce congestion and maintain a thriving economic region, attractive to businesses - Make Cambridge a nicer place to live, work and travel. <p>We strongly support the proposals to improve junctions for those walking and cycling, trial car-free days, subsidise electric bike hire,</p>	<p>The GCP members are working closely together to address the growth challenges faced by the Greater Cambridge area. The desire for action is clear from public and business engagement, and 'be bold, be brave' was a key message from the Citizens' Assembly.</p> <p>The partners are continuing their discussions ahead of the Executive Board meeting in February. The Joint Assembly discussion of the evidence to date and potential next steps will support them in that. The paper identifies a series of actions that could be advanced in order to ensure a build-up of sustainable transport capacity and trial different approaches to addressing congestion issues.</p>

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		<p>develop a lease scheme for e-bikes and cargo cycles, improve and increase cycle parking and work with schools and businesses to increase levels of cycling.</p> <p>We also strongly support the building of increased cycle infrastructure and the piloting of further road closures, modal filters and community streets; these measures are essential to the growth of cycling in the area for all ages and abilities. We welcome the forthcoming publication of the Cambridgeshire LCWIP. We also support additional demand management measures such as a flexible congestion charge.</p> <p>However, we are concerned that the timely action required may be compromised by the lack of a joint approach between the local authorities. We understood from media reports that the councils would be working to resolve their differences in a workshop this month.</p> <p>We would like to ask the Joint Assembly to confirm that this workshop has taken place and to ask when the essential measures included in this report to improve the health, wellbeing and success of our city will begin to be implemented?</p>	
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5	Lilian Rundblad, Chair, Histon Road Area Residents' Association HRARA	<p>Agenda Item No. 7: Public Transport Improvements and City Access Strategy</p> <p>Clean Air Zones CAZ, Air pollution from emissions and particulates, impact on health and welfare</p> <p>The Health and Welfare of the Cambridge residents is at stake when the improved transport schemes are rolled out to cope with the growth of the city. Not only the physical health risks ranging from heart-lung disease, to stroke and dementia but also mental health such as depression and suicide.</p> <p>55% of roadside traffic pollution is made of non-exhaust particles such as Brake, Tyre, and Road surface wear. While legislation has driven down exhaust emissions the non-exhaust particulates emissions have increased. EV, PHEV, and charge hybrids reduce exhaust emissions but they are still particulate polluters.</p> <p>Many cities in Europe have already introduced Class 2 Zones with Euro 6 standards on their major arterial routes into the city centres and expand their CAZ. To introduce Class 2 and Euro 6 on arterial roads such as Histon Road in coordination with the present GCP construction ending sometime in 2021, Cambridge would expand the CAZ from the junction with Huntingdon and Victoria roads reducing exhaust emissions.</p> <p>To cope with the non-exhaust emissions - particulates, the most effective source is Trees and Hedges. Certain species of trees are more effective than others. They should be planted in the highway boundary by the actual vehicle emissions. This week is the start of the site clearance, and there will be quite substantial losses of greenery. It leaves little protection for cyclists and pedestrians as well as front-gardens.</p> <p>With increased vehicle traffic expected due to expansion from 2 to 3 lanes and the improved Guided Bus B single decker route to Addenbrookes with more buses per hour</p>	<p>The GCP is committed to putting the vegetation back as part of the Histon Road scheme, indeed there will be more trees than before when the scheme is completed.</p> <p>The paper outlines a number of potential policy options to addressing the congestion and air quality challenges we face. A Clean Air Zone is one of them. The Joint Assembly and Executive Board will need to consider the alternatives open to them and determine next steps.</p>
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		HRARA asks the Joint Assembly to encourage the officers to investigate the inclusion of Histon Road in the Cambridge CAZ and introduce Class 2 and Euro 6 standards by the end of the construction in summer 2021.	
6	Camcycle	<p>Agenda Item No. 8: Greenways</p> <p>Members of Camcycle are happy to see the proposals for the Greenways and the request for additional funding, and we hope the Joint Assembly will support these plans as the Greenways cannot arrive a minute too soon.</p> <p>Q1: In light of the climate emergency, we ask the Joint Assembly to consider what steps could be taken to speed up delivery of the Greenways sooner than the proposed date of late 2024?</p> <p>Q2: In another project, the GCP has proposed removing all car parking along Adams Road. Given that this is a desirable safety feature on its own, may we ask for the removal of parking and addition of traffic-calming on Adams Road to be included as another 'quick win' project that can be implemented straight away to increase cycling safety on one of the busiest and most important cycle routes in Cambridge?</p>	<p>Q1. The proposed programme for the delivery of the schemes is a realistic forecast which is based upon experience from previous similar schemes. The timescales for delivery of the Greenways depend heavily on how land negotiations progress. The team hear the sense of urgency in the question and will seek to expedite scheme delivery when possible.</p> <p>Q2. No further quick win schemes are currently being considered or proposed as part of the Greenways project. Adams Road is subject to consideration as part of the Cambourne to Cambridge scheme.</p>
7	Jim Chisholm	<p>Agenda Item No. 8: Greenways</p> <p>I'm here, yet again, requesting cycle infrastructure that, in this case, would costs 'peanuts' and would benefit many who already cycle, especially to school, but also the many who would cycle if only they had a safe and pleasant route.</p> <p>I've read the reports about Greenways, and was puzzled and disappointed at the lack of commitment to complete improvements to the 6km route from Sawston through Stapleford and Shelford to the rapidly expanding Biomedical Campus.</p>	Thank you for the information. It will be considered as part of the Sawston Greenway later this year.

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	<p>We have already upgraded some 2 kms of route to 3+m wide as part of the 'quick wins', and further 1.5kms of the Genome path which may well need changing as part of the Cambridge South Station and East-West rail program. BUT we still have 2.5km of short, linking sections on busy minor roads with limited visibilities on bends, a difficult road crossing, a section directly adjacent to a busy main road with an 'effective' width of as little as 400mm (between kerb and lamp post), a much used crossing that isn't a Toucan, and even a section of footway where cycling appears not to be legal!</p> <p>The traffic free alternative, included in the original consultations, has 450m of redundant rail land with agreed permission to the south of Shelford station, and 700m of route on land adjacent to the new agricultural reservoir with a co-operative owner. All that is needed for an excellent route to be completed is the remaining 450 metres adjacent to the rail line. Apart from a possible delay over land issues this should be another quick win.</p> <p>Let us get it done for the benefit of all the school children, and before developments on the Biomedical Campus, the Genome Campus, and the old Spicers site double the cycle flows here.</p> <p>Why cannot it be progressed now?</p> <p>Cycles through Stapleford:</p>	
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		Stapleford A1301 adj to bus stop Wedn 22 Jan 07:30-08:40					
		Time ending	N'bound	S,Bound	Lights	Weaves	
		07:40	3	3	3	2	
		07:50	10	9	9	9	
		08:00	12	19	18	8	
		08:10	13	33	22	14	
		08:20	20	33	23	14	
		08:30	16	16	9	12	
		08:40	16	7	3	12	
		Totals	90	120	87	71	
8	Lynda Warth on behalf of the British Horse Society	Agenda Item No. 8: Greenways <ul style="list-style-type: none"> Excluding the racing industry, over £90 million pa contributed to the local economy as a result of the ± 25,500 horses in Cambridgeshire The equestrian industry is UK's second largest rural employer Equestrian national accident records - since November 2010: 42 people have died, 1085 injured; 315 horses have died, 945 injured. The East has one of the worst equestrian accident records. No recorded report of injury to third party, by a horse on a PROW anywhere, ever. <p>The GCP claims to include equestrians on the Greenways – always with the caveat 'where possible' but equestrians are constantly omitted from GCP statements, presentations, response to CamCycle's question from the last meeting refers only to walking / cycling project pledges yet many routes are planned on bridleways.</p>					<p>Q(a) The safety of all users is already considered in Road Safety Audits and appropriate solutions sought.</p> <p>Q(b) Yes we will preserve existing amenity.</p> <p>Q(c) The GCP has a multi-user remit and we will continue to work with stakeholders to delivery on that.</p> <p>Q(d) The Greenways project will work to provide safe and attractive routes for all users.</p>

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		<p>Despite the stated GCP intention and BHS participation in the GCP NMU Working Group, 'quick win' projects jeopardise the safety of horses / riders:</p> <ol style="list-style-type: none"> 1. Roadside shared pedestrian / cycle paths leave horses dangerously sandwiched between fast moving vehicles and fast moving, two-way cycle traffic. 2. Verge tarmac shared pedestrian / cycle path 'improvements' force horses off the safe grass verge into the traffic flow. 3. NMU access on the first Greenway delivery rescinded following post construction Road Safety Audit consigning horses to roads deemed unsafe for pedestrians and cyclists. 4. Rural grassed byway sealed with dangerous, slippery SMA totally unsuitable for horses. <p>If the GCP really intends the Greenways to be multiuser, delivery must be by an unbiased team with equal accountability for all.</p> <p>Will the GCP please:</p> <ol style="list-style-type: none"> (a) Include the need for safety of equestrians in all safety audits? (b) Preserve the existing amenity for horse riders on Greenway routes? (c) Appoint an Active Travel Delivery Team with a multiuser remit? (d) Take no action which reduces the safety of equestrians? <p>Background information: some photos are attached to illustrate the points made.</p>	
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9	Matthew Brown	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Recalling that Cambridge American Cemetery is a Grade I protected Cultural Heritage Site (#1001573) listed by Historic England, as well as an “approved” American Cultural Heritage Site listed by the US Commission of Fine Arts; how does the GCP intend to mitigate (or eliminate) risks of environmental damage, noise pollution, visual pollution, and emissions pollution to this (and other) cultural heritage sites?</p> <p>*Note: Two attachments in email received 20/01/2020.</p>	<p>The C2C scheme is intended to provide public transport and non-motorised improvements which address congestion on the A428/A1303 corridor.</p> <p>The Outline Business Case considered today includes an assessment of economic, societal and environmental considerations. It concludes that the development of the C2C proposals should take place away from the American Cemetery.</p>
10	Nick Hadley	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Cambridge Innovations Parks Ltd whole-heartedly support the proposed scheme.</p> <p>We believe our proposals for our site adjacent to the proposed route will complement the scheme and significantly benefit all parties.</p> <p>Could GCP please advise on the strategic objectives of the scheme in terms of economic growth and employment creation along the proposed route corridor?</p>	<p>The strategic case recognises pressure on the transport system from Local Plan growth and proposes infrastructure to address this. Specifically, C2C responds to local development pressures such as Cambourne West, Bourn Airfield, West Cambridge, St Neots.</p> <p>Along the C2C corridor, around 11,500 additional homes are planned in Cambourne West, Bourn Airfield, and North West Cambridge.</p> <p>Development is estimated to support 13,400 additional jobs, leading to increasing pressure on the already heavily congested A1303 approaching M11 junction 13 and the city centre. A further source of pressure on the C2C corridor will come from 3,800 new homes which are planned for the St Neots East site.</p> <p>A dedicated public transport route is essential to connect existing and expanding communities to Cambridge and contribute to tackling congestion, air quality and climate change.</p>

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11	James Littlewood	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Now that we finally have a preferred route, we can also see what the impact of this would be. This route would clear-fell mature woodland alongside St Neot's Road, grassland habitat at Madingley Mulch would be built over, hedgerows on our land that would be severed, orchard trees would be uprooted, a meadow bisected and the scrub in a city wildlife site destroyed and ponds would be infilled next to the University sports ground. A large scar on the landscape will be created during construction, which will take years to recover. Why has this not been detailed in the officers report?</p>	<p>An initial environmental assessment has been undertaken and this is reflected in the Outline Business Case and supporting Option Appraisal Reports. (A full EIA is the next step in the process).</p> <p>The Green Belt land impacted by C2C plans is largely agricultural and mitigation measures propose potential planting features (such as flower meadows) which could enhance biodiversity. Work will continue, engaging with local communities as plans develop.</p> <p>Other sites impacted, such as the ponds by West Cambridge and the city wildlife site by the M11, are man-made. Similarly, much of the planting along the A428 is relatively new.</p> <p>Proposed mitigation measures include 'bundling' to limit the visual impact of the road on the landscape and every effort will be made to replant in areas where trees and vegetation must be removed. This will be considered further as part of the detailed design, the next stage in the process.</p> <p>At a scheme level, the GCP is committed to ensuring a 10% net biodiversity gain so the ecological value of the area overall would be increased.</p> <p>Scheme design principles - covering aspects including biodiversity gain, connecting habitats and fitting into the landscape – have been devised to guide planning development, by Landscape Heritage & Ecology and Non-Motorised User working groups, representing stakeholder groups including CPPF, The National Trust and Camcycle.</p>
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12	James Littlewood	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>If the route of East-West Rail goes via Cambourne, then this would have significant impacts on the business case for the busway in terms of future passengers, it would also open up the possibility of an interim solution: In the short-term, an in-bound bus lane could be provided along the A1303. This could be achieved much more quickly, at significantly less cost, with much less impact on the environment, green belt and local communities. This could be in place whilst the new railway was being progressed. The railway would eventually provide the mass-transport solution for the Cambourne area with the bus lane continuing to provide access to west Cambridge. Cycle provision could be achieved via a branch of the Comberton Greenway, a route which would be much better for cyclists because it would be a more gradual climb and away from traffic. Therefore, is it not premature for the GCP to be making a decision without first knowing the outcome of East-West Rail, and if the outcome is via Cambourne, would it not be sensible to pause and take stock of the alternative options that this might create?</p>	<p>EWR and the Expressway are projects designed to support deliver of 1,000,000 homes across the Oxford-Cambridge Arc.</p> <p>Having announced a preferred route corridor for the scheme, the next stage for EWR will be business case assessment and exploring detailed route alignment. This will include a planning and growth scenario that is likely to outline 10,000's of new homes for Cambourne.</p> <p>Thousands of new homes will provide an even stronger need for local public transport improvements to provide connectivity from across Cambourne, and other residential areas including Bourn Airfield.</p> <p>C2C would connect local communities to any potential rail stop. GCP will continue to work together with East West Rail to align plans in the event that a preferred route provides for a station at Cambourne.</p> <p>In the meantime, the situation continues to worsen for those using the existing network to travel in from communities to the west. For car users and those reliant on public transport, using the A1303, a commute of around 8 miles can regularly take over an hour. Developments such as Cambourne West, Bourn Airfield, West Cambridge, St Neots, committed to in the Local Plan, are advancing and need to be connected to destinations across the city.</p>
13	Carolyn Postgate	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>I understand that a decision will be made very soon on the proposed route for the East-West rail project from Bedford to Cambridge, and that a route via Cambourne is the most likely.</p> <p>How can the GCP justify pressing forward with a costly off-road busway from Cambourne to Cambridge if a fast, reliable rail link is going to exist within the next 10 years? With a station at Cambourne, it's clear that the EWR scheme will provide good connections for people within a few miles</p>	<p>EWR and the Expressway are projects designed to support deliver of 1,000,000 homes across the Oxford-Cambridge Arc.</p> <p>Having announced a preferred route corridor for the scheme, the next stage for EWR will be business case assessment and exploring detailed route alignment. This will include a planning and growth scenario that is likely to outline 10,000's of new homes for Cambourne.</p>

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		<p>of Cambourne (thus including Bourn Airfield Village) to Cambridge stations serving the City Centre, Science Park and Biomedical Campus, the most important employment sites. What “last mile journeys” does GCP envisage will then be served by the proposed busway and how many people will that benefit?</p>	<p>Thousands of new homes will provide an even stronger need for local public transport improvements to provide connectivity to it from across Cambourne, and other residential areas including Bourn Airfield.</p> <p>C2C would connect local communities to any potential rail stop. GCP will continue to work together with East West Rail to align plans in the event that a preferred route provides for a station at Cambourne.</p> <p>In the meantime, the situation continues to worsen for those using the existing network to travel in from communities to the west. For car users and those reliant on public transport, using the A1303, a commute of around 8 miles can regularly take over an hour. Developments such as Cambourne West, Bourn Airfield, West Cambridge, St Neots, committed to in the Local Plan, are advancing and need to be connected to destinations across the city.</p>
14	Allan Treacy	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>The East-West rail route to be announced shortly will have an impact on the BCR calculations carried out by Mott MacDonald In respect of the Cambourne to Cambridge Busway. Will the GCP please confirm that the BCR will be recalculated and published once the East-West rail route is announced and that benefits accruing to the rail project will not also be attributed to the busway?</p>	<p>The C2C scheme has been assessed using the Department for Transport and HM Treasury’s appraisal guidelines. This sets out the framework for considering the likely impacts of public funded investment to ensure:</p> <ul style="list-style-type: none"> • Value for money • Transport, economic, social and environmental benefits • Maximum benefit with minimal impact <p>The impact of the C2C on the national and local economy is substantial;</p> <p>(The assessment of the wider economic benefits of the scheme are:</p> <ul style="list-style-type: none"> • A national land value uplift of £458m achieved through unlocking housing development • Over 900 new jobs created and over 5,000 new houses built contributing to £102.8m additional Gross Value Added (GVA) per annum through the number of jobs created and homes built)

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			At present there is a preferred route corridor but no preferred route alignment for East West Rail, nor clarity as to the associated growth and so it is not reflected in our BCR calculations for the Outline Business Case. As and when a preferred route and associated growth is agreed then that would be reflected in the final iteration of the business case, the 'Full Business Case,' for C2C which would be prepared once the necessary powers are in place to deliver the scheme but before approval by the Executive Board to proceed to construction.
15	Jane Renwick	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>The proposed route for the off-road busway has now resulted in huge opposition among the communities from Hardwick right through to Grange Road. Given that this now means that two thirds of the proposed route is so deeply unpopular, is it not time to reconsider this misguided and damaging route alignment?</p>	<p>It is not correct to say there is huge opposition. It is correct to say that there are different views amongst the community.</p> <p>Public consultation and engagement has been a key element of the work to date and decision makers will consider that alongside the technical evidence.</p>
16	Alistair Burford	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Re: Page 116. 5.9 FIGURE 4. Reliability comparison of non-segregated route vs segregated routes.</p> <p>Interestingly this illustration shows that bus lanes perform as well as the guided busway and furthermore the Cambourne to Maddingley Mulch illustration is equally favourable on the existing road without any kind of bus priority.</p> <p>This seems to undermine any claims that the off-road busway is required for reliability.</p> <p>Despite this the Officers continue to insist that the off-road route from Cambourne to Adams Road is the only feasible option.</p> <p>They insist it's the only feasible option because it's CAM compliant, despite the high level of uncertainty surrounding the nascent CAM scheme and its costings.</p>	<p>In line with Department for Transport guidelines, existing, rather than planned services are used to assess reliability. Assessment demonstrates that the existing Cambridgeshire Guided Busway sections perform better than non-busway sections.</p> <p>Two sections of the current road network, from Maddingley Mulch to Drummer Street, are among the worst performing sections in terms of reliable journey times.</p> <p>The recommended route is estimated to improve average morning peak time journey times by 19 minutes, from 50 minutes to 31.</p> <p>Proposals reflect plans for a future CAM, but in line with Government guidance, the OBC considers Cambourne to Cambridge as a free-standing investment.</p> <p>The impact of the C2C on the national and local economy is substantial. The assessment of the wider economic benefits of the scheme are:</p>

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		<p>They insist it's the only feasible option even though it exposes the residents of St Neots Road, Hardwick to 8 lanes of traffic in front of their properties.</p> <p>They insist it's the only feasible option even though it will cause permanent damage to the iconic Coton Corridor.</p> <p>All this at a cost of £157m!</p> <p>Figure 4 shows that despite the absence of any kind of bus priority the service from Cambourne to Maddingley Mulch is already as reliable as a segregated route. The problem is Maddingley Hill. The Officers have looked at the feasibility of building a busway down Maddingley Hill and informed the Board that it was not possible. However a number of technical groups outside of the GCP believe that an on-road bus lane down Maddingley Hill with smart 'bus prioritised' signalling at the narrowest point outside the American Cemetery is possible and could be developed quicker and for a lot less money</p> <p>Given all of the above coupled with the unacceptable BCR and lack of support from so many of your constituents, this Assembly should be telling the Board not to support the inaptly named 'preferred route' and asking the Officers to look at ways of making a bus lane work for the entire route.</p>	<ul style="list-style-type: none"> • A national land value uplift of £458m achieved through unlocking housing development • Over 900 new jobs created and over 5,000 new houses built contributing to £102.8m additional Gross Value Added (GVA) per annum through the number of jobs created and homes built. <p>Utilising these wider economic benefits, the local Benefit Cost Ratio (BCR) for the scheme is calculated at 3.48. This demonstrates good value for money.</p>
17	Terry Spencer	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>What are the exact routes being considered between the end of the proposed off-road busway at Grange Road and the three suggested destinations (City centre/Parker Street, Cambridge Biomedical Campus, and Cambridge Science Park, before the CAM is completed?</p> <p>How can the GCP claim in the agenda pack, Figure 4, page 116, that the reliability of the preferred off-road option is higher than the on-road</p>	<p>A bus strategy has been developed to use the C2C route for travel from Cambourne to key employment destinations in and around Cambridge (see Appendix F to OBC).</p> <p>Routes are based on realistic service numbers and anticipated demand. This approach builds upon the successful approach adopted as part of</p>

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		<p>options between Madingley Mulch roundabout and the city centre, when this option is likely to pass along heavily-congested and narrow streets between the West Cambridge campus and the city centre? These streets are used by cyclists and pedestrians, and are neither safe nor have the capacity for more buses.</p> <p>How can the GCP state that the off-road option will be future-proofed, when this option will rely on completion of the CAM scheme being considered by the Combined Authority? Has the GCP taken into account the likelihood that the CAM scheme will not be constructed using rubber-tyred buses in tunnels, because – according to a recent report by Cambridge Connect – the CAM scheme in its current form is too high a risk to attract investment and uses unproven technology?</p>	<p>the Cambridge Guided Busway scheme which has delivered a significant increase in service and patronage.</p> <p>Bus services will be confirmed as the scheme develops, working with bus operators. However, the initial bus strategy proposes direct express services to key employment centres, as follows:</p> <ul style="list-style-type: none"> • Cambourne to Cambridge City Centre at 10-minute interval service (six buses per hour). • Cambourne to Biomedical Campus at 30-minute interval service (two buses per hour). <p>The recommended route emerges onto Grange Road at the closest possible access point to the city centre and services continue on to key destinations.</p> <p>The GCP is working with the CPCA to deliver a future CAM network and the CPCA has categorised C2C as part of phase 1 on the network.</p> <p>The OBC reflects potential transport investment through projects including CAM and EWR, but in line with Government guidance, considers Cambourne to Cambridge as a free-standing investment.</p>
18	<p>Dr Gabriel Fox</p> <p>Questions to be asked by Dr Marilyn Treacy</p>	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Despite GCP's insistence for the past 5 years that the C2C scheme has to be off-road and segregated, their proposed route turns out to be 60% on-road with no bus segregation for services between Cambourne and the Biomedical Campus; and 40% on-road for services to the City Centre.</p> <p>On-road stretches include the first mile out of Cambourne towards Bourn Airfield Village, 25mph roads through the West Cambridge site, Adams Road, Grange Rd, the Backs, Silver St, Trumpington Rd, Pembroke St, Downing St, plus Regent St and Lensfield Rd on the way back, as well as 7km of the M11 for the route to CBC. Some of these are among the most congested streets in the city.</p>	<p>The GCP has not stipulated an on or off road option.</p> <p>The project team have undertaken a rigorous assessment of both off and on road alternatives over the years spent developing the scheme. Stages and outcomes of assessment have been presented and are recorded in detail across three Options Appraisal Reports.</p> <p>An optimised on-road option was developed to incorporate ideas from stakeholder groups and include both inbound and outbound public transport priority. When assessed in comparison with the off-road</p>

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		<p>Given this clear admission that off-road is not obligatory, and given the evidence provided by GCP in Figure 4 of the JA Report that bus lanes are just as reliable as off-road busways, why has GCP not worked up the best possible route using on-road bus lanes?</p> <p>Even on the busiest city roads, such as Newmarket Rd, bus lanes can offer just as good reliability as a busway, if not better. And GCP has accepted in its meetings with the LLF Technical Group that a bus lane is technically feasible the whole way in-bound between Madingley Mulch and the West Cambridge site and most of the way outbound too, even without any significant land acquisition.</p> <p>Is it not the case that a route including bus lanes along that stretch would be at least as fast and reliable as GCP's proposed route and offer a many-fold improvement in BCR, both the official one and the made-up "local BCR"?</p> <p>GCP has used excuse after excuse and tactic after tactic to avoid doing a proper comparative evaluation of a segregated on-road route. Without that we are in danger of having £200m of taxpayers' money wasted on a scheme that is inferior to one that could be implemented in half the time for a quarter of the cost. Will the GCP finally agree to working up an optimal on-road route with the local community?</p>	<p>option, the off-road route between Madingley Mulch roundabout and Cambridge was found to provide greater overall benefits.</p> <p>Both on and off-road alternatives have environmental and social impacts, but the results of assessment shows that an on-road alignment, even single lane, using the existing and increasingly congested A1303 presents significant environmental and heritage constraints and impact to properties caused by the widening of public highway in the confined space. Reliability in journey times can't be assured and limitation in highway space make continuous bus priority and segregation problematic.</p> <p>This point has been reiterated on many occasions during meetings and in correspondence with the LLF and Technical Group. OAR reports along with LLF minutes and correspondence are all available online.</p>
19	Dan Strauss	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>In February 2018 the GCP's Summary Report of Consultation Findings of the C2C Better Bus Journeys Phase 1 stated "the rugby club access was predominantly supported by respondents that discussed this area of the route. Adams Road was felt to be busy with pedestrian and cycle traffic which adding a bus route to would make unsafe".</p> <p>On the GCP's INSET Assessment Public Acceptability criteria the Rifle Range scored 5.</p>	<p>The initial public acceptability score for Rifle Range reflected strong support from many stakeholders at the time of the 2017 consultation for the principle of a segregated and direct route to Grange Road. Subsequently, strong representation was made regarding Green Belt impacts and protection of the West Fields, and dialogue with a number of landowners identified conflicts with the Rifle Range route. Further design work identified the need for greater land take which was also less acceptable to stakeholders.</p>

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		<p>By January 2020 that score had fallen to the lowest possible. 1. Why the 80% reduction in public acceptability?</p> <p>Because Jesus College wanted access and the Rugby Club wanted occasional access for “special events only”. Downgraded from 5 to 1.</p> <p>Adams Road on the other hand is the second busiest cycle route in Cambridge: it’s used by 5900 cyclists every day. That’s why over 3000 people have signed this petition to stop 220 buses a day being routed along it. It’s public acceptability score is 3.</p> <p>So Jesus College and the Rugby Club wanting access, downgrades the Rifle Range Public Acceptability score to 1, but 5900 cyclists a day, no designated cycle lanes, 30 buses an hour and 2 complex road junctions leaves Adams Road unchanged with a score of 3.</p> <p>3000 people versus a College and a Rugby Club.</p> <p>Can the Joint Assembly inform the Executive Board of this petition of over 3000 signatures that demonstrates the lack of public acceptability of using Adams Road for the Busway and instead urge them to revert to the Rifle Range route option?</p>	
20	Camcycle	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Camcycle supports all forms of sustainable transport. However, we are gravely concerned about the Adams Road section of the proposals. Almost 6,000 people per day cycle there, peaking at over 800 people per hour on busy days. The anticipated expansion of the West Cambridge site will further increase these numbers by thousands of people per day. We have been informed that future plans could mean that there would be 30 buses per hour running on Adams Road, which is just 8m wide between the kerbs. Past experience with similar situations on a shared section of the Guided Busway route gives us cause for concern, such as</p>	<p>Although the presentation of detailed road layout options is not mandatory at this stage in defining a route alignment, the project team has developed initial layouts in order to support discussion and address the concerns of stakeholder groups and residents.</p> <p>Should plans advance, we would continue to engage and work with the local community and CamCycle to develop layouts that prioritise the safety of all road users. Current proposals remove the parked cars</p>

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		<p>the incident on 21st June 2017 when a bus driver attempted an unsafe pass of some cyclists and drove the bus into a wall near the Cambridge Assessment site.</p> <p>Q1: We ask the Joint Assembly to give careful consideration to the implications of putting that many buses along Adams Road and whether the project is trying to cut a little bit of cost by shifting injury risk onto members of the public?</p> <p>The Adams Road route mixes buses with thousands of people cycling daily, while the Rifle Range route does not. Yet, according to Mott MacDonald's INSET Assessment criteria in the third Options Assessment Report, both Adams Road and the Rifle Range route are scored the same in terms of safety. We find this hard to believe.</p> <p>Q2: We ask the Joint Assembly to consider this discrepancy in the INSET safety assessment and whether this is an indication of a rushed proposal that has not been fully-worked out yet in terms of risks and mitigations?</p> <p>We ask the Joint Assembly to recommend to the Executive Board that the Adams Road route option not be pursued because its safety risks have not been adequately explored.</p>	<p>forcing two-way traffic and cycles to compete for half the space and seek to improve the current poor layout at Wilberforce junction.</p> <p>Whilst Adams Road is a busy cycle route, it is comparable with other busy corridors in Cambridge such as Magdalene Street where similar (or higher) cycle volumes compete with similar (or higher) bus flows in a much more constrained environment.</p> <p>Cutting cost was not a determining factor in revisiting the West Cambridge alignment.</p>
21	Dr Colin M Harris	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>The C2C plan shows the busway extending to Grange Road, following a route via Adams Road.</p> <p>The GCP has published plans in support of the CAM scheme, and as such we assume this is GCP policy. Can the GCP please explain how the Adams Road section of the proposed western busway is compatible with the proposed CAM tunnel scheme? Will this section not be redundant when a tunnel is built, and if so, is it not unjustified to use public funds for a scheme that is likely to be redundant well before the end of lifetime of the busway scheme?"</p>	<p>It is proposed that the scheme would use existing public highway at Adams Road. No new infrastructure would be required and minimum changes are proposed on Adams Road due to the conservation area status.</p> <p>At the point that tunnels are built, metro-style vehicles would enter a West Cambridge tunnel portal, at a location to be determined by the CPCA in advance of Adams Road.</p>

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		Dr Harris is not able to be present at the meeting to ask the question, but has asked if a response could be made at the meeting (so that the Joint Assembly may benefit from the GCP response) and also emailed to him.	<p>There would be a section of busway from West Cambridge to Adams Road which would become redundant, but this could then be re-used to provide a much-enhanced cycle route.</p> <p>By contrast, the Rifle Range option would require more infrastructure which would eventually be rendered redundant.</p>
22	Roger Tomlinson	<p>Agenda Item No. 10: Better Public Transport: Cambourne to Cambridge</p> <p>Freedom of Information requests revealed that after the Joint Assembly in November 2018, County Transport staff identified that the Natural England and Historic England reports on the route had been misrepresented in the Mott Macdonald and Transport Director's reports, to almost reverse their meaning, with Cambridge Past Present and Future, the government agencies and the National Trust being aware of this.</p> <p>However, No changes were made to the report and so the December 2018 Executive Board was not told about this when it approved further work. James Littlewood of Cambridge Past Present and Future submitted a question about this which was not answered in the Board meeting.</p> <p>We have followed this up with FOIs on the communications between Mott Macdonald and the Transport Director but these have been refused claiming exemption under the "the Environmental Information Regulations". These state that there should be a "Specific interest in transparency with regard to democratic decision making process regarding the project". Under these circumstances information should not be withheld.</p> <p>The Information Commissioner is about to adjudicate on this matter. Are Joint Assembly members happy to be making crucial decisions based on erroneous reports?</p>	<p>Full consultation responses are made available online and are presented to the Board in full as a supplement to consultation reports.</p> <p>The Freedom of Information Act request referred to in the question was submitted/responded to in January/February 2019. Following the outcome of an internal review, a complaint was made to the Information Commissioner's Office (ICO) in June 2019.</p> <p>Some information held by the GCP was released, but some was identified as being exempt from disclosure under Regulation 12(4)(d) of the Environmental Information Regulations, which states that "a public authority may refuse to disclose information to the extent that the request relates to material which is still in the course of completion, to unfinished documents or to incomplete data". This information related to the drafting of reports and responses to the public consultation which were subsequently published. In line with the Regulations, the exemption was subject to a public interest which took into account transparent decision making, details of which were set out in our original response.</p> <p>The GCP received a response from the ICO on 29 January 2020 and are reviewing the decision.</p>

**30th January Greater Cambridge Partnership Joint Assembly
Item 6: Public Transport Improvements and City Access Strategy
Recommendations from Councillor Bick**

Assembly recommendations on City Access Strategy

The GCP Joint Assembly welcomes the amassing of evidence to support the development of the City Access project, including data from the successive exercises in public engagement culminating in the Citizens Assembly.

It re-affirms its commitment to an integrated strategy to reduce congestion together with transport-related air pollution and carbon emissions.

To deliver this, it recommends that the Board makes progress on the project by developing detailed options for a package of phased interventions, together with a timeline to be considered at its meeting in June, in order to realise:

- A major improvement in the bus network and services on it, as illustrated by Systra (ref.6.9–6.18), including options for fairer fare structures and low-cost journeys;
- Measures to accelerate the cleaning and greening of bus and commercial delivery fleets;
- An income stream arising from a scheme of demand management, which both funds the major bus improvements and reduces other traffic by 10-15% from its 2011 level, enabling buses to operate efficiently (ref.7.17-7.33)
- The vision of “Making Space for People” (ref.7.3-7.4), utilising the opportunity created by the above to re-allocate highway space for public realm that is safer, healthier and more conducive to walking and cycling, including properly assessed road changes in central Cambridge in line with the Citizens Assembly recommendations.

The Assembly recommends the Board to carry this out with reference to the attached principles adopted by the GCP in June 2019 and to accompany the options with a full equalities impact assessment.

The Assembly considers that the resulting package must achieve its impact within the timeframe for planned growth, whilst also recognising it has the potential to support a wider CAM metro network on a later timescale.

The Assembly notes the progress already underway on supportive interventions (ref. 10.3) and it recommends the Board to consider further short-term measures (ref.10.4) to the degree that they are consistent with an agreed approach to longer term strategy or are independently sustainable.

30th January Greater Cambridge Partnership Joint Assembly
Item 6: Public Transport Improvements and City Access Strategy
Recommendations from Councillor Bick

City Access Principles – Adopted by the GCP Board June 2019

	Overarching Principles Proposals should...		Implementation Principles Proposals should...
1	Tackle both congestion and air pollution now and in the future, with benefits sustained over the long term, and supporting a reduction in carbon emissions locally	A	Tackle congestion and air quality at the busiest times in particular
		B	Open up opportunities to significantly transform the public realm to prioritise walking and cycling
		C	Clearly articulate the long term objectives of any scheme, to enable people to make consistent choices over time
		D	Include provision for monitoring in order to secure and sustain benefits to traffic levels and air quality
2	Encourage behaviour change to reduce car journeys and emissions, in particular for people to make more journeys using public transport, cycling and walking	E	Create an integrated, easy to use network offering significantly more people travelling in Greater Cambridge regularly for work and education an attractive and affordable choice to travel by public transport
		F	Offer more direct public transport services between key sites, avoiding the need to change or travel through the city centre where possible
		G	Be comprehensive: offering extended hours and appropriate coverage across the travel to work area
		H	Provide services for those commuting out of hours
		I	Consider how to ensure it is cheaper to take public transport into Cambridge than to drive and park
		J	Support wider modal shift to sustainable transport modes beyond commuter journeys
3	Significantly improve access for people travelling into and around Greater Cambridge for regular journeys, supporting the economy and creating better journeys for our communities	K	Enhance the environment and improve the sustainability of Greater Cambridge as the area continues to grow, supporting the shift towards zero carbon
		L	Bring forward public transport improvements before any demand management scheme becomes operational
4	Be fair and equitable to both those travelling to Greater Cambridge from further away, as well as to those residing within the City and South Cambridgeshire	M	Offer people flexibility in how they make their journey
		N	Ensure money raised through any demand management scheme is ringfenced for improving transport in Greater Cambridge and across the wider area, and that spending decisions and allocations of this money are clear and transparent, consistent with 1-3 above

Greater Cambridge Partnership Joint Assembly
Public Questions Protocol

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

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

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Joint Assembly, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- **Where meetings are held virtually, the expectation is that questions will be read out by an officer on behalf of the questioner. This is the preferred approach in the interests of efficiency as it reduces the likelihood of technical difficulties. However, should they wish to do so, questioners will retain the right to temporarily join the virtual meeting to ask their question (see below).**

- Details of the public questions accepted by the Chairperson will be circulated to members and published on the website along with other agenda papers in advance of the meeting.
- Individual questions will be read out at the relevant point in the meeting, usually at the start of the agenda item to which the question relates.
- The question will be answered at an appropriate point in the debate, usually as part of the introduction of the relevant item.
- Details of the questions asked at each meeting and a summary of the response given will be published online after the meeting and will included as an appendix to the minutes.
- In circumstances where the questioner has decided to ask their question virtually:
 - Individual questioners will be permitted to speak for a maximum of **two** minutes.
 - If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
 - The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
 - **In the event of technical difficulties the Chairperson reserves the right to determine that in the interests of efficiency, questions will be read out behalf of the questioner.**

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

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

Lead Officer: Niamh Matthews – Head of Strategy and Programme, GCP

IMPACT OF COVID – 19 ON THE GCP PROGRAMME

1. Purpose

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

2. Potential Review of the GCP's Programme in light of Covid – 19

- 2.1 The Joint Assembly and Executive Board may wish to consider reviewing the GCP's programme to understand if its focus could be altered in order to support Covid-19 recovery work. The information presented in the remainder of this paper may help Members to understand what the scope of any such review may need to consider. Section 9 of this paper considers this further.

3. Commissioned Work to Understand the Likely Impact of Covid - 19 on the Economy

- 3.1 In collaboration with CPCA officers GCP officers have appointed Hatch Regeneris to carry out a piece of work to understand the impact of Covid-19 on the local economy.
- 3.2 The scope of the work is broad but will give us a sense of the economic impact of Covid - 19 on a range of sectors important to the Cambridgeshire and Peterborough economies. Its purpose is to act as an evidence base which can be used to help to shape any potential programme wide response.
- 3.3 To get an up to minute understanding of sectoral responses, as part of the work, Hatch Regeneris will be talking directly to 30 local stakeholders involved in various sectors and educational institutions across the geography. This will be supplemented by gathering, analysing and bringing together quantitative data, much of which has already been produced.
- 3.4 The work is expected to be complete by the beginning of June. As such, officers may be able to give the Joint Assembly a verbal overview of any early conclusions at the June meeting.

4. Impact on the GCP's Programme

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

- 4.2 **Histon Road** – work on this project needed to be paused to understand how it could be managed in line with Government guidelines. Working closely with County Council officers it has been determined that this project can be restarted, within the guidelines, in Mid-May.
- 4.3 **Chisholm Trail** – the lead contractors have been able to maintain safety on the site through social distancing measures. Therefore work continues on this scheme. This position is being regularly reviewed.
- 4.4 For schemes that aren't yet on site, desk based work continues to be undertaken by GCP officers and by consultants.
- 4.5 For schemes requiring essential work that is not desk based their current status is as follows:
- 4.6 **Waterbeach to Cambridge** – the next phase of this work requires pre-consultation engagement on a long list of options, in late June. This is ahead of public consultation, assuming an October Board decision. Pre-consultation engagement can be done online. Should restrictions remain in place during the time (October) that public consultation is required this is likely to have an impact on project delivery. It may be possible to make up for some time lost. Officers will keep this under regular review.
- 4.7 **Eastern Access** – the next phase of this work requires parish and member engagement to input into the option sifting and assessment process. That was due to be complete by now had it not been for the Covid-19 situation. As it is, we aim to do this online over summer and present an Options Assessment to the Board in the October meeting cycle. It should be possible to make up time lost, depending on whether delays to other schemes cause corresponding delays in formal public consultation for this scheme.
- 4.8 **Cambourne to Cambridge and Cambridge South East** – the next phase of work on these schemes requires work on site to carry out environmental and ecological assessments. Some of this work is likely to be delayed as it may not be possible to operate under current guidelines. With the exception of where bat surveys are required, as the schemes progress it may be possible to make up any time lost but this will depend on when and how national guidelines for social distancing are updated. Where bat surveys are required, and we are unable to progress, the impact on the programme may be more significant given the surveys can only be carried out at one specific time of the year.
5. **Housing**
- 5.1 **Allia Homelessness project - Modern Methods Units** – work on this site has stalled as it cannot be carried out under current guidelines. The units were due to be in place by late March. GCP officers will keep the Joint Assembly and Executive Board updated as and when Allia have established an updated delivery timetable.
6. **Skills**
- 6.1 **Greater Cambridge Apprenticeships** - Form the Future and Cambridge Regional College continue to work on the GCP's apprenticeship service. Where possible, they are adapting their approach to the Service so it can continue to be run safely. It is not yet possible to know what impact Covid-19 will have on apprenticeship uptake. GCP officers are working closely with Form the Future and will

continue to do so to understand what the likely impact might be. As and when the impact becomes apparent the Joint Assembly and Executive Board may wish to consider revising the scope of the Service to help respond to the impact of Covid-19 on the economy.

7. Smart

- 7.1 **Autonomous Vehicle Trials** - although good progress has been made over the last quarter, the manufacturers of the autonomous vehicles have been furloughed until further notice. This means that the delivery of the vehicles for trials in Cambridge will be delayed. The revised timetable will not be available until they return to work, but is expected to be up to 3 months pushing vehicle trials back from June to September 2020. Despite this, InnovateUK continue to fund projects and therefore the team are working on the non-vehicle aspects of the trials which can be conducted remotely as per government guidelines.
- 7.2 **Data Collection and Analysis** - sensors deployed around the city to monitor various projects (Mill Rd, Histon/Milton Rd, Fendon Rd) remain in place and are still collecting data. The team is working with colleagues to ensure that this data can be appropriately used alongside other data sources to provide a view of the impact Covid19 and the associated restrictions have had on key metrics such as Traffic Volumes by Mode, Air Quality and Journey Times. This data has been presented to the Board as part of the Covid19 Transport Impacts dashboard.
- 7.3 **Digital Twin assignment with the Centre for Smart Infrastructure and Construction (CSIC)** -the early data analysis for this work has been completed, but the conclusion of the work has been postponed as the study is centred on the CBC. Interviews with available stakeholders continue to take place and additional opportunities to work alongside CDBB, DAFNI, CEDAR and CSIC are being investigated. Work on the final report on the potential use cases for a digital twin model for different stakeholders in the city is continuing. It is anticipated that the report will be completed by summer 2020, subject to the resolution of the current Covid19 issues in relation to staff availability and other restrictions.

8. Economy and Environment

- 8.1 The substantive work being carried out to look at the capacity of the energy network is, at this stage, largely desk based. As such, the work continues and is scheduled to be brought to the next Economy and Environment Working Group in June. As the impact of Covid – 19 becomes more apparent, particularly on the development industry, the Joint Assembly and Executive Board may wish to reconsider the scope of the work. GCP and County Council officers will keep in regular contact with UK Power Networks to understand any potential impact on the programme of works.
- 8.2 The work on the Economic Action Plan is now complete and is referenced in the economy and Environment section of the Quarterly Progress Report. Once we have a sense for the impact of Covid – 19 the Joint Assembly and Executive Board may wish to look again at this work and consider how best to reshape, if required.

9. Review of the GCP's Programme in Light on the Impacts of Covid- 19

- 9.1 As mentioned in section 2, the Joint Assembly and Executive Board may wish to consider reviewing the GCP's programme to understand if its focus could be altered in order to support Covid-19 recovery work. That could include but is not limited to, for example, engaging in additional work to help accelerate the delivery of homes or revising the scope of some of its work on skills to address

inevitable impacts on the workforce. The hatch Regeneris work referenced at section 3 could form a helpful basis from which to start the review.

- 9.2 In addition to the Hatch Regeneris work, GCP officers have already refocused resource in order to support partners in light of Covid – 19. GCP Comms officers are supporting the work of the County Comms team and much of the GCP’s Programme Team is now leading activities to develop some urgent work on Business Support across the geography.

Transport Data Work

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

10. Link with the Future Investment Strategy

- 10.1 It would seem logical to link any such review with wider work across the Programme. At the outset of the Future Investment Strategy (FIS) work it was envisaged that the FIS would be regularly reviewed and specifically as and when the GCP got through its first Gateway Review.
- 10.2 Officers therefore suggest that any Covid-19 impact review of the programme is fundamentally linked to the FIS review.

11. Next Steps and Milestones

- 11.1 Officers would welcome a view from the Joint Assembly on the proposition to initiate a review of the GCP’s programme in light on Covid – 19.
- 11.2 Following the next Executive Board meeting officers will come back to the Joint Assembly on a suggested way forward with any such review and associated actions.

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

Lead Officer: Niamh Matthews – Head of Strategy and Programme

QUARTERLY PROGRESS REPORT

1 Purpose

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

- Progress across the GCP programme, including spend during the 2019/20 financial year;
- A proposal to review the Future Investment Strategy in light of Covid-19 and the outcome of the 2020 Gateway Review (section 4);
- A proposal to invest a further £50k into Cambridge&, in order to develop a co-ordinated inward investment service for Greater Cambridge (section 25).

2 2019/20 Programme Finance Review

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

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

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

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

3 2020/21 Programme Finance Overview

3.1 The table overleaf gives an overview of the 2020/21 budget, as agreed at the February 2020 Executive Board meeting.

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

- 3.2 The figures presented include only the allocations agreed at the March 2020 Executive Board. The final confirmed budget figures for 2020/21 will also include unspent budget allocations from the 2019/20 financial year.
- 3.3 Due to the early stage in the financial year, accurate expenditure to date and forecasting information is not available in time for the Joint Assembly. Data will be presented to the Executive Board later this month.

Funding Type	**2020/21 Budget (£000)	Expenditure to Date (£000)	Forecast Outturn (£000)	Actual Variance (£000)	Status*		
					Previous	Current	Change
Infrastructure Programme	37,352	-	-	-			
Operations Budget							

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

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

4 Future Investment Strategy

- 4.1 The GCP Future Investment Strategy, agreed by the Executive Board in March 2019, sets out the GCP's approach to prioritising interventions in order to enable continued growth throughout Greater Cambridge. It considered a range of evidence developed throughout the course of the programme to that point, plus findings from Our Big Conversation and the Cambridgeshire and Peterborough Independent Economic Review (CPIER).
- 4.2 Given changes to the strategic context in which the GCP operates, officers are continually assessing any changes required to the Future Investment Strategy. Particularly, in the last few months, two key factors have been particularly influential:
- The first Gateway Review;
 - Covid-19, including its impacts to date and future impacts.
- 4.3 In May 2020, the Government unlocked up to a further £400m for the GCP's ambitious programme, following the successful passing of our first Gateway Review. By committing to further funding in Greater Cambridge, the Government has demonstrated its trust in and commitment to the work of the GCP. This commitment gives partners confidence to build on the progress made in the first five years of the City Deal, and to deliver the transformative interventions required to help the local economy to recover after Covid-19 and grow into the future.
- 4.4 Given the above, the Executive Board will be recommended to approve a proposal to review the Future Investment Strategy in light of these (and other) factors – in particular, with a view to ensuring the GCP programme is fit for purpose to deliver what the local economy needs during the recovery from Covid-19.
- 4.5 The detail of this proposal and further analysis on the impact of Covid-19 and the GCP's response, will be discussed under the item on 'Impact of Covid-19 on the GCP Programme'.

Housing and Strategic Planning

“Accelerating housing delivery and homes for all”

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

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

5 Housing Development Agency (HDA) Completions

- 5.1 The indicator for “Housing Development Agency (HDA) – new homes completed” has now been marked as complete. This reflects that the new homes directly funded by the Greater Cambridge Partnership have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.
- 5.2 Both Cambridge City Council and South Cambridgeshire District Council are continuing to deliver more new homes in Greater Cambridge over the next five years. This delivery is funded by various sources, including £70m funding via the Cambridgeshire & Peterborough Devolution Deal for the City Council programme. The GCP will continue to work with partners to explore additional opportunities to unlock further affordable housing.

6 Delivering 1,000 Additional Affordable Homes

- 6.1 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 6.2 The Greater Cambridge housing trajectory published in April 2020 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2021-2022. Until 2021-2022, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 6.3 Eligible homes are “*all affordable homes constructed on rural exception sites, and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 6.4 The table above shows that on the basis of known sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council’s Planning Committee, approximately

820 eligible affordable homes are anticipated to be delivered between 2021 and 2031 towards the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 78% of the target on the basis of currently known sites.

- 6.5 No additional eligible sites have been permitted since the last update, however in preparing the new Greater Cambridge Housing Trajectory the anticipated delivery timetables and build out rates for some sites have changed therefore resulting in slightly more affordable dwellings anticipated to be delivered towards the target (820 compared to 778 in the previous update). Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout out the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2020). When actual delivery on these known sites is recorded more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site, and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 6.6 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 37,970 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,470 dwellings more than the housing requirement of 33,500 dwellings. There are still a further 11 years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target. Historically there is good evidence of rural exception sites being delivered (around 40 dwellings per year), and therefore we can be confident that the target will be achieved.

Skills

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

Indicator	Target (to March 2021)	Progress (31/03/20)	Status		
			Previous	Current	Change
Number of people starting an apprenticeship as a result of an Apprenticeship Service intervention.	420	286			↔
Number of new employers agreeing to support an apprenticeship scheme.	320	316			↔
Number of schools supporting new, enhanced apprenticeship activity.	18	25	Met		↔
Number of students connected with employers.	7,500	9,355	Met		↔

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

7 Update on the GCP Apprenticeship Service

- 7.1 The GCP Apprenticeship Service has now been operating for more than a year, of the two year contract. Form the Future and Cambridge Regional College, who deliver the service, have submitted an annual report, covering the first year of the contract up to March 2020, plus their most recent quarterly monitoring report in May 2020.
- 7.2 Monitoring data for the four service KPIs is outlined in the table above, accurate as of May 2020. It shows that:
- Two targets for the whole contract have been met within the first 14 months of delivery.
 - The Service has delivered 68% of its target for people starting an apprenticeship as a result of its interventions.
 - The Service has delivered 99% of its target for number of new employers agreeing to support an apprenticeship scheme.
- 7.3 To engage employers, the Service has utilised opportunities including business exhibitions and webinars to identify companies who may be interested in learning more about apprenticeships. Direct engagement has enabled the Service to help those employers generate new apprenticeships.
- 7.4 To engage candidates, the Service has taken a range of opportunities, including hosting a stand at every post-16 evening at every school in Greater Cambridge over the first year of delivery.
- 7.5 The Service has also engaged with other local training providers to support as many apprenticeship starts in Greater Cambridge as possible. For example, they identify that through working together with Anglia Ruskin University to promote degree apprenticeship options, the Service has supported 78 starts in Greater Cambridge during the last year.

- 7.6 The annual report also identifies a series of challenges for the second year of the programme. These include:
- Ensuring Apprenticeship Levy funds stay in the region to support SME apprenticeships, including by working with the Combined Authority to encourage the levy pooling in the region.
 - Supporting businesses (particularly SMEs) to access the Digital Apprenticeship Service, which is a new requirement for all apprentice employers.
 - Understanding the impact of the introduction of T-Level's on students' interest in apprenticeships.
- 7.7 In addition to the challenges identified above, it is clear that since the annual report was submitted, Covid-19 has had a real and significant impact on service delivery – particularly, the service has had to adapt to delivering more services via online platforms. The service has reported a drop in anticipated apprenticeship starts since March as a direct result of Covid-19. The full extent of its impact (in particular on the opportunities available to school leavers in September) will be monitored closely over the coming months.
- 7.8 Officers will continue to work with the Service to explore lessons learnt from the first year of delivery, as well as understanding the impact of Covid-19 and any steps that may need to be taken to mitigate against these impacts.
- 8 Modern Methods of Construction (MMC) for Temporary Housing Units**
- 8.1 As reported in the Covid-19 impacts paper presented to this meeting, work on the site has stalled as it cannot be carried out under current guidelines. The units were due to be in place by late March. GCP officers will keep the Joint Assembly and Executive Board updated as and when Allia have established an updated delivery timetable.

Smart Places

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

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
T-CABS (CCA3 Autonomous Vehicle Project)	Dec 2020	Mar 2021			↔
Smart Panels – Phase 3 Extension	Complete				
Digital WayFinding – Phase 2 (Development)	Complete				
Digital WayFinding – Phase 3 (Development)	Jun 2020	Jun 2020			↔
ICP Development – Phase 3	Complete				
ICP Development – Building on the Benefits	Mar 2021	Mar 2021			-
Mill Road Bridge Closure: Data Collection and Early Analysis	Complete				
Mill Road Bridge Closure: Ongoing Data Analysis	Oct 2020	Oct 2020			↔
Data Visualisation	Complete				
Data Visualisation – Phase 2	Mar 2021	Mar 2021			-
Digital Twins Phase One	Mar 2020	May 2020			↓
New Communities Phase One	Jun 2020	Jun 2020			↔
Covid-19 Data Dashboard	Jun 2020	Jun 2020			

Progress reported up to 5th May 2020

9 T-CABS (C-CAV3 Autonomous Vehicle Project)

- 9.1 Good progress has been made over the last quarter to March 2020, however, as a result of the Covid-19 restrictions, the manufacturers of the shuttles have been furloughed until further notice. This means that the delivery of the vehicles for trials in Cambridge will be delayed. The revised timetable will not be available until they return to work, but the delay is expected to be up to 3 months, pushing the potential start date of the vehicle trials back from June to September 2020. This is likely to lead to a 3 month extension to the project, with a revised end date of March 2021.
- 9.2 Despite this, InnovateUK continue to fund projects and therefore the team are working on the non-vehicle aspects of the trials which can be conducted remotely, as per government guidelines. The work to create a model safety case for the trial has been procured and began (slightly later than planned) in March. This work is making use of existing footage and online maps and resources to produce an early draft which is ready for review and interim sign-off by the Risk Management Group. This will not be finalised until the team are able to carry out a physical site visit once the Covid-19 restrictions have been lifted. This process will continue to involve consultation with the Risk Management Group established earlier this year.

10 Smart Panels – Phase 3 Extension

- 10.1 Phase 3 of the Smart Panel Extension work has been completed. An issue with the panels retaining access to CambWifi has been resolved. The fix will be applied as required to panels in public buildings using CambWifi for their internet connection. The Hauser Forum provided positive feedback on their recently installed panel, commenting that it is receiving great feedback from staff and visitors. A demonstration has been held with the Royal Society of Chemistry on the Science Park who may also be interested in installing a panel. This will be followed up as we begin to return to more regular working patterns.
- 10.2 The Pocket Smart Panel is still in use and is regularly checked by the team to ensure live travel information is being provided. User numbers are expected to be impacted by the reduction in journeys currently being undertaken and a further review of usage figures will be carried out as restrictions on travel are eased.

11 Digital Wayfinding – Phase 3 (Development)

- 11.1 A proposal for wayfinding at Cambridge Central Station has been put forward for approval in principle by Abellio and Brookgate, in addition to other key stakeholders. A market testing engagement is being planned and is expected to take place within the next month. This will further inform the suggested approach and is expected to lead to a procurement, subject to meeting the requirements of the section 106 monies. Implementation would then begin when practically possible (and subject to the relevant planning consents being achieved) in line with safe working guidelines.
- 11.2 Engagement with Cambridge Biomedical Campus regarding wayfinding remains a topic of work, however they are understandably concentrated on the delivery of core services only during this period. We will re-establish work on this, as and when it is appropriate, via the Travel & Transport group.

12 ICP Development – Phase 3

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

13 ICP Development – Building on the Benefits

- 13.1 The team are currently undertaking a range of activities to build on the benefits of the ICP Development, including:
- Exploring the possibility of Smart Panels being available via the desktop.
 - Extension of APIs to accommodate future datasets.
 - Investigation of the energy panel.
 - Improving quality of bus data and journey time predictions.
 - Continuing the support and maintenance of Smart Panels and the Pocket Panel.

14 Mill Road Bridge Closure – Traffic Flow and Air Quality Monitoring

- 14.1 As reported last quarter, traffic sensors remain in place on Mill Road and the surrounding streets. The sensors were installed at the end of May 2019, however a direct comparison of the same period this year is likely to have been impacted by the current travel/movement restrictions. The final report from this work is not expected until October 2020 when the impact of the travel restrictions on the validity of the full year of data collection can be more clearly identified.
- 14.2 In the meantime, data from these sensors is still being made available on Cambridgeshire Insights for interested parties and is also being used to deliver an overall indication of the changes in travel behaviour before and during the restrictions and as restrictions begin to be eased later in the year.
- 14.3 Traffic data analysis has been carried out as part of our collaboration with GeoSpock. Visualisation of air quality data has been initiated and is expected for first review by the team in June 2020.

15 Data Visualisation

- 15.1 Initial work packages on ANPR have been completed, resulting in an improved understanding of new ways to process and visualise datasets. In addition, work to ingest the traffic data relating to the Mill Road Bridge closure has been completed. Results of this work will be included in the final report for the project due in October 2020 (see section 14.1).

16 Data Visualisation – Phase 2

- 16.1 Building on the collaboration established last year, work packages for data visualisation will be defined on a quarterly basis to ensure the best alignment with priority projects during the period. The first of these will be a review of the air quality data collected during the Mill Road Bridge Closure work and will be included in the final report (as described in section 14.1) thereby enabling greater insight into the impacts of the closure on air quality.

17 Digital Twins Phase One

- 17.1 Our work with the Centre for Smart Infrastructure and Construction (CSIC) has produced an early digital tool, which has been used to better understand the ANPR data collected in the vicinity of the CBC. Analysis of the data has allowed us to gain greater insight into how the site is accessed, and may in future support the tailoring of specific interventions to support a reduction in congestion and an increase in sustainable travel choices.
- 17.2 Additionally, this project has focused on the requirements of stakeholder groups such as residents, employees, employers, operators and local authorities. Interviews have been held with representatives of each of these groups to understand what challenges they see in relation to mobility in and around the growing site and how data could support decision making on this topic. The report summarising these findings has been delayed as a result of limited access to stakeholders during the lockdown, however interviews have now been completed and the report is expected to be delivered by Summer 2020.

18 New Communities Phase One

- 18.1 In early October 2019, Smart Cambridge and Cambridge Cleantech organised an event for planners and developers to explore the opportunity to deploy 'Smart' technologies in new communities. Following the workshop, we are working with planners and developers in more detail to understand the opportunities for 'Smart' technologies to support the planning system and to help develop better places. Initial work is focused on the North East Area Action Plan and opportunities to work with Urban and Civic on Waterbeach.
- 18.2 Following on from the Smart Cambridge and Cambridge Cleantech event with planners and developers at the end of last year, the team have put together three topic papers that will be used to inform the North East Cambridge Area Action Plan. These cover Environmental Monitoring, Future Mobility and Connectivity.
- 18.3 Discussions are on-going with Urban and Civic regarding how the work being carried out by the Smart Cambridge team can support the development of the new community at Waterbeach.

19 Covid-19 Data Dashboard

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

Transport

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

20 Transport Delivery Overview

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

- 20.1 Whilst the forecast completion dates captured above include the impacts of Covid-19 to the extent which they are currently known, it should be noted that considerable uncertainty remains e.g. over the length and extent of social distancing measures over the rest of 2020 and the impact of those on construction works. More information on the impact of Covid-19 on the GCP programme is discussed under the relevant item.

21 2019/20 Transport Finance Review

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

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

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

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

21.4 Cambridge Southeast Transport (formerly A1307)

There was a year-end underspend of £2.73m. Due to the general election, the date of the Executive Board meeting for a decision on a preferred option was delayed to June 2020 which has delayed works that were planned for February/March 2020. In addition to this, the work at Fendon Road prevented a number of construction projects on the A1307 starting that were planned for the end of 2019. These schemes have now slipped into the 2020/21 financial year.

21.5 Cambourne to Cambridge / A428 Corridor

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

21.6 Science Park to Waterbeach (formerly A10 North Study)

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

21.7 Eastern Access

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

21.8 Milton Road Bus Priority

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

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

21.9 City Centre Access Project

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

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

21.10 Chisholm Trail

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

21.11 Cross-City Cycle Improvements

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

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

21.12 Histon Road Bus Priority

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

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

21.13 West of Cambridge Package (formerly Western Orbital)

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

21.14 Greenways Quick Wins

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

21.15 Programme Management and Early Scheme Development

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

21.16 Cambridge South Station

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

21.17 Residents Parking Implementation

As the programme of work depends on support from local residents, there is always the potential for some schemes not to progress, which having taken into account a \$106 contribution, has resulted in an underspend of £129k this year.

21.18 Rural Travel Hubs

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

21.19 Greenways Development

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

Economy and Environment

22 Local Grid Constraints

- 22.1 As has been previously reported, the Economy and Environment Working Group has been considering the constraints that the energy grid within Greater Cambridge may pose on sustainable economic growth in to the future.
- 22.2 Given the GCP's role in facilitating further sustainable economic growth the Board agreed there may be a role for the GCP, potentially alongside other stakeholders, in alleviating these constraints on the Grid and unlocking business growth that may otherwise be stalled.
- 22.3 Officers commissioned a report which found that the Grid is approaching full capacity and requires significant investment to enable further connections. Initial findings suggest that this capacity constraint has the potential to slow the delivery of housing and economic development unless action is taken to speed up the delivery of new Grid capacity.
- 22.4 The Executive Board previously agreed to allocate £40k to undertake further work on this issue. On this basis, UK Power Networks (UKPN) have been commissioned to undertake an engineering study, which will provide the GCP with a number of options to increase capacity within the local network.
- 22.5 The headline reports of the study present a number of interventions that the GCP could fund which would go some way to resolve the current capacity constraints in Greater Cambridge. Officers continue to engage with UKPN and are working together to understand the impact of individual intervention(s) and which individual intervention(s) would deliver the best outcome for the area.
- 22.6 The results of the study, alongside a number of options and next steps were presented to the Economy and Environment working group at their February meeting. Members at that meeting requested an options appraisal be undertaken on the three key interventions identified within the engineering study. Officers will take this report to the next Economy and Environment working group. Given the request above, officers will present a range of options to the Executive Board and Joint Assembly in September/October.

23 Greater Cambridge Economic Action Plan

- 23.1 In response to the publication of the Local Industrial Strategy (LIS) for Cambridgeshire and Peterborough in July 2019, officers from the GCP and across the partner local authorities have developed an Economic Action Plan for Greater Cambridge. CPCA officers were engaged throughout its development to ensure alignment with the LIS.
- 23.2 The Economic Action Plan seeks to set out the interventions that are being taken by local authority partners to deliver against the strategic ambitions set out by the LIS. The GCP Economy & Environment Working Group engaged in this work during 2019.

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

24 Understanding the Local Economic Impacts of Covid-19

- 24.1 As referenced in the Covid-19 impact paper, in collaboration with CPCA officers, GCP officers have appointed Hatch Regeneris (an economic development consultancy who specialise in quantifying economic impact on and within local economies) to carry out a piece of work to understand the impact of Covid-19 on the local economy.
- 24.2 The scope of the work is broad, but it will give us a sense of the economic impact of Covid-19 on a range of sectors important to the Cambridgeshire and Peterborough economy. Its purpose is to act as an evidence base which can be used to help to shape any potential programme-wide response.
- 24.3 As part of the approach to the work, Hatch Regeneris are talking directly to 30 local stakeholders involved in various sectors and educational institutions across the geography, to get an up to the minute understanding of sectoral responses. This will be supplemented by gathering, analysing and bringing together quantitative data, much of which has already been produced.

25 Cambridge&

- 25.1 In June 2019, the Executive Board approved a £25k initial investment into Project Spring, a proposal led by the University of Cambridge to develop a visible inward investment offer to establish a clear entry point for potential investors in Greater Cambridge. This initial investment successfully delivered an evidence base for the “Cambridge Story”, an interactive web portal containing key information for investors in Greater Cambridge and a robust business case seeking further investment to fully develop an inward investment service for the area.
- 25.2 The Executive Board have maintained a position throughout that if the business case demonstrates clear value for money and the potential to deliver significant benefits in terms of inward investment into Greater Cambridge, the Executive Board may wish to consider further financial support towards the project.
- 25.3 Cambridge& was incorporated as a private, not for profit company limited by guarantee in February 2020, set up to deliver the inward investment service outlined in the business case. Officers have continued to engage in the project and monitor its early activities. Particularly, Cambridge& has recently produced a comprehensive strategy outlining its potential impact and approach in light of Covid-19.
- 25.4 It was hoped that further funding for Cambridge& (in particular from the Combined Authority and/or the private sector) and the situation regarding Brexit would become clear in advance of any further investment by the GCP into the project. However, in light of the economic challenges posed by Covid-19 and the potential for Greater Cambridge to play a critical role in the global response to the pandemic, it is apparent that a service such as Cambridge& should be established and prepared to co-ordinate investment into the area during the economic recovery from Covid-19.

- 25.5 Therefore, officers recommend that the GCP invests a further £50k into Cambridge&, to support the development and launch of Cambridge& services over the course of 2020. Particularly, this investment will enable Cambridge& to deliver inward investment activities including identifying and engaging with potential investors, developing a broad virtual offer and raising awareness of the new offer provided by Cambridge& across key stakeholders (e.g. British Embassies and Consulates). Officers will remain engaged in this work and continue to contribute to the development of its services and report back to the Joint Assembly and Executive Board on the organisation's progress.

Note to reader – RAG Explanations

Finance Tables

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

Indicator Tables

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

Project Delivery Tables

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

EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

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

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

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

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

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

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

Corresponding Meeting Dates

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

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

Lead Officer: Peter Blake, Director of Transport

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

1. Purpose

- 1.1. This paper provides an update on the city access project, including how it can support Covid-19 recovery work, building on the short term measures that were identified in February. It identifies a number of projects that will help businesses to recover and support people to travel sustainably whilst following government guidance.
- 1.2. Covid-19 has significantly impacted on all aspects of our lives, including our economy, the way we work and how we travel. Work is underway to monitor and understand these impacts and their medium-long term implications. The longer-term city access strategy will need to reflect the economic and transport context arising from Covid-19, including any changes to travel patterns and behaviours. There is an opportunity for this work to support more sustainable travel behaviours beyond the period of the immediate Covid-19 crisis, in Greater Cambridge and the wider travel to work area.

2. Key Issues and Considerations

Background

- 2.1. The City Access project is designed to reduce congestion, deliver a step-change in public transport, cycling and walking, significantly improve air quality and reduce carbon emissions in Greater Cambridge. The project has worked with stakeholders and the public to develop a vision for the future that would include:
 - A world-class, sustainable transport system that makes it easy to get into, out of, and around Cambridge, giving people more choice about how they travel and better options for their journeys;
 - A transformed public transport network that better serves employment and residential areas, and offers people from across the travel to work area a reliable, competitive and sustainable alternative to travelling by car;
 - Significant enhancements to walking and cycling provision to develop a comprehensive network for the city and wider area;
 - Delivery of the current infrastructure programme and continued investment to address further priorities identified through the GCP's Future Investment Strategy;
 - Investment in new digital technology to support the transport system by providing seamless journeys and better managing road traffic.
- 2.2. The vision supports the realisation of a series of benefits identified through the City Deal and further work to develop the city access strategy, including:
 - Securing the continued economic success of the area;
 - Significant improvements to air quality, supporting a healthier population;
 - Reducing carbon emissions in line with the partners' zero carbon commitments;

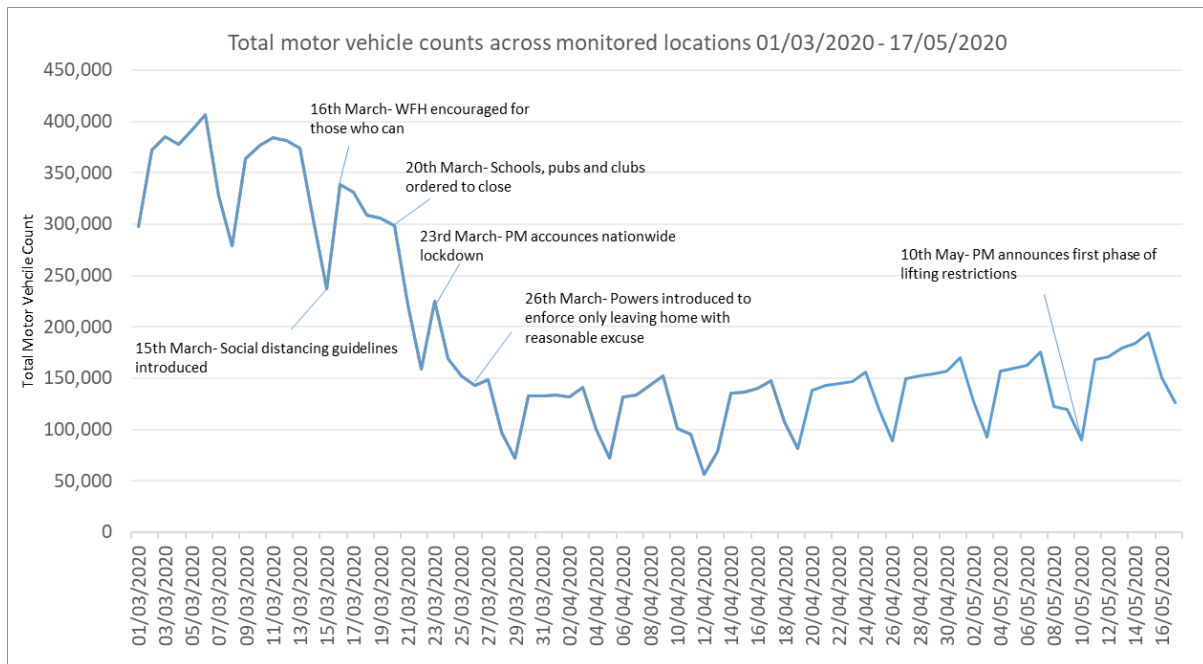
- Helping to address social inequalities where poor provision of transport is a contributing factor;
 - Wellbeing and productivity benefits from improving people's journeys to and from employment.
- 2.3. In January and February 2020, the Joint Assembly and Executive Board considered a comprehensive evidence base comprising data, technical and analytical work, assembled to identify and analyse the options available to deliver this vision and secure the associated benefits. The Joint Assembly subsequently passed a motion recommending that the Executive Board agree to develop detailed options for a package of phased interventions. The Executive Board agreed to develop a set of packages of measures for consideration, and to prioritise and implement a series of short term interventions to support the uptake of sustainable travel.

Covid-19 impacts

- 2.4. Covid-19 has had a significant impact on our economy, the way we work, and the way our communities travel. There are several work programmes underway to better understand the immediate impacts, as well as possible future trends. As set out in the paper for Item 8, *Impact of Covid-19 on the GCP programme*, these include:
- Work to understand and respond to local business and the economy in wake of Covid-19 – undertaken by Hatch Regeneris; and
 - Analysis of key transport data and indicators to understand the immediate impacts of Covid-19, as well as identification of forward-looking information that will shape future transport interventions. This data will be published regularly.¹
- 2.5. The data shows that Greater Cambridge has experienced a significant change in travel patterns, and this is likely to continue throughout the period of social distancing and as the local economy recovers. Some key impacts include:
- As shown in figure 1, the number of motor vehicles has fallen significantly. Following the Prime Minister's announcement on 10th May traffic levels have started to rise and were 19.8% higher in w/c 11 May than the average of the previous 3 weeks (average across all sensor locations).

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

Figure 1: Total motor vehicles recorded daily across Cambridge and South Cambridgeshire monitored locations from 1 Mar to 17 May 20



- Use of the city centre multi-storey car parks also fell by 83% (average reduction across the five car parks) in the period 16 March – 19 April. These car parks were free to key workers registering with Cambridge City Council from 30 March.

Figure 2: Total daily total car park counts in Cambridge City, 1 Mar- 10 May



- Cycling and walking numbers have fallen at monitored locations in Cambridge. There are some differences in different areas, for example the fall is particularly pronounced during the morning peak and on high volume commuter routes, as fewer people travel into work. More residential areas have seen much smaller decreases in the numbers of cyclists, and some have seen increases in pedestrians as people walk locally as part of their daily exercise. Officers are considering how a fuller picture of movements including leisure cycling can be obtained.

Figure 3: Cyclists recorded on all sensors from 1 Mar to 17 May 20

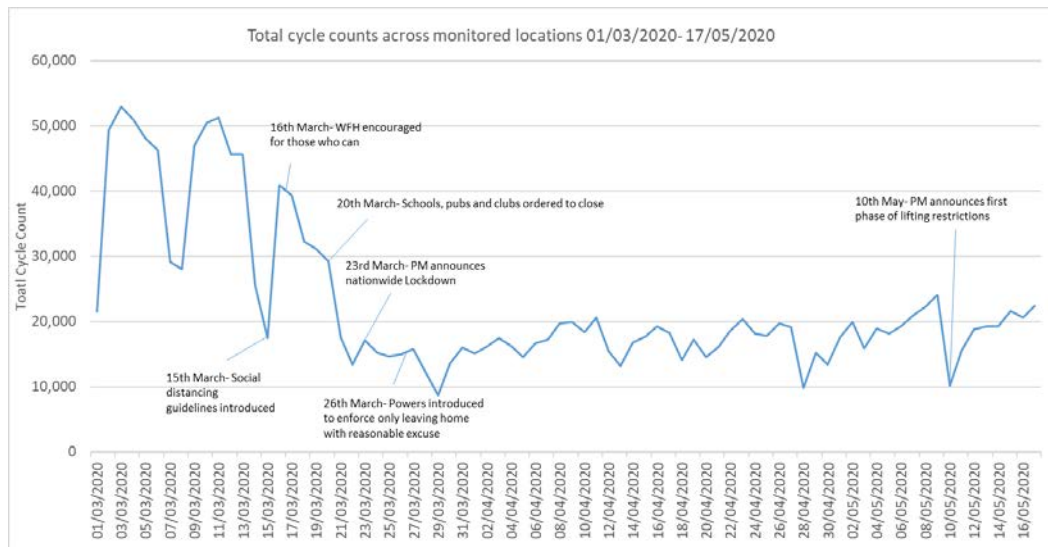
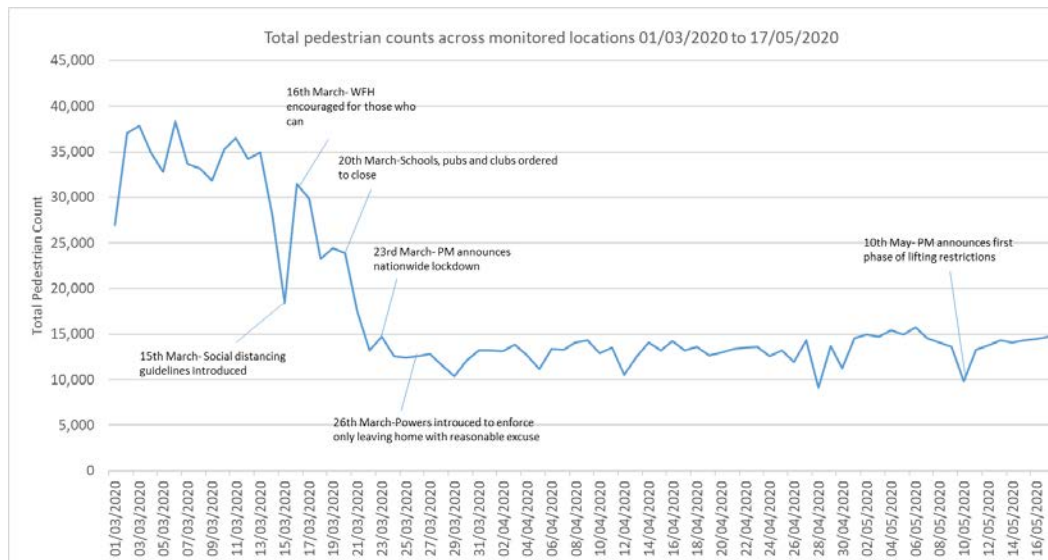
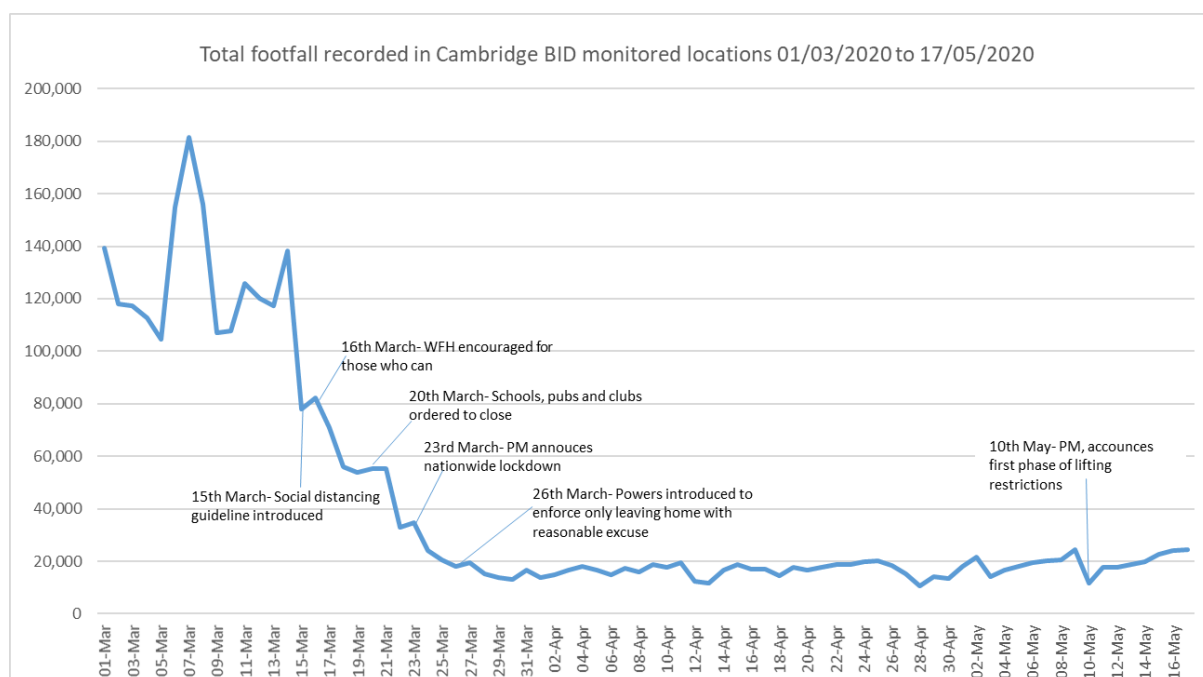


Figure 4: Pedestrians recorded by 22 city sensors (away from retail areas) from 1 Mar to 17 May 20



- In addition to the data from the sensors above, the BID monitor footfall in the city centre. This data shows a reduction in average daily footfall in retail areas of around 80% in April, with footfall increasing in w/c 11 May following the Prime Minister's announcement on 10 May.

Figure 5: Daily footfall recorded across 8 locations in retail areas (1 Mar – 17 May) – Cambridge BID data



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

- In April, Cambridge saw an average 37% reduction in Nitrogen Dioxide (NO₂) recorded across all monitoring locations. All monitored locations have seen improvements to air quality, though the drop in NO₂ pollution has been more pronounced in some places particularly areas where much of the traffic is buses, reflecting lower service levels.
- On selected routes within the city, bus journey times improved by an average of 27% - see table 1.

Table 1: % estimated change in bus drive time on selected routes between 6 Jan-15 Mar and 16 Mar-19 Apr

Corridor	Change in Drive Time- Inbound (%)	Change in Drive Time- Outbound (%)	Average change in drive time of both directions (%)
Hills Road	-31	-38	-34
Histon Road	-28	-32	-30
Milton Road	-29	-30	-30
Huntingdon Road	-25	-10	-18
Madingley Road	-35	-21	-28
Newmarket Road	-24	-21	-22
Average of all monitored corridors	-29%	-25%	-27%

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

3. Options and Emerging Recommendations

- 3.1. In this current context, the city access project can support the response to and recovery from Covid-19. It is proposed that the project brings forward measures and supports measures delivered by partner organisations that will:
- Help people travelling in line with government guidance to do so safely and, where possible, sustainably;
 - Support businesses to recover by enabling them to restart or adapt operations;
 - Where possible, maintain the wider benefits of reduced traffic and congestion seen in lockdown, such as improved air quality.

- 3.2. The short term measures identified in February for prioritisation and implementation have been considered in this context, and this paper sets out how they can be taken forward in a way that supports Covid-19 response and recovery. It is suggested that three areas in particular are prioritised for immediate investment and implementation:
- Creating space for pedestrians and cyclists;
 - Providing transport support for people and businesses to recover, with a focus on freight and active travel;
 - Public transport recovery.

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

Space for pedestrians and cyclists

- 3.4. The paper in February identified the potential to pilot road space reallocation to pedestrians and cyclists in the city centre and in other areas identified by the community. This work is now being taken forward at pace with the County Council and other partners, with a particular emphasis on supporting social distancing, active travel, and business recovery.
- 3.5. With input from GCP, other local authorities and stakeholder groups, the County Council, as the Highway Authority, are working to identify measures that can be taken forward to create more space for pedestrians and cyclists in response to Covid-19. This list is in development, and a draft is at Appendix 1; further measures will be added in the coming weeks as stakeholder and public suggestions are evaluated and prioritised. Measures fall in broadly three categories:
- Measures to support social distancing which may be temporary in nature – particularly looking at pinch points for pavements less than 2m wide or where footfall may be high as businesses start to reopen, and to support queuing.
 - Measures to support social distancing which may offer longer-term benefits – whether any road space reallocation should be considered for a period beyond immediate social distancing needs.
 - Measures to create a better environment for pedestrians and cyclists – encouraging those travelling in line with government guidance to use active travel options, whilst maintaining appropriate access – some of which may offer longer-term benefits.
- 3.6. The GCP can support this work by delivering some of these measures on behalf of the County Council, particularly those that may offer longer-term benefits in supporting and safeguarding walking and cycling now and in the future. Whilst the County Council as Highway Authority will take the lead role in delivering road space reallocation, the GCP has been tasked by the County Council with developing and delivering schemes to support this work, starting with the following locations:

Silver Street	Extend prohibition of general vehicular traffic to 24 /7 for period in which traffic remains low
Historic Centre and Burleigh/Fitzroy pedestrian zones	Extend core pedestrian zone hours from 6 hours to 7 or 8 hours per day (10:00 to 17:00 or 18:00)
St Andrews Street / Hobson Street area	Prohibit motor vehicles except hackney carriages and buses between 10:00 and 18:00
Maids Causeway / Victoria Avenue, Cambridge	Prohibit through traffic movements between Newmarket Road and Mitcham's Corner Avenue except for buses
Grange Road	Prohibit through traffic movements between Barton Road and Maddingley Road
Luard Road	Prohibit through traffic movements between Hills Road and Long Road
Storey's Way	Prohibit through traffic movements between Huntingdon road and Maddingley Road
Newtown Area	Prohibit through traffic movements between Hills Road and Trumpington Road/Lensfield Road
Nightingale Avenue (subject to reopening of Fendon Road roundabout)	Prohibit through traffic movements between Queen Edith's Way and Hills Road
Carlyle Road, Cambridge	Prohibit through movements between Chesterton Road and Victoria Road

- 3.7. The GCP will look to introduce these schemes on an experimental basis, in accordance with a governance and legal process agreed with the County Council, to help support the response to Covid-19. Schemes will be brought forward as quickly as possible and delivered over the summer – from mid-July, subject to external resources. The cost of the experimental measures can be met from this financial year's City Access budget. Final decisions on any permanent measures would be for the County Council to take, on the recommendation of the GCP.
- 3.8. Work is proceeding at pace to implement these schemes and a verbal update will be provided at the Joint Assembly meeting.
- 3.9. The February paper also identified the opportunity to support community schemes. The County Council have been developing a refreshed 'play streets' scheme whereby residents can apply to run a 'play street' on their local road. This involves temporarily closing the road to motor traffic to create a safe space on the road for children to play. GCP funding of £1000 would enable this scheme to commence quickly and at scale – giving space to more children and families to play at this difficult time – through purchase of the materials required to run a play street e.g. signage etc. This would create safe spaces for children to play outside, in line with government guidance, with associated health and wellbeing benefits.

Transport support for people and businesses to recover

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

- 3.11. GCP officers are working with business and stakeholder groups to identify barriers to the uptake of active travel options and design interventions to address these. In particular, GCP could invest in support for:
- creating additional cycle parking at workplaces, through co-investment or partnerships with businesses;
 - supporting cycling from park and ride sites;
 - encouraging longer journeys using ebikes, for example by supporting long-term loan or hire schemes;
 - funding voucher schemes for cycle repairs or facilitating repair workshops;
 - increasing access to cargo and ecargo bikes for businesses and families.
- 3.12. Work will continue with partners and stakeholders to identify interventions and deliver these over the coming weeks.

Public transport recovery

- 3.13. Following work undertaken by Systra Ltd looking at how the bus network could offer a more competitive option for more people across the travel to work area, the Board agreed in February to look at enhancements to the existing core bus network including increasing frequencies and extending operating hours to offer a 19-hour/day service.
- 3.14. Nationally, bus companies experienced a decline in patronage of more than 90% during April. Locally, services on the network were reduced by more than 40%. Government guidance sets out that people should avoid using public transport where possible, and consider all other forms of transport before using public transport.² National market research suggests many people are unlikely to feel ready to start taking public transport again for some time.³
- 3.15. It will be important, as travel restrictions ease, that public transport offers a good service and enables social distancing for those who rely on it. The government is supporting operators to increase service levels to support social distancing. It remains the case that, in the long term, more people will need to use public transport to meet environmental, health and transport objectives. GCP will continue to work with partners and operators as part of recovery to identify and address any gaps in support.
- 3.16. The Executive Board also agreed to look at undertaking a targeted fare pilot. It is suggested that this is developed specifically to support economic recovery, for example by targeting it at people accessing employment or training. The Hatch work can help us to identify the best way to do this. Any fare pilot will need to be developed in line with government guidance for the use of public transport.
- 3.17. Earlier this year, the GCP and Stagecoach introduced Greater Cambridge's first electric buses as part of a pilot, and the Board had agreed to explore an expansion to this. Air quality has improved in Greater Cambridge during the lockdown, with areas where buses make up a higher proportion of the traffic seeing a particular improvement. Lowering pollution and carbon emissions from the bus fleet would help to secure these benefits going forward. GCP officers are exploring whether and how the expansion to the pilot could be progressed in the current context. It is envisaged this will involve similar partnership working and will consider how to deploy more green buses on other routes.

² <https://www.gov.uk/guidance/coronavirus-covid-19-safer-travel-guidance-for-passengers#public-transport>

³ <https://www.ipsos.com/ipsos-mori/en-uk/majority-britons-uncomfortable-sport-music-bars-coronavirus>

4. Additional measures and development of packages

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

Work to develop packages of measures

- 4.2. Alongside developing the short term measures, the Executive Board agreed to develop a set of longer-term packages of measures to improve public transport, reduce congestion, improve air quality and reduce carbon emissions.
- 4.3. This work will need to take account of the impacts of Covid-19, particularly on the economy and business, but also any lasting changes to travel behaviours. There are a range of views across the academic, business and public sectors about the potential long-term impacts of Covid-19 on how we work and travel. Factors that will need to be considered include the likelihood of increased levels of working from home continuing beyond the period of social distancing, the impacts on employment and training resulting from the economic consequences of Covid-19 and the lockdown, changes in attitude towards active transport and public transport, and a greater public appreciation of the benefits of improved air quality, lower traffic levels and more pleasant public realm.
- 4.4. There is an opportunity for this work to help to ensure that Greater Cambridge emerges from Covid-19 a healthier and more sustainable place, by supporting active travel, public transport, and measures to improve air quality and lower carbon emissions. The measures identified in this paper offer a first step towards this, which the options for longer-term packages can then build on.
- 4.5. The work will be brought forward to the Joint Assembly and Executive Board later in the year, once more is known about the impacts of Covid-19. It will look at how different combinations of measures could achieve different outcomes, and the potential impacts of these on traffic and transport, the environment, equalities, health, the economy and the community. In undertaking this work, officers will draw on the comprehensive technical work presented to the Joint Assembly and Executive Board in February, as well as emerging data about future trends, and considering best practice internationally of how places are taking action to support a better and more sustainable future.

5. Next Steps and Milestones

- 5.1. Work will continue to refine the measures set out in section 3, and the Board will be asked to approve the implementation of these. The Joint Assembly is invited to comment on the approach and measures outlined above.
- 5.2. As set out above, the work to develop a set of packages of medium-longer term action will need to take account of impacts and emerging trends, as well as the opportunity to encourage healthier and more sustainable travel as Greater Cambridge emerges from Covid-19. This will be brought forward to the Joint Assembly and Executive Board later in the year.

Appendices

Appendix 1	Draft County Council cycling and walking scheme list
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Appendix 1 – draft County Council cycling and walking scheme list (Greater Cambridge only)

NB. The County Council has sought and is reviewing suggestions from stakeholders and the public for further schemes – those prioritised for implementation will be added to this list.

Location	Scheme description
Reallocation of road space and filtering / traffic restrictions to improve pedestrian / cycle journeys	
All areas	Experimental school drop-off and pick-up time closures (school zones), where feasible.
Cambridge / Cambridgeshire's towns	Investigate and implement where appropriate, temporary or permanent filtering schemes in residential areas of Cambridge, Peterborough and Cambridgeshire's towns to provide safer routes for pedestrians and cyclists.
All areas	Assessment of councillor / public / stakeholder proposals for temporary road space reallocation or other measures to allow for social distancing for pedestrians and cyclists and public transport users and provision of safer walking and cycling routes, and implementation of those proposals where feasible and appropriate.
Cambridge, Cambridgeshire Towns, villages	Investigate the reallocation of road space / parking areas in town centres / village centres to allow use of the space by hospitality businesses (restaurants, cafes, pubs) for whose viability is impacted by the limitations social distancing measures place on their capacity.
Shelford Road to the Waitrose junction	Removal of bus lane and widening of cycle lanes
Chesterton Road	Removal of centre line and addition of a cycle lane
Milton High Street	Removal of centre line and addition of a cycle lane
Girton Road	Removal of centre line and addition of a cycle lane
Kings Hedges Road	Removal of a centre line and addition of a cycle lane
Trumpington Road	On carriageway cycle lane and removal of bus lane and parking
Trumpington Street to Kings Parade	Potential on carriageway cycle lane
Mill Road	One-way system
Silver Street, Cambridge	Extend prohibition of general vehicular traffic to 24 / 7 for period in which traffic remains low
Grange Road, Cambridge	Prohibit through movements between Barton Road and Maddingley Road
Luard Road, Cambridge	Prohibit through movements between Hills Road and Long Road
Storey's Way	Prohibit through traffic movements between Huntingdon road and Maddingley Road
Newtown Area	Prohibit through traffic movements between Hills Road and Trumpington Road/Lensfield Road
Nightingale Avenue (subject to reopening of Fendon Road roundabout)	Prohibit through traffic movements between Queen Edith's Way and Hills Road
Carlyle Road, Cambridge	Prohibit through movements between Chesterton Road and Victoria Road
Maids Causeway / Victoria Avenue, Cambridge	Prohibit through movements between Newmarket Road and Mitcham's Corner Avenue except for buses

City Centre and Burleigh Street area, Cambridge	Extend core pedestrian zone hours from 6 hours to 7 or 8 hours per day (10:00 to 17:00 or 18:00)
St Andrews Street / Hobson Street, Cambridge	Prohibit through movements for all traffic excepting hackney carriages and buses between 10:00 and 18:00
Drummer Street / Emmanuel Street / St Andrews Street, Cambridge	Review operation of city centre bus stops to manage waiting areas and allow as far as possible for social distancing as city centre activity and bus service levels build back up.
City centre, Cambridge	Review exemptions for private hire vehicles at city centre closure points
Park Terrace, Cambridge	Suspend pay and display parking to allow more space for cyclists
Peterborough and Cambridgeshire	Smart city sensors to monitor cycling levels. Before and after monitoring of interventions will enable longer term decisions post lockdown. Would also include citizen questionnaire / feedback.
Major roundabouts, Cambridge	Shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists, while traffic flows are reduced

GCP and the County Council have also identified the following non-highway schemes to support cycling:

Cycle parking	
All areas	Temporary / permanent additional cycle parking provision at workplaces, town centres and village centres
Cambridge Park and Ride sites, Longstanton Park and Ride site	Additional cycle parking capacity to allow for Park and Cycle.
Upkeep / usability and future development of existing infrastructure	
All areas	Enhanced vegetation clearance regime for footways and cycleways, to ensure that they are maintained to their full width.
All areas	Renewal of cycle lane white lining, and other white lining where there would be safety or usability benefits for pedestrians and cyclists
Measures to encourage continued walking and cycling, particularly among those who may not be able to use public transport as lockdown is relaxed	
All areas	Cycle training provision for new / returning cyclists.
All areas	Increased Bikeability training
All areas	Business travel planning initiatives inc publicity, guides, training, personalised travel planning
All areas	Investigate and implement where appropriate temporary or permanent lower speed limits in urban or urban fringe areas. Particularly relevant in conjunction with other pop-up measures but also to support active travel where other measures to reallocate road space are less feasible
All areas	Vouchers for cycle repair for returning cyclists
All areas	Investigate subsidised bike / electric bike purchase scheme
Cambridge and Busway Park & Ride sites	Electric bike hire / loan scheme

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

Lead Officer: Isobel Wade, Head of Transport Strategy

RESPONSE TO THE GREATER CAMBRIDGE CITIZENS' ASSEMBLY

1. Purpose

- 1.1. In February 2020, the Joint Assembly and Executive Board received the report from the Greater Cambridge Citizens' Assembly, which met in September and October 2019 and considered the question: 'How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?'
- 1.2. This report sets out the Greater Cambridge Partnership's proposed response to the Citizens' Assembly's recommendations, for the Joint Assembly's consideration.

2. Key Issues and Considerations

- 2.1. The Greater Cambridge Citizens' Assembly was part of the Government's Innovation in Democracy programme which aims to trial the involvement of citizens in decision-making at local government level through innovative models of deliberative democracy. As part of undertaking the Citizens' Assembly, the GCP Executive Board agreed to respond in full to all its recommendations. In February, the Board agreed to prioritise and implement some initial short-term measures, and that the full response to the Citizens' Assembly would be brought forward by summer 2020.
- 2.2. Since then, Covid-19 has significantly impacted on all aspects of our lives, including our economy, the way we work and how we travel. The paper at item 11 sets out how the GCP can build on measures identified for short-term action following the Citizens' Assembly to support Covid-19 recovery. It also provides an update on work to develop packages and how this will be taken forward to consider the impacts of Covid-19 and any emerging trends, as well as the opportunity to support more sustainable travel behaviours beyond the period of the immediate Covid-19 crisis, in Greater Cambridge and the wider travel to work area.

3. Options and Emerging Recommendations

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

4. Next Steps and Milestones

- 4.1. The Executive Board will be asked to approve the draft response to the Citizens' Assembly.
- 4.2. A 'one-year on' report will be brought to the Joint Assembly and Executive Board later in this year with an update on progress against the response.

List of Appendices

Appendix 1	Draft response to the Citizens' Assembly
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Background Papers

Report and recommendations of the Citizens' Assembly	https://www.involve.org.uk/sites/default/files/field/attachemnt/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20Full%20Report%200.pdf
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DRAFT RESPONSE FROM THE GREATER CAMBRIDGE PARTNERSHIP

GREATER CAMBRIDGE CITIZENS' ASSEMBLY:

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



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

As the delivery body for the Greater Cambridge City Deal, the Greater Cambridge Partnership (GCP) is tackling current and future transport problems by investing in better and more sustainable ways to make journeys by public transport, cycling and walking.

Investment in infrastructure is already underway to create sustainable links for better journeys using public transport, walking or cycling.

Drawing on the Greater Cambridge Citizens' Assembly's considered feedback, the GCP can continue to shape plans that respond to your recommendations, representing the people of Greater Cambridge.

This response sets out how the GCP plans to take forward the recommendations you made. We made a start on this in February 2020 when we agreed to take forward some 'quick wins' to make short-term improvements.

Since then, Covid-19 has impacted on every aspect of all our lives, and so the immediate focus must be on those 'quick wins' that can best support people and businesses to adapt and recover in this incredibly challenging time.

At the same time, we continue to develop those longer-term plans that will reflect both the Assembly's recommendations and the societal impacts and trends arising from Covid-19, as they become apparent.

We have heard your call to 'Be brave, be bold, and take action' and will remain committed to keeping you up to date with progress this year and annually going forward.

As a resident and elected representative of Greater Cambridge, I'm proud to see such a pioneering and innovative form of deliberative democracy being used to shape our plans.

Your dedication, collaboration and passion for a vision of Greater Cambridge transport in the future is truly inspiring and serves as an excellent example of how local people can actively contribute to tackling the issues that affect them.

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



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Introduction

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

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

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



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

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



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

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

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



Response to recommendations from the Citizens' Assembly

A. Vision

Citizens' Assembly recommendations

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

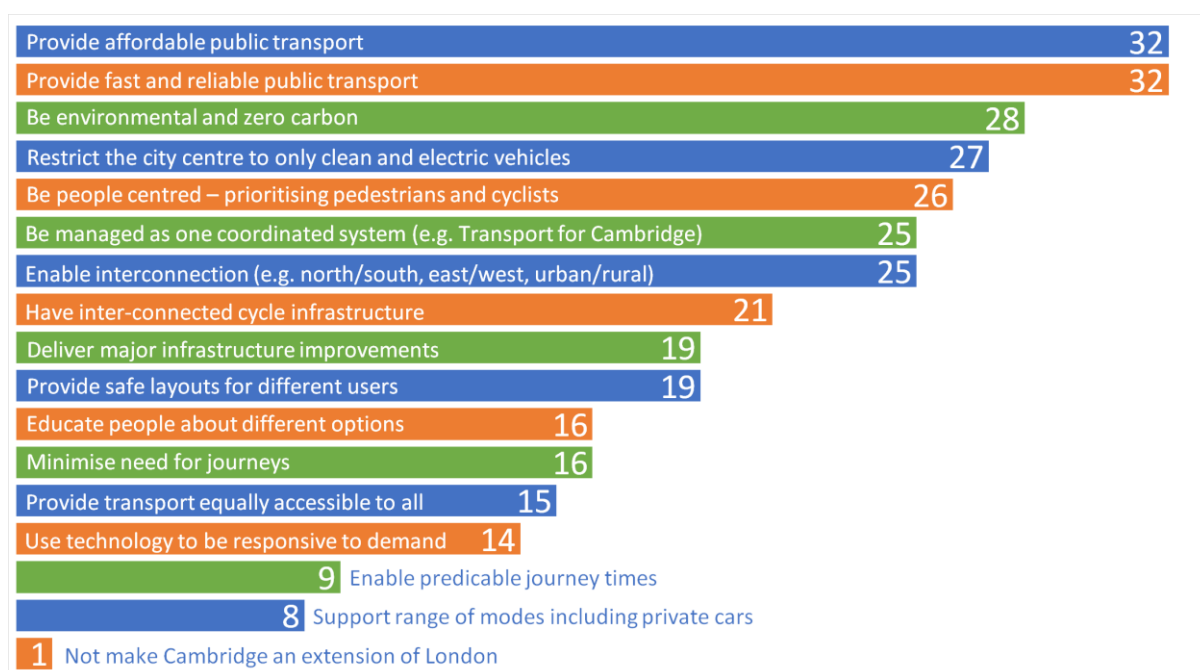


Figure 1: Vision Outcomes

Greater Cambridge Partnership response

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

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



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



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



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

Citizens' Assembly recommendations

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

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

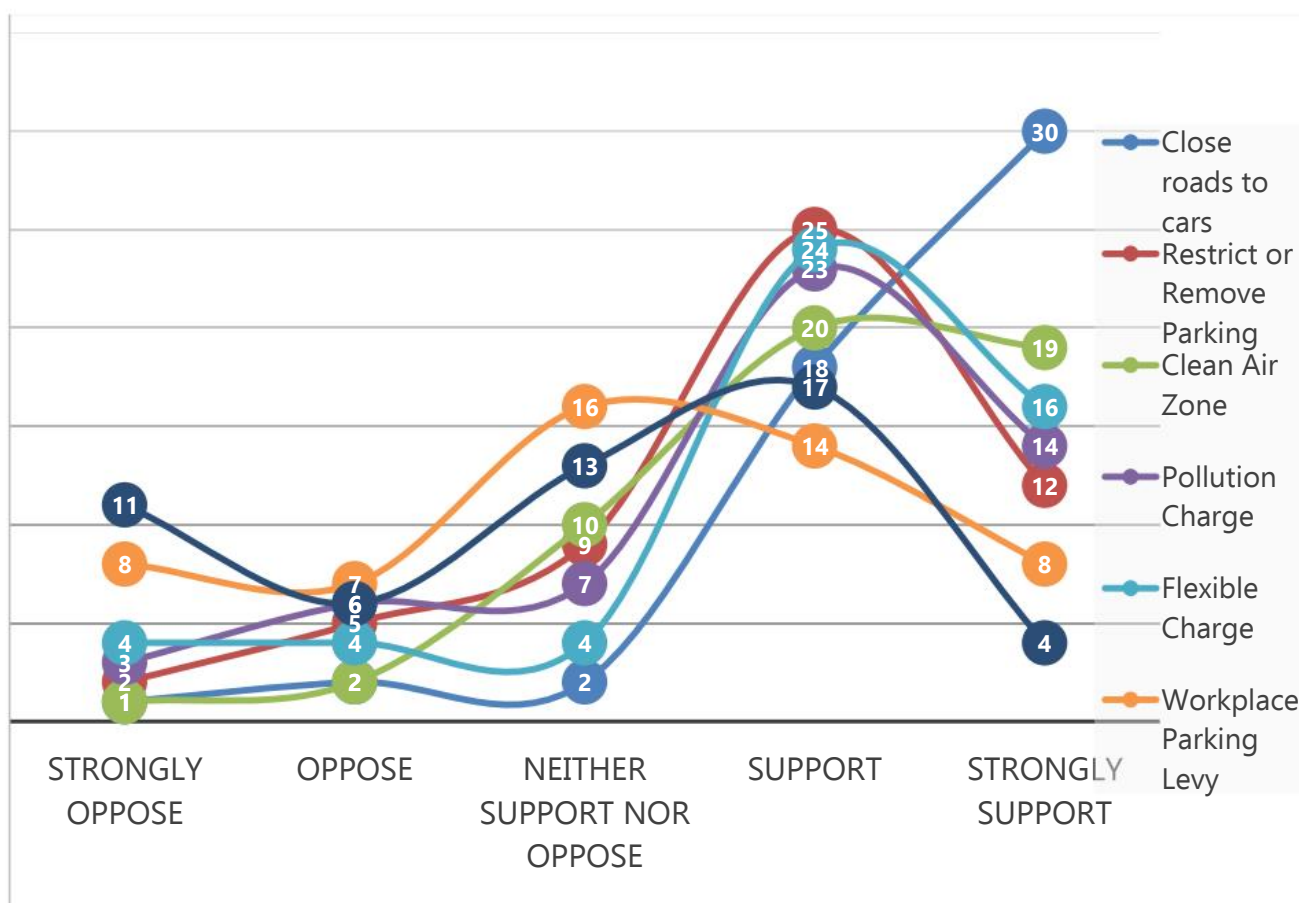


Figure 2: Vote 4 results – to what extent do you support or oppose the following measures being part of the solution to improving congestion, air quality and public transport in Greater Cambridge and across the wider area?

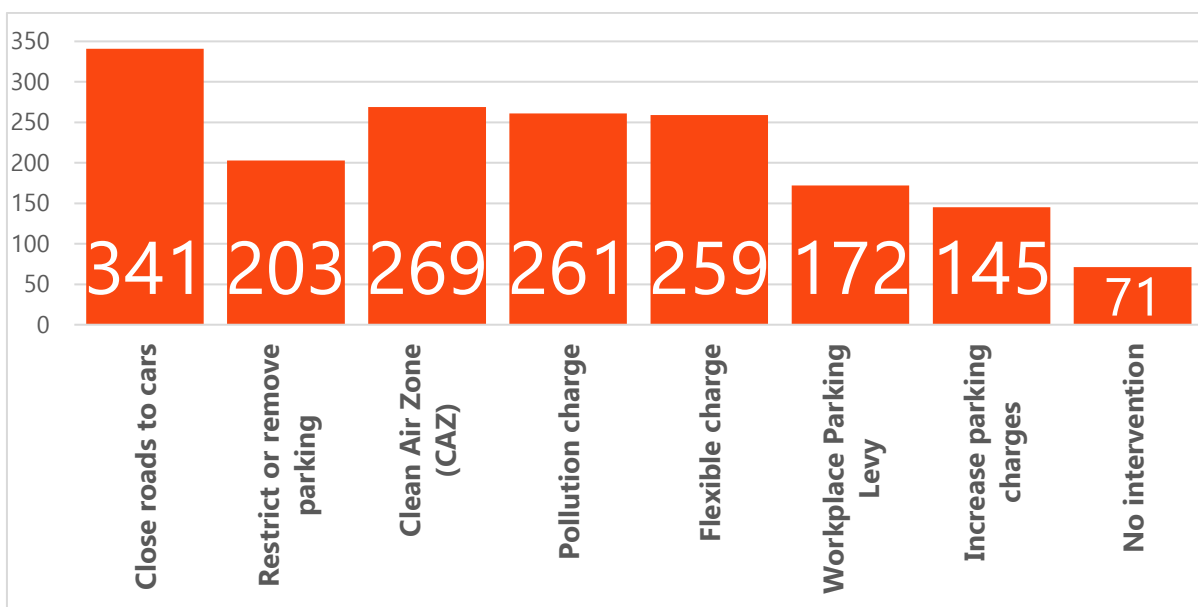


Figure 3: Vote 5 results – what would be your preferred ways, from the following demand management measures, to improve congestion, air quality and public transport in Greater Cambridge and across the wider area?

Greater Cambridge Partnership response

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

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

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



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

Building on this initial response, the measures upon which the Citizens' Assembly voted are being assessed as part of the City Access project, which is part of the GCP programme, taking into account the Citizens' Assembly's feedback. In February 2020, the Executive Board received technical work on these, and agreed to work up options for different packages. This work will look at how improvements to public transport and active travel could be delivered when introduced in combination with one or more of the measures considered by the Citizens' Assembly. It will take into account the different vote results, comments on the advantages and disadvantages of different measures, as well as wider points from the Citizens' Assembly such as the supporting measures and key messages.

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

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

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



C. Supporting Measures

Citizens' Assembly recommendations

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

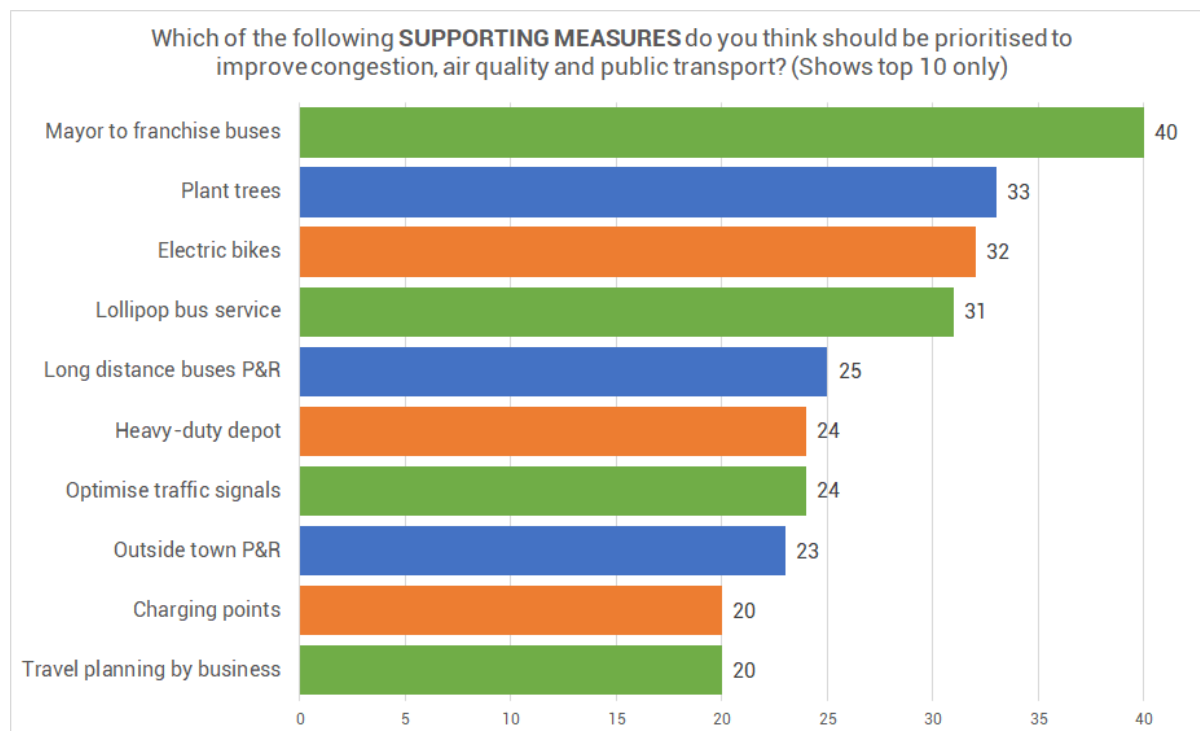


Figure 4 Supporting measures prioritisation

Greater Cambridge Partnership response

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

- **Franchising buses:** the power to progress this rests with the Mayor of the Cambridgeshire and Peterborough Combined Authority, who is currently considering franchising as one option in his bus review. It is anticipated that a decision will be made by early 2021.
- **Tree planting schemes:** the three partner councils within the GCP - Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council - have all identified tree planting as a priority and are working on plans to plant more trees over the coming years. The GCP is also committed to biodiversity net gain and schemes will consider how to achieve this.



- Electric bikes: as set out above, one of the measures agreed by the Executive Board in February was to develop a scheme to encourage use of ebikes and ecargo bikes. The GCP has worked with Cambridgeshire County Council and Cambridge City Council to successfully bid for 30 electric cargo bikes to be used for deliveries, residential hangars, loans to businesses and try out schemes. In addition, GCP is also exploring investment in electric bikes to encourage sustainable travel for a wider group of people, especially where using a conventional bike is impractical, and will look to bring this forward to support people returning to work as part of Covid-19 recovery work.
- Lollipop bus service: in February, the GCP published work undertaken by Systra Ltd looking at how the bus network could develop in order to provide more people with a good alternative to their car. The report raised access to the city centre for buses as a key issue and suggested options. This issue will be explored further through the work on packages of measures and through the Spaces and Movement Supplementary Planning Document being developed by Cambridge City Council.
- Long distance buses using Park & Ride (P&R) and out of town P&R: the GCP is planning several more travel hub sites in the Greater Cambridge area. In addition to this, the GCP has also delivered increased capacity at Trumpington P&R and is working on plans to increase capacity at Babraham P&R.
- Heavy duty depot: The concept of a heavy duty depot relates to the need to reduce the number of delivery vehicles on the roads to address both congestion and air pollution. In February, the Executive Board agreed to develop a freight pilot for the city centre, working with businesses and the university. This work will now be undertaken in the context of Covid-19 and will include exploring the need for a depot from which consolidated last-mile deliveries could be made.
- Optimise traffic signals: Optimising traffic flows by linking traffic signals along a route to provide a co-ordinated green signal at successive junctions is simple but co-ordinating signals over a wider road network of conflicting routes is much more difficult. Optimisation achieves more significant reductions in delays where junctions operate under capacity and are more evenly spaced out along a route. However, in Cambridge many junctions operate well over capacity during peak periods and many parts of the historic road layout do not lend themselves to optimisation. Signal optimisation techniques have been used on many parts of the Cambridge road network since the mid-1980s and, whilst this has helped reduce delays, continuing traffic growth has tended to diminish its benefits. GCP is currently funding an ongoing programme of review to ensure that these signal optimisation techniques are updated and revalidated to suit current traffic patterns along with a longer term project to achieve a consistent approach to providing bus priority at signalled junctions on the bus network.



- Charging points: the GCP agrees that a network of electric vehicle charging points should be developed and is working with partners to deliver early elements of this. This includes charge points in some car parks, encouraging the taxi fleet to convert to electric vehicles with the provision of charging facilities and changes to taxi licencing and provision of charging points for new electric buses. A smart energy grid for the St. Ives Park&Ride site is being progressed, and plans for another are being developed for the Babraham Road Park & Ride site. The Cambridgeshire and Peterborough Combined Authority is developing an Electric Vehicle Strategy, with input from the GCP and other partners, which will help to set priorities going forward.
- Travel planning by businesses: in the current Covid-19 context, travel planning by businesses has become more important than ever as employers seek to ensure their workforce can access and work in their place of employment safely and observing social distancing guidelines. The GCP and partners are supporting this and we will work with businesses to understand how travel planning can work in the longer-term.



D. Key Messages from the Citizens' Assembly

Citizens' Assembly recommendations

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

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

Greater Cambridge Partnership response

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

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

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



of different package options and of any final proposals, and will ensure that any final package of measures will consider exemptions.

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

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

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

Finally, the GCP will report back regularly on progress in achieving this response to the Citizens' Assembly's recommendations, starting with a report to the Joint Assembly and Executive Board at the end of this year to mark the 'one-year on' point. The GCP remains committed to long-term action to address the issues considered by the Citizens' Assembly. As our area begins the recovery from Covid-19 there is an opportunity to look to the future and ways in which we can help to ensure Greater Cambridge emerges as a healthier and more sustainable place to live and work.



Conclusion

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

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



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

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

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

LOCAL TRANSPORT PLAN CAM SUB-STRATEGY

1. Purpose

- 1.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) agreed at its Board meeting on 29 April 2020 to consult on a draft Local Transport Plan (LTP) CAM sub-strategy.
- 1.2. The paper reviews the CPCA's CAM sub-strategy currently out for consultation in relation to the GCP's first two high quality public transport corridors, Cambridge South East (CSETS) and Cambourne to Cambridge (C2C), and considers the implications of the planned June Board decisions. A detailed analysis is outlined in Appendix 1.

2. Background

- 2.1. Through City Deal investment in transport and infrastructure, the GCP seeks to bring forward schemes to connect people to places of employment and allow communities to grow sustainably in the coming years. This will be delivered by creating better and greener transport networks, reducing congestion and air quality, and making better use of limited road space by prioritising sustainable transport.
- 2.2. The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the adopted Local Plans for [Cambridge City](#) and [South Cambridgeshire](#) (2018) and the [Local Transport Plan](#) established by the Cambridgeshire and Peterborough Combined Authority (2020). Local Plan policies for the strategic developments of sites along the C2C and CSETS corridors require High Quality Public Transport (HQPT) to link new homes to employment and services in and around Cambridge.
- 2.3. The CAM concept has developed from the initial Cambridge Rapid Mass Transit options appraisal report jointly commissioned by GCP and the CPCA in 2017. The CPCA developed and approved the Strategic Outline Business Case for the CAM scheme in 2019. Discussions with CPCA and GCP over the period concluded that the first two GCP High Quality Public transport schemes, C2C and CSETS, be adapted to be ready to form part of a network for rapid mass transit – now known as the CAM.

Previous CPCA Review on C2C Alignment

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

- The process undertaken to date to determine the route was robust and identified the optimal solution for the corridor;
 - The route should be reclassified a CAM route;
 - The route is connected into a tunnelled CAM network thereby providing a high frequency, pollution free public transport option into and across Cambridge centre and the entire CAM network.
- 2.5. At the Combined Authority Board meeting on 31 October 2018 the Board agreed the recommendations of the Arup report as the outcome of the review into conformity of C2C with the CAM network.
- 2.6. The CPCA and GCP subsequently agreed to extensive joint working including establishing a senior officer monthly CAM Programme Board and numerous officer working groups. This joint working facilitated extensive sharing of information ensuring continued alignment of the projects. This work culminated in CPCA officers giving their support for the final GCP proposals for the C2C scheme.

CPCA Local Transport Plan

- 2.7. This position was reflected in the LTP, approved by the CPCA Board on 29 January 2020. The LTP makes explicit reference to “Delivery of the CAM in collaboration with the Greater Cambridge Partnership” and that “Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership’s programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach” (para 3.60).
- 2.8. Para 3.75 of the LTP explicitly sets the parameters for phased delivery linked to local plan requirements:
- “Along the A428/A1303 corridor, the Cambourne to Cambridge scheme being led by the Greater Cambridge Partnership will deliver a segregated public transport corridor from Cambourne. This corridor will serve the future housing sites at Cambourne West and Bourn Airfield, to West Cambridge and other key employment sites and destinations. Similarly, to Waterbeach, this will form a first phase of the CAM network, operated by high-quality electric vehicles, and will include a new Park & Ride site at Scotland Farm or Madingley Mulch.”

3. LTP CAM Sub-Strategy Paper

- 3.1 At the CPCA Board meeting on 29th April 2020, it was agreed that an LTP Sub Strategy detailing the objectives of the CAM would go out to consultation for 12 weeks from 4th May 2020.
- 3.2 The Sub-Strategy does not change the LTP, including delivery by GCP of the inner corridors (C2C, CSETS, Waterbeach and Eastern corridor) which are explicitly referenced in the sub-strategy. Indeed the sub-strategy reaffirms the three elements of the CAM network: city tunnelled section; GCP corridors; and regional routes.
- 3.3 The paper outlines that parts of the network will be delivered by 2024 with the tunnelled section delivered by 2029. Only the GCP corridors are deliverable by the 2024 date.
- 3.4 The Sub-Strategy outlines a series of CAM objectives, aligned with LTP goals, including: promoting economic growth and opportunity; support the acceleration of housing delivery;

promote equity; promote sustainable growth and development. These objectives give rise to a series of further sub-objectives.

- 3.5. Appendix 1 attached provides a detailed compliance assessment for the C2C and CSETS schemes against the CAM Sub-Strategy.
- 3.6. The paper as drafted provides no technical reason why the C2C (or Waterbeach scheme) is non-compliant. However, there are two particular notable issues:
 - CAM-E9: Directly serve and link into transport hubs including existing and planned rail stations; Proposed mitigation: *Interchange with EWR at Cambourne subject to EWR route and station location confirmation and design development which is some period of time away – until such confirmation has been secured, the C2C scheme will run through Cambourne on existing routes rather than new segregated infrastructure.*
 - CAM-E15: Dedicated segregated routes as default assumption; Proposed mitigation: *In the vicinity of the West Cambridge site, this will require the adoption of the Rifle Range route instead of Adams Road to ensure segregation. The business case for the C2C proposals has been updated accordingly.*

4. Implications for GCP

- 4.1. Later on the agenda the Joint Assembly is asked to consider business cases for the C2C and CSETS schemes, in order to progress to the next stage of delivery. As outlined, this follows agreement by the CPCA Board to consult on a CAM sub-strategy for 12 weeks and is expected to finish on 17th July. The CPCA has indicated it will report the outcome of the consultation to its July Board (29th July) alongside the OBC for CAM overall.
- 4.2. The Executive Board may consider delaying decisions on these schemes until after the consultation has closed and the sub-strategy has been finalised. However, there are a number of considerations to take into account.
- 4.3. The progress of in particular the C2C scheme has already been significantly delayed due to a number of interventions; firstly the Mayoral pause in 2018 which caused a nine-month delay; secondly, the need to cancel the December Board meeting due to the General Election; and finally, the current delay caused by the Mayor's withdrawal of support for the C2C scheme two days before the GCP Board meeting in February 2020 resulting in the item being withdrawn from the agenda.
- 4.4. The impact of further delay is potentially significant. The success of Bourn Airfield, West Cambourne and West Cambridge developments relies in full or part on the C2C scheme. Failure to deliver in a timely manner will impact both the individual schemes, but may also have implications on Greater Cambridge's local housing trajectory and 5-year housing supply and undermines the confidence in the development community that promised infrastructure will be delivered.
- 4.5. It is also relevant that both the C2C and CSETS schemes have been in development for considerable periods of time, been subject to extensive public consultation and the GCP has invested significant resources in both schemes' development.
- 4.6. A delay would also impact significantly upon the Combined Authority's CAM programme timeline as C2C and CSETS are the only two elements of the CAM network deliverable by the CPCA's target 2024 date.

5. Legal Comment

- 5.1. The CPCA, County Council and GCP collectively asked for further clarification on the respective powers of each authority and this work has been done by officers, including our respective Legal Monitoring Officers, who have reached agreement on the applicable governance framework and each body's legal powers and responsibilities.
- 5.2. In terms of the respective roles of the CPCA and GCP, work by the Monitoring Officers concluded:
- That the CPCA has responsibility for producing the LTP and passenger transport services including concessionary travel.
 - The County Council has delegated a range of powers to the GCP and this is sound legally and gives the GCP all the powers needed to deliver transport schemes provided those schemes are in conformity with the adopted Local Transport Plan;
 - Furthermore, in letters to the Chair of GCP, the CPCA's Interim Monitoring Officer confirmed that decisions on the route rightly sit with the GCP Board as the delivery body.
- 5.3. It is also notable that there is no formal process for the Transport Authority to provide consent for a major scheme development. It is entirely for the Promoter to demonstrate how it conforms with policy as it progresses through the statutory planning and approvals process.

6. Financial Comment

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

7. Summary

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

8. Next Steps and Milestones

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

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

LTP Goal	Objective	CAM Objective	CAM sub-objective	Desirable	C2C	CSET
Economy	Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	<p>CAM 1: Promote economic growth and opportunity</p> <p>CAM 2: Support the acceleration of housing delivery</p>	<ul style="list-style-type: none"> CAM-E1: Promote agglomeration CAM-E2: Support new employment by enhancing access to and attractiveness of key designated employment areas by specifically enabling, serving and supporting: <ul style="list-style-type: none"> New settlements and enterprise zones already included in existing adopted Local Plans New Garden Village settlements <p>Supporting the development of</p> <ul style="list-style-type: none"> New settlements being brought forward by any future development corporations created in the Oxford-Cambridge corridor. <ul style="list-style-type: none"> CAM-E3: Increase labour market catchment 	<ul style="list-style-type: none"> 24/7 operation Possibility for a freight capacity Utilisation of smart infrastructure 	<ul style="list-style-type: none"> Supports delivery of the adopted Local Plan Supports delivery of the City Deal agreed with Government Supports adopted Local Plan housing and employment site allocations e.g. Bourn Airfield and West Cambridge Smart infrastructure will be utilised such as vehicle guidance, solar generation at travel hubs etc. Scheme design will not preclude 24/7 operation or freight subject to planning and provided clean, quiet electric vehicles comply with environmental restrictions provides clean, quiet electric 	<ul style="list-style-type: none"> Supports delivery of the adopted Local Plan Supports delivery of the City Deal agreed with Government Enhances access to CBC, Babraham Research Campus, and Granta Park Supports adopted Local Plan housing and employment site allocations e.g. Sawston Potential for extension to connect the proposed North Uttlesford Garden Community to key employment areas Smart infrastructure will be utilised such as vehicle guidance,

			<ul style="list-style-type: none"> • CAM-E4: Serve and support new areas for sustainable housing development • CAM-E5: Provide overall transport capacity to enable and accommodate future growth 		<p>vehicles comply with environmental restrictions</p> <ul style="list-style-type: none"> • Reliable HQPT services and reduced PT journey times will increase labour market catchment • Connectivity to Oxford-Cambridge corridor and provides significant increase in public transport capacity to enable and accommodate future growth • Full compliance dependent on regional extensions 	<p>solar generation at travel hubs etc.</p> <ul style="list-style-type: none"> • Scheme design will not preclude 24/7 operation or freight subject to planning and provided clean, quiet electric vehicles • Reliable HQPT services and reduced PT journey times will increase labour market catchment • Provides significant increase in public transport capacity on A1307 corridor to enable and accommodate future growth • Full compliance dependent on regional extensions
	Connect all new and existing communities sustainably so residents can easily access a		<ul style="list-style-type: none"> • CAM-E6: Improve transport connectivity • CAM-E7: Improve journey time reliability • CAM-E8: Direct high-quality public transport access to key 		<ul style="list-style-type: none"> • New dedicated HQPT route connecting to employment at West Cambridge – 	<ul style="list-style-type: none"> • New dedicated PT route connecting to existing Busway at CBC and planned Cambridge South

	good job within 30 minutes, spreading the region's prosperity		housing sites (existing designations)		improving connectivity <ul style="list-style-type: none"> • Dedicated PT infrastructure will improve journey time reliability to west Cambridge • Direct HQPT access to Local Plan housing site allocations at Bourn, Cambourne and West Cambridge 	Station – improving connectivity <ul style="list-style-type: none"> • Dedicated PT infrastructure will improve journey time reliability to CBC and Cambridge • Direct HQPT access to Local Plan housing site allocations at Sawston
	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports		<ul style="list-style-type: none"> • CAM-E9: Directly serve and link into transport hubs including existing and planned rail stations • CAM-E10: At transport hubs, support easy and rapid mode changes and transfers • CAM-E11: At transport hubs facilitate first and last mile connectivity to the local area • CAM-E12: Support the development of demand responsive modes • CAM-E13: Integration with other modes, including bus. 		<ul style="list-style-type: none"> • <i>Interchange with EWR at Cambourne subject to EWR route confirmation and design development – until such confirmation scheme will run through Cambourne on existing routes rather than new segregated infrastructure.</i> • Interchange with road transport (A428/A14) at Scotland Farm Travel Hub • GCP bus network study proposals include new route integrating rural 	<ul style="list-style-type: none"> • Proposed CSET HQPT services will directly serve existing Cambridge and planned Cambridge South rail stations • Scheme includes measures to deliver first and last mile connectivity between A11 travel hub, Babraham Research Campus and Granta Park • GCP bus network study proposals include new route integrating rural

					<p>communities to Scotland Farm travel hub</p> <ul style="list-style-type: none"> • Travel hub design will include provision for connecting bus or DRT services • travel hub will support easy and rapid mode change car/bus/cycle/walk • Infrastructure will support demand responsive modes using CAV when mature technology. 	<p>communities to A11 travel hub</p> <ul style="list-style-type: none"> • Travel hub design will include provision for connecting bus or DRT services • travel hub will support easy and rapid mode change car/bus/cycle/walk • Infrastructure will support demand responsive modes using CAV when mature technology.
	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability		<ul style="list-style-type: none"> • CAM-E14: Integrated with main arterial corridors, including the projected East West Rail route and the upgraded A428, and key LTP infrastructure projects • CAM-E15: Dedicated segregated routes as default assumption. • CAM-E16: CAM will use technology, infrastructure and concepts of operations that deliver safe, reliable, regular, resilient and inclusive transport • CAM-E17: CAM must be deliverable within the current decade 		<ul style="list-style-type: none"> • Integration with A428 at Scotland Farm Travel Hub • Scheme will be refined to ensure compliance with E14 once EWR route and station details are announced • Compliant with E15 – <i>until EWR confirm route and travel hub the scheme will run through Cambourne on existing routes rather than new</i> 	<ul style="list-style-type: none"> • Will integrate with projected EWR route at planned Cambridge South station • Delivers dedicated segregated PT from A11 to CBC connecting directly into existing Busway • Deliverable within current decade and in advance of CAM core

			<ul style="list-style-type: none"> • CAM-E18: CAM must be future proofed and flexible in terms of capacity and technology. • CAM-E19: CAM will utilise sustainable, highly flexible, zero emission vehicles • CAM-E20: CAM will be designed to maximise passenger trips in both directions and across the whole day. 		<p><i>segregated infrastructure.</i></p> <ul style="list-style-type: none"> • Requirement to adopt Rifle Range route instead of Adams Road to ensure segregation. • Safe regular and resilient inclusive transport delivered on off road sections • Deliverable within current decade and in advance of CAM core • Requirements capture exercise with CAM team undertaken to identify future proofing measures • Sustainable electric traction vehicles will be deployed • System will maximise passenger trips in both directions across the whole day 	<ul style="list-style-type: none"> • Requirements capture exercise with CAM team undertaken to identify future proofing measures • System will maximise passenger trips in both directions across the whole day • CSET services will meet significant demand for travel to/from CBC across the whole day • Safe regular and resilient inclusive transport delivered on off road sections • Sustainable electric traction vehicles will be deployed
Society	Embed a safe systems approach into all	CAM 3: Promote Equity	<ul style="list-style-type: none"> • CAM-S1: Provision of safe and secure CAM network – safe by design, safe in construction and safe in operation – to meet all 		<ul style="list-style-type: none"> • Common approach to safety in design, construction and operation being developed 	

	planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries		standards and global best practice <ul style="list-style-type: none"> • CAM-S2: CAM will meet all planning and environmental requirements 		with CPCA through Technology, Engineering and Safety Working Group <ul style="list-style-type: none"> • All planning, safety and environmental requirements will be met • Safe systems approach to design, construction and operation
	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all		<ul style="list-style-type: none"> • CAM-S3: Affordable and fair fare structure. • CAM-S4: Compatible with county wide future integrated ticketing • CAM-S5: Promotes seamless connectivity between regional settlements, major city fringe employment sites and key satellite growth areas across Cambridgeshire and Peterborough • CAM-S6: Facilitates seamless cross country and city journeys to outlying regional settlements, urban fringe employment sites and key satellite growth areas • CAM-S7: Improve opportunities for all residents and communities • CAM-S8: Promotes high quality public realm at stations • CAM-S9: Reduces adverse impacts of public transport provision on city, urban and village centre mobility for pedestrians and cyclists 		<ul style="list-style-type: none"> • Affordable and fair fare structure an objective, subject to CPCA future bus strategy • No barriers to county wide future integrated ticketing • High quality passenger infrastructure proposed at travel hub and stops • Policy S6 cross city journeys only deliverable with CAM tunnelled sections. • Policy S8 deliverable in Cambridge with CAM tunnelled sections – travel hubs will meet all necessary design standards • Policy S9 are deliverable in Cambridge with CAM tunnelled sections – travel hubs are designed to cater for wider mobility, pedestrians and cyclists. • High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian infrastructure

	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles		<ul style="list-style-type: none"> CAM-S10: Support and be complimentary to walking and cycling. 		<ul style="list-style-type: none"> High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian infrastructure Potential review of Adams Road section may increase cycle amenity Aligned with the Madingley Road cycling scheme Aligned with the greenways network 	<ul style="list-style-type: none"> High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian infrastructure Aligned with the greenways network
	Ensure transport Initiatives improve air quality across the region to meet good practice standards		<ul style="list-style-type: none"> CAM-S11: Improve air quality CAM-S12: Promote low carbon Economy 		<ul style="list-style-type: none"> Mode shift to HQPT and use of electric PT vehicles will contribute to improving air quality Use of electric vehicles, electric vehicle charging points at travel hub and solar generation will promote the low carbon economy 	
Environment	Deliver a transport network that protects and enhances our natural, historic and built environments	CAM 4: Promote sustainable growth and development	<ul style="list-style-type: none"> CAM-EV1: Support environmental sustainability <ul style="list-style-type: none"> Minimises adverse impacts on conservation areas, heritage and natural community assets, including protecting the character of villages and avoiding 		<ul style="list-style-type: none"> Adverse environmental impacts will be identified through EIA and mitigated, as required by the 	<ul style="list-style-type: none"> Adverse environmental impacts will be identified through EIA and mitigated, as required by the

			<p>encouraging unsustainable village fringe development.</p> <ul style="list-style-type: none"> - Meets net gain requirements and where possible offers additional visual and environmental enhancements. 		<p>statutory planning & consents process</p> <ul style="list-style-type: none"> • Scheme will meet net gain requirements • Does not undermine 'Green Belt' planning safeguard • Potential for environmental enhancements 	<p>statutory planning & consents process</p> <ul style="list-style-type: none"> • Scheme will meet net gain requirements • Does not undermine 'Green Belt' planning safeguard • Potential for environmental enhancements e.g. "linear park" concept
	Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change		<ul style="list-style-type: none"> • CAM-EV2: CAM infrastructure will utilise zero emission vehicles; other public transport zero emissions vehicles should be able to use sections of the CAM infrastructure if they are CAM compatible • CAM-S11: Improve air quality • CAM-S12: Promote low carbon economy 		<ul style="list-style-type: none"> • Use of electric vehicles, electric vehicle charging points at travel hub and solar generation will promote the low carbon economy • Mode shift to HQPT and use of electric PT vehicles will contribute to improving air quality • High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian 	<ul style="list-style-type: none"> • Use of electric vehicles, electric vehicle charging points at travel hub and solar generation will promote the low carbon economy • Mode shift to HQPT and use of electric PT vehicles will contribute to improving air quality • High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and

					infrastructure, promoting low carbon modes	equestrian infrastructure, promoting low carbon modes
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Report to: Greater Cambridge Partnership Joint Assembly

4th June 2020

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

CAMBRIDGE SOUTH EAST TRANSPORT SCHEME

1. Purpose

- 1.1. The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge. It suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton, the largest other settlement on the corridor.
- 1.2. The route has seen significant increases in traffic over the last decade and large existing and proposed development sites along this corridor mean that pressure on already congested roads and the limited public transport service is set to rise.
- 1.3. The A1307 corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board as a priority project for development in the first five years of the GCP's transport programme.
- 1.4. This programme takes on even greater importance in light of the global Covid-19 pandemic and the likely increase in commuters wanting to access active travel solutions for their daily journey to work. The impact of this on the GCP programme is considered elsewhere on the agenda, but whilst there may well be a short-term impact on the use of public transport, the now more pressing need to get the economy moving again suggests that the case for schemes such as these will be stronger as a result of Covid-19.
- 1.5. The paper has two parts:
 - Phase 1 - a decision about two Traffic Regulation Orders required for the previously agreed short term programme of works; and
 - Phase 2 - reviews the technical work and public consultation undertaken to date contributing to the production of the Outline Business Case (OBC). Work on the detailed design of the scheme will continue in the next phase of development and will continue to involve local stakeholders.

2. Background

- 2.1. The Cambridge South East Transport project consists of 2 Phases: Phase 1 which consists of 16 discrete small to medium works packages under construction and development, and Phase 2, which is the main focus of this paper.
- 2.2. The project is made up of three key elements: a dedicated public transport link between the A11 and the Cambridge Biomedical Campus, a new Travel Hub facility near the A11/A1307 junction, and new cycling, walking and equestrian facilities.

- 2.3 The project was presented to the Executive Board in June 2019 where it was agreed to undertake public consultation, and present a report in early 2020 outlining the response to the consultation, Outline Business Case and final proposals for the scheme.
- 2.4 This report to the Joint Assembly provides a summary of work carried out on development of the OBC since June 2019.
- 2.5 The OBC considers the Cambridge South East Transport Phase 2 scheme, and the proposed new travel hub, in order to seek approval to progress towards applying for planning consent and powers for construction of the works.

3. Phase 1 – Traffic Regulation Orders

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

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

Scheme 14: West bound bus lane on approach to B1052

- 3.2 An Objection has been raised to the Traffic Regulation Order (TRO) for a westbound bus lane at Linton between Bartlow Road and the B1052. Linton Parish Council has raised an objection the TRO and the loss of trees and habitat and the number of buses benefiting.
- 3.3 The scheme benefits the X13 and 13 C services which only run in the peak hour. However, bus lanes generally only provide benefits where congestion exists, which is the case only in peak hours, and delivers a 34min saving in journey time - Benefit Cost ration of 4.5. Trees lost would be replaced with new trees on a 1:1 basis. It is intended to deliver 10% to 20% of biodiversity net gain by means of planting elsewhere. *Background information can be found in Appendix B.*

4. Phase 2 - Strategic Case

- 4.1 The Cambridge South East Transport Scheme supports the GCP's transport vision of delivering a world class transport network that makes it easy to get into, out of, and around Cambridge in ways that enhance the environment and retain the beauty of the city. Transport infrastructure is essential in supporting the delivery of sustained growth, prosperity and quality of life for the people of Greater Cambridge. Earlier work identified a strong policy and strategic basis for delivering a High Quality Public Transport scheme along the corridor.
- 4.2 Between 2011 and 2031 there are significant planned additional new homes and jobs in development locations to the east and south of Cambridge, including Cambridge Biomedical Campus, Cambridge Southern Fringe and at Haverhill.

- 4.3 The Cambridge South East Transport project therefore forms an important part of the overall GCP aim to develop a sustainable transport network for Greater Cambridge that keeps people, business and ideas connected, as the area continues to grow; to make it easy to get into, out of, and around Cambridge by high quality public transport, by bike and on foot.
- 4.4 Through City Deal investment in transport and infrastructure, the GCP seeks to bring forward schemes to connect people to places of employment and allow communities to grow sustainably in the coming years, by creating better and greener transport networks, reducing congestion and making better use of limited road space by prioritising sustainable transport.
- 4.5 The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the adopted Local Plans for [Cambridge City](#) and [South Cambridgeshire](#) (2018) and emergent transport policy being established by the Cambridgeshire and Peterborough Combined Authority (CPCA), in particular the compatibility of the project with the proposed Cambridgeshire Area Metro (CAM) - a mass rapid transit scheme. Local Plan policies for the strategic developments of sites require High Quality Public Transport to link new homes to employment and services in and around Cambridge.
- 4.6 The [Transport Strategy for Cambridge and South Cambridgeshire](#) (TSCSC) prepared in parallel with the development of the Local Plans was agreed in March 2014. The strategy provides a plan to manage the rising population and increasing demand on the travel network by shifting people from cars to other means of travel including public transport, walking and cycling. Policy within the TSCSC requires a range of infrastructure interventions in Cambridge corridor as a key part of the integrated land use and transport strategy responding to levels of planned growth.
- 4.7 The [Transport Modelling Report 2015](#) supporting the Cambridge and South Cambridgeshire Local Plans and TCSC concluded;
- sustainable transport measures, in particular High Quality Public Transport facilities are necessary to support delivery of the plan;
 - such public transport routes need to be able to bypass queues and congestion to offer reliable and swift journeys;
 - The Transport Strategy will help to make the City and key destinations more accessible and should reduce the amount of car growth.
- 4.8 The Cambridgeshire and Peterborough Combined Authority (CPCA) published [a first draft Cambridgeshire and Peterborough Local Transport Plan \(CPLTP\)](#) in June 2019. Following consultation, a final version was adopted in February 2020. The CPLTP replaces the Interim Local Transport Plan which was produced in June 2017 and is based upon the pre-existing Cambridgeshire Local Transport Plan (LTP3) and the Peterborough Local Transport Plan (LTP4).
- 4.9 The goals of the CPLTP are to deliver a transport system that delivers economic growth and opportunities, provides an accessible transport system and protects and enhances the environment to tackle climate change together. There are ten objectives which have been formed to underpin the delivery of the goals relating back to the economy, environment and society.
- 4.10 The route along the A1307 Cambridge to Haverhill has been highlighted as a strategic project to help make travel by foot, bicycle and public transport more attractive than private car journeys, alleviating congestion and supporting the region's growth.

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

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

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

5. Part of a Wider Network

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

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

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

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

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

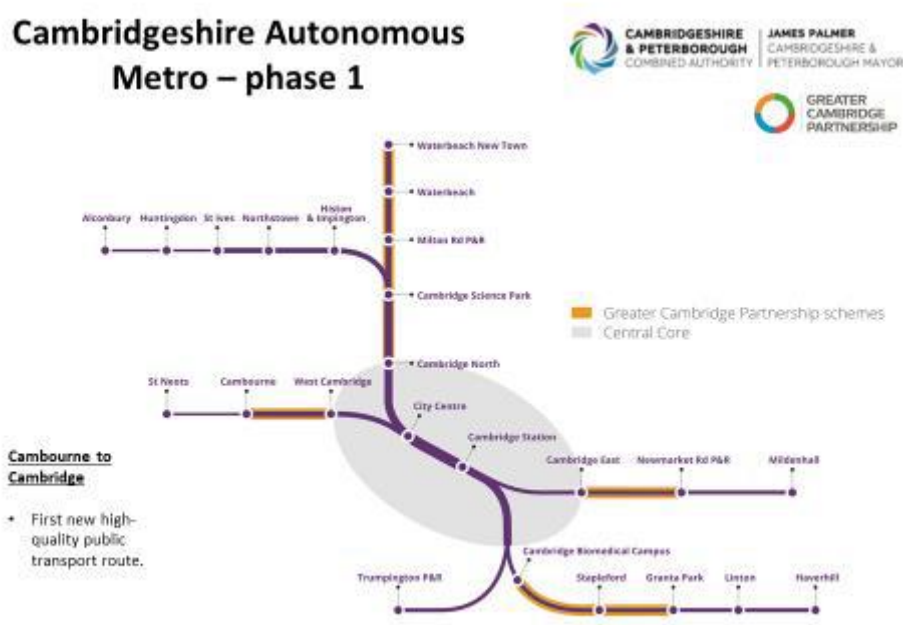
5.4 The CAM project proposes an expansive metro network that seamlessly connects Cambridge City Centre, key rail stations (Cambridge, Cambridge North and the future Cambridge South), major City fringe employment sites and key 'satellite' growth areas, both within Greater Cambridge and the wider region.

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

5.6 The vision for the CAM network includes regional connections to St Neots, Haverhill, Alconbury and Mildenhall, serving locations with significant planned or potential growth. These regional connections will only be viable if they directly connect into new segregated

infrastructure serving the City Centre. The potential CAM network is set out in Figure 1 and includes an alignment along the Cambridge South East corridor.

Figure 1 – Potential CAM network



- 5.7 As set out in Figure 1, as part of the Cambridge future network, GCP’s arterial routes, including Cambridge South East Transport, will provide a step change offering a viable public transport alternative for quicker and more reliable journeys to key destinations in and around Cambridge, as well as safe and segregated cycling and pedestrian routes.
- 5.8 Engagement with the CPCA continues on the integration of the Cambridge South East Transport scheme and CAM projects.

City Access

- 5.9 In the city centre, GCP’s City Access project is proposing measures to reduce reliance on car travel and free up the city centre’s congested road space, to run better public transport services.
- 5.10 The objectives of the City Access scheme complement the Cambridge South East Transport project by seeking to improve conditions for sustainable transport within the City Centre, thereby benefitting users of the scheme either through improved journey times for public transport or better connectivity to pedestrians and cyclists. City Access will also complement Cambridge South East Transport by providing an alternative to car journeys for trips from new developments served by the scheme.

Cambridge South Station

- 5.11 The proposed new rail station at Cambridge South aims to improve connectivity between the growing Biomedical Campus and international gateways, to reduce reliance on Cambridge station for travel to the Southern Fringe, and to improve sustainable transport access into the Southern Fringe. The Station will further improve the public transport offer for south Cambridge. The proposed scheme integrates with Cambridge South station, connecting with

it at the Biomedical Campus. Funding for the station project was confirmed in the budget with a target delivery date of 2025.

- 5.12 The proposed CSETS scheme will provide connectivity between Cambridge South station and Babraham Research Campus, Granta Park and destinations east of the A11, including Haverhill.

Sawston Greenway

- 5.13 The proposed Sawston Greenway would be built around the successful DNA path that runs between Cambridge Biomedical Campus and Great Shelford, which is now so popular that it needs to be widened. This improvement will be part of this project.
- 5.14 The initial development of the Sawston Greenway proposals acknowledge that should Cambridge South East Transport Phase 2 include an off-road cycle/pedestrian route, work undertaken to date could help the development of this element of the Cambridge South East Transport scheme.

East West Rail

- 5.15 Since adoption of the South Cambridgeshire Local Plan, and as part of the Cambridge-Milton Keynes-Oxford Arc project, further development work has been undertaken on the concept of East West Rail (EWR) to re-establish a rail link between Cambridge and Oxford, and to improve rail services between East Anglia and central and southern England, including enhanced rail connections with national mainline services. Work has progressed on the western section between Oxford, Aylesbury and Bedford.
- 5.16 The EWR Company are currently working with Network Rail to develop route options for a Central Section between Bedford and Cambridge. Five options for the East West Rail route between Bedford and Cambridge were consulted on in early 2019, with a final preferred corridor announced in early 2020. The preferred corridor envisages joining the London to Cambridge Main Line railway in the vicinity of Great Shelford. The actual point of joining being either south or north of Great Shelford, but yet to be determined.
- 5.17 On the basis of consultation, the East West Railway Company are now beginning to develop alignment options within the preferred route corridor. Consideration will be given to station sites, land and connections with local transport networks and the Cambridge South East Transport development team is liaising with the East West Railway Company to ensure synergies between the schemes. In this way, the benefits of both schemes can be maximised in a holistic manner that addresses the wider strategic objectives of economic growth and improved transport connectivity in the area.
- 5.18 East West Rail focuses substantially on longer term growth beyond the Local Plan period and not the immediate and worsening issues of congestion and lack of connectivity for expanding communities west of Cambridge. The GCP proposals integrate with East West Rail at Cambridge South station, and do not preclude potential routes for East West Rail. There is sufficient flexibility in the proposals to allow for additional tracks and flyovers that may be required.

A505 Royston to Granta Park Strategic Transport Study

- 5.19 A strategic transport study for the A505 corridor between Royston and the A11 at Granta Park has recently been commissioned by Cambridgeshire County Council on behalf of CPCA. This study will look at current traffic problems and potential future demand on the A505 between Royston and the A11; a corridor which skirts the southern edge of the scope of the Cambridge South East Transport Phase 2 scheme, and will investigate options for better provision for cyclists, pedestrians and public transport users. Any proposals put forward will need to consider the Cambridge South East Transport Phase 2 proposals, just as the development of Cambridge South East Transport will need to take into account any emerging findings from this study to ensure a joined-up approach to infrastructure delivery.

North Uttlesford Garden Village

- 5.20 The North Uttlesford Garden Village proposes 5000 new homes close to the A11 at Great Chesterford. Opportunity exists, and is being examined by the developers, for potential extension of the Cambridge South East Transport Phase 2 and CAM scheme to the development.

Wellcome Genome Campus

- 5.21 Expansion of the Wellcome Genome Campus includes significant employment as well as 1,500 homes for key workers. The developers will bring forward local network improvements and a package of measures for sustainable travel and public transport connections.

Whittlesford Station Masterplan

- 5.22 The Whittlesford Station transport masterplan study has undertaken an in-depth look at the range of issues affecting access to the station, with a primary focus on improving sustainable transport options. The process has considered how best to meet an agreed vision to “create an accessible multi-modal travel hub which forms a strategically important interchange and gateway to facilitate sustainable local economic growth”. From this process a Transport Investment Strategy for the station area has emerged, comprising 33 proposed schemes which, collectively, are intended to achieve this vision.
- 5.23 A draft delivery plan was presented to the Executive board in February 2020 for support as a basis for further engagement with Stakeholders. As an early delivery priority further work is to be undertaken to prepare outline designs and cost estimates for a bus interchange and access improvements. Further engagement with bus operators, business parks and the Imperial War Museum is also planned to achieve greater clarity and certainty on how the station will be served by scheduled bus services in the future. This will enable any future synergies with the Cambridge South East Transport scheme to be identified.

Huawei, Sawston

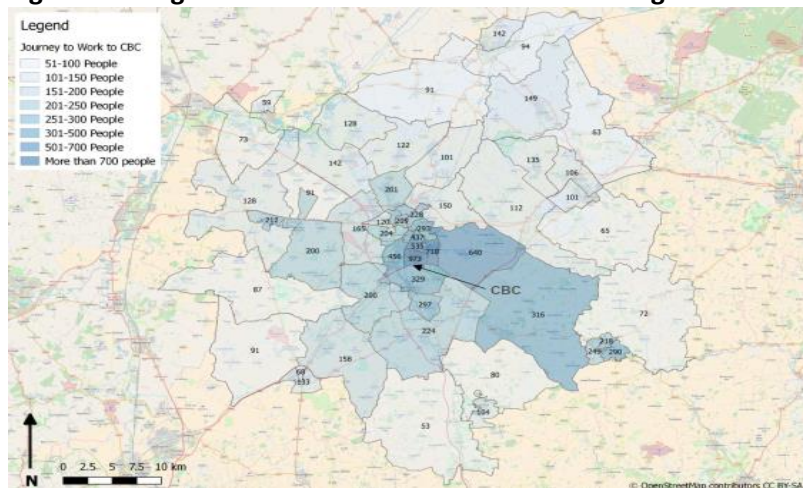
- 5.24 Huawei have purchased and intend to develop the former Spicers paper mill site that lies to the west of Sawston. The first planning application for a research and development and office facility is currently being considered by South Cambridgeshire District Council as the local planning authority. In the future there is an intention to develop the wider site to be a campus with many more employees. These plans will need to include sustainable travel and public transport connections, building on those to be delivered by the Cambridge South East Transport scheme.

6. Technical Work – Key Findings

Transport Issues and Challenges

- 6.1 The transport issues and challenges identified within the Cambridge South East Transport study area can be summarised as:
- Existing congestion and delays;
 - Unreliable public transport journey times, as a result of congestion and delay;
 - Development pressure; and
 - Highway safety.
- 6.2 Existing car mode share and car ownership within the A1307 corridor is high, with 63% of Cambridge and South Cambridgeshire's workforce commuting by car or van. This suggests that, by providing an attractive and viable alternative to the car such as high quality, reliable public transport, there is scope for a substantial modal shift to more sustainable options.
- 6.3 Automatic Traffic Count data for five out of six sites located along the A1307 between Haverhill and Cambridge shows continuous growth over four years, illustrating that, outside of the city centre, demand is increasing along the entire length of the A1307. The highest volumes of traffic were recorded at the two sites on the section of the A1307 between the A11 and the Cambridge Biomedical Campus.
- 6.4 Planned residential and commercial development across south east Cambridge will place significant pressure on a transport system on which demand is already exceeding capacity during busy periods. If action is not taken to futureproof the transport network here, journey times on the A1307 between the A11 and central Cambridge are expected to increase by around 50%, primarily as a result of increased demand and a transport network which lacks the flexibility and capacity to respond appropriately.
- 6.5 Ongoing growth at key employment sites across south east Cambridge and central Cambridge will result in increased commuter demand on the A1301 and A1307 corridors where there is a lack of alternate travel modes to car.
- 6.6 The Cambridge Biomedical Campus employs a large number of people, is a significant generator of travel demand and the key attractor of vehicle trips along the A1307. 40% of staff at the campus access the site from the south east, using the A1307, resulting in congestion and delays at peak times.
- 6.7 Trafficmaster data for 2018 shows that weekday peak hour traffic speeds on the A1307 between the A11 and central Cambridge are significantly slower than during the same periods at weekends. The greatest variations were recorded on the westbound approach to the junction of the A1307 with Cherry Hinton Road (70% slower in the AM peak) and the eastbound approach to the A1307/A11 junction (68% slower in the PM peak).
- 6.8 Travel to work data has been used to identify travel patterns along the corridor, including key origins/destinations and mode choice (see Figure 2). Cambridge South East Transport presents a key opportunity for growth areas to be better connected to key employment centres and encourage future sustainable travel rather than continued reliance on the car.

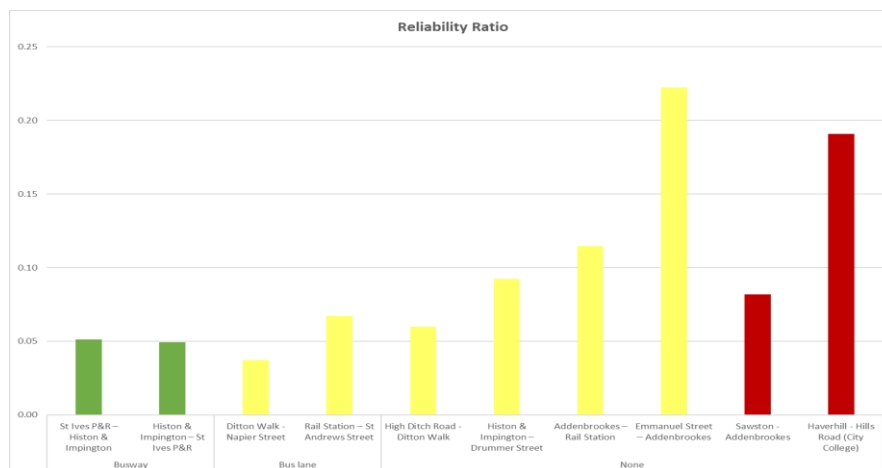
Figure 2 – Origin areas for Travel to Work at Cambridge Biomedical Campus (ONS 2011)



Source: Cambridge Biomedical Campus Transport Needs Review (Atkins, 2018)

- 6.9 While up to five bus services per hour operate along the A1307 corridor, travel times by bus can be uncompetitive compared to car travel.
- 6.10 In the absence of bus priority on the corridor, congestion and delays mean bus journeys of around 18 miles between Haverhill and Cambridge take around 1 hour 10 minutes during interpeak hours, this is approximately 30 minutes longer than undertaking the same journey by car. During peak travel hours bus journey times can increase by a further 10 to 20 minutes.
- 6.11 Figure 3 illustrates the bus reliability challenges on the A1301 and A1307 corridors and how these compare to other corridors where bus priority is provided, and the existing Cambridgeshire Guided Busway. Using a Reliability Ratio, this shows that the existing Busway services perform significantly better than those operating on the A1301 and A1307 corridors without the benefit of bus priority measures, meaning that the dedicated public transport infrastructure is delivering journey times that are more consistent.
- 6.12 It is notable that the reliability performance of the 13/13A/X13 group of services using A1307 between Haverhill and Cambridge is significantly worse than services using the A1301 between Sawston and Addenbrooke's, and comparable with services operating in congested conditions in central Cambridge.

Figure 3: Reliability comparison of non-segregated routes vs segregated routes



- 6.13 Despite Cambridgeshire's existing Park & Ride network, facilities are not well positioned to serve demand associated with growing economic hubs across south east Cambridge. The Babraham Road Park and Ride site is close to capacity. GCP are planning an expansion of the site to cope with increased demand. The existing site is not well located to relieve congestion on the A1307.
- 6.14 There is a lack of continuous active travel routes along the A1307 and within the wider Cambridge South East Transport study area. The area particularly lacks connections to/from more rural settlements to the south east of Cambridge which would cater for the potential increased modal share of cyclists along the corridor.
- 6.15 Therefore, High Quality Public Transport from a Travel Hub in a strategic location, plus the provision of additional cycling and walking facilities, has a key role in providing an attractive and competitive alternative to car use, which would alleviate congestion, poor journey time reliability and delay. Crucially, such interventions will help to accommodate future growth planned at employment sites to the south east of Cambridge, including the Cambridge Biomedical Campus, Granta Park and Babraham Research Campus, improve access to housing and employment sites alike, and improve quality of life in the local communities

Planning Constraints

- 6.16 The Local Plan for Cambridge and South Cambridgeshire estimates that more than 44,000 additional jobs will have been created in the area by 2031, whilst 8,000 new homes are expected to be delivered across south east Cambridge over the next 15 years.
- 6.17 The proportion of jobs in Human Health and Social Work activities is shown to be significant, representing 12.8% of all jobs in Cambridgeshire. This proportion can also largely be attributed to the significance of the Biomedical sector within Cambridgeshire and the ongoing investment from large pharmaceutical companies such as AstraZeneca in the south of Cambridge. It should be noted that both Cambridge Biomedical Campus and the headquarters of AstraZeneca are located in close proximity to the A1307 corridor, indicating the significance of the study area as an employment hub.
- 6.18 In recent years business growth across the south east of Cambridgeshire has placed increased pressure on the corridor, leading to long delays during peak times and unreliable journey times for commuters.
- 6.19 The Cambridge South East Transport project has been recognised in the Local Plans and local transport strategy as a key project to help address these infrastructure constraints on growth by linking Cambridge to growth areas to the South. The provision of a High Quality Public Transport service supporting journeys to key employment sites presents a viable alternative to car use/purchase for residents in new developments.

7.0 Developing the Business Case

- 7.1 Development of the Cambridge South East Transport project commenced in 2015 with initial public consultation on high-level options undertaken in 2016. The established method of progressing major transport projects such as Cambridge South East Transport is via a 'business case' which assesses the overall case for public investment by measuring the public benefits and costs of different options.

- 7.2 A Cambridge South East Transport Local Liaison Forum (LLF) was formed in 2017 and convened to regularly review and contribute to progress as part of the scheme development process. To develop the options five LLF workshops were held and the better-performing options were assembled into three route strategies as reported to the GCP Executive Board in November 2017. The Executive Board approved public consultation on the three strategies. This consultation started on 9 February 2018 and finished on 9 April 2018.
- 7.3 In October 2018 the GCP Executive Board received a report on the outcome of consultation on the three strategies and agreed the adoption of Strategy 1, the off-road strategy, as the preferred strategy for the A1307 Cambridge South East Transport corridor. The Executive Board requested that officers develop detailed proposals for delivery of the scheme, including the route alignment, travel hub site, and landscaping and ecological design proposals which could add enhancements to the area, maximising the potential of the off-road option including considering the possibility of a linear park alongside the off-road public transport route.
- 7.4 Following the October 2018 GCP Executive Board meeting, detailed work to identify potential route alignments and travel hub locations and assess these in accordance with the Department for Transport's major scheme development process was undertaken, as summarised in a report to the Executive Board in June 2019, recommending a shortlist of five routes serving three alternative travel hub sites to be the subject of further public consultation.
- 7.5 Throughout the course of the scheme's development there have been significant efforts to review and assess alternative options as proposed by stakeholders, including the Local Liaison Forum. Updates were provided to the GCP Executive Board in June 2019 on the consideration of an alternative brownfield site for the travel hub, east of the A11 and south of Fourwentways service station, in response to an LLF request, and an alternative route following the disused Haverhill railway and then running alongside the existing railway to Great Shelford Station.
- 7.6 In June 2019, the GCP Executive Board agreed that public consultation be undertaken on the five shortlisted options as part of the further development of the business case. This consultation took place between 9 September and 4 November 2019.
- 7.7 The full option development and assessment process, starting with 231 possible combinations and sifting these first to a longlist of 90 options, then a shortlist of five and finally the recommended preferred option presented in this report, is detailed in the Options Appraisal Report (OAR).
- 7.8 The consultation findings, the Options Appraisal Report and supporting reports are available on the [Cambridge South East Transport webpages](#)
- 7.9 To provide assurance of robust evaluation of route options, a technical report was published in May 2020 in response to stakeholder requests to provide further evidence to support the rejection of an alternative route following the disused Haverhill railway and then running alongside the existing railway to Great Shelford Station. This route was previously considered at high level before the public consultation in 2018, and rejected on the basis of lack of space beside the main line railway, the cost of alterations to overhead line electrification, the cost of and space required for a high containment barrier as exists at Cambridge Station between the busway and railway, and constraints on a route onward from Great Shelford Station.
- 7.10 The assessment, modelling, stakeholder input and consultation results, as presented in the OAR, have all contributed to the completion of the Outline Business Case presenting the recommended end-to-end route and travel hub site option.

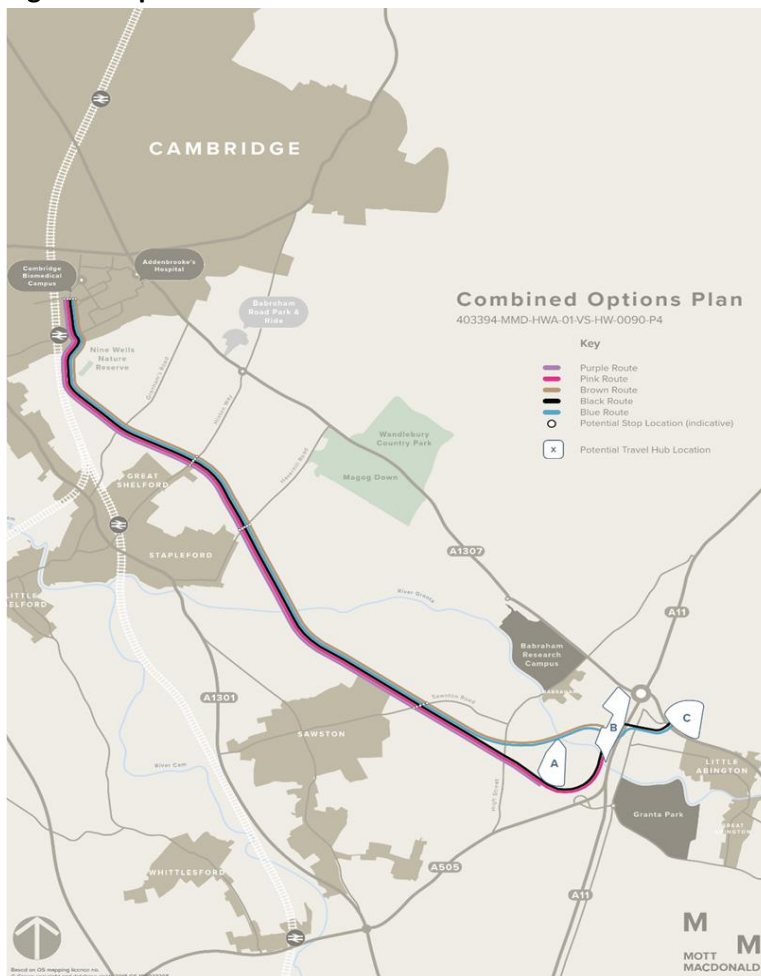
8.0 Basis of Selecting and Refining an Option

- 8.1 A multi-stage appraisal process as shown in Figure 8 was adopted for the Cambridge South East Transport Phase 2 project. The final step in this process was further assessment of the shortlist of five options approved for public consultation by the GCP Executive Board in June 2019 to arrive at the recommended preferred option.

Option Shortlist

- 8.2 The five shortlisted options are shown in Figure 4. There are three Travel Hub sites denoted by letter: A, B and C; and five route alignments, which are denoted by colour: Black, Blue, Brown, Pink and Purple.

Figure 4: Option Shortlist



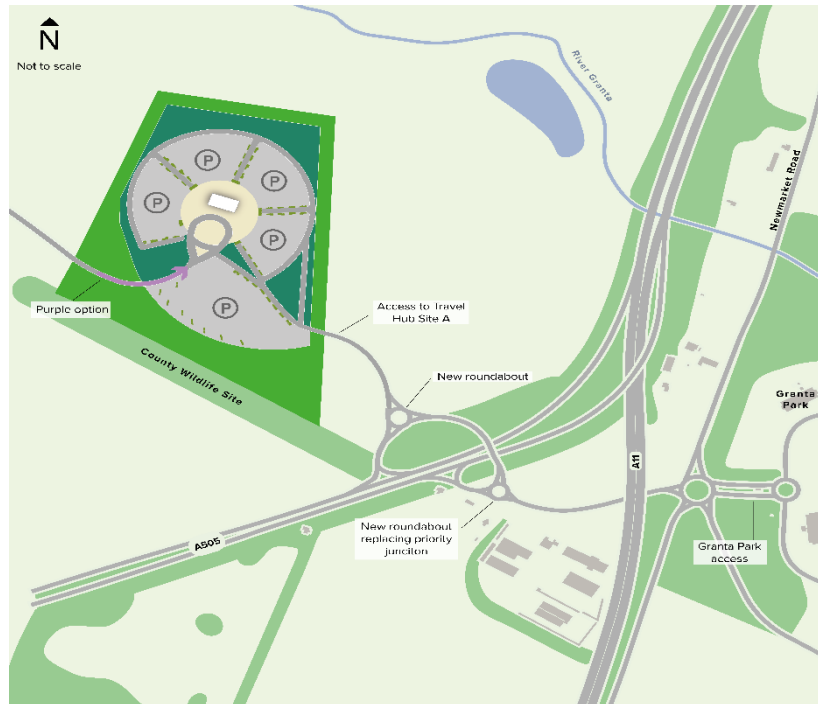
- 8.3 All five options follow the same route between the Cambridge Biomedical Campus and Sawston, from which point they diverge into five alternative alignments, leading to one of the three Travel Hub sites. All options would have the same High-Quality Public Transport service levels and have similar levels of provision for pedestrians and cyclists. The shortlisted Travel Hub sites and route alignments are summarised below, with the main differences between the options outlined and constraints and risks to delivery for each option identified.

Shortlisted Travel Hub Sites

Travel Hub Site A

- 8.4 Site A is located to the west of the A11/A505 junction. The site is set back from the A505 so additional infrastructure would need to be implemented for access. The site has potential to provide between 2,000 and 3,000 spaces. Figure 5 shows the proposed access to this site from the A505/Granta Park junction, with a roundabout at the access/exit and a second roundabout, where the northbound access road meets the access road from the A505 southbound to Granta Park.

Figure 5: Travel Hub Site A and Proposed Access



Travel Hub Site B

- 8.5 Site B is located west of the A11 and in a location which would be passed by all traffic travelling west into Cambridge on the A1307, avoiding the need for many users to deviate from their existing route and being visible to drivers which would encourage future use. Access to this site would be from the A1307 via a new roundabout junction (Figure 6).

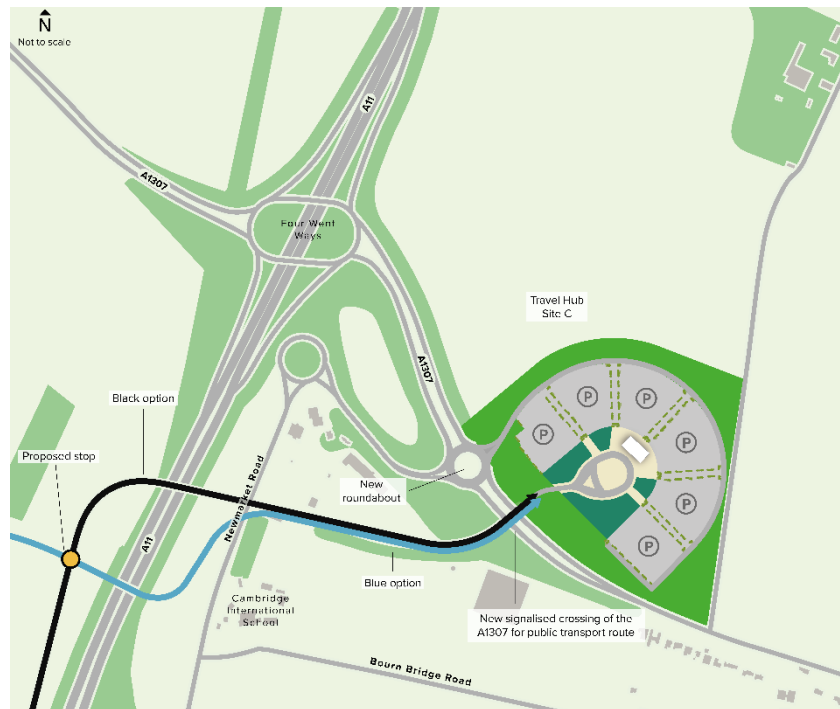
Figure 6: Travel Hub Site B and Proposed Access



Travel Hub Site C

- 8.6 Site C is located on the A1307 east of the A11. It has a parking capacity of 2,100 and could accommodate an expansion of up to 3,000 vehicles. The site is currently used as arable farmland but is outside of the designated green belt.
- 8.7 A new bridge over the A11 would be required to connect this site with the route alignment options west of the A11. Figure 7 shows the proposed access to this site. A new signalised junction would be required on the A1307 to provide a crossing point for public transport vehicles to enter the site. General traffic could enter the site by replacing the existing priority junction between Newmarket Road and the A1307 with a four-arm roundabout.
- 8.8 The site is relatively well located for vehicles travelling towards Cambridge from Haverhill, Linton and other points east of the A11; however, those travelling on the A11 would need to deviate from their desire line into Cambridge and the site location would not be as visible to them.

Figure 7: Travel Hub Site C and Proposed Access



Source: Mott MacDonald

Shortlisted Route Alignments

Cambridge Biomedical Campus to Sawston

- 8.9 The section of the route common to all options runs along Francis Crick Avenue before exiting on the southern side of the Cambridge Biomedical Campus and running parallel with the railway. It then diverts to the east of Great Shelford and Stapleford before crossing the River Granta and running to the east of Sawston. All four stops proposed at this stage are within this section and in the same locations for each option.
- 8.10 These would be at the Cambridge Biomedical Campus, Hinton Way (Great Shelford), Haverhill Road (Stapleford) and Sawston Road (Sawston). The route would cross each of these roads and Granham's Road, via new at-grade junctions to be signalised with priority given to public transport vehicles. Before reaching High Street, the route options then diverge as outlined within the following sections.

Brown Option

- 8.11 The Brown (and Blue) route takes a direct alignment across fields towards the A11, which includes a second crossing of the River Granta. The Brown route ends at Travel Hub Site B, located to the south west of the junction between the A1307 and A11. General traffic would access it from the A1307 via a new junction whilst the site itself would have a linear arrangement in order to accommodate it between a high-pressure gas main, over which development is restricted, and the A11. The site could provide parking for up to 2,800 cars.

Blue Option

- 8.12 The Blue route extends beyond the Brown route to cross the A11 via a new bridge. The route would then cross Newmarket Road at a new junction, before running through the south of the former Comfort Café site and crossing the A1307 via a new junction to connect with Travel Hub Site C, located on the north side of the A1307. As with the junctions on the common section of route, all new junctions would be at-grade and signalised with priority for public transport vehicles. Site C would have a separate roundabout junction to provide general traffic with access into the site at the current junction between the A1307 and Newmarket Road. It could provide parking for up to 2,100 cars.

Black Option

- 8.13 The Black, Purple and Pink routes follow the route of a former railway; however, as this is now designated as a County Wildlife Site, the proposed alignment would be slightly to the north of this, also avoiding the need for a bridge or significant regrading works at the former High Street crossing. All three options follow the same route initially with the Black and Pink options continuing to the A505 junction before running parallel with the A11 and crossing the River Granta. The Black route would then cross the A11 before following the same alignment as the Blue option from Newmarket Road to Travel Hub Site C.

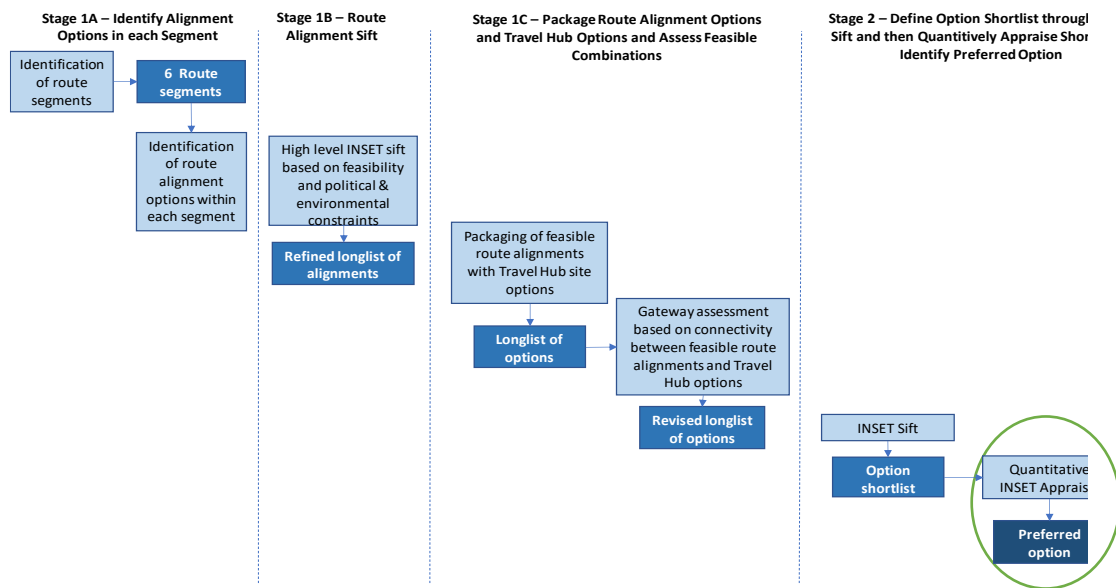
Pink Option

- 8.14 The Pink option is the same as the Black option but, instead of crossing the A11, it terminates at Travel Hub Site B to the north of the River Granta. This would be the same as the Travel Hub site for the Brown route but would have a slightly different layout in order to accommodate public transport vehicles entering the site from the south rather than west. This would result in a slightly lower capacity of up to 2,500 cars.

Purple Option

- 8.15 The Purple route is the shortest of all options and, unlike other options, crosses the River Granta once only. It follows the same route as the Pink and Black route but stops to the west of the A11/A505 junction and would serve Travel Hub Site A. This would be accessed via a new roundabout junction to the north of the A505 slip road and require an extended access road to the site itself. This would be necessary in order to avoid the high-pressure gas pipeline. The site would provide capacity for approximately 2,000 cars but has potential for expansion.
- 8.16 It was from these five shortlisted options that the recommended preferred option was selected as outlined below.

Figure 8: Options Assessment Framework



- 8.17 The shortlisted options were appraised from multiple perspectives utilising three mechanisms:
- A multi-criteria assessment framework,
 - Benefit Cost Ratio calculation and Value for Money assessment,
 - Analysis of the results of the public consultation on the shortlisted options held during the autumn of 2019.

Multi-Criteria Assessment

- 8.18 The options were evaluated, using multi-criteria analysis, against a series of assessment criteria grouped by the following seven themes:
- Transport user benefits,
 - Environment,
 - Scheme deliverability,
 - Social impacts (contribution to quality of life),
 - Wider economic benefits (contribution to economic growth),
 - Alignment with scheme objectives,
 - Policy fit.
- 8.19 The results of the multi-criteria assessment are shown in Table 1. They show that the Brown Route option from Travel Hub Site B was the best performing option overall against the assessment criteria.

Table 1: Multi-criteria assessment results

Option	Scoring Summary Ranks
Brown Route from Travel Hub Site B	Ranked 1st
Pink Route from Travel Hub Site B	Ranked 2nd
Blue Route from Travel Hub Site C	Ranked 3rd
Purple Route from Travel Hub Site A	Ranked 4th
Black Route from Travel Hub Site C	Ranked 5th

- 8.20 Both the first and second ranked options in the scoring include Travel Hub Site B. The main point of difference for preferring the Brown option to the Pink option is that the Brown route is more direct, offering shorter journey times, generating higher patronage and delivering additional passenger benefits relative to the Pink option. This is reflected in a higher score for the Transport User Benefits theme.

Benefit to Cost Ratios

- 8.21 In addition to the multi-criteria assessment of the options, an initial assessment of the Value for Money (VfM) of the different options was carried out using traffic modelling outputs and appraisal of the economic performance of the schemes. This resulted in a series of initial Benefit to Cost Ratios (BCRs) for each option to provide a comparison of the VfM. The BCRs are shown in the table below.

Table 2: Benefit Cost Ratios

	Site A Purple	Site B Brown	Site B Pink	Site C Blue	Site C Black
Benefit Cost Ratio	0.81	0.71	0.64	0.58	0.54

Source: Mott MacDonald

- 8.22 Appraisal of the options based on the BCR calculation resulted in the Purple Route from Travel Hub Site A being identified as the best performing option in terms of VfM, with the Brown option ranked second. The main factor influencing the better performance of the Purple option relative to the Brown option is the lower cost of the Purple option. This reflects the shorter route length required to connect to Travel Hub Site A and avoidance of the need for a second crossing of the River Granta.
- 8.23 All options at present represent a Poor VfM case, based on the DfT appraisal criteria. However, future work to develop and refine the preferred option will explore the potential to enhance the VfM of the scheme, including further consideration of measures to generate additional patronage and user benefits, and of the wider economic benefits of the scheme.
- 8.24 The third element for the basis of selecting a preferred route was the results of the Public Consultation, refer to Section 8.31
- 8.25 Under all three mechanisms the preferred option was either Brown (multi criteria assessment and consultation feedback) or Purple (BCR). This narrowed the potential options down to either Travel Hub Site A (Purple route) or B (Brown route).
- 8.26 Travel Hub Site B ultimately has greater potential to fulfil the role of a multi-modal Travel Hub and to facilitate enhancements to sustainable transport connectivity to both employment campuses than Site A. Site B is better located to intercept traffic on both the A1307 and A11, and to act as a public transport hub than Site A, to which access is compromised by the lack of a northbound exit from the A11 at the A505 junction. Site A is also more remote from Babraham Research Campus.

- 8.27 Considering the results of public consultation, the evaluation of a series of criteria linked to the scheme's objectives and initial value for money assessment, it was concluded that the Brown option was the best performing combination of route alignment and Travel Hub site, performing best both under the multi criteria assessment appraisal process and at public consultation, while ranking second for value for money.
- 8.28 The Brown Route from Travel Hub Site B is recommended as the option to be taken forward for GCP Executive Board approval as the preferred option to be progressed for planning and further development to Full Business Case stage.

Role of Consultation in Developing and Assessing Options

- 8.29 Throughout the scheme's development, there has been significant and continuing effort to engage with stakeholders and members of the public in order to inform, consult, address concerns and, wherever possible, reflect feedback in developing plans.

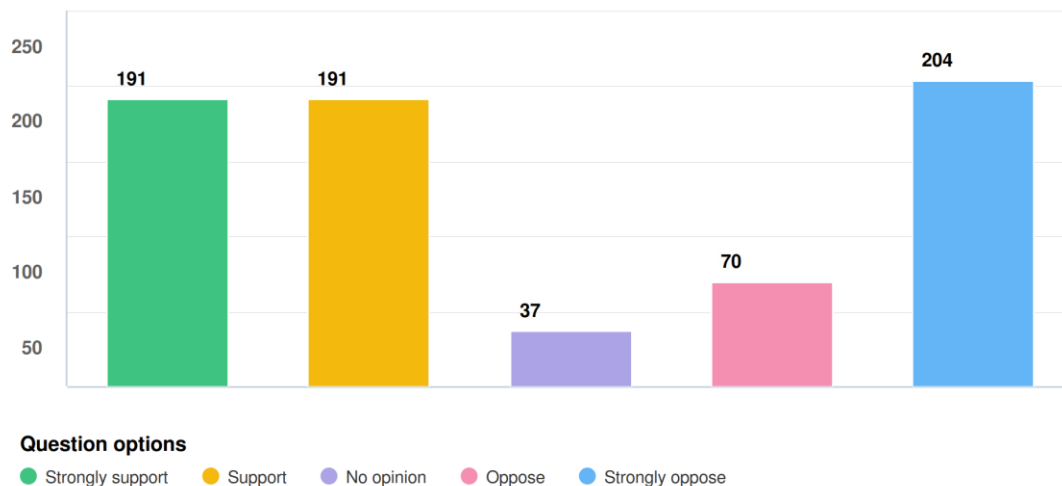
Stakeholder Input

- 8.30 In addition to three public consultations, activities have included:
- regular Local Liaison Forum meetings, including representation from Stagecoach and workshops with representatives from the Local Liaison Forum, forming a 'Technical Group' covering subjects including modelling, Wider Economic Impacts and Environmental Scoring & Mitigation.
 - multiple and continuing representations at community meetings including local Parish Council meetings, drop-ins and area committees
 - meetings with local businesses and landowners

Phase 2 Consultation Findings

- 8.31 Public consultation on the five shortlisted options was held between September and November 2019. Quantitative data was recorded through the consultation questionnaire (online and hard copy) with 702 responses in total recorded, though not all respondents answered all questions.
- 8.32 In terms of general support for the scheme proposals it was found that 382 (55%) out of 693 responses received to this question supported them to some extent as opposed to 274 (40%) who opposed the proposals to some degree; 37 (5%) of the respondents expressed no opinion.

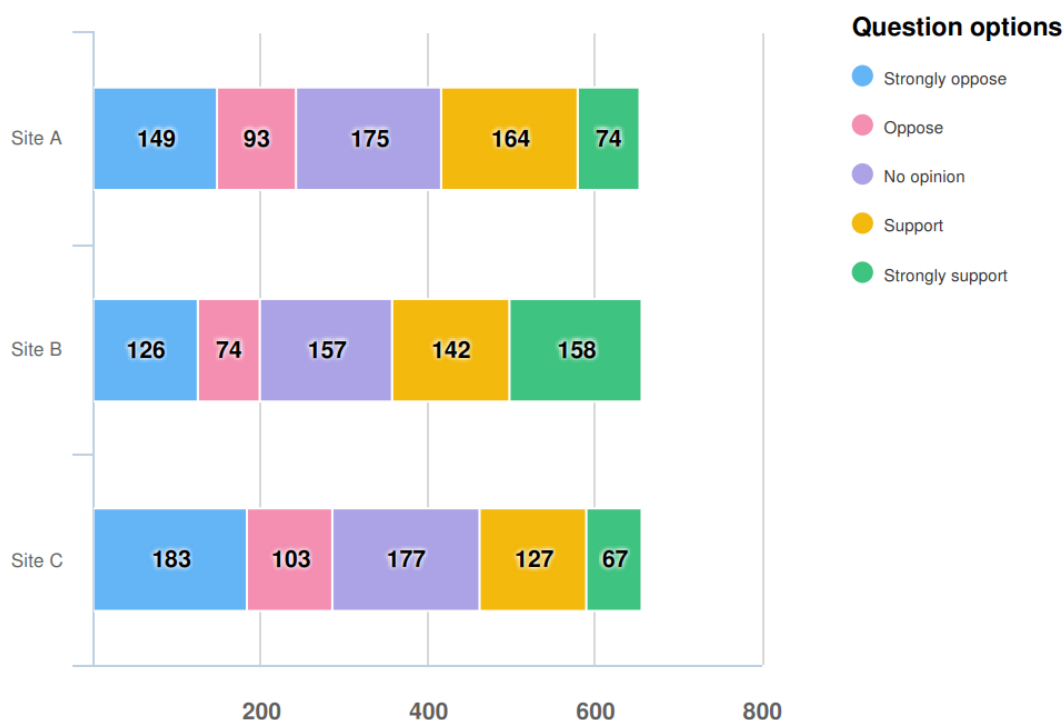
Figure 9: Level of Support for the Scheme Proposals in General



Source: Consult Cambridgeshire

8.33 Regarding the preferred location for the Travel Hub most support was expressed for Site B, with 300 (45%) of the 668 responses either supporting or strongly supporting the option and 200 (30%) opposing the site to some degree. Site C proved to be the least attractive site with only 194 (30%) supporting it to some extent and 286 (43%) opposing it.

Figure 10: Level of Support for the Travel Hub Sites



Source: Consult Cambridgeshire

8.34 Stakeholders were concerned about:

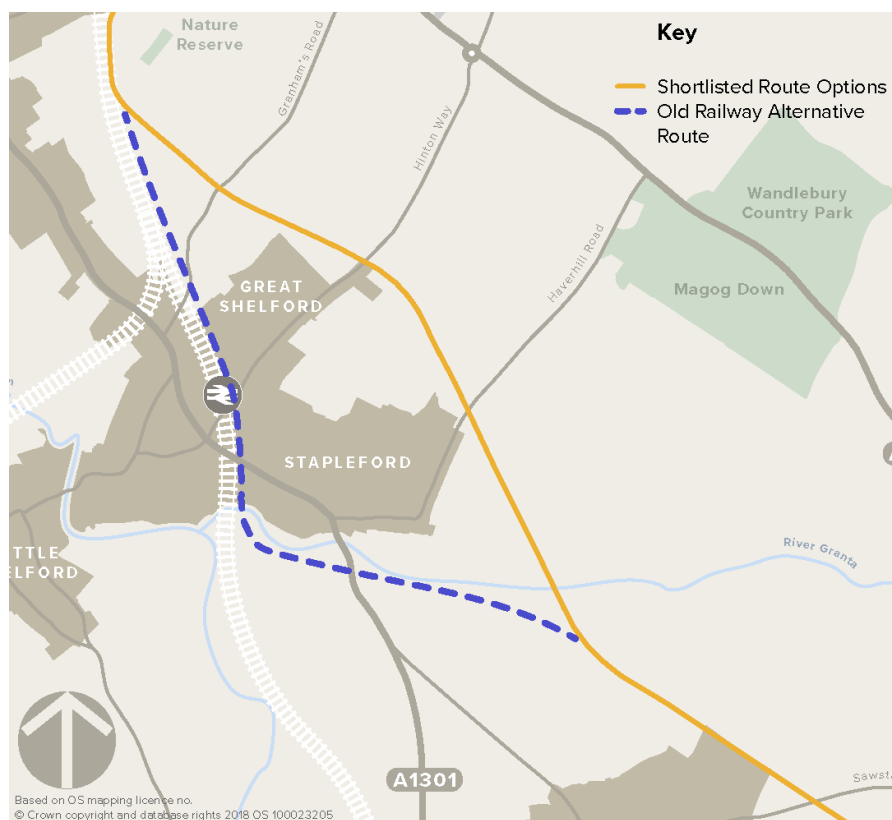
- The ability to access the site from surrounding roads and the potential impact this could have on those roads.
- The impact on the environment and nearby villages;
- Access to Granta Park and Babraham Research Campus; and
- The possibility of future proofing through expanding the site and extending the public transport route towards Haverhill.

- 8.35 When asked about the route alignments the Brown option, which connects to the most strongly supported Travel Hub site (Site B) received the greatest level of approval with 228 out of the 651 responses received supporting this option to some extent, compared with 198 opposing it to some degree. The Black and Blue options which connect to Site C, the least popular Travel Hub site, received the least support with only 158 and 173 respondents respectively showing some level of support.
- 8.36 36 stakeholder responses were also received on behalf of groups and organisations. Although individual stakeholders had preferences for the location of the Travel Hub, no individual site had clear support or opposition. All of the responses from these groups were made available to board members in full and published alongside the results of the public consultation survey on the GCP website - <https://consultcambs.uk/engagementhq.com/CSET-consultation-2019>
- 8.37 On this basis consultation concluded the Brown Route from Travel Hub Site B was, from a public acceptability standpoint, the preferred option - aligning with the findings of the multi-criteria appraisal process. See Appendix 3 - Cambridge South East Transport Phase 2 Consultation Summary Report.

Railway Alternative Route

- 8.38 Consideration has been given to an alternative route (Figure 11) following the disused Haverhill railway and then running alongside the existing railway to Great Shelford Station.

Figure 11: Old Railway Alternative Route



- 8.39 This was first considered prior to the public consultation in 2018, and rejected on the basis of lack of space beside the main line railway, the cost of alterations to overhead line electrification, the cost of and space required for a high containment barrier as exists at Cambridge Station between the busway and railway, and constraints on a route onward from Great Shelford Station.

- 8.40 A number of respondents to the 2019 public consultation stated that the proposed public transport service should be routed via the centre of the villages with the most common reasons being cited that this would provide better accessibility for residents to the new service and avoid the need for development in the Green Belt to the east of the villages.
- 8.41 In response to stakeholder requests to provide further evidence to demonstrate the consideration and support the rejection of this alternative route, a design development and feasibility assessment technical report [here](#) was commissioned and published in May 2020.
- 8.42 Outline designs based on a similar cross section to the shortlisted options were produced and assessed by rail and environmental specialists. The feedback from this assessment was then reflected in the development of feasibility design drawings. This produced an alignment which followed the applicable standards as closely as possible but at the same time providing a fair basis for comparison with the shortlisted options.
- 8.43 A section of route to the north of Shelford station shared between public transport vehicles and general traffic has been incorporated in order to minimise the impact on the railway and residential properties. However, given that this runs on what is currently a residential cul-de-sac, the design speed would need to reduce to 20 mph on this section. This would increase public transport journey times relative to the shortlisted options.
- 8.44 A demand assessment was undertaken to estimate the impact of adopting the alternative alignment on demand, both from the Travel Hub and within the villages. This concluded that there would be some additional demand from Shelford; however, this would be outweighed by reduced patronage overall as a result of increases in journey time and decreases in journey time reliability that a route following the railway alignment would introduce.
- 8.45 Alternative routes following the railway alignment would be expected to cost an additional £29.2 million compared to the shortlisted options due to increased construction cost and increased land cost.
- 8.46 A multi-criteria assessment was undertaken using the same criteria used to assess the shortlisted options. This indicates how the shortlisted options would have performed were they to follow the former railway alignment. The results show that the amended alignments following the railway alignment score less well in the assessment than the equivalent shortlisted option.
- 8.47 Whilst the potential for the route to provide better accessibility for Shelford residents is acknowledged, the report concludes that alternative routes following the railway alignment would have lower benefits and higher costs relative to the shortlisted route alignments. In addition, a number of significant barriers would need to be overcome to enable construction of the route. This evidence supports the conclusions of previous work leading to the rejection of this alternative route.

Stakeholder Working Groups

- 8.48 Two working groups were established in May 2019 for organisations representing Landscape, Heritage and Ecology (LHE) and Non-Motorised Users (NMU) and continue to meet regularly to contribute to scheme design. Working group members include CamCycle, the National Trust, Cambridge Past, Present and Future and the British Horse Society.
- 8.49 More recently, LHE and NMU working groups have devised GCP Working Group Design principles (Appendix 4 & 5) to adopt on Cambridge South East Transport and all GCP transport schemes. The objective of the principles is to ensure GCP projects go above and beyond minimum requirements in scheme development and delivery.

- 8.50 OBC Appendix 1 – Statement of Community Involvement provides further stakeholder engagement information and full consultation summary reports.

Other Stakeholders

- 8.51 The proposals are strongly supported by Cambridge University Hospitals Trust, Cambridge Medipark Ltd. Babraham Research, and Granta Park.

9. The Preferred Option

- 9.1 The Brown Route from Travel Hub Site B (Appendix 6- Preferred Route Overview) is recommended as the preferred option to be progressed for planning and further development to Full Business Case stage.
- 9.2 The Brown option follows the same alignment as all other shortlisted options up to a point just north of High Street, in that it runs along Francis Crick Avenue before exiting on the southern side of the Cambridge Biomedical Campus and running parallel with the railway. It then diverts to the east of Great Shelford and Stapleford before crossing the River Granta and running to the east of Sawston.
- 9.3 Four passenger stops are proposed at the Cambridge Biomedical Campus, Hinton Way (Great Shelford), Haverhill Road (Stapleford) and Sawston Road (Sawston). The route then crosses each of these roads and Granham's Road, via a new at-grade junctions to be signalised with priority given to public transport vehicles. Before reaching High Street the route then cuts across fields towards the A11 which includes a second crossing of the River Granta.
- 9.4 The route ends at Travel Hub Site B, located to the south west of the junction between the A1307 and A11. General traffic would access the Travel Hub from the A1307 via a new roundabout junction whilst the site itself would have a linear arrangement in order to accommodate it between a high-pressure gas main, over which development is restricted, and the A11. The site could provide parking for up to 2,800 cars with the current known constraints.

Journey Reliability Analysis

- 9.5 A key aspect of the Cambridge South East Transport scheme is its ability to deliver reliable journey times for those using High Quality Public Transport services operating on dedicated infrastructure.
- 9.6 A quantitative assessment of the journey reliability benefits of delivering a fully segregated public transport route between the A11 and the Cambridge Biomedical Campus, connecting with the existing Cambridge Guided Busway, was undertaken by analysing observed journey time data from Cambridgeshire County Council's real time bus tracking and passenger information system for the key bus services operating on the A1301 and A1307 corridors and calculating reliability ratios for these services for comparison with services operating on the existing Busway.
- 9.7 The Preferred Option has an adjusted BCR of 0.81. The adjustments made to the initial BCR comprise journey reliability benefits of £3.4 million, bringing total Level 1 conventional transport benefits to £60.6 million, and Level 2 wider economic impacts related to the scheme valued at £9.2 million. The adjusted total Present Value of Benefits is £69.8 million compared with a Present Value of Costs of £85.7 million. As there are currently no development sites that are dependent on Cambridge South East Transport, the adjusted BCR

does not include Level 3 wider economic impacts associated with land use changes. There are three residential sites and one employment site identified in the South Cambridgeshire Local Plan that are not dependent on the scheme but can be supported by it.

Table 3: Adjusted Benefit Cost Ratio for Preferred Option

£ million at 2010 prices discounted to 2010, over a 60-year appraisal period	
Present Value of Benefits (PVB)	
Level 1 – Conventional transport benefits	60.6
Level 2 – Wider economic impacts related to transport scheme	9.2
Total PVB	69.8
Present Value of Costs (PVC)	
	85.7
Benefit Cost Ratio (BCR)	0.81

Source: Mott MacDonald

Wider Economic Benefits Analysis

9.8 The development of the three residential sites and single employment site identified in the South Cambridgeshire Local Plan (2018) could produce:

- Approximately 404 gross jobs and £18m of gross GVA per annum; and
- A single uplift in land values of approximately £113m.

9.9 The development of sites across this area are likely to further increase demand on the road network along the A1307 and nearby roads, thereby leading to increase in congestion, journey times, resulting in greater transport costs for users and greater levels pollution in the local area.

9.10 Although these sites are not dependent on Cambridge South East Transport to come forward, the future growth of these sites can be directly supported by this scheme in the future through the sustainable public transport access provided to a number of key sites by this scheme.

Environmental impact

9.11 Overall there is likely to be a minor to moderate adverse effect on the environment along the route corridor which will be mitigated by: route refinement to minimise impacts; sensitive landscape design; high value habitat creation to ensure positive biodiversity net gain is achieved; and providing mitigation for noise from existing sources along the A11. In addition, the NMU path will increase wellbeing by increasing access to the countryside and facilitating more people moving away from vehicles to cycling, walking and horse riding. These measures will reduce the impact of the scheme on the environment and will lead to some benefit in places.

9.12 The precise mitigation requirements will be identified through engagement with stakeholders and the project team during the Environmental Impact Assessment that would be completed on the approved scheme to support the planning approval process, including consideration of a linear park.

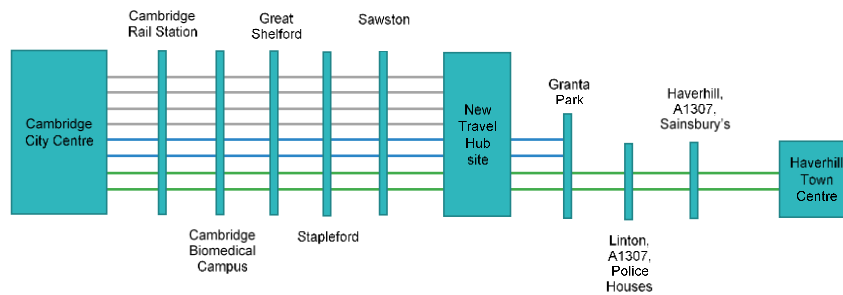
9.13 The preferred route as detailed in the Green Belt Assessment report would result in a moderate-minor degree of encroachment into undeveloped countryside. Overall, there would be partial changes to relevant aspects of the landscape, resulting in a Moderate degree of harm to Green Belt arising from the impact on openness and a conflict with National Green Belt purpose 3, Cambridge Green Belt purpose 2 and National Green Belt purpose 4.

- 9.14 The impact on the Green Belt will be mitigated by landscape planting that screens the route from local communities where practical to achieve this. This will improve over time as the planting schemes mature, reducing the impact on the Green Belt.
- 9.15 The Executive Board has previously committed to working with local stakeholders to improve environmental facilities along the route, such as exploring the concept of a linear park. This work will continue as part of the design stages.

10. Public Transport Network Strategy

- 10.1 A public transport network strategy has been developed for the project, including new High Quality Public Transport services using the Cambridge South East Transport public transport route between the Travel Hub site and Cambridge Biomedical Campus, but extending beyond this at both ends to serve Haverhill, Granta Park and Cambridge City Centre and link key employment destinations along the A1307 corridor (see Appendix 1 to OBC). This has been drawn up with reference to other GCP schemes such as the Cambourne to Cambridge Better Public Transport project, and also ongoing work on the City Centre Access Strategy, but also noting the need to be compatible with future opportunities such as CAM and any potential changes to bus operating models such as franchising.
- 10.2 The proposals are based on realistic service levels and forecast demand. This approach builds upon the successful approach adopted as part of the Cambridge Guided Busway scheme which has delivered a significant increase in service and patronage.
- 10.3 Existing bus services would have the option of using the new public transport route, providing they comply with clean vehicle standards. However, the existing Citi 7 and 13/13A bus services on the A1301 and A1307 corridors have been assumed to continue to serve existing stops.
- 10.4 The proposed High Quality Public Transport network strategy has three new direct express services:
1. New Travel Hub – Cambridge Biomedical Campus – Cambridge Rail Station – Cambridge City Centre at 15-minute intervals (4 services per hour)
 2. Granta Park – New Travel Hub – Cambridge Biomedical Campus – Cambridge Rail Station – Cambridge City Centre at 30-minute intervals (2 services per hour)
 3. Haverhill – Linton – Granta Park – New Travel Hub – Cambridge Biomedical Campus – Cambridge Rail Station – Cambridge City Centre at 30-minute intervals (2 services per hour).
- 10.5 The proposed High Quality Public Transport network is shown in schematic form in Figure 13 below, with each line representing one service per hour. The three routes combined provide a 7/8-minute interval service on the common section of route between the new Travel Hub site and Cambridge City Centre and a 15-minute interval service between Granta Park and Cambridge.

Figure 13 – Schematic Proposed High Quality Public Transport Network



Proposed Stops

10.6 The proposed stops are located approximately:

- 1.2km from Shelford station (15 minute walk)
- 200m from Gog Magog Way, Stapleford (3 minute walk)
- 400m from Lynton Way, Sawston (5 minute walk)

10.7 The Shelford and Stapleford stops will increase the number of households within accessible distance of High Quality Public Transport (i.e. those not already within this distance of the station) by 20% (329). For Sawston, a further 444 households would be within this distance of the stop, giving an overall total of 1,058.

10.8 Local evidence from research carried out following opening of the existing Cambridgeshire Guided Busway suggests people are prepared to walk to access High Quality Public Transport.

10.9 In addition, national guidance (CIHT, 2000) suggests up to 2km is an acceptable distance for commuting trips. Were this higher distance to be used, 1,669 households would be within reach of the Shelford stop, 1,411 of the Stapleford stop and 2,220 of the Sawston stop.

10.10 Concerns were raised during the public consultation regarding the potential impact on residents living close to the proposed stops of people driving to reach these stops and parking in nearby residential roads.

10.11 However, data from the Cambridgeshire Guided Busway Post-Opening User Research (Atkins, September 2012) shows that only 2% of respondents starting their journey at home to reach Busway halts drove a car and parked it before continuing their journey on the Busway.

10.12 By limiting parking provision at the proposed stops to disabled parking, and providing car drop-off facilities, cycle parking and cycle lockers, the aim is to encourage walking and cycle access to stops and to deter car use.

10.13 However, in the event of commuter parking around stops becoming a problem, it would be possible to implement local parking control measures to mitigate this.

11. Scheme Proposal

11.1 The design approach and quality of new segregated High Quality Public Transport infrastructure has and will continue to be informed by principles agreed by the GCP Executive Board in October 2016 (supplemented by LHE and NMU working group principles, as above) – namely:

- Location of public transport infrastructure – respecting the urban and rural context for example through assessing proximity to and the relationship with the existing built up areas.
- Testing accessibility from the start to the end of journeys through the centres of employment (e.g. Cambridge Biomedical Campus) and housing and the environmental effects with a view to integrating with existing infrastructure and minimising impacts.
- Siting – positioning of infrastructure to minimise visual intrusion on the existing landscape through considering issues such as ground levels, slopes and other natural features and also minimising impact on important features such as ecological and heritage assets.
- Design – the materials, features and introduced landscaping that will form the new infrastructure and achieve high quality design, minimising environmental impacts consistent with delivering the scheme’s objectives, and integration with existing infrastructure and the ends of the route and along it.

11.2 The preferred route will be subjected to a detailed Environmental Impact Assessment, which would definitively assess the impact and potential benefit of mitigation options.

12. Environment Considerations/Commitments

12.1 GCP intends that electric vehicles would be used at the earliest opportunity, aligned with the preferred mode for the CAM scheme. Any interim mode required will meet minimum Euro VI emissions standards or better to ensure a minimal impact on air quality.

12.2 A biodiversity net gain assessment will be completed and there will be a requirement for GCP to deliver a minimum of 10% gain, with the objective of achieving 20% gain. This will include exploring the feasibility of a linear park along the route, as previously committed to during public consultation.

12.3 A significant number of environmental surveys and assessments are being undertaken and will be available on the GCP website, covering wildlife habitats along the route for animals including reptiles, bats, breeding and wintering birds, badgers, barn owls, reptiles, water voles and invertebrates.

12.4 Further ecological surveys and baseline noise surveys will continue into Autumn 2020 to inform the emerging final scheme design, and to be used in the Environmental Impact Assessment.

12.5 Engagement with Natural England will be undertaken on the results of the surveys.

12.6 Initial air quality reports for communities and villages in closer proximity to the route propose a negligible impact on air quality.

12.7 A final scheme design will be subject to a full Environmental Impact Assessment.

12.8 GCP will continue to work with LHE and NMU stakeholder groups to develop scheme design.

12.9 A Green Belt assessment report has been produced and the preferred route shows minimum impact on the Green Belt.

13.0 Delivering a Scheme

Financial Case

13.1 The total base capital costs for the infrastructure needed to deliver the preferred option, exclusive of any risk allowance, amount to £103.9 million. An additional amount of £26.0 million (25% of base costs) has been estimated to cover risks at the P80 level and excludes

optimism bias. The estimated total capital infrastructure cost of the scheme, inclusive of risk, and exclusive of Legal and other costs is £129.9 million as shown in Table 4.

Table 4: Capital Costs – Infrastructure Adjusted for Risk

Cost Item	Cost (£ million)
Construction	68.7
Design	9.5
Project Management	12.6
Environmental Mitigation	2.9
Statutory undertakings	12.5
Land Costs	11.5
Inflation	12.2
TOTAL	129.9

Source: Mott MacDonald

- 13.2 The funding ask for the project is £132.3 million, constituted by the total capital infrastructure cost of the preferred scheme option of £129.9 million plus prior year scheme development costs of £2.4 million. Table 5 below shows the expected annual spend profile for the project.

Table 5: Funding Profile – Preferred Option (£ million)

Funding source	2015 to 2019	2020	2021	2022	2023	2024	2025	Total
City Deal	2.4	1.9	1.9	14.9	54.6	46.7	9.9	132.3
TOTAL	2.4	1.9	1.9	14.9	54.6	46.7	9.9	132.3

Source: GCP

- 13.3 The estimated high level scheme costs at this stage of the project's development are based on a number of assumptions and exclusions, which are detailed within the Financial Case of the OBC Appendix 1.

Funding

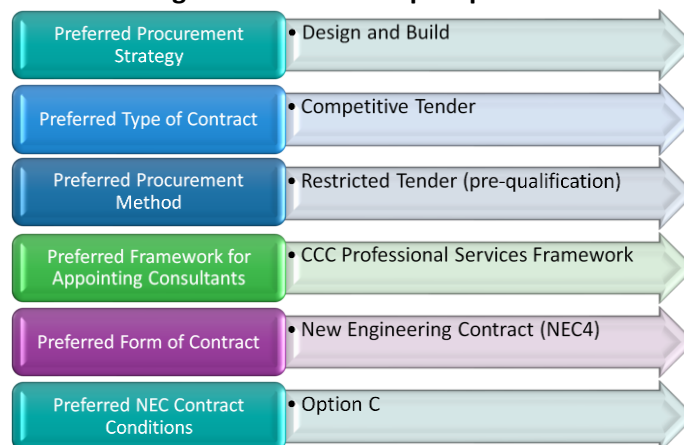
- 13.4 Funding for the project is intended to be sourced primarily through the Greater Cambridge City Deal. The total scheme costs for the scheme of £132.3M are deemed affordable based on successfully securing funding from the identified funding source.
- 13.5 GCP will seek future opportunities to recover an appropriate proportion of the scheme cost from local developer contributions, secured through the planning process. Although no immediate opportunities to secure developer contributions to the scheme have been identified, significant development in the area in the pipeline is expected to result in a level of developer contributions to this scheme over time.

Commercial Case

- 13.6 The Commercial element of the business case covers a range of commercial factors related to delivery of options. Examples are the issues associated with procurement, contractual risk etc. These commercial factors did not significantly differentiate between the options.

- 13.7 An initial procurement work stream has commenced for each option as currently defined there is a clear commercial strategy for the range of options currently under consideration. The procurement strategy will be influenced by further developments in options for example around optical guidance technology which is being further developed in order to establish the applicable process for the application of powers and consents.
- 13.8 Operational and maintenance considerations will also form part of the final Commercial Case but at this stage do not offer a basis of differentiation between options.
- 13.9 Figure 14 sets out the emerging procurement route for the Cambridge South East Transport scheme.

Figure 14: Cambridge South East Transport procurement route summary



Management Case

- 13.10 The Management section of the business case focuses on project delivery and management/ governance arrangements in place. The management case also considers the planning process and legal powers necessary to undertake to build a scheme. This is based on a review of previous projects delivered by GCP authorities such as Cambridgeshire County Council and lessons learnt.
- 13.11 Broadly, the management case does not differentiate in terms of the options under consideration.
- 13.12 The GCP includes a governance structure via the Executive Board and a standard approach to project management including a standard project control framework. A project management team exists with defined roles and responsibilities. A series of commercial contracts are in place with third party suppliers (designers, consultants, legal advisors etc.) which are managed by the project team. The GCP Joint Assembly reviews projects at the strategic level prior to recommendations being presented to the Executive Board. An Assurance Framework exists between central Government and GCP in terms of project prioritisation and delivery.
- 13.13 The management case also identifies the key risks and mitigations for the project. It also reviews the process of public consultation and engagement. Public and stakeholder consultation is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout development and delivery of the project and to manage the communication and flow of information relating to the project. A communication plan sets out how this process is managed, identifying key stakeholders and how engagement is managed including the facilitation of a project specific Local Liaison Forum.

14. Summary

- 14.1 This report provides an update on the development of the Business Case and the development of a recommended Option for the Cambridge South East Transport Phase 2 project. The report summarises outcomes of stakeholder engagement and public consultations on developing options and the technical assessment work carried out in the context of the Government's '5 Cases' business case methodology.
- 14.2 The business case assessment reaffirms the findings of the previous stages, that there remains a strong strategic case to undertake a major transport infrastructure project from A1307 Haverhill to Cambridge based on both current and projected transport demand along the corridor, and given the GCP objectives to promote sustainable economic growth and reduce congestion.
- 14.3 The Strategic Case demonstrates a proposed off-road segregated alignment for High Quality Public Transport which will provide significant transport benefits over bus priority on the existing highway and is consistent with the CPCA's CAM proposal.
- 14.4 The Cambridge South East Transport scheme is necessary to futureproof the transport network in Cambridge and South Cambridgeshire and engagement on this scheme, both with Stakeholders and members of the public has been significant and far beyond the level expected for a scheme such as this.
- 14.5 The scheme is underpinned by strong environmental design principles to ensure net gain or betterment of the natural environment as part of the design process.
- 14.6 The report also sets out a recommended alignment for a rapid transit route between key destinations in and around the city, and presents a public transport network strategy for regular services.
- 14.7 The report recommends a Travel Hub site location at Travel Hub Site B.
- 14.8 The Green Belt study finds moderate adverse effects before mitigation in Sector IV (area west of A11) due to the impacts of Travel Hub B on the openness of the Green Belt. These decline to moderate-minor when maturing mitigation planting is taken into account.
- 14.9 Further assessment work and refinement will continue to be aligned with the development of CAM.

15. Next Steps and Milestones

- 15.1 The next steps in the development of the project include the key elements set out in Table 5 below.

Table 6: Indicative Programme

Task	Commentary	Timescale
OBC to Executive Board	The Board will be presented with the Full OBC for selection of a single preferred option and a PARK & RIDE site.	June 2020
Prepare and submit application for statutory consent	The power to construct the scheme is likely to come from a Transport and Works Act Order which would be determined by the Secretary of State for Transport. This process is likely to include a Public Inquiry directed by an independent Inspector. Work to be undertaken will include Environmental Impact Assessment as well as Transport Assessment, Road Safety Audit etc. This will draw on further work to be done on scheme design including mitigation measures and further stakeholder engagement.	Submit application early 2021 with a determination period estimated of around 18 months – completed in 2022
Seek authority to construct project	Following the completion of the statutory permissions stage, the Board will be presented with the Final Business Case for approval. This will trigger the construction of the project.	2022 depending on statutory powers process
Opening of the scheme to operational services	Planned opening	Planned for 2024

16. List of Appendices

Appendix A	A1307 Linton High Street – Traffic Signals - TRO
Appendix B	A1307 Westbound Bus Lane – Linton - TRO
Appendix 1	OBC - Strategic Case, Economic Case, Commercial Case, Financial Case and Management Case and Appendices including Appendix A Options Appraisal Report, Statement of Community Involvement SoCI and Appendix D Public Transport Network Strategy Report https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background
Appendix 2	OBC Executive Summary Report
Appendix 3	Cambridge South East Transport Phase 2 Consultation Summary Report
Appendix 4	NMU Working Group Design Principles
Appendix 5	LHE Working Group Design Principles
Appendix 6	Recommended Option Route Overview

Appendix 1



OBC Strategic
Case.pdf

Appendix 2



OBC Executive
Summary.pdf

Appendix 3



CSET 2019
consultation report.pc

Appendix 4



NMU Working
Group Design Princi

Appendix 5



LHE Working
Group_Principles Fil

Appendix 6



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15. Background Papers

Option Appraisal Report	https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background
Shelford Railway Alignment Design Development and Feasibility Assessment Technical report	https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background
National Infrastructure Commission's (NIC) report	https://www.nic.org.uk/publications/national-infrastructure-assessment-2018/
Local Plan for Cambridge City	https://www.cambridge.gov.uk/local-plan-2018
Local Plan for South Cambridgeshire	https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/
Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)	https://www.scambs.gov.uk/media/11028/transport-strategy-for-cambridge-and-south-cambridgeshire.pdf
Transport Modelling Report 2015	https://www.scambs.gov.uk/media/3368/csrm_summary_report_-_technical_note_may_2015_rd-mc-072.pdf
Draft Cambridgeshire and Peterborough Local Transport Plan (CPLTP)	https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/Draft-LTP.pdf
East of England Forecasting Model 2017	https://cambridgeshireinsight.org.uk/eefm/
Recommended Preferred Options Technical Note	https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background
CSET OBC and Appendices including Appendix A Options Appraisal Report and Appendix D Public Transport Network Strategy Report	OBC - Strategic Case, Economic Case, Commercial Case, Financial Case and Management Case and Appendices including Appendix A Options Appraisal Report and Appendix D Public Transport Network Strategy Report https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background
Cambridge South East Transport Segregated Bus Route: Consideration of Green Belt Issues Report	https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background

Interim Planning Assessment	https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background
Environmental surveys and assessments including initial air quality assessments	https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background

A1307 LINTON HIGH STREET – TRAFFIC SIGNALS

Background

The objective for scheme 12 is to modify the existing priority junction to improve the ability for buses and traffic to turn left and right out of Linton High Street onto the A1307. The proposals (see attached General Arrangement drawing) incorporate the following features:

- Incorporate existing pedestrian crossing into the new traffic signalised layout
- Improvement of existing carriageway surfacing

Design & Road Safety Audit Status

As part of the Design, a combined Stage 1 & 2 Road Safety Audit was carried out. One of the comments raised was in relation to potential for traffic to queue back onto the A1307 due to queueing traffic on the High Street. See comment below, along with the designer response which agreed with the recommendation to extend the existing double yellow lines.

Road Safety Audit (RSA)	RSA Recommendation	Designers response
<p>Problem 2.2</p> <p>Location: A1307 j/w the High Street.</p> <p>Summary: Vehicles stopping suddenly due to queuing back onto the A1307 contributing to the increased risk of nose to tail collisions.</p> <p>The proposed design does not show any additional waiting restrictions on the High Street. Vehicles parked on the western side of the High Street currently obstruct northbound vehicles. This issue is likely to be exacerbated with the introduction of traffic signals, with southbound vehicles queuing at the stop line to join the A1307. Road users entering the High Street will not be able to proceed until the traffic waiting at the signals receives a green light and clears the junction. This may lead to queuing back onto the A1307, with road users having to brake suddenly to avoid this queuing traffic, leading to the increased risk of nose to tail collisions.</p>	<p>It is recommended that the length of the existing waiting restrictions on the western side of the High Street are extended further north to ensure road users can clear the A1307 when entering the High Street.</p>	<p>It is proposed to increase the waiting restrictions further north up to the entrance to the Crown Inn which currently has a T-bar marking across the driveway. This equates to an extension of approximately 18m.</p>

Objections to Proposed Traffic Regulation Order (extended waiting restrictions)

3 Residents in Linton have objected to the 18m extension of waiting restrictions on grounds of loss of residents parking. However, it should be noted that Linton Parish council wish to see a greater length of double yellow lines installed as part of this scheme (they have requested them on both sides of the road as part of their response to the TRO submission).

Resolving the TRO objections

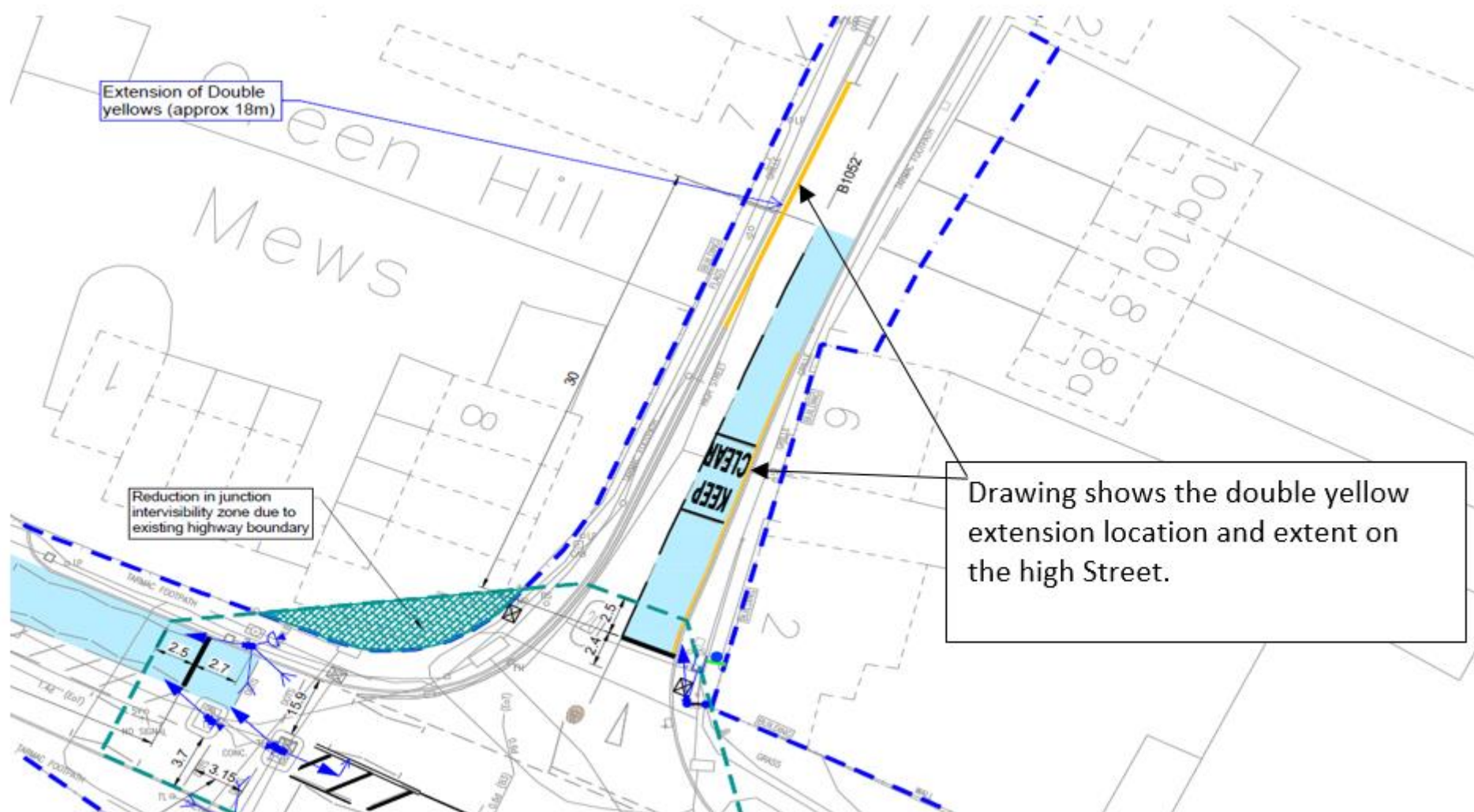
The implication of not installing the increased double yellow lines is that the risk identified by the RSA materialises. Without the yellow line extension, there is approximately 30m of length available for left-turning traffic to queue. This equates to a queue space of 5 cars, or 3 cars and 1 bus available without blocking of the A1307. Traffic data surveys carried out in November 2018 showed that the peak number of vehicles turning left was 27 in the morning, which equates to an average of 3 vehicles per 90 second signal cycle. This would just fit in the existing gap available, assuming that the 3 vehicles comprise 2 cars and 1 bus. This assumes that there is no illegal parking on the existing double yellows, whereas anecdotal evidence from site visits suggests that illegal parking on double yellows does occur from time to time and this would create pinch points for left turning traffic.

With the yellow line extension, this queue space increases by approximately 22m to 52m (18m extended double yellows plus an existing 4m white bar marking across an existing access). This equates to a queue space of 9 cars, or 7 cars and 1 bus available without blocking of the A1307, assuming that no illegal parking on double yellow lines is occurring.

Construction of the scheme was completed in February 2020. Post opening traffic surveys have been undertaken to assess if the extended waiting restrictions are still needed. A traffic survey was undertaken to see what the current state of traffic flow is now that the scheme has been completed. The survey showed that traffic does queue back on the high Street up to the A1307, but did not queue back onto the A1307. However, it would not take much more traffic in order for queuing to occur during peak hours. It is noted that there was a slight reduction in traffic volumes when the survey was carried out (the week preceding the governments COVID 19 lockdown). Therefore the recommendation remains to install the double yellow extension as per the original design.

To avoid blockage of the exit from the A1307 at Linton High Street (which is currently being achieved by temporary cones/signs) the Executive Board are recommended to make the Traffic Regulation Order.





A1307 WESTBOUND BUS LANE – LINTON

A westbound bus lane is proposed on the A1307 between Bartlow Road and the B1052 junction (see drawings below). Linton is a notorious bottleneck on the A1307, and while most bus services go through Linton, some limited stop express services do not.

Linton Parish Council (LPC) have raised an objection TRO in relation to scheme 14, the new westbound bus lane, the objection centres on the loss of trees & habitat and the number of buses benefiting. The objection submitted was “Linton Parish Council reiterate its previous concerns and opposition to the provision of bus lanes, for the benefit of four X13 buses, to the detriment of all other road users and the environment.”

Further discussions have been had with Linton Parish Council and the current status is Linton Parish Council is proposing to meet with them to discuss the revised Scheme 14 layout. This meeting has not taken place due to the current Covid 19 restrictions.

The objection centres on two principle points: (a) environmental loss and (b) frequency of bus services. GCP has mitigated to some extent item (a) but LPC still have concerns over item (b).

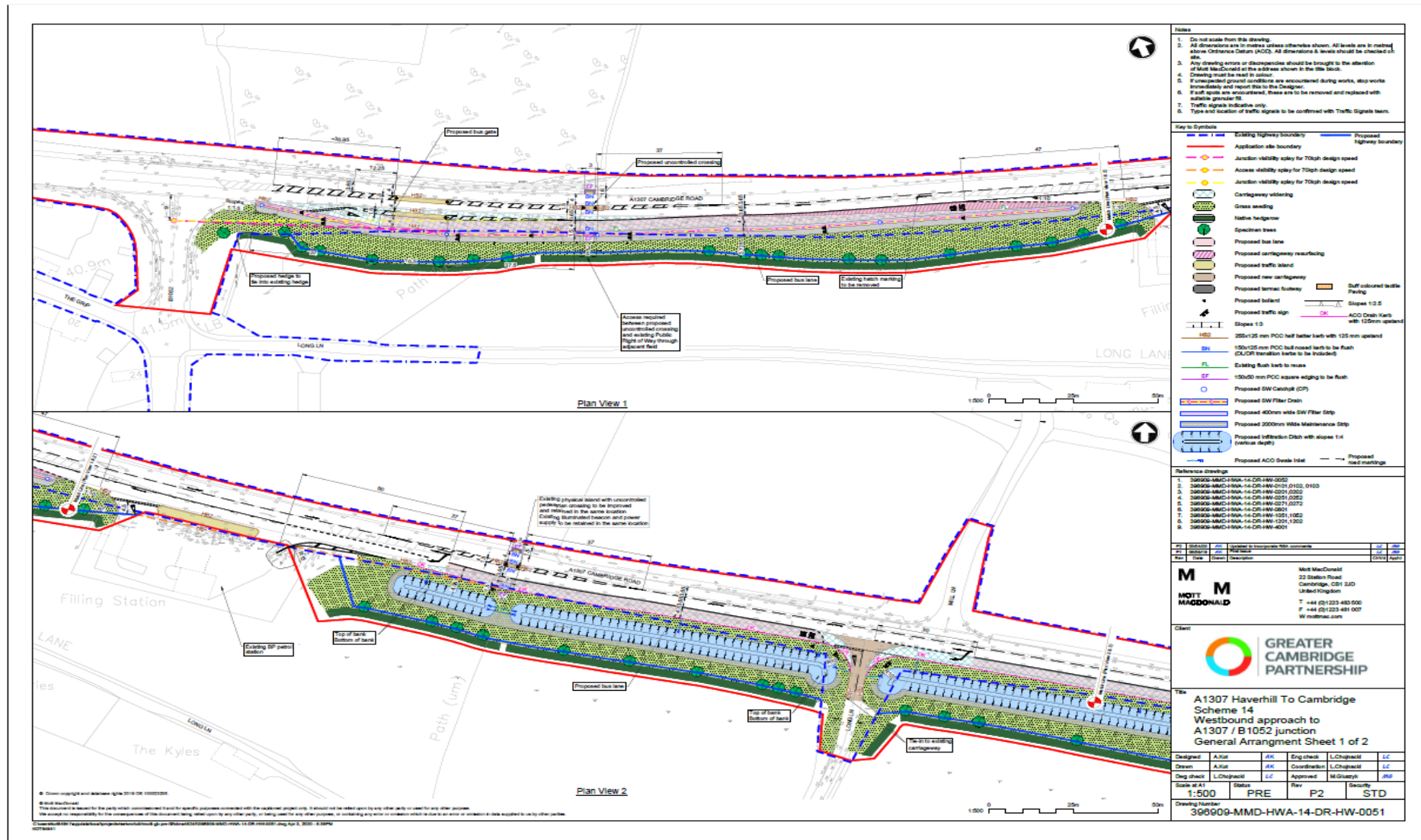
The scheme benefits the X13 and 13C services which only run in the peak hour. However, bus lanes generally only provide benefits where congestion exists, which is the case only in peak hours. The value for money of the proposals has been reviewed. Value engineering has been carried out to reduce the length of the bus lane to the minimum to deliver benefits. The current estimated cost of the scheme is £1,031,308m and it delivers a 3 to 4 minute saving in journey time. Over a 30 years assessment period the scheme will generate £9m of monetised benefits with a Benefit Cost Ratio (BCR) of 4.5. A BCR exceeding 2 is considered by the Department of Transport to represent good value for money.

There is potential for Stagecoach and other operators to provide more services if the route becomes more attractive. However, Stagecoach have not indicated any current desire to provide additional services.

Trees lost would be replaced with new trees on a 1:1 basis. A higher replacement ratio of 3:1 was discussed with the landowner, but the tree belt created would result in existing narrow fields becoming difficult to farm. It is intended to deliver 10% to 20% of biodiversity net gain by means of planting elsewhere. Discussions are in hand with the County Council regarding potential areas if none can be found locally.

The scheme represents good value for money, and makes the use of public transport between Haverhill and Cambridge more attractive and on that basis the Executive Board is recommended to make the Traffic Regulation Order.

Drawings:



Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

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

CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT PROJECT

1. Purpose

- 1.1. The A428/A1303 Cambourne to Cambridge (C2C) corridor is one of the key radial routes into Cambridge and suffers considerably from congestion during peak periods, particularly on the approach to the city and at the junction with the M11.
- 1.2. The route has seen significant increases in traffic over the last decade and large development sites along this corridor, including West Cambridge, Bourn Airfield and Cambourne West, mean that pressure on already congested roads and the limited public transport service is set to rise.
- 1.3. Current conditions on the corridor include: long delays on the eastbound A1303 particularly on the Maddingley Road from the Maddingley Mulch Roundabout to M11 junction in the morning peak period, and increasing levels of congestion westbound in the evening peak period; as well as significant journey time variability, particularly eastbound in the morning peak and westbound in the evening peak periods.
- 1.4. The paper reviews the technical work and public consultation undertaken to date contributing to the production of the Outline Business Case (OBC) – see Appendix 1. Work on the detailed design of the scheme will continue in the next phase of development and will continue to involve local stakeholders.
- 1.5. The report was considered at the last Joint Assembly meeting. The proposal has been updated following the publication of the Cambridgeshire and Peterborough Combined Authority's (CPCA) CAM sub-strategy consultation and the Assembly may wish to focus its consideration on those aspects rather than repeat the discussion from the previous meeting which are captured in the minutes (item 5).
- 1.6. In addition, since the report was previously considered, the outbreak of a global pandemic has occurred. The impact of this on the GCP programme is considered elsewhere on the agenda, but whilst there may well be a short-term impact on the use of public transport, the now more pressing need to get the economy moving again suggests that the case for schemes such as these will be stronger as a result of Covid-19.

2.0 Background

- 2.1 The C2C corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board as a priority project for development in the first five years of the GCP's transport programme.
- 2.2 The project is made up of three key elements: a public transport link between Cambourne and Cambridge, a new Park and Ride facility off the A428/A1303 to supplement the existing Maddingley Road Park and Ride, and new cycling and walking facilities.
- 2.3 Project development was conducted in two phases, Phase 1 running from (and including) Maddingley Mulch roundabout into the city and Phase 2 continuing the route west of Maddingley Mulch roundabout on to Cambourne, with proposals for a new Park and Ride facility along the A428 being developed in parallel. The OBC is for a single scheme and both phases are expected to be constructed concurrently, with an opening date in 2024.
- 2.4 Since the C2C project's inception in 2014, work has progressed toward delivering the OBC. The OBC uses the five cases required by the HM Treasury Green Book for major investments – Strategic case, Economic case, Commercial case, Financial Case and Management Case. See Appendix 1.
- 2.5 A Non-Technical Summary Report (see Appendix 2) presents an overview of the project, approach to option development and assessment and scheme delivery.
- 2.6 The OBC concludes that there is a strong strategic case to undertake a major transport infrastructure project from C2C based on current and projected transport demand along the corridor, and in line with GCP objectives to promote sustainable economic growth and reduce congestion.
- 2.7 Route options have been identified and evaluated including those that use the existing highway (on-road), new alignments (off-road) to the north or south of the existing corridor, and hybrids which use both existing and new alignments. Options have progressed through a series of assessment and refinements, including three public consultations. [Options Appraisal Report](#) (OAR 1) and [OAR 2](#) set out the options development process leading to a recommended alignment for Phase 1. OAR 3 (Appendix C to OBC) develops this further by assessing refinements to the Phase 1 proposals, and setting out the options development process for both Phase 2 and the assessment of alternative Park and Ride proposals. These reports include details of route assessment, modelling and analysis. The various OARs are important documents that sit alongside the OBC.
- 2.8 This report to the Joint Assembly provides a summary of work carried out on development of the OBC since presentation of the Interim Report in October 2018. The Assembly is asked to consider the report following the amendments since publication of the CPCA's CAM sub-strategy, currently out for consultation.
- 2.9 The full OBC considers a single scheme between Cambourne and Cambridge, including Phase 1, Phase 2, and the proposed new Park and Ride, in order to seek approval to progress towards applying for planning consent and powers for construction of the works.
- 2.10 In addition to the development of recommendations for Phase 2 and the location of the Park and Ride site, a number of refinements to the Phase 1 alignment, recommended in October 2018, have been proposed in response to stakeholder engagement. These are as follows:

- Revised alignment past Coton to increase distance to nearest properties and to minimise visual impact;
- Revised alignment through West Cambridge to meet business requirements of University;
- Selection of Adams Road rather than Rifle Range at eastern end of scheme to reflect further Green Belt review amongst other issues;
- Subsequent further review of Adams Road/Rifle Range and Cambourne sections of scheme to reflect draft CAM Sub-Strategy to Local Transport Plan, published in April 2020, leading to recommendation that alignment should revert to Rifle Range.

3. Strategic Case

- 3.1 The [National Infrastructure Commission's \(NIC\) report](#) on the Cambridge – Milton Keynes – Oxford Growth Corridor concluded that improvements in east-west transport connectivity along the corridor are necessary to underpin the area's long term economic success, and alleviate the area's "chronic undersupply of homes [which] could jeopardise growth, limit access to labour and put prosperity at risk". It estimates that infrastructure investment could support the delivery of up to 1 million new homes in a broad corridor between Oxford and Cambridge. This level of development will inevitably place additional pressure on the A428/A1303 and surrounding routes. Calling for City-scale transport infrastructure to enable growth, the NIC focuses on:

"maximising the opportunities associated with the development of East West Rail (EWR) and the Oxford-Cambridge Expressway – integrating mass rapid transit with these schemes to enable effective first/last mile connectivity, in a way that enhances the value of these strategic infrastructure projects".

- 3.2 The NIC has identified the Cambridge – Milton Keynes – Oxford arc as a national priority stating that its world-class research, innovation and technology can help the UK prosper in a changing global economy.
- 3.3 Through City Deal investment in transport and infrastructure, the GCP seeks to bring forward schemes to connect people to places of employment and allow communities to grow sustainably in the coming years, by creating better and greener transport networks, reducing congestion and making better use of limited road space by prioritising sustainable transport.
- 3.4 The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the adopted Local Plans for [Cambridge](#) City and [South Cambridgeshire](#) (2018) and emergent transport policy being established by the Cambridgeshire and Peterborough Combined Authority (CPCA), in particular the compatibility of the project with the proposed Cambridgeshire Area Metro (CAM) - a mass rapid transit scheme. Local Plan policies for the strategic developments of sites along the C2C corridor require High Quality Public Transport (HQPT) to link new homes to employment and services in and around Cambridge.
- 3.5 The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) was prepared in parallel with the development of the Local Plans was agreed in March 2014. The strategy provides a plan to manage the rising population and increasing demand on the travel network by shifting people from cars to other means of travel including public transport, walking and cycling. Policy within the TSCSC requires a range of infrastructure interventions on the St Neots and C2C corridor as a key part of the integrated land use and transport strategy responding to levels of planned growth.

- 3.6 The Transport Modelling Report 2015 supporting the Cambridge and South Cambridgeshire Local Plans and TCSC concluded:
- sustainable transport measures, in particular HQPT facilities are necessary to support delivery of the plan;
 - such public transport routes need to be able to bypass queues and congestion to offer reliable and swift journeys; and
 - The Transport Strategy will help to make the City and key destinations more accessible and should reduce the amount of car growth.
- 3.7 The Cambridgeshire and Peterborough Combined Authority (CPCA) was established in March 2017 and is led by an elected Mayor and Board comprising of the constituent local authorities. The key ambitions for the CPCA include:
- Doubling the size of the local economy;
 - Accelerating house building rates to meet local and UK need; and
 - Delivering outstanding and much needed connectivity in terms of transport and digital links.
- 3.8 The CPCA is responsible for transport infrastructure improvement and the Local Transport Plan. The CPCA also established the Cambridgeshire and Peterborough Independent Economic Review (CPIER). The review provides a robust and independent assessment of the Cambridgeshire and Peterborough economy and the potential for growth. One of the key conclusions of the CPIER was “A package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority facing the Combined Authority in the short to medium term”.
- 3.9 The CPCA published [a first draft Cambridgeshire and Peterborough Local Transport Plan \(CPLTP\)](#) in June 2019. Following consultation, a final version was adopted in January 2020. The CPLTP replaces the Interim Local Transport Plan which was produced in June 2017 and is based upon the pre-existing Cambridgeshire Local Transport Plan (LTP3) and the Peterborough Local Transport Plan (LTP4).
- 3.10 The goals of the CPLTP are to deliver a transport system that delivers economic growth and opportunities, provides an accessible transport system and protects and enhances the environment to tackle climate change together. There are ten objectives which have been formed to underpin the delivery of the goals relating back to the economy, environment and society.
- 3.11 In April 2020 the CPCA published a draft Sub-Strategy to the Local Transport Plan specifically dealing with CAM issues. The C2C proposals have been assessed against the policies in the Sub-Strategy and it is concluded that the scheme is compliant, although further review of the eastern end of the scheme has been undertaken and a review of the western end will be required once there is clarity with regards to proposals for East West Rail and a station in the Cambourne area.
- 3.12 The route along the A1303/A428 from Cambridge City centre towards Cambourne, St Neots and Bedford has been highlighted as a strategic project to help make travel by foot, bicycle and public transport more attractive than private car journeys, alleviating congestion and supporting the region’s growth.

3.13 With a house price to earnings ratio of around 13:1 in Cambridge, reflecting shortfalls in supply, demand for housing in locations like Cambourne and St Neots continues to grow. Along the C2C corridor, around 11,500 additional homes are planned in Cambourne West, Bourn Airfield, and North West Cambridge. Development is estimated to support 13,400 additional jobs, leading to increasing pressure on the already heavily congested A1303 approaching M11 junction 13 and the city centre. A further source of pressure on the C2C corridor will come from 3,800 new homes which are planned for the St Neots East site.

3.14 As such, to meet this growing demand, the vision of the C2C Project as defined in the business case is:

“To connect existing and new communities along the A428/A1303 to places of employment, study and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable HQPT services, together with high quality cycling and walking facilities serving a new Park and Ride site to the west of Cambridge.”

4. Part of the Wider Network

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

Cambridgeshire and Peterborough Combined Authority’s (CPCA) - CAM

4.2 In October 2018, an independent review of alignment between the C2C scheme and the CPCA plans for a CAM, undertaken by consultants Arup and commissioned by the CPCA, concluded the following key findings:

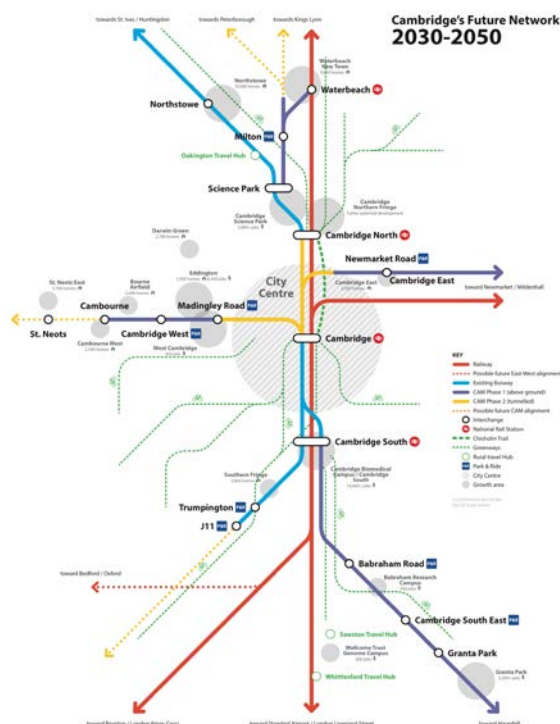
- The process undertaken to date to determine the route is robust and identified the optimal solution for the corridor.
- The route should be reclassified as a CAM route.
- The vehicles operating along the route should comply with the principles of the CAM being a rubber-tyred, electrically powered, vehicle.
- The route must continue to be designed to align with the overarching CAM network, providing high quality public transport on dedicated routes.
- The route is connected into a tunnelled CAM network thereby providing a high frequency, pollution free public transport option into and across Cambridge centre and the entire CAM network.

4.3 To align with the CAM, the scheme developed by GCP will need to deliver:

- A HQPT system using rapid transit technology on dedicated routes.
- High frequency, reliable services delivering maximum connectivity.
- Continued modal shift away from car usage to public transport.
- Capacity provided for growth, supporting transit-oriented development.
- State of the art environmental technology, with easily accessible, environmentally friendly low emission vehicles such as electric/hybrids or similar.
- A fully integrated solution, including ticketing and linkages with the wider public transport network to maximise travel opportunities.

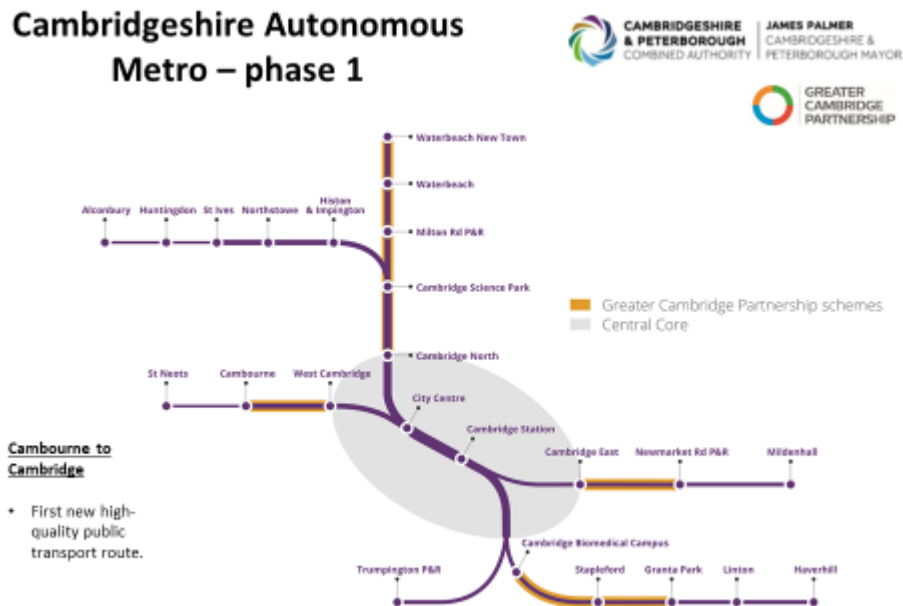
- 4.4 At a CPCA meeting on 31st October 2018 the CPCA Board agreed to support the recommendations of the “Arup Report” and agreed that the C2C scheme should be progressed by the GCP as an essential first phase of developing proposals for the CAM. GCP has continued to work closely with CPCA to ensure alignment of the developing proposals.
- 4.5 The CAM project proposes an expansive metro network that seamlessly connects Cambridge City Centre, key rail stations (Cambridge, Cambridge North and the future Cambridge South), major City fringe employment sites and key ‘satellite’ growth areas, both within Cambridge and the wider region.
- 4.6 CAM will operate entirely segregated from traffic beneath Central Cambridge through underground tunnels, ensuring fast and reliable services are unaffected by traffic congestion. Services will be provided by electric, low-floor ‘trackless metro’ vehicles.
- 4.7 The vision for the CAM network includes regional connections to St Neots, Haverhill, Alconbury and Mildenhall, serving locations with significant planned or potential growth. These regional connections will only be viable if they directly connect into new segregated infrastructure serving the City Centre.

Figure 1 – Cambridge Future network



- 4.8 As set out in Figure 1, as part of the Cambridge future network, GCP’s arterial routes, including C2C, will provide a step change offering a viable public transport alternative for quicker and more reliable journeys to key destinations in and around Cambridge, as well as safe and segregated cycling and pedestrian routes.
- 4.9 The GCP routes will form the first phase of the Combined Authority’s CAM project. Figure 2 outlines the wider CAM network and the GCP schemes as the first phase of delivery.

Figure 2 – CAM Network (CPCA)



As noted above, a CAM Sub-Strategy to the LTP has been published and a review of C2C undertaken to confirm that the proposed scheme is compliant.

City Access

- 4.10 In the City Centre, GCP's City Access project is proposing measures to reduce reliance on car travel and free up the city centre's congested road space, to run better public transport services.
- 4.11 The objectives of the City Access scheme complement the C2C project by seeking to improve conditions for sustainable transport within the City Centre, thereby benefitting users of the C2C scheme either through improved journey times for public transport or better connectivity to pedestrians and cyclists. City Access will also complement C2C by providing an alternative to car journeys for trips from new developments served by the scheme.

Comberton Greenway

- 4.12 GCP is developing a network of Greenways to increase levels of cycling and walking and to benefit users, including horse-riders and those with disabilities, through identifying and improving local travel routes. Greenways are generally defined as attractive linear corridors away from traffic and suitable for cycling and walking and can be important wildlife corridors.
- 4.13 The Comberton Greenway will complement the C2C project as it develops improved pedestrian and cyclist routes with a segregated path continuing beyond the proposed bus route.

Madingley Road Cycling Improvements

- 4.14 As part of the phase 1 public consultation for the C2C scheme, consultees suggested that there should be better walking and cycling provision along the Madingley Road section of the route within the public highway.

- 4.15 The subsequent occupation of the Eddington site as well as potential expansion of the West Cambridge site strengthens the case for complementary cycling improvements along Madingley Road, building on those already secured via the planning process.
- 4.16 As such, in the context of adherence to policy and as a response to the public consultation, GCP initiated the development of a separate cycling project to improve cycling provision on Madingley Road. The scheme supports C2C objectives by providing better connectivity to pedestrians and cyclists travelling into the city and making cycling a more viable and attractive alternative to car use for communities to the west.

East West Rail

- 4.17 Since adoption of the South Cambridgeshire Local Plan, and as part of the Cambridge-Milton Keynes-Oxford Arc project, further development work has been undertaken on the concept of EWR to re-establish a rail link between Cambridge and Oxford, and to improve rail services between East Anglia and central and southern England, including enhanced rail connections with national mainline services. Work has progressed on the western section between Oxford, Aylesbury and Bedford.
- 4.18 Five options for the EWR route between Bedford and Cambridge were consulted on in early 2019, with a final preferred option for the corridor announced in 2020.
- 4.19 The preferred corridor is for a northern alignment between Bedford and Cambridge which includes proposals for a new rail station to serve Cambourne. This would offer another attractive mode of travel from C2C to the City Centre. The EWR scheme could therefore be considered complementary to C2C as it would offer good connections for those in Cambourne travelling to destinations easily accessible from the Cambridge stations.
- 4.20 However, any new rail station would not offer the same level of local service access to areas along the A428/A1303. Neither would it serve other housing and employment locations along the corridor such as Bourne Airfield and West Cambridge. The C2C route would also support 'last mile' journeys for commuters from surrounding villages using public transport, cycling or walking and via a Travel Hub to enable access to EWR from Bourn Airfield and the surrounding area.
- 4.21 EWR focuses substantially on longer term growth beyond the Local Plan period and not the immediate and worsening issues of congestion and lack of connectivity for expanding communities west of Cambridge. Once a preferred alignment has been agreed for EWR and clarity established with regards to the location of a Cambourne station there will be a programme to ensure integration between EWR, C2C and the wider CAM network can be maximised.
- 4.22 The business case will also need to be reviewed to include a sensitivity test to assess the impact of East West Rail once there is clarity with regards to the proposals. It is unlikely that EWR will have an impact of the core business case for C2C given that it is unlikely that any EWR proposals will have achieved consent during the C2C assessment period.

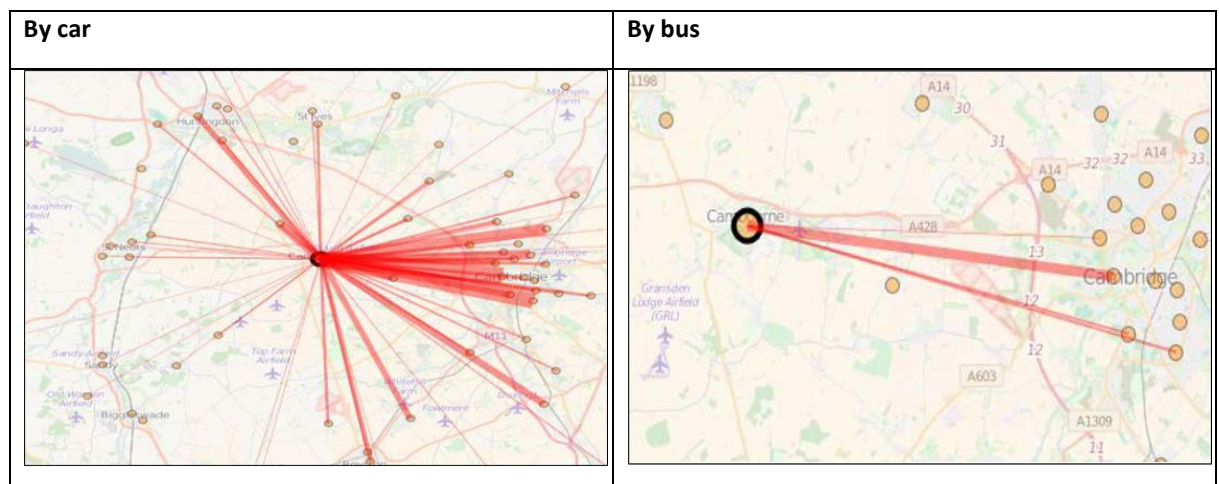
- 4.23 The A428 Black Cat to Caxton Gibbet scheme aims to cut congestion and increase capacity and journey time reliability between Milton Keynes and Cambridge, creating a 10 mile dual carriageway with new junctions, roads and bridges to improve reliability, decrease delays and significantly improve journey times. The project forms part of the proposed Oxford to Cambridge Expressway to create a high-quality east-west link between Oxford and Cambridge, via Milton Keynes and Bedford.
- 4.24 Even with delivery of the Black Cat to Caxton Gibbet section of A428 improvements, a HQPT Route is necessary linking C2C and supporting delivery of the Local plan. The C2C scheme is planned for completion in 2024 in order to connect growing communities and tackle the immediate issue of worsening congestion along the A1303.

5. Technical Work – Key Findings

Transport Constraints

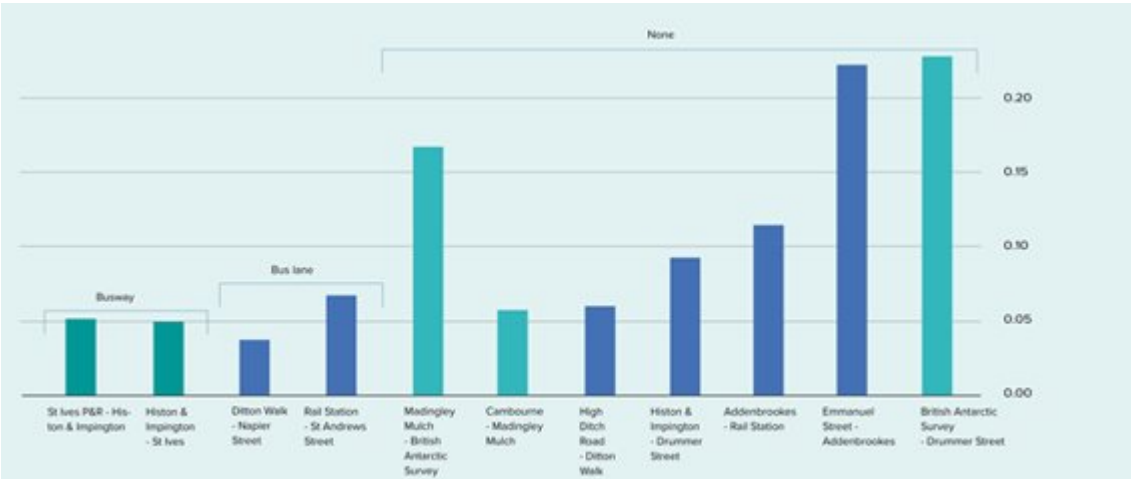
- 5.1 Existing car mode share and car ownership within the A428/A1303 corridor is high, and future growth is expected to generate additional demand for car use in this area.
- 5.2 Trafficmaster data shows that AM peak hour traffic speeds are 75% slower than night time average speeds on the route between the Madingley Mulch Roundabout and M11 Junction.
- 5.3 Considering planned growth, between 2011 and 2031, car trips along the A428/A1303 corridor eastbound are forecast to increase by 14% in the AM Peak hour, 82% in the Inter-peak period and, 37% in the PM Peak period. Without intervention this could lead to a further deterioration in traffic speeds and reliability of journey times.
- 5.4 Travel to work data for key origins along the C2C corridor also illustrate the high level of car use along the route, with the car mode share for residents of Cambourne being particularly high (65%). This suggests that, by providing an attractive and viable alternative to the car such as C2C, there is scope for a further modal shift to more sustainable options.
- 5.5 Travel to work data has also been used to identify trends in travel patterns along the corridor, including key origins/destinations and mode choice (see Figure 3). C2C presents a key opportunity for growth areas to be better connected to key employment centres and encourage future sustainable travel rather than continued reliance on the car.

Figure 3 – Travel to Work destinations from Cambourne (ONS 2011)



- 5.6 Residents of Cambourne and surrounding villages currently have limited options to use public transport due to the low level of service and current unreliability. Only the Madingley Road Park and Ride attains a 'turn up and go' frequency of one bus every 10 minutes.
- 5.7 In the absence of substantial bus priority in the corridor, congestion and delays mean journeys of around 10 miles can take over an hour during peak times. Buses therefore offer no competitive advantage over private cars in terms of journey times and reliability.
- 5.8 Figure 4 illustrates the reliability challenges along this corridor and how it compares to other corridors where bus priority is provided, and for the existing Cambridgeshire Guided Busway alignment. Using a Reliability Ratio, this shows that the existing Cambridgeshire Guided Busway performs better than the non-busway corridors, meaning that the infrastructure is delivering journey times that are more consistent.
- 5.9 Two sections of the C2C route, from Madingley Mulch to Drummer Street, are among the three worst performing sections from this example of reliability performance along key radial corridors in Cambridge.

Figure 4: Reliability comparison of non-segregated routes vs segregated routes



- 5.10 The existing cycling network between Cambourne and Cambridge has sections of segregated links of uneven quality but is discontinuous and does not in total provide a high quality segregated route which would cater for the potential increased modal share of cyclists along the corridor.
- 5.11 Therefore, HQPT, plus the provision of additional cycling and walking facilities, has a key role in providing an attractive and competitive alternative to car use, which would alleviate congestion, poor journey time reliability and delay. Crucially, such interventions will help to accommodate future growth planned to the west of Cambridge, improve access to housing and employment sites alike, and improve quality of life in the local communities.

Planning Constraints

- 5.12 A substantial level of housing and employment development is planned, or is already under development, along the C2C corridor include Cambourne West, Bourn Airfield, West Cambridge and North West Cambridge (Eddington).
- 5.13 Based on current plans, both those within the current Local Plan or well established through planning applications or known to be emerging, there are around 11,700 additional houses planned and around 13,400 additional jobs along the C2C corridor. Around 50% of all housing

planned (c. 6,000 houses) would be directly linked to Cambridge City centre and other key employment locations via the C2C project.

- 5.14 The jobs, assuming an average GVA per worker figure of £61,800 per worker¹, would generate approximately £827.5m of GVA per annum.
- 5.15 Crucially, two significant new planned developments (Cambourne West and Bourn Airfield) are, in housing terms, judged to be fully dependent upon the C2C project given the clear policy position within the adopted Local Plan and as supported by Section 106 commitments and ongoing negotiations. The Bourn Airfield New Village Supplementary Planning Document (SPD) was adopted by South Cambridgeshire Council on 2 October 2019. The adopted SPD can be viewed [here](#). Whilst some housing development may come forward incrementally before the scheme is fully implemented, policy is clear that the scheme is needed to facilitate sustainable development along the corridor.
- 5.16 The C2C project has been recognised in the Local Plans and local transport strategy as a key project to help address these infrastructure constraints on growth by linking Cambridge to growth areas to the west. The provision of a HQPT service supporting journeys to key employment sites presents a viable alternative to car use/purchase for residents in new developments.

6. Developing the Business Case

- 6.1 Development of the C2C project commenced in 2014 with initial public consultation on high-level options undertaken in 2015. The established method of progressing major transport projects such as C2C is via a 'business case' which assesses the overall case for public investment by measuring the public benefits and costs of different options.
- 6.2 A C2C Local Liaison Forum (LLF) was formed and convened to regularly review and contribute to progress as part of the scheme development process.
- 6.3 Following presentation of the initial stage of the business case, the Strategic Outline Business Case (SOBC), the GCP Executive Board agreed in principle in October 2016 that a segregated route for C2C best meets the strategic objectives of the City Deal and the City Deal Agreement, given the wider economic benefits, and a commitment was made to undertake further work.
- 6.4 Throughout the course of the scheme's development there have been significant efforts to review and assess alternative routes as proposed by stakeholders, including the Local Liaison Forum. Updates were provided to the GCP Executive Board in July 2017 on the development of an LLF-conceived on-road option (Option 6) and further review of Park and Ride sites along the corridor and, in October 2017, the GCP Executive Board agreed that public consultation be undertaken as part of the further development of the business case.
- 6.5 A second public consultation on options for a Phase 1 route running between Madingley Mulch Roundabout and the city, together with an accompanying Park and Ride site, was undertaken between 13th November 2017 and 29th January 2018.
- 6.6 As part of the options assessment, alternative versions of an on-road and off-road route for Phase 1 were developed and compared. Option Appraisal Report 1 presented an assessment and analysis of option development to date, up to this point.

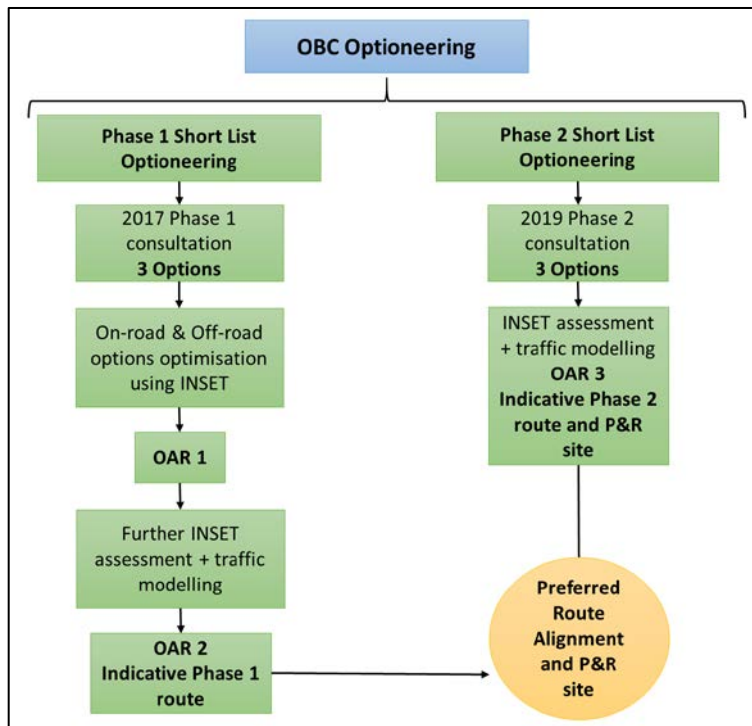
¹ East of England Forecasting Model (EEFM 2017, accessible at <https://cambridgeshireinsight.org.uk/eefm/>)

- 6.7 Further assessment, modelling, stakeholder input and consultation results contributed to Option Appraisal Report 2, informing recommendations presented to members at the December 2018 GCP Executive Board. Board members noted assessment and recommendation presenting the off-road Phase 1 route as the best performing against the project's objectives, and approved continuing work to further develop an end-to-end route on this basis. As part of this, ongoing ecological surveys have been undertaken. Baseline air quality surveys have also been undertaken at locations agreed with the local environmental health officers, and noise surveys are due to commence in January 2020. Three Technical Notes on the air quality conditions in Adams Road, Coton and Hardwick have been produced. Further ecological surveys are also planned if a preferred scheme decision is made.
- 6.8 A third consultation on options for a Phase 2 route running from Madingley Mulch roundabout and on to Cambourne was undertaken in February and March 2019.
- 6.9 Consultation findings, OARs and supporting reports are available on the C2C webpages.
- 6.10 To provide assurance of robust evaluation of route options, two technical notes were published in May 2019 in response to stakeholder requests to:
- Explore '[quick-win' options along Madingley Hill](#)'. Viable projects to avoid land take and significant environmental impact and minimising input from, or impact on, third parties, restricting options to a short section of public transport lane, extension of cycling improvements and review of signal timings.
 - Provide further clarification on why a [northern alignment](#) via Girton was previously discounted. GCP has written to and met with Highways England to put the case for work to upgrade to Girton Interchange and enable movement between west and south. Papers are available on the LLF C2C section on the GCP website.
- 6.11 Further work has also been undertaken to review and consider a hybrid (on and off-road) option proposed by a Technical Sub-Group of the LLF. This, however, was not pursued further because its focus was on a solution which would be on-road for the most congested and most environmentally sensitive section of the corridor, constrained by limited road space, along Madingley Road past the Sites of Special Scientific Interest (SSSI) and the American Cemetery.
- 6.12 Ongoing assessment, modelling, stakeholder input and consultation results, presented in OAR Part 3, has contributed to the completion of the OBC presenting the recommended, end-to-end route and Park and Ride site.

7. Basis of Selecting and Refining an Option

7.1 Figure 5 illustrates the optioneering process carried out in identifying a preferred option.

Figure 5: C2C OBC Optioneering Process

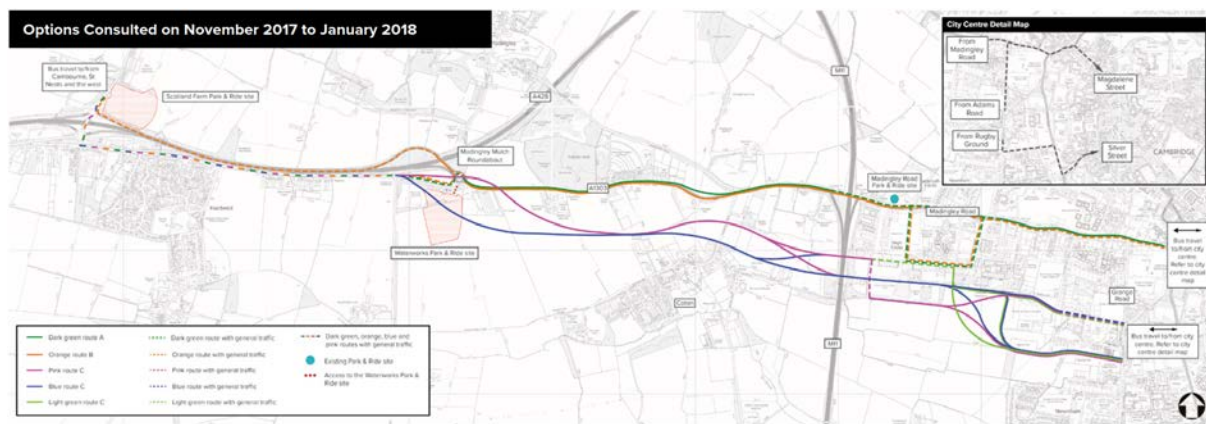


7.2 Option development and appraisal for the Phase 1 route alignment, Grange Road to Madingley Mulch roundabout, was undertaken in two stages.

7.3 The first stage involved consultation on three options. The definition of the three options consulted on in 2017 was as follows and as shown in Figure 6:

- Option A: An on-road option which includes the introduction of an inbound bus lane on Madingley Road between Madingley Mulch roundabout and Lady Margaret Road;
- Option B: An on-road tidal bus lane on Madingley Road running between Madingley Mulch roundabout and the new entrance to Eddington (High Cross); and
- Option C: An off-road public transport route running between Madingley Mulch roundabout and Grange Road, Cambridge.

Figure 6: Phase 1 Options



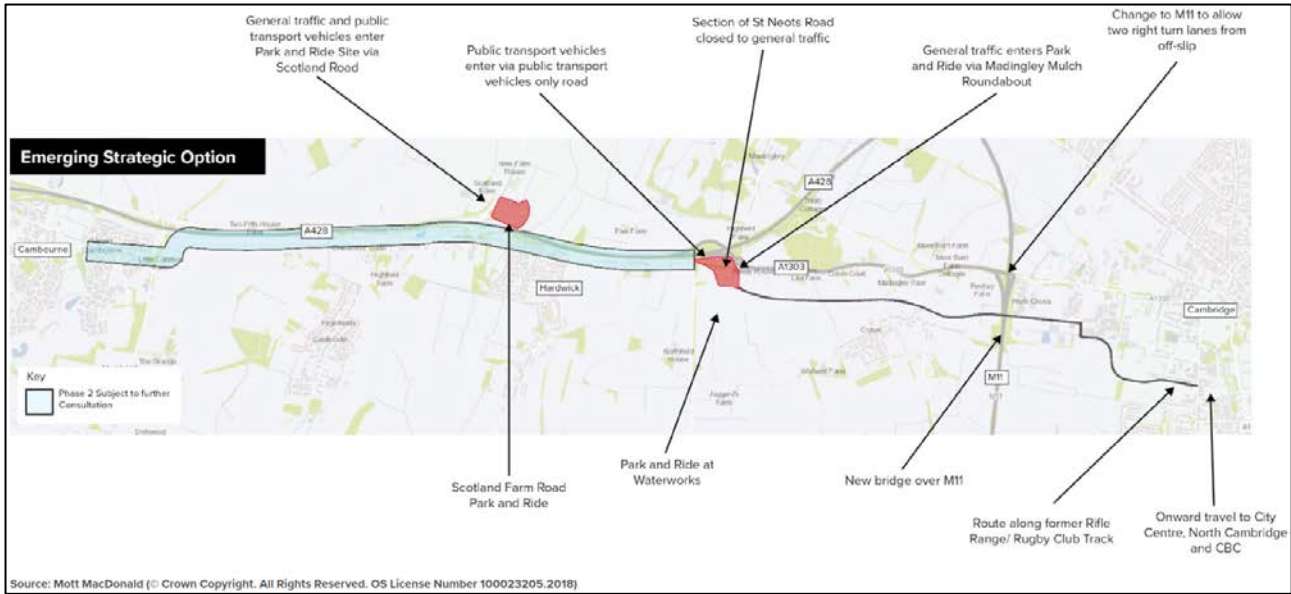
Source: Consultation leaflet, 2017-2018, (© Crown Copyright. All Rights Reserved. OS License Number 100023205.2018)

- 7.4 The options were also assessed against each other to generate an 'optimised' on-road option that reflected Option A and some of the Option B suggested improvements to outbound traffic, and a single specific off-road route alignment from Option C, in order to refine the number of variations within each option down.
- 7.5 Stage 2 of the options assessment process for the Phase 1 route alignment involved the assessment of these 'optimised' options, with the incorporation of each of the proposed Park and Ride sites, against both a Do Minimum scenario and an Illustrative Comparator.
- 7.6 The definitions of the options as part of Stage 2 were as follows:
- Do Minimum – Committed Schemes
 - Low Cost a – Recommended optimised on-road Phase 1 + Park and Ride at Waterworks
 - Low Cost b – Recommended optimised on-road Phase 1 + Park and Ride at Scotland Farm
 - Do Something 1a – Recommended off-road Phase 1 Maddingley Mulch Roundabout to Grange Road + Park and Ride at Waterworks
 - Do Something 1b – Recommended off-road Phase 1 Maddingley Mulch Roundabout to Grange Road + Park and Ride at Scotland Farm
 - Illustrative Comparator – Recommended off-road Phase 1 and Phase 2 Cambourne to Grange Road Park and Ride at Waterworks for comparative purposes
- 7.7 The options were evaluated, using INSET multi-criteria analysis, against a series of assessment criteria grouped by the following themes;
- Policy fit.
 - Contribution to economic growth.
 - Contribution to improved transport network.
 - Contribution to quality of life.
 - Scheme deliverability.
 - Stakeholder support.
- 7.8 The results of the optioneering for Phase 1 are shown in Table 1. They show that, for Phase 1, the off-road solution with a Park and Ride site at Waterworks was the best performing, whilst the Illustrative Comparator demonstrated the merit of implementing the full scheme in order to deliver the maximum benefits and meet the scheme objectives.

Table 1: Phase 1 INSET Assessment Results

Option	INSET Scoring Summary Ranks
Do Minimum	Ranked 6th
Low Cost a	Ranked 5th
Low Cost b	Ranked 4th
Do Something 1a	Ranked 2nd
Do Something 1b	Ranked 3rd
Illustrative Comparator	Ranked 1st

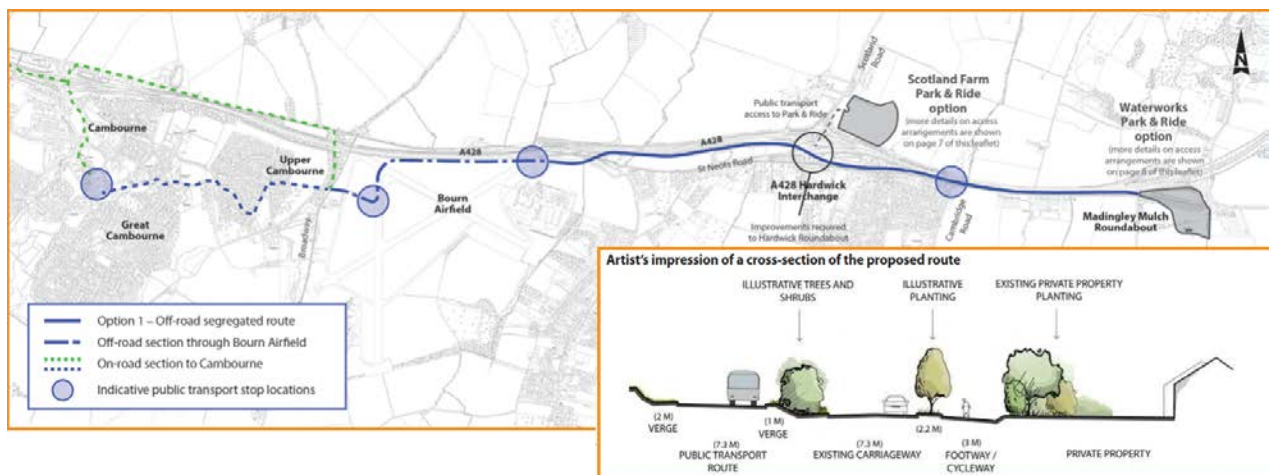
Figure 7: Emerging Strategic Option – Phase 1 Route Alignment



7.9 Phase 2 route alignment options, from Madingley Mulch roundabout to Cambourne, included three options, with each option including the Phase 1 preferred route alignment. The definition of the three options (each with a variation for the two Park and Ride sites) for Phase 2 is as follows and shown in Figures 8, 9 and 10:

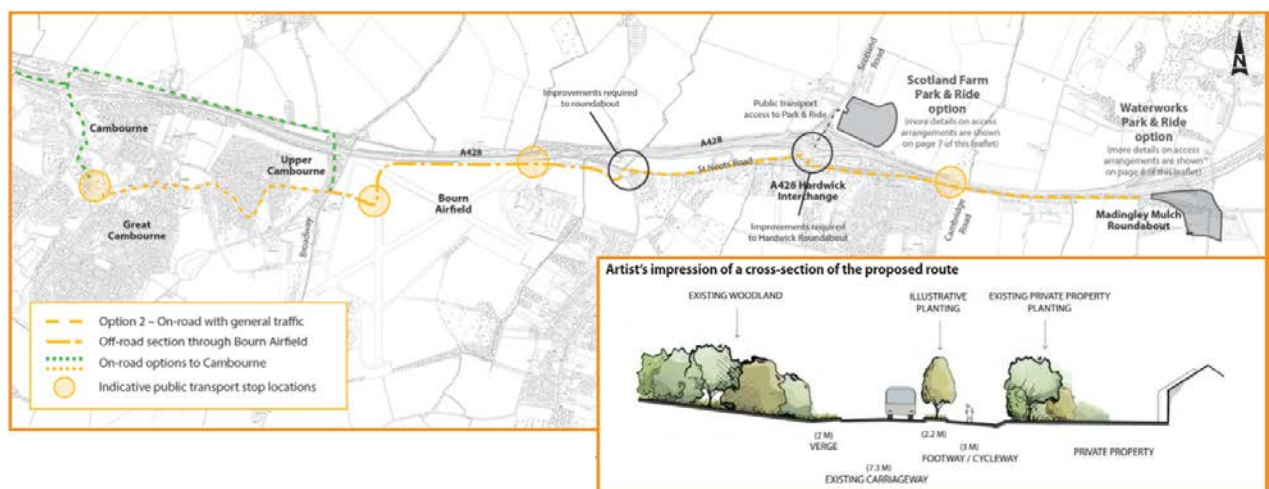
- **Option 1 a and b:** Off-road segregated route. A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.
- **Option 2 a and b:** On-road with junction improvements. Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.
- **Option 3 a and b:** On-road with public transport priority lanes. Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.

Figure 8: Phase 2 – Option 1: Off-Road Segregated Route



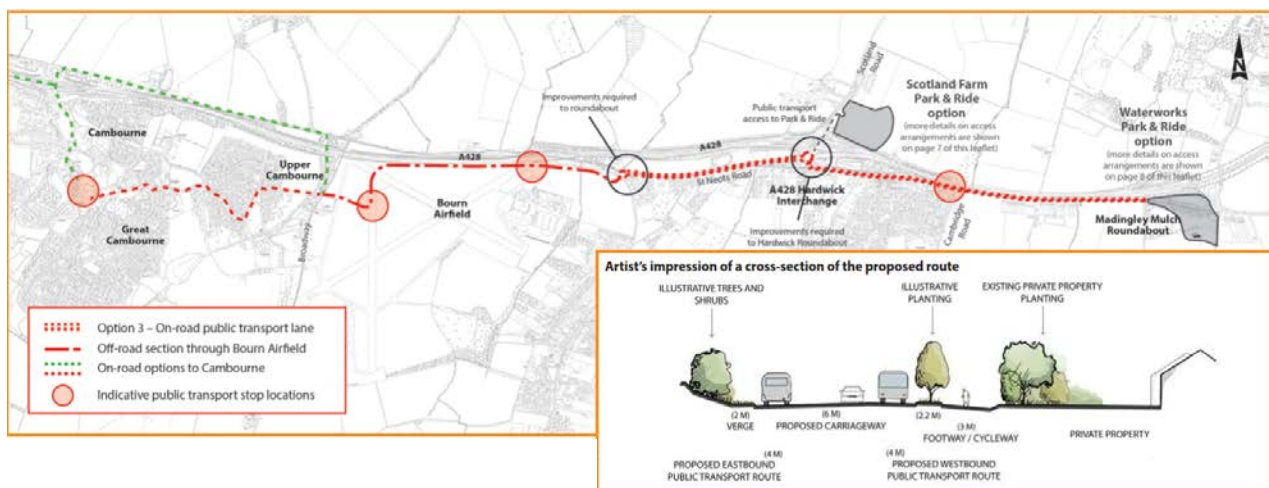
Source: February to March 2019 consultation leaflet

Figure 9: Phase 2 - Option 2: On-Road Junction Improvements



Source: February to March 2019 consultation leaflet

Figure 10: Phase 2 – Option 3: On-road with Public Transport Priority Lanes



Source: February to March 2019 consultation leaflet

7.10 These options were all assessed against the same criteria as the Phase 1 options. The results of the optioneering for Phase 2 are shown in Table 2. They illustrated that for Phase 2 the off-road solution with a Park and Ride site at Scotland Farm was the best performing.

Table 2: Phase 2 INSET assessment results

Option	INSET Scoring Summary Ranks
Option 1a	Ranked 2 nd
Option 1b	Ranked 1 st
Option 2a	Ranked 6 th
Option 2b	Ranked 5 th
Option 3a	Ranked 4 th
Option 3b	Ranked 3 rd

The Phase 1 and Phase 2 options assessment, based on the INSET assessment, concluded that the off-road option is the only solution that presents the potential of a segregated route for mass rapid transit that is close to population centres, and with potential capacity to meet the development pressures along the corridor.

Benefit to Cost Ratios/Wider Economic Impacts (WEI)

- 7.11 In addition to the INSET assessment of the options, an initial assessment of the value for money (VfM) of the different options was carried out using traffic modelling outputs and appraisal of the economic performance of the schemes. This resulted in a series of initial Benefit to Cost Ratios (BCRs) for each option to provide a comparison of the VfM. The adjusted BCRs for the options from Phase 2, which each included the off-road alignment from Phase 1, are presented in Table 3 below.

Table 3: Adjusted Benefit Cost Ratios

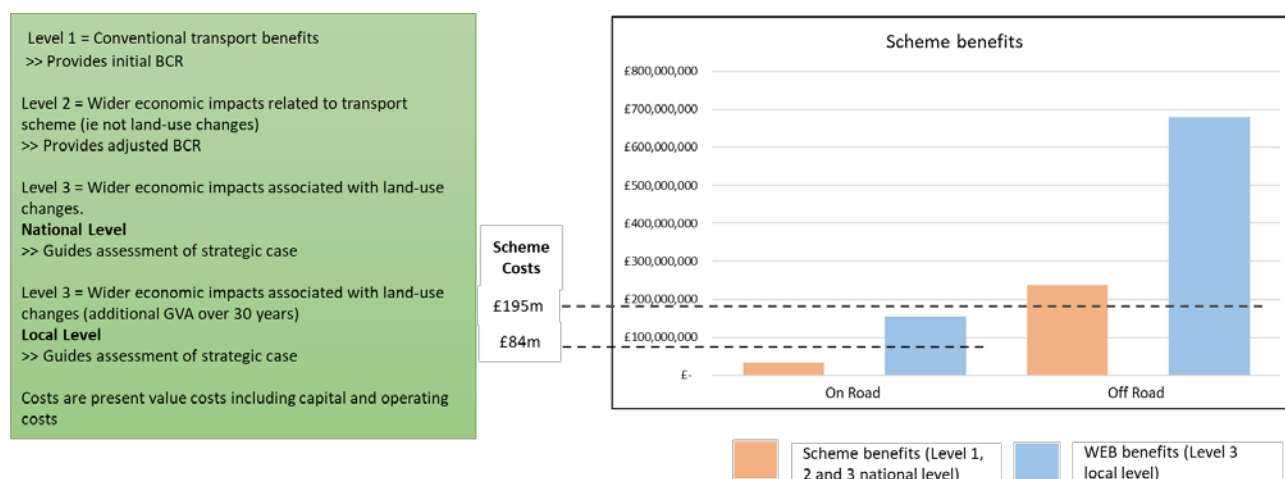
	Option 1a	Option 1b	Option 2a	Option 2b	Option 3a	Option 3b
Benefit Cost Ratio	0.31	0.33	0.36	0.34	0.32	0.35

Source: Mott MacDonald

- 7.12 Whilst Option 2a – On road with Scotland Farm Park and Ride, is the best performing option with regards to this initial VfM assessment, the close similarity between each option does not provide a conclusive indication of which is best performing. Therefore, the results from the INSET assessment must still be taken into account which indicate an off-road solution as the best performing.
- 7.13 Additionally, due to the strategic case and need for the scheme to support future housing developments and economic growth, the consideration of the wider economic impacts of the options must be taken into account.
- 7.14 Therefore, the on and off-road options were assessed for their impact on wider (non-transport) economic growth, expressed as Gross Value Added (GVA). GVA measures the total value of goods and services. This assessment found that a new segregated off-road alignment for public transport would bring significant wider economic benefits.
- 7.15 Figure 11 summarises the findings from the Value for Money assessment of the off road vs on road options for both Phase 1 and 2, and includes the relative benefits of the on and off-road options against the current scheme costs to demonstrate how the off-road option has a greater value for money in delivering wider economic impacts.

- 7.16 When considering the level of GVA benefit, the on-road option would have a local benefits BCR of 1.86, whilst the off road option would have a local benefits BCR of 3.48.
- 7.17 The conclusion of the options assessment, therefore, is that, taking into account all elements of assessment – INSET, initial VfM assessment and WEI assessment, an off-road route is the best performing solution that provides for delivery of the long-term transport objectives of both the GCP and the Combined Authority and is best aligned with the emerging CAM concept. For further detail on the assessment detail, refer to OAR 2 and 3.

Figure 11: On-Road vs Off-Road Wider Economic Impacts



Role of Consultation in Developing and Assessing Options

- 7.18 Throughout the scheme's development, there has been significant and continuing effort to engage with stakeholders and members of the public in order to inform, consult, address concerns and, wherever possible, reflect feedback in developing plans.

Stakeholder Input

- 7.19 In addition to 3 public consultations, activities have included:
- Regular LLF meetings, including representation from Stagecoach and workshops with representatives from the Local Liaison Forum, forming a 'Technical Group' covering subjects including modelling, Wider Economic Impacts and Environmental Scoring and Mitigation.
 - Multiple and continuing representations at community meetings including local Parish Council meetings, drop-ins and area committees.
 - Meetings with local businesses and landowners.

Public Consultations

- 7.20 Three public consultations have contributed to scheme development.
- 7.21 Each consultation has taken a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 15,000 consultation leaflets. Drop-in events held across the area enabled people to have their say in person and provided the opportunity to question transport officers and consultants. Quantitative data was recorded through a formal questionnaire and information booklet.

- 7.22 An initial 2015 public consultation presented six high-level options for public transport infrastructure improvements along the C2C corridor. Of 2,193 responses, Options Area 1 Central (bus lane from Madingley Mulch Roundabout to Cambridge via Madingley Road) and Area 2 Central (Bus only route from Cambourne to Bourn Airfield) received majority support (66.8% and 58.1% respectively). Almost half (46.1%) of respondents approved of a new Park and Ride site near the Madingley Mulch roundabout. Other headline findings included 70.3% respondents agreeing in principle to better bus journeys between Cambourne and Cambridge and reliable journey times' as being key to making bus travel a better alternative to the car by over half (50.7%) of respondents.
- 7.23 Three options for the Phase 1 route and two Park and Ride sites were consulted on in 2017/18 via online and print questionnaire, events and focus groups. In total 2,049 respondents replied to the consultation. Headline results included a preference for the Scotland Farm (54%) Park and Ride location. Although there was no overall majority, route B (on-road tidal bus lane) was the most popular route option (40%). Option C, off-road, was preferred by 33% of respondents.

Phase 2 Consultation Findings

- 7.24 Between 04 February and 31 March 2019 the GCP held a third public consultation on three route options for the Phase 2 section of the route, from Madingley Mulch to Bourn Airfield and on to Cambourne and for updated proposals for Park and Ride sites (moving the Waterworks site further up the hill in response to stakeholder feedback).
- 7.25 From 968 responses, just under half of respondents (48%) indicated that 'Option 1: off-road' would be their preferred choice. 20% preferred 'Option 3: on-road with public transport priority lanes.' 19% preferred 'Option 2: on-road with junction improvements' and 9% indicated that they didn't want any of the options.
- 7.26 For the choice of Park and Ride site, the majority of respondents (63%) preferred 'Option A – Scotland Farm'
- 7.27 A large number of detailed comments were received. Of these, the issues that were highlighted most compared to previous consultation rounds for the route included:
- The impact of the proposals on residents of St Neots Road, Hardwick from increased traffic and loss of vegetation.
 - The need to consider the implications of the East-West rail proposals from the EWR Company.
 - The need for wider public transport network to be developed to improve accessibility for villages around the route.
 - The possibility of locating a Park and Ride site closer to or within Cambourne.
- 7.28 Responses were also received on behalf of 35 different groups or organisations. All of the responses from these groups were made available to board members in full and published alongside the results of the public consultation survey on the GCP website - <https://www.greatercambridge.org.uk/cambourne-to-cambridge>.
- 7.29 See Appendix 3 - C2C Phase 2 Consultation Summary Report.

Stakeholder Working Groups

- 7.30 Two working groups were established in May 2019 for organisations representing Landscape, Heritage and Ecology (LHE) and Non-Motorised Users (NMU) and continue to meet regularly to contribute to scheme design. Working group members include CamCycle, the National Trust, Cambridge Past, Present and Future and the British Horse Society. As a result of

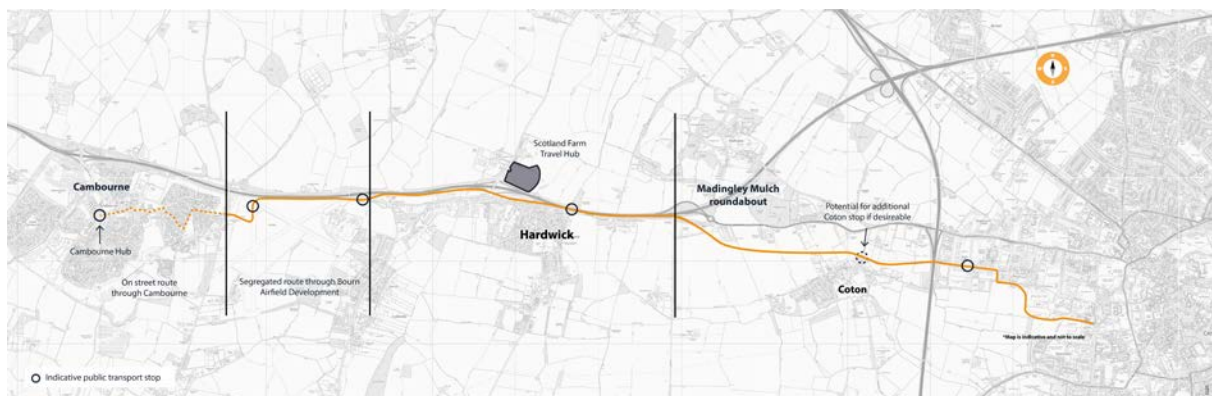
representation in the Landscape, Heritage and Ecology Working Group, route refinements between Coton village and Madingley are ongoing to see if minor changes to the alignment could have benefit to the potential impacts on the landscape of that section of the scheme. This is intended to reduce the impacts on land that is covered by a Covenant to protect the landscape that is held by the National Trust.

- 7.31 More recently, LHE and NMU working groups have devised GCP Working Group Design principles (Appendix 4 and 5) to adopt on C2C and all GCP transport schemes. The objective of the principles is to ensure GCP projects go above and beyond minimum requirements in scheme development and delivery.
- 7.32 OBC Appendix H – Statement of Community Involvement provides further stakeholder engagement information and full consultation summary reports.

8. The Preferred Option

- 8.1 The preferred option for the C2C project is the off-road alignment for Phase 1 and Phase 2 with Scotland Farm as the preferred Park and Ride site – see Figure 12.

Figure 12 – Preferred Option



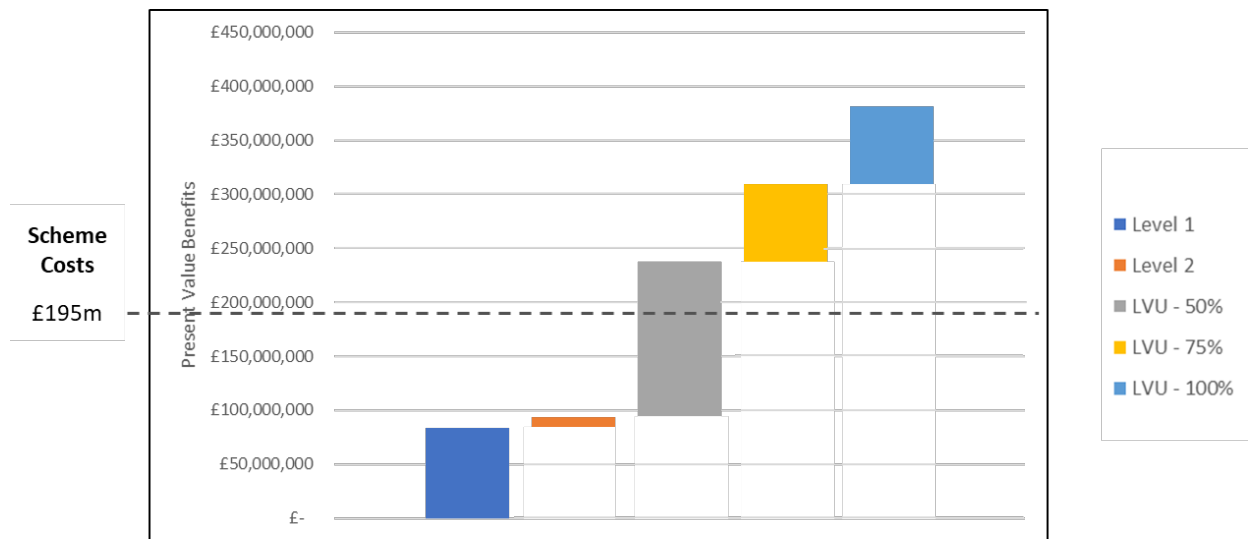
- 8.2 At the end of Phase 1 appraisal, the Waterworks site was the highest scoring Park and Ride option, but at this stage, the assessment did not fully consider Phase 2 alignments. At the end of Phase 2 appraisal, Scotland Farm has emerged as the preferred site, reflecting both technical appraisal and strong public opinion.
- 8.3 See section 9 for route alignment and scheme proposal.

Preferred Option Value for Money

- 8.4 The Value for Money of the C2C project takes into consideration all appraisal and assessment work undertaken to date to arrive at the emerging scheme that is shown to present the best VfM. This takes into account the monetised impacts vs the project costs presented as a BCR, as well as the findings from any qualitative and non-monetised assessments.
- 8.5 The role the C2C scheme plays in unlocking and supporting future housing and economic growth is a key element of the strategic rationale for the scheme. Therefore, in establishing the final VfM position of the C2C project, the role of Wider Economic Impacts (which are not part of a standard BCR) should be considered central to examining the case for investing in the scheme.
- 8.6 Whilst the scheme has an initial BCR of 0.43, and adjusted BCR of 0.48, when taking into account the additional wider economic impacts and, in particular, the land value uplift (LVU) brought about by the scheme (£458m in Land Value Uplift - see table 4), the total BCR is 1.22

when considered at a national level. This is assuming only 50% of the calculated LVU is actually achieved. If the full value is realised, then the total BCR would rise to 1.95. This additional benefit brought about by the scheme is illustrated in Figure 13.

Figure 13: C2C Benefits Build Up



- 8.7 Considering the C2C scheme's wider economic impacts at a local level (i.e. the benefits accruing to Greater Cambridge) further increases the VfM.
- 8.8 The C2C project would help to connect growing communities, whilst enabling them to evolve and access the increasing number of jobs and opportunities in the city and on its periphery. Accounting for these Greater Cambridge level benefits, the strategic economic benefits of the scheme are as follows:
- £102.8m direct GVA per annum
 - £676.1m in total GVA over 30 years
 - A total 'local BCR' of 3.48

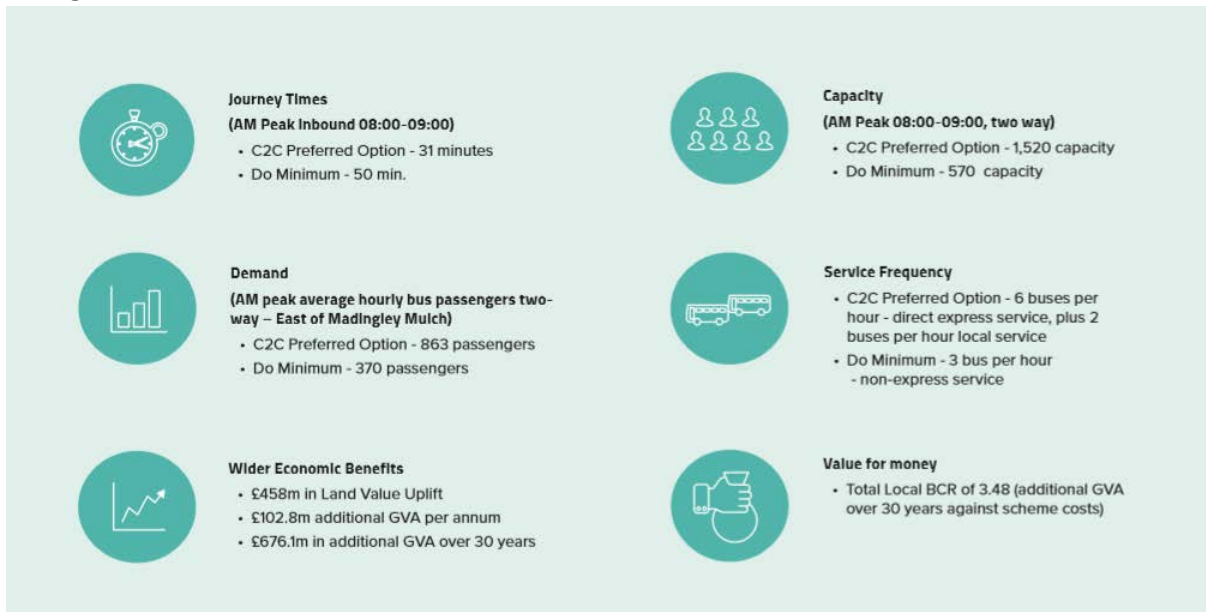
Other Key Benefits

- 8.9 In summary, the C2C project will offer the following benefits shown in Table 4 and Figure 14 (all benefits shown for forecast year 2036):

Table 4: C2C preferred option benefits vs Do Minimum (DM)

Benefit	C2C preferred option	DM
Journey times (Cambourne to Drummer Street) (inbound)	<ul style="list-style-type: none"> • 30 mins - AM Peak (08:00-09:00) • 26 mins - Inter Peak (10:00-16:00) • 30 mins - PM Peak (17:00-18:00) 	<ul style="list-style-type: none"> • 53 mins - AM Peak (08:00-09:00) • 28 mins - Inter Peak (10:00-16:00) • 38 mins - PM Peak (17:00-18:00)
Demand (peak average hourly bus passengers two-way – East of Madingley Mulch)	<ul style="list-style-type: none"> • 863 passengers - AM Peak • 233 passengers - Inter Peak • 320 passengers - PM Peak 	<ul style="list-style-type: none"> • 370 passengers - AM Peak • 248 passengers - Inter Peak • 231 passengers - PM Peak
Service Frequency	<ul style="list-style-type: none"> • 6 buses per hour - (10 min interval) direct express service between Cambourne High Street and central Cambridge, via the new Park and Ride site. • Local service running in parallel 2 buses per hour (30 min interval). 	<ul style="list-style-type: none"> • 3 buses per hour - (20 min interval) non-express service between Cambourne High Street and central Cambridge.
Bus passenger Capacity (AM Peak 08:00-09:00, two way)	<ul style="list-style-type: none"> • 1,520 capacity 	<ul style="list-style-type: none"> • 570 capacity
Journey time reliability	<ul style="list-style-type: none"> • Demand with the scheme is forecast to increase by 233% by 2036, with capacity increasing by 267%, therefore catering for the additional demand. 	
	<ul style="list-style-type: none"> • C2C estimate at delivering £536,000 (2010 prices) in additional benefit from reliability improvements. • Using Reliability Ratios, the existing Cambridgeshire Guided Busway sections perform better (0.06) than the non-busway sections of the A428 (0.15), meaning that the infrastructure is delivering journey times that are more consistent. 	
Wider economic impacts	<ul style="list-style-type: none"> • £102.8m direct GVA per annum • £676.1m in total GVA over 30 years • £458m (2019 prices) in Land Value Uplift 	<ul style="list-style-type: none"> • None
Environmental	<ul style="list-style-type: none"> • Reduction in levels of private vehicle use will lead to: • Improved air quality in the Cambridge City Centre AQMA. • Design principles to support an increase in biodiversity • Leisure and Amenity enhancements with delivery of walking and cycling route • Social benefit with an overall reduction in private car use. 	<ul style="list-style-type: none"> • Higher levels of traffic compared to current levels, resulting in greater levels of congestion, resulting in: • Poorer air quality in the Cambridge City Centre AQMA. • Worsening of the setting of the SSSI and American Cemetery.

Figure 14



Journey Reliability

- 8.10 A key aspect of the C2C scheme is its ability to deliver reliable journey times for those using it. Results of the appraisal of the preferred off-road option show that it has the potential to deliver £536,000 in additional benefits over a 60-year period.
- 8.11 In addition to the economic appraisal of the reliability benefits of the C2C preferred option, a quantitative assessment of the benefits of delivering a fully segregated public transport route was undertaken by examining the reliability ratios for the existing Cambridgeshire Guided Busway and non-busway services within Cambridge as outlined in figure 4. This data is derived from observed journey time variability in line with DfT guidance.
- 8.12 The Reliability Ratios show that the existing Cambridgeshire Guided Busway sections perform better than the non-busway sections, meaning that the infrastructure is delivering journey times that are more consistent.
- 8.13 The urban sections of services 1, 4 and B have higher reliability ratios, so journey times are more variable. Two sections of the C2C route, from Madingley Mulch to Drummer Street, are among the three worst performing sections.

Environmental Impact

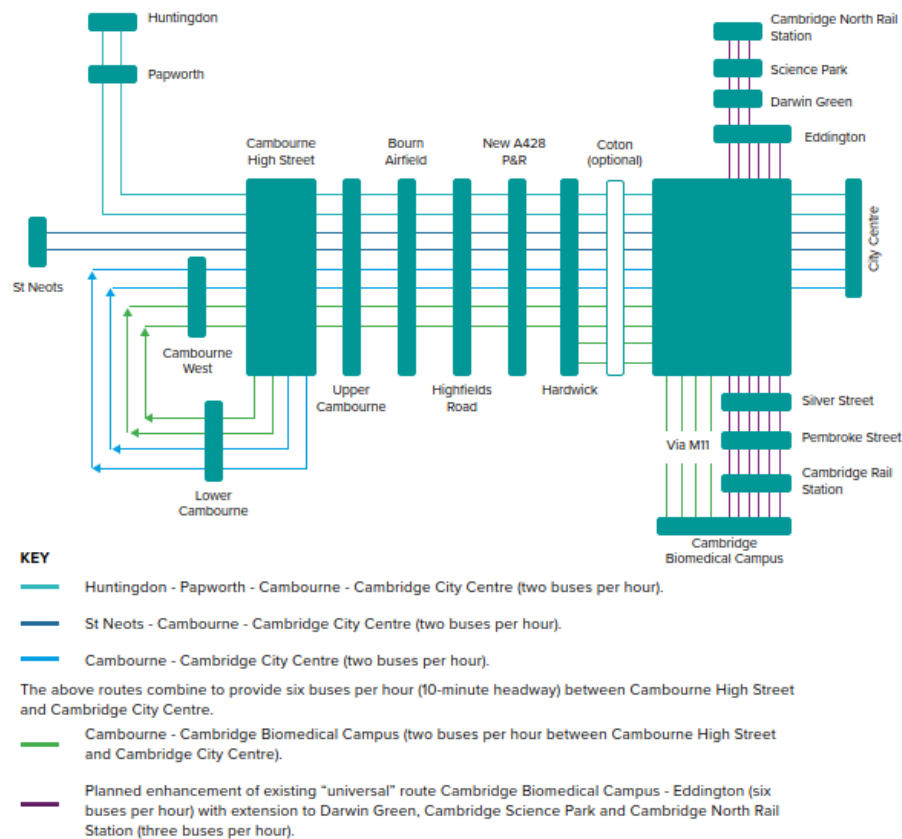
- 8.14 Overall there is likely to be a minor to moderate adverse effect on the environment along the route corridor which will be mitigated by: route refinement to minimise impacts; sensitive landscape design; high value habitat creation to ensure positive biodiversity net gain is achieved; and providing mitigation for noise from existing sources along the A428. In addition, the NMU path will increase wellbeing by increasing access to the countryside and facilitating more people moving away from vehicles to cycling, walking and horse riding. These measures will reduce the impact of the scheme on the environment and will lead to some benefit in places.
- 8.15 The precise mitigation requirements will be identified through engagement with stakeholders and the project team during the Environmental Impact Assessment that would be completed on the approved scheme to support the planning approval process.

- 8.16 The impact on the Green Belt will be mitigated by landscape planting that screens the route from local communities where practical to achieve this. This will improve over time as the planting schemes mature, reducing the impact on the Green Belt.
- 8.17 Whilst it is always preferable to avoid any impacts on the Green Belt, in the case of C2C, impact is inevitable. The National Planning Policy Framework establishes that “certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
- (c) local transport infrastructure which can demonstrate a requirement for a Green Belt location”
- 8.18 The C2C scheme has been developed to provide linkage from new settlements located outside the Green Belt to the City of Cambridge. Given the need to connect development outside the Green Belt to the city, some degree of impact on the Green Belt is inevitable.

9. Bus Strategy

- 9.1 A bus strategy has been developed to use the C2C route for travel from Cambourne to key employment destinations in and around Cambridge (see Appendix F to OBC). This has been drawn up with reference to other GCP schemes such as the Cambridge South East Transport Scheme, and also ongoing work on the City Centre Access Strategy, but also noting the need to be compatible with future opportunities such as CAM and any potential changes to bus operating models such as franchising. The strategy will feed into the CPCAs Bus Task Force work.
- 9.2 The routes are based on realistic service numbers and anticipated demand. This approach builds upon the successful approach adopted as part of the Cambridge Guided Busway scheme which has delivered a significant increase in service and patronage.
- 9.3 Existing bus services would have the option of using the new public transport route, providing they comply with clean vehicle standards. For example, the X5 would be likely to use the new route. The Citi 4 has been assumed to continue to serve existing stops on the A1303.
- 9.4 The proposed bus strategy has three direct express services:
1. C2C to City Centre at 10-minute interval service (six buses per hour).
 2. Cambourne to Biomedical Campus at 30-minute interval service (two buses per hour).
 3. A428 Park and Ride site to Biomedical Campus at 30-minute interval service (two buses per hour during peak periods).
- 9.5 The proposed bus network is shown in schematic form in Figure 15 below:

Figure 15 – Schematic Proposed Bus Network



10. Scheme Proposal

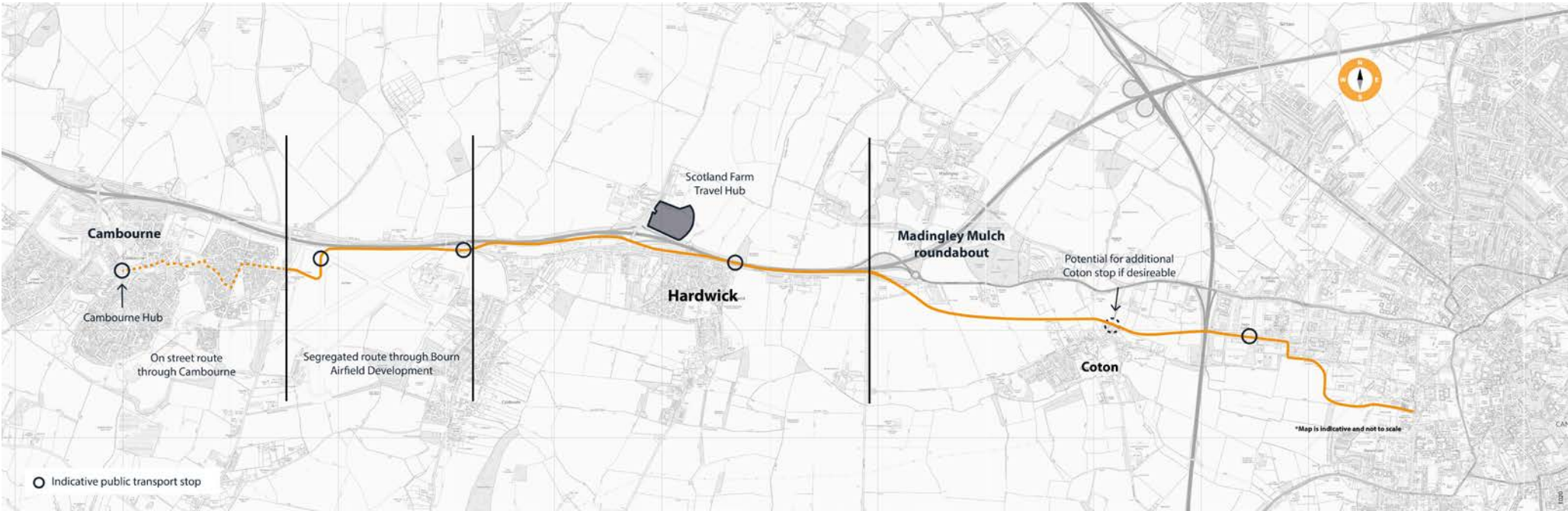
10.1 The design approach and quality of new segregated HQPT infrastructure has and will continue to be informed by principles agreed by the GCP Executive Board in October 2016 (supplemented by LHE and NMU working group principles, as above) – namely:

- Location of public transport infrastructure – respecting the urban and rural context for example through assessing proximity to and the relationship with the existing built up areas.
- Testing accessibility from the start to the end of journeys through the centres of employment (e.g. Cambridge West) and housing (e.g. Bourn Airfield) and the environmental effects with a view to integrating with existing infrastructure and minimising impacts.
- Siting – positioning of infrastructure to minimise visual intrusion on the existing landscape through considering issues such as ground levels, slopes and other natural features and also minimising impact on important features such as ecological and heritage assets.
- Design – the materials, features and introduced landscaping that will form the new infrastructure and achieve high quality design, minimising environmental impacts consistent with delivering the scheme's objectives, and integration with existing infrastructure and the ends of the route and along it.

10.2 The end-to-end Recommended Route Option is illustrated at Figure 16.

- 10.3 The Phase 1 alignment has been modified since the report to the 2018 Executive Board to reflect the following:
- Amended line in Cambridge West to follow West Cambridge Masterplan and detailed operational issues
 - Revisions to alignment around Coton (still being refined in dialogue with stakeholders)
 - In addition, the Rifle Range section was reviewed twice, firstly, to reflect a review of Green Belt impacts, which suggested that Adams Road would be preferable, although the options were finely balanced. Subsequently, the section was revisited in the light of the CPCA's LTP Sub-Strategy for CAM and it is concluded that whilst the options remain balanced, the original Rifle Range option is better aligned with scheme objectives.
- 10.4 A final alignment will be subjected to a detailed Environmental Impact Assessment, which would definitively assess the impact and potential benefit of mitigation options.

Figure 16 – Recommended Route Alignment

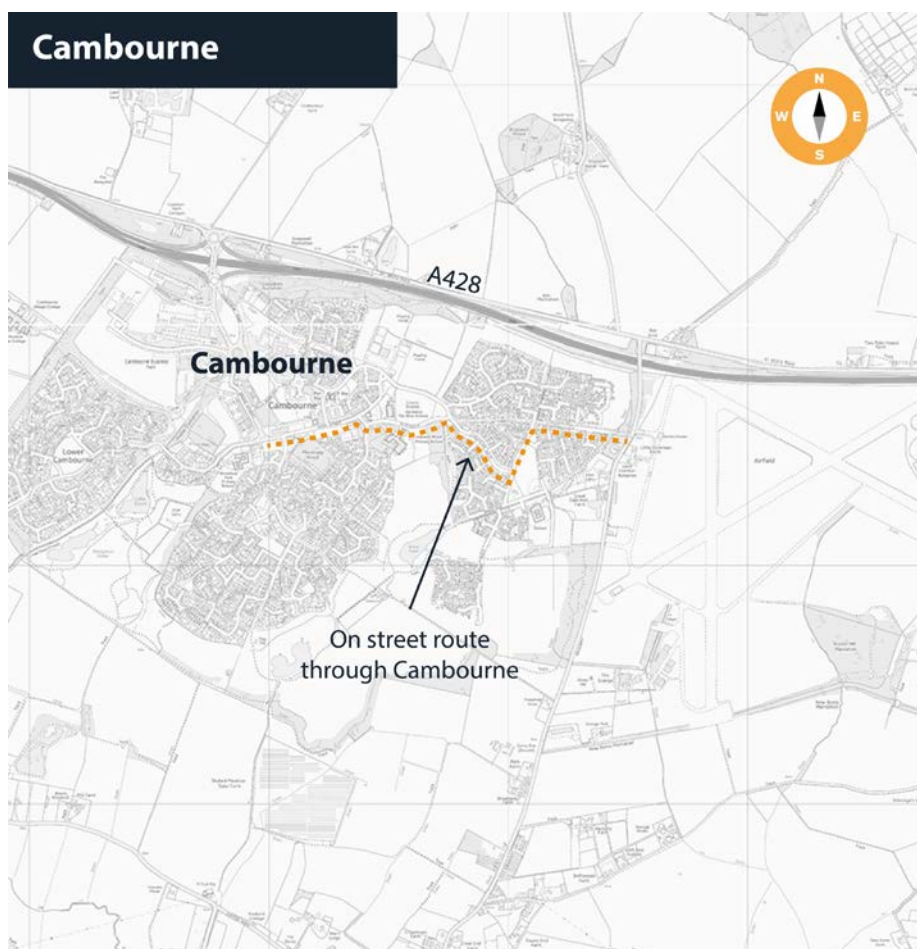


10.5 Salient features are as follows from west to east:

Cambourne

- 10.6 With the exception of a bus gate and short section of bus route west of the Broadway, the first section of the route is on-road through Cambourne. This is an interim arrangement for the route subject to changes once other factors are known as set out in 10.9, at which point a final CAM-compliant route at Cambourne can be identified.
- 10.7 Routes, including via Cambourne West, have been developed and included in the traffic modelling assessments.
- 10.8 Work is also underway, liaising with South Cambridgeshire District Council and Cambourne Town Council, to investigate potential provision of a further Travel Hub at a future date.
- 10.9 Once a location for a Cambourne Station to be provided as part of East-West Rail is confirmed then the Travel Hub might be located at the station and the C2C scheme would support last mile journeys for train commuters. This will be reviewed in due course alongside consideration of eventual CAM connectivity to St Neots.

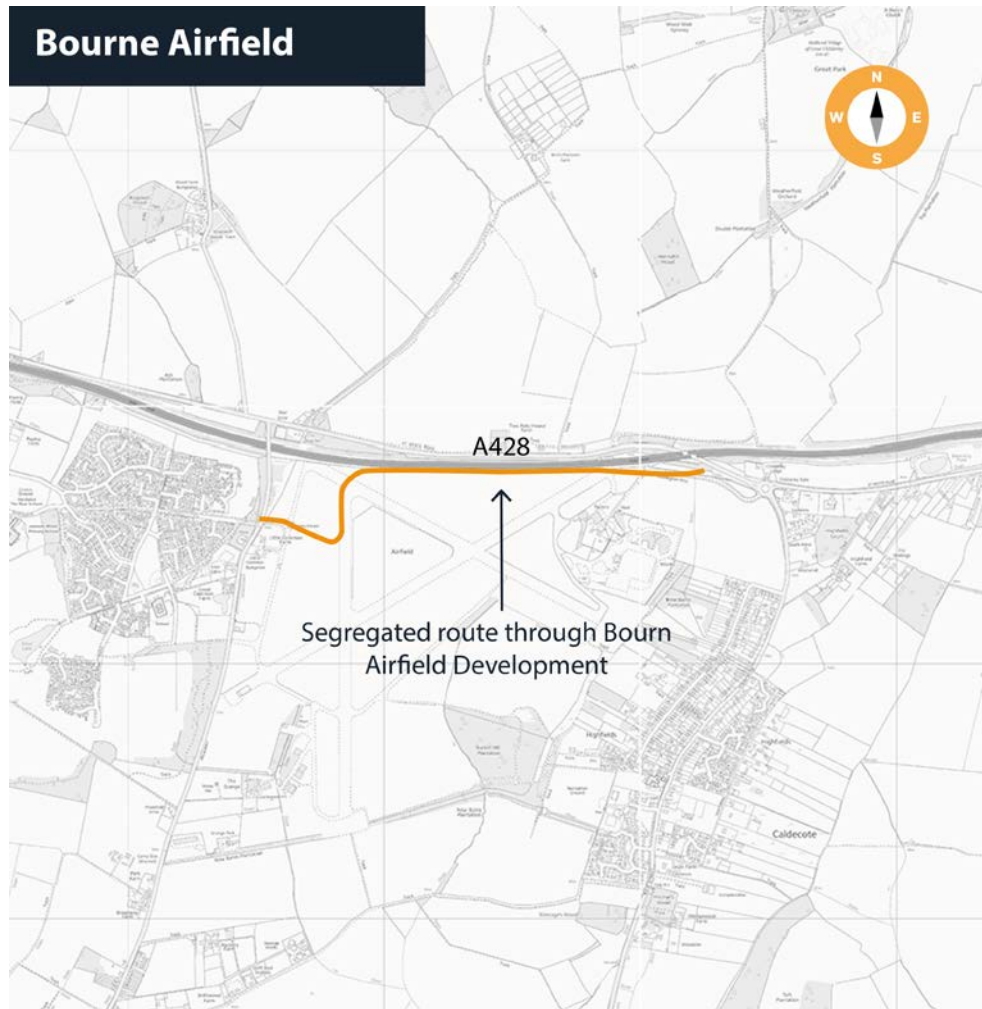
Figure 17 – Cambourne Route Section



Bourn Airfield

- 10.10 The route continues off-road passing through Bourn Airfield on a corridor defined in the [Supplementary Planning Document](#) along the A428 as far as Scotland Farm, agreed in October 2019. Two stops are proposed.

Figure 18 – Bourne Airfield Route Section



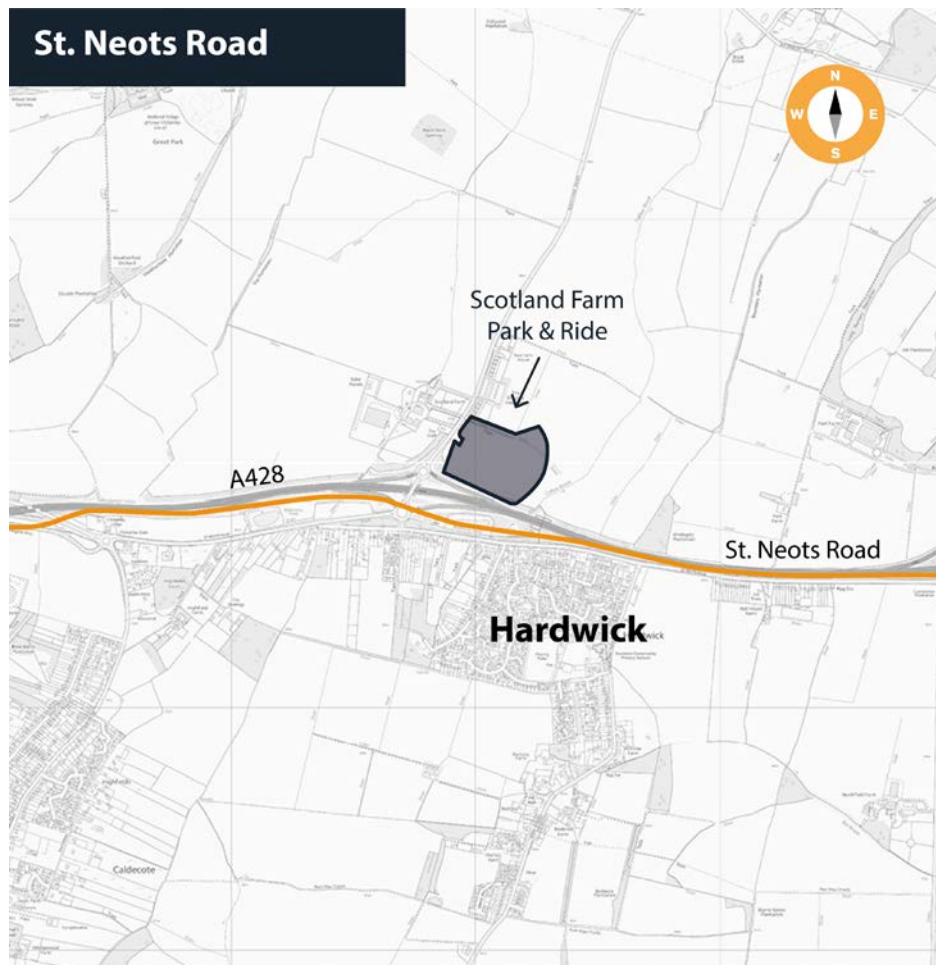
Scotland Farm

- 10.11 A Travel Hub (Park and Ride site) will be provided at Scotland Farm. Responding to input from local residents, local traffic management will be provided on Scotland Road in order to ensure access, and to deter 'rat-running' through Dry Drayton, and a new cycle and pedestrian route into Dry Drayton will be created.

St Neots Road

- 10.12 The route will continue from Scotland Road off-road but largely parallel to the St Neots Road. There will be a loss of trees and vegetation in this location but new planting will be provided to partially offset the impact.
- 10.13 Proposals would improve the current A428 noise barrier which is poorly provided and in places in a state of disrepair through provision of a well-designed noise barrier to ensure a net decrease in traffic noise.

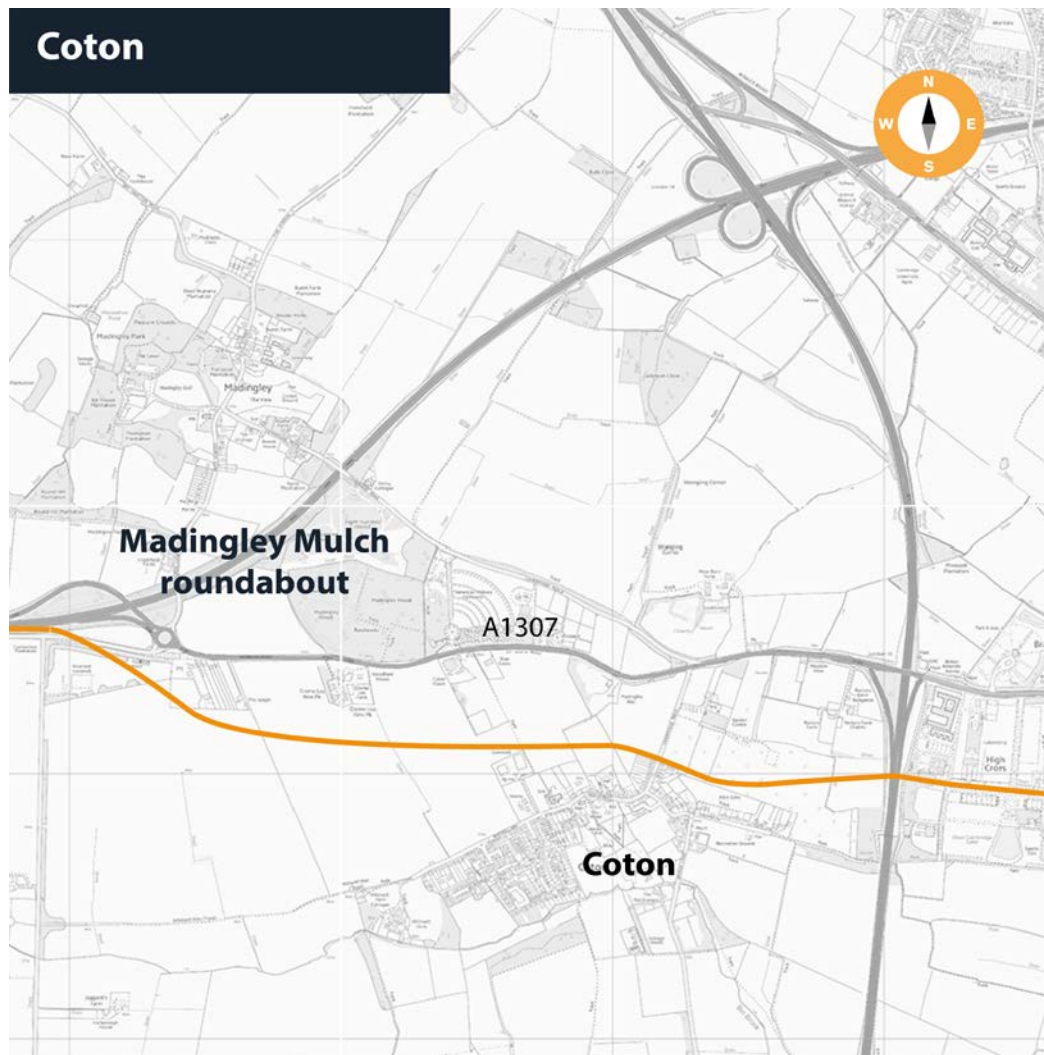
Figure 19 – St Neots Road and Scotland Farm Route Section



Coton

- 10.14 Since December 2018, work has been ongoing to further assess and refine the Phase 1 route involving key stakeholders including local residents and LHE and NMU working groups.
- 10.15 From the Water Works site near to Madingley Mulch roundabout the route then crosses to the south side of the A1303 to the north of water storage tanks on the edge of Coton where it crosses the Cambridge Road. As a result of discussions with local residents, Cambridge Past Present and Future and the National Trust, the route alignment to the north of Coton Village is proposed to move further north to a distance of 40-50 metres from the nearest houses.
- 10.16 Work will continue beyond the current stage of scheme development to refine the alignment and investigate bunding options to hide infrastructure from view. Where fields are severed there will be an opportunity to retain more suitable areas of land for future use such as the creation of new wildlife habitats as part of the commitment to a net biodiversity gain.

Figure 20 – Coton Route Section



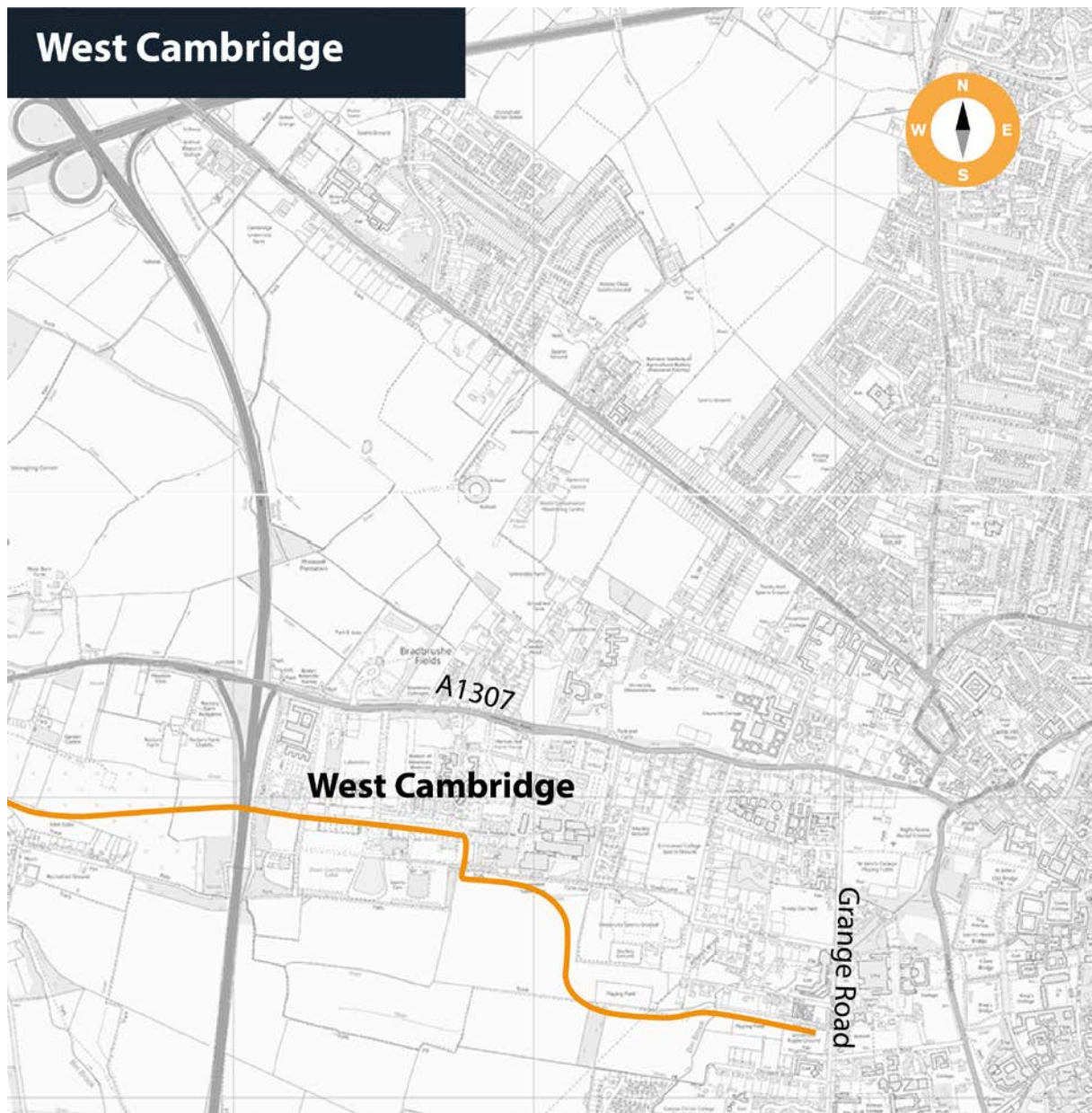
West Cambridge

- 10.17 The proposed route cuts through the Coton Orchard and crosses the M11 on a new bridge passing into the West Cambridge campus and along Charles Babbage Road before cutting through the campus to the south, and along the existing line of the cycle route to Adams Road.
- 10.18 Whilst on the basis of analysis undertaken prior to the Dec 2018 Executive Board meeting, the Rifle Range Track had been the highest performing option, further concerns were raised regarding the potential impact on the green belt, reflected in research undertaken by LDA Design Consulting: see [A428 Cambourne to Cambridge Segregated Bus Route: Consideration of Green Belt Issues Report, Appendix 1LC J to the End of Stage Report](#).
- 10.19 In order to investigate the green belt issue further, GCP commissioned a second LDA assessment of the options, reflecting more detailed alignments – [see Cambourne to Cambridge Interim Planning Assessment](#). This new research has concluded that, despite amendments to the alignment through Grange Field to minimise its impact, the Rifle Range option would lead to greater harm to the green belt than the Adams Road option.
- 10.20 Further dialogue with landowners on the Rifle Range route also identified a number of access requirements which, whilst not insurmountable, would each lead to a degree of disruption to the route.

- 10.21 As a result, the preferred alignment was updated to travel down Adams Road in order to minimise land take of green belt land through the West Fields. Subsequently, however, a number of concerns were raised with regards to that option. The main concern voiced by CamCycle and Residents Groups was with regards to the potential impact on cycle usage of Adams Road including the potential growth in cycle demand as the campus grows.
- 10.22 The publication of the CAM LTP Sub-Strategy has prompted a revisiting of that section to reflect the need to ensure segregation. Having reviewed the assessment it is concluded that the options remains finely balanced.
- 10.23 In order to reach a decision between the two options they have been reviewed against the CPCA sub-strategy. Against these specifically, Rifle Range would appear to be the better fit because it offers a higher level of segregation to enable a better public transport service, and also creates better NMU linkages, especially to West Cambridge, whilst avoiding the conflict with NMUs that would occur on Adams Road.

As such, whilst both Adams Road and Rifle Range have comparable advantages and disadvantages officers have concluded that Rifle Range is better aligned.

Figure 21 – West Cambridge Route Section



11. Environment considerations/commitments

- 11.1 GCP intends that electric vehicles would be deployed, aligned with the preferred mode for the CAM scheme.
- 11.2 A biodiversity net gain assessment will be completed once the preferred route is identified and there will be a requirement for GCP to deliver a minimum of 10% gain, with the objective of achieving 20% gain.
- 11.3 A significant number of environmental surveys and assessments have been undertaken and are available on the GCP website, covering wildlife habitats along the route for animals including reptiles, bats, breeding and wintering birds, badgers, barn owls, reptiles, water voles and invertebrates.
- 11.4 Further ecological surveys and baseline noise surveys will continue into 2020 to inform the emerging final scheme design, and to be used in the Environmental Impact Assessment.
- 11.5 Engagement with Natural England is being undertaken on the results of the surveys.

- 11.6 Initial air quality reports for communities and villages in closer proximity to the route (Hardwick, Adams Road and Coton) propose a negligible impact on air quality.
- 11.7 A final scheme design will be subject to a full Environmental Impact Assessment.
- 11.8 GCP will continue to work with LHE and NMU stakeholder groups to develop scheme design.
- 11.9 GCP have committed to replacing and improving the, now aged, acoustic barrier along the A428 where the route would remove a belt of trees between the A428 and St Neots Road.

12. Delivering a Scheme

Financial Case

- 12.1 Further refinement of option costs has been carried out since the SOBC and 2017 stage of project development. The current estimated capital cost of the current off-road option is £160.5m, of which £37.7m is anticipated from Section 106 contributions from other third parties such as the developers of the Bourn Airfield site and West Cambridge. The predicted costs and third-party contributions are shown in Table 5 and builds upon the estimates previously provided for the Phase 1 works.
- 12.2 It should be noted that the financial case does not include Optimism Bias (currently 44%), which is used within the economic appraisal, but does include a risk allowance of 25%.

Table 5: C2C Funding Profile – Preferred Option (£000's)

Funding source	2014-19	2020	2021	2022	2023	2024	Total
City Deal	£3,214	£8,661	£10,568	£42,977	£49,354	£7,714	£122,488
Developer Contributions (S106)				£19,000	£19,000		£38,000
TOTAL	£3,214	£8,661	£10,568	£61,977	£68,354	£7,714	£160,488

- 12.3 The estimated high level scheme costs at this stage of the project's development are based on a number of assumptions and exclusions, which are detailed within OBC Appendix Q. As would be expected there are some differences to the costs that were presented in the SOBC (£141.7m) and subsequent reports, there are multiple reasons for this which include the following:
- Level of detail of schemes – the options have been developed further enabling the costs to be further refined;
 - Option alignment work for Phase 2 (formally Option 3a) which has implications on costs;
 - Information and data – further information on utilities, land assembly has been obtained; and
 - Further indicative design work specifically related to the recommended option.

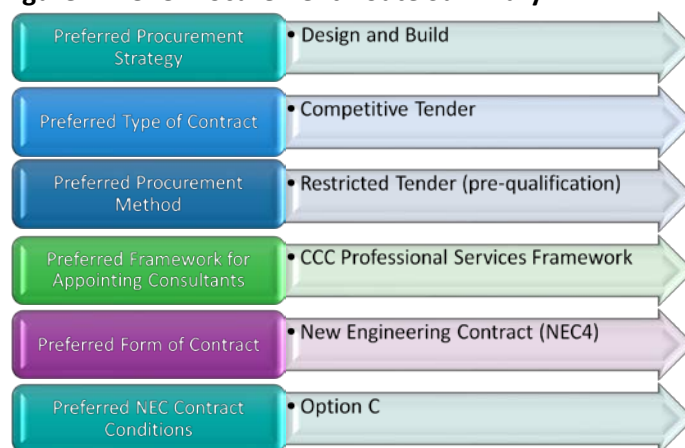
Funding

- 12.4 Funding for the project is intended to be sourced through the GCP supplemented by third party developer contributions through S106. City Deals provide a funding framework for central government and local partners to agree investment programmes, centred on the promotion of local economic growth and development. The total scheme costs for the scheme of £160.5m are deemed affordable based on successfully securing funding from the identified funding sources.
- 12.5 The estimated developer contributions shown above are dependent upon on-going assessments and negotiations and so are indicative at this stage. However, it is currently anticipated that between 20% and 25% of the scheme costs can be attributed to development and contributions secured accordingly.

Commercial Case

- 12.6 The Commercial element of the business case covers a range of commercial factors related to delivery of options. Examples are the issues associated with procurement, contractual risk etc. In the SOBC it was concluded that these commercial factors did not significantly differentiate between the options.
- 12.7 An initial procurement work stream has commenced for each option as currently defined there is a clear commercial strategy for the range of options currently under consideration. The procurement strategy will be influenced by further developments in options for example around vehicle guidance technology which would be further developed at the OBC stage in order to establish the applicable process for the application of powers and consents.
- 12.8 Operational and maintenance considerations will also form part of the final Commercial Case but at this stage do not offer a basis of differentiation between options.
- 12.9 Figure 22 sets out the emerging procurement route for the C2C scheme.

Figure 22: C2C Procurement Route Summary



Management Case

- 12.10 The Management section of the business case focuses on project delivery and management/governance arrangements in place. The management case also considers the planning process and legal powers necessary to undertake to build a scheme. This is based on a review of previous projects delivered by GCP authorities such as Cambridgeshire County Council and lessons learnt.
- 12.11 Broadly, as stated in the SOBC, the management case does not differentiate in terms of the options under consideration.
- 12.12 The GCP includes a governance structure via the Executive Board and a standard approach to project management including a standard project control framework. A project management team exists with defined roles and responsibilities. A series of commercial contracts are in place with third party suppliers (designers, consultants, legal advisors etc.) which are managed by the project team. The GCP Joint Assembly reviews projects at the strategic level prior to recommendations being presented to the Executive Board. An Assurance Framework exists between central Government and GCP in terms of project prioritisation and delivery.
- 12.13 The management case also identifies the key risks and mitigations for the project. It also reviews the process of public consultation and engagement. Public and stakeholder consultation is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout development and delivery of the project and to manage the communication and flow of information relating to the project. A

communication plan sets out how this process is managed, identifying key stakeholders and how engagement is managed including the facilitation of a project specific Local Liaison Forum.

13. Summary

- 13.1 This report provides an update on the development of the Business Case and the development of a recommended Option for the C2C project. The report summarises outcomes of stakeholder engagement and public consultations on developing options and the technical assessment work carried out in the context of the Government's '5 Cases' business case methodology.
- 13.2 The Business Case assessment reaffirms the findings of the previous stages, that there remains a strong strategic case to undertake a major transport infrastructure project from C2C based on both current and projected transport demand along the corridor, and given the GCP objectives to promote sustainable economic growth and reduce congestion.
- 13.3 The Strategic Case demonstrates a proposed off-road segregated alignment for HQPT will provide significant transport benefits over bus priority on the existing highway and is consistent with the CPCA's CAM proposal.
- 13.4 The C2C scheme is necessary to support the delivery of a number of residential settlements within the Greater Cambridge Local Plan and engagement on this scheme, both with Stakeholders and members of the public has been significant and far beyond the level expected for a scheme such as this.
- 13.5 The scheme is underpinned by strong environmental design principles to ensure net gain or betterment of the natural environment as part of the design process. Design principles agreed with local stakeholder groups are outlined in Appendix 4 and 5.
- 13.6 The report also sets out a recommended alignment for a rapid transit route between Cambourne and key destinations in and around the city, and, presents a bus strategy for regular services.
- 13.7 The report recommends a travel hub site location at Scotland Farm.
- 13.8 Further assessment work and refinement will continue to be aligned with the development of CAM.

14. Next Steps and Milestones

- 14.1 The next steps in the development of the project include the key elements set out in Table 6 below.

Table 6: Indicative Programme

Task	Commentary	Timescale
OBC to Executive Board	The Board will be presented with the Full OBC for selection of a single preferred option between Cambourne and Cambridge and a Park and Ride site.	June 2020
Prepare and submit application for statutory consent	The power to construct the scheme is likely to come from a Transport and Works Act Order which would be determined by the Secretary of State for Transport. This process is likely to	Submit application early 2021 with a determination period estimated of

	include a Public Inquiry directed by an independent Inspector. Work to be undertaken will include Environmental Impact Assessment as well as Transport Assessment, Road Safety Audit etc. This will draw on further work to be done on scheme design including mitigation measures and further stakeholder engagement.	around 18 months – completed in 2022
Seek authority to construct project	Following the completion of the statutory permissions stage, the Board will be presented with the Final Business Case for approval. This will trigger the construction of the project.	2022 depending on statutory powers process
Opening of the scheme to operational services	Planned opening	Planned for 2024

15. List of Appendices (<https://greatercambs.filecamp.com/s/qPIODPJ6PFVX33L5/fo>)

Appendix 1	OBC - Strategic case, Economic case, Commercial case, Financial Case and Management Case and Appendices including Appendix C Option Appraisal Report 3 and Appendix F Bus Strategy Report - https://greatercambs.filecamp.com/s/N3Ok8LEwxGZeW18O/fo
Appendix 2	Non-Technical Summary Report - https://greatercambs.filecamp.com/s/SX3FTm0utbzFTi1V/fo
Appendix 3	C2C Phase 2 Consultation Summary Report - https://greatercambs.filecamp.com/s/93TQ8ABGnWE2xG4r/fo
Appendix 4	NMU Working Group Design Principles - https://greatercambs.filecamp.com/s/v1ZbfGCfjpiVoRuX/fo
Appendix 5	LHE Working Group Design Principles - https://greatercambs.filecamp.com/s/oBF20ODteowHCyLV/fo

16. Background Papers

Option Appraisal Report 1	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Option%20Appraisal%20Report%20Part%201.pdf
Option Appraisal Report 2	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Option%20Appraisal%20Report%20Part%202.pdf
National Infrastructure Commission's (NIC) report	https://www.nic.org.uk/publications/national-infrastructure-assessment-2018/
Local Plan for Cambridge City	https://www.cambridge.gov.uk/local-plan-2018
Local Plan for South Cambridgeshire	https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy
Draft Cambridgeshire and Peterborough Local Transport Plan (CPLTP)	https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/Draft-LTP.pdf
East of England Forecasting Model 2017	https://cambridgeshireinsight.org.uk/eefm/
Madingley Road Quick Wins Options Outline Technical Note	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/C2C%20LLF%20Technical%20Note%20-%20Madingley%20Road%20Quick%20Wins%2014-05-2019.pdf
Northern route technical note	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/C2C%20LLF%20Technical%20Note%20Northern%20Route%2022-05-2019.pdf
Bourne Airfield Supplementary Planning Document	https://www.scambs.gov.uk/bournairfieldSPD
Cambourne to Cambridge Segregated Bus Route: Consideration of Green Belt Issues Report	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Appendix%20L1c.pdf
Cambourne to Cambridge Interim Planning Assessment	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Cambourne%20to%20Cambridge%20interim%20planning%20appraisal%2010%20Sep%202019.pdf
Environmental surveys and assessments including initial air quality assessments	https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-background/

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

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

MADINGLEY ROAD WALKING AND CYCLING PROJECT

1. Purpose

- 1.1. The Maddingley Road area is one of the main access routes in to Cambridge. It suffers from considerable congestion, particularly at the junction with the M11. There are some large development sites on this corridor, notably the West Cambridge development.
- 1.2. The Greater Cambridge Partnership (GCP) Executive Board has previously agreed that cycle and pedestrian infrastructure improvements in Maddingley Road should be taken forward for delivery. The Maddingley Road proposals support the GCP's transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.3. This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work.
- 1.4. The purpose of the report is to inform the Executive Board on the consultation results and provide a recommended preferred option.
- 1.5. The Executive Board will be asked to:
 - Note the outcome of the public consultation held from 12 January to 2 March 2020;
 - Agree the outline preferred Option 2;
 - Approve the development to detailed design; and

2. Background

- 2.1. In January 2019 Skanska were appointed as consultants to develop options for a high quality cycling and pedestrian route along Maddingley Road, between the Park & Ride site to the Northampton Street roundabout. The brief required initial options were to be sympathetic to the specific needs of Maddingley Road, which is recognised as one of the greenest approaches to Cambridge city.
- 2.2. A high level of pre-engagement with members, residents, colleges, businesses and users was undertaken as part of scheme development. This included three workshops, the output from which was used to shape the development of two emerging options that were taken to public consultation In January 2020.

- 2.3. The Executive Board approved the two options to be taken to consultation. The consultation period ran from 12 January to 2 March 2020. The analysed consultation results have undergone technical evaluation by Skanska to ascertain the design amendments required to reflect the consultation results these will be tested in the design stage.

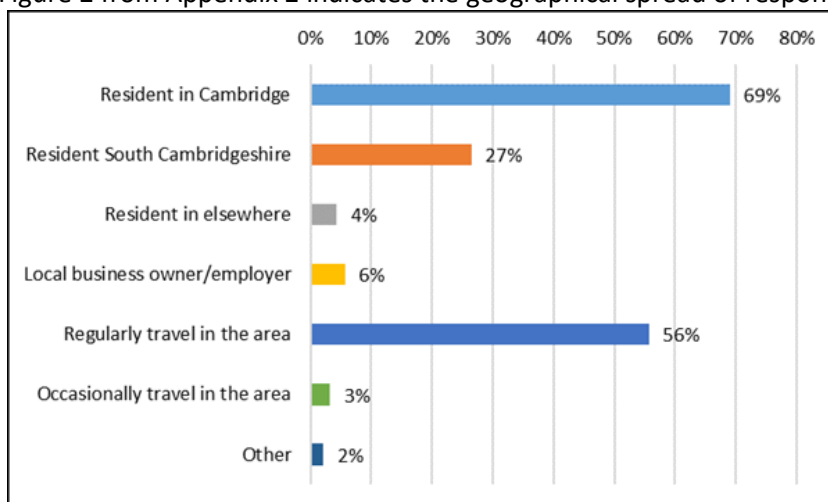
3. Public Consultation

- 3.1. Two options were considered during consultation, (**Appendix 1**), both using largely segregated priority cycle and walking routes. The main difference between the two options is that Option 2 would utilise areas of private land owned by University of Cambridge colleges to future proof and enhance the route at key junctions. It additionally seeks to provide a two-way cycle route from Storeys Way to Eddington Avenue to support the opportunity to travel to Eddington without the need to cross this busy road and it offers alternative junction treatments at the Eddington and JJ Thomson Avenue junctions.

- 3.2. The consultation process included:

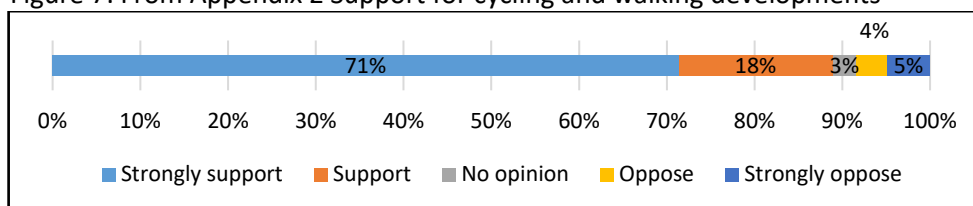
- Two evening events, attended by a total of 36 people.
- Two daytime pop-up events. Circa 120 people attended these sessions.
- 377 survey responses.
- 56 responses via social media, email or contact centre.

Figure 2 from Appendix 2 indicates the geographical spread of respondents.



- 3.3. The consultation report and its associated annexes at **Appendix 2** demonstrates that there is a high degree of overall support for cycling and walking improvements on Maddingley Road with 89% of respondents supporting improvements as seen below.

Figure 7: From Appendix 2 Support for cycling and walking developments



- 3.4. Of the individual options, Option 1 was the preference of 37% of respondents. Option 2 was the preference of 47% with 15% of respondents not having a preference on either option.
- 3.5. There were a number of elements to each option and an overview of how these were responded to, can be seen on figures 8 and 15 in **Appendix 2** the consultation report.
- 3.6. Whilst Option 2 is more popular overall, there are some elements from Option 1 that received significant support. The consultants have responded to these areas, to assess if any more popular elements can be integrated into the preferred option. These will be fully tested during the design phase when detailed traffic modelling will take place. (**Appendix 3**).
- 3.7. There were a number of responses to the survey and around 50 written responses enquiring about the status of the Madingley Road Kebab Van. This local business has operated for about eight years from a layby about 100m south west of the Lady Margaret Road junction.
- 3.8. The layby from which the business currently operates is planned to be removed as part of the development of the preferred option. Skanska believe the retention of the layby would reduce the quality of the cycleway in this location and could lead to conflict during busy periods. The project team will continue to evaluate during detailed design if any options exist to retain this business along Madingley Road.
- 3.9. The project team will continue to engage proactively with residents, members and interested parties during the detailed design stage for Madingley Road, this is intended to build on the strong relationships that have been developed within the community and to ensure that the project is delivered collaboratively.

4. Preferred Option

- 4.1. Of the two options consulted upon, Option 2 has the most support and is the recommended option.
- 4.2. The preferred option has a number of key elements:
- Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use ‘kerbed margin separation’ (i.e. two kerbs placed back to back to provide a physical barrier between the cycle lane and motor traffic;
 - It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclist and pedestrian priority. This enables vehicles to wait at a junction without stopping on the cycleway or footway area;
 - It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists; and
 - Improved junction layouts at JJ Thomson Avenue and Eddington Avenue.
- 4.3. In addition, there is a further bi-directional cycleway opportunity along the route;
- A two way cycleway option which would be an opportunity for the north side of Madingley Road to link Eddington Avenue to the crossing to the Mathematics footpath by Storeys Way;
 - Links several key university sites;

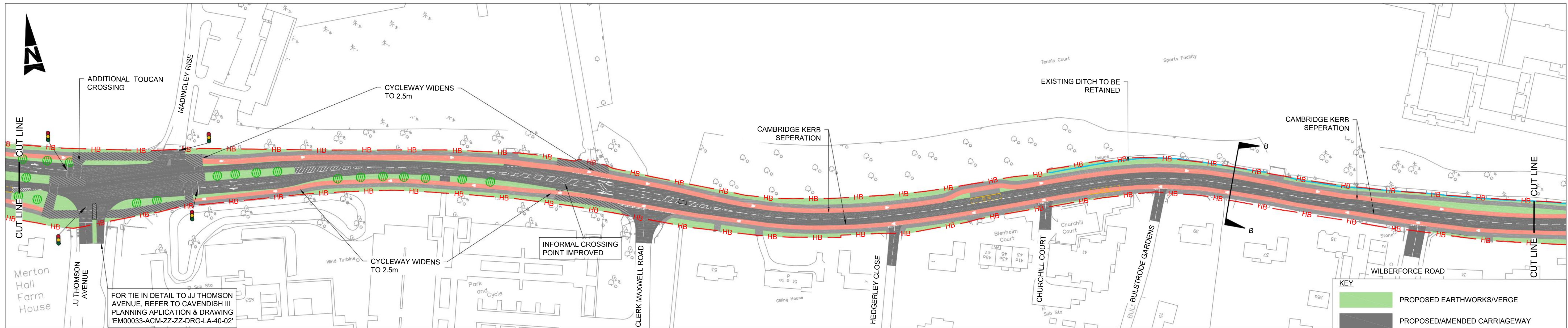
- Survey information shows this route currently has large and even numbers of cyclists using it in both directions;
 - It would provide easier navigation of the Eddington junction by providing the opportunity for cyclists to approach the junction from the north side of Madingley Road to bypass this complex, difficult and busy junction;
 - It could reduce the impact of cyclists on other traffic at the Eddington Junction.
- 4.4. Land discussions are underway with both Churchill and St John's colleges. Discussions with both colleges have been open and positive, however, these talks are at an early stage. Formal negotiations on land will commence as part of pre-design work.
- 4.5. Madingley Road varies considerably, both in its width and in its levels from the Park & Ride site at Eddington to Northampton Street roundabout. As with other arterial routes into the city it has a significant number of utility services running along its length. This includes, gas, communications, water and electricity. These may add complexity for both detailed design and the construction timeframe.
- 4.6. The estimated costs for the project option is £10m.

5. Next Steps and Milestones

- 5.1. **Appendix 4** shows the timeline for the project. Key steps include:
- Continue dialogue with landowners and colleges for access to land packages;
 - Ascertain detailed information on public utility plant networks;
 - Carry out detailed surveys, traffic modelling and pre-design work for the preferred option;
 - Develop detailed designs in preparation for construction.
 - Construction on Madingley Road could be ready to commence in autumn 2021.

List of Appendices

Appendix 1	Madingley Road Option 1 and 2 drawings and consultation document
Appendix 2	Consultation Report, survey responses and written responses
Appendix 3	Public Consultation Findings- Designers Response
Appendix 4	Timeline Gantt Chart



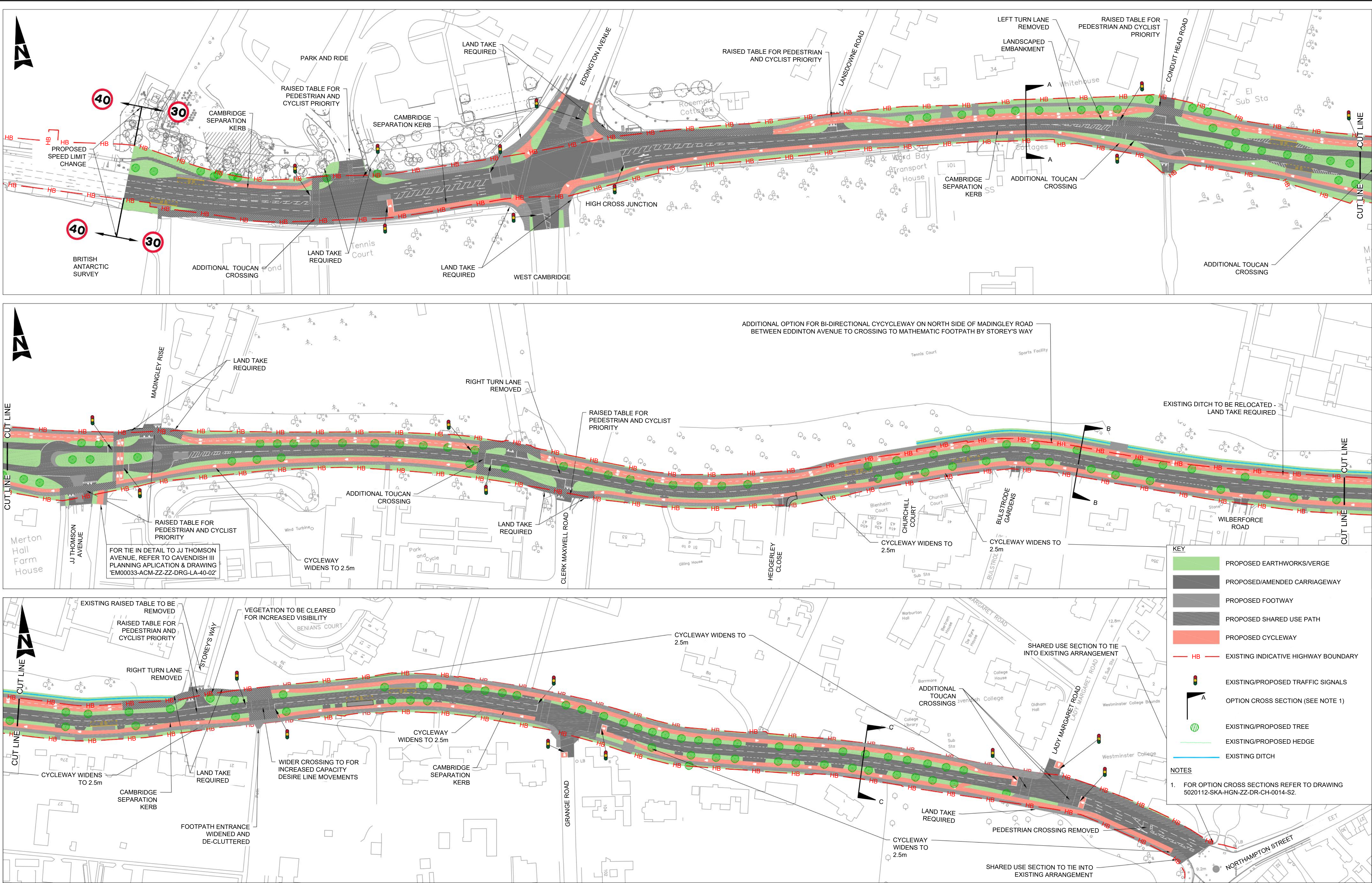
KEY

- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED USE PATH
- PROPOSED CYCLEWAY
- HB - EXISTING INDICATIVE HIGHWAY BOUNDARY
- EXISTING/PROPOSED TRAFFIC SIGNALS
- OPTION CROSS SECTION (SEE NOTE 1)
- EXISTING/PROPOSED TREE
- EXISTING/PROPOSED HEDGE
- EXISTING DITCH

NOTES

1. FOR OPTION CROSS SECTIONS REFER TO DRAWING 5020112-SKA-HGN-ZZ-DR-CH-0012-S2.

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GREATER CAMBRIDGE PARTNERSHIP Growing and sharing prosperity Delivering our City Deal									
Cambridgeshire Highways Unit 1A, Vantage House Washingley Road Huntingdon PE29 6SR Tel: (01223) 785165 cambridgeshirehighways@skanska.co.uk									
Project MADINGLEY ROAD CYCLE AND WALKING SCHEME									
Title OPTION 1 LAYOUT SHEET 1 OF 1									
Original Scale	1:1000	Checked	JC	Authorised	ARPT				
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Project MADINGLEY ROAD CYCLE AND WALKING SCHEME									
Title OPTION 2 LAYOUT SHEET 1 OF 1									
Original Scale	1:1000	Drawn	JC	Checked	JC	Authorised	ARPT		
Status	S2	Drawing Number	5020112-SKA-HGN-ZZ-DR-CH-0013	Date	23/07/19	Date	23/07/19	Date	23/07/19
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GREATER
CAMBRIDGE
PARTNERSHIP

Growing and sharing prosperity

MADINGLEY ROAD

CYCLING AND WALKING PROJECT



Have your say on better walking and cycling journeys

Complete the survey online at:
www.greatercambridge.org.uk/MadingleyRdConsultation2020

The consultation closes at midday on Monday 2 March 2020

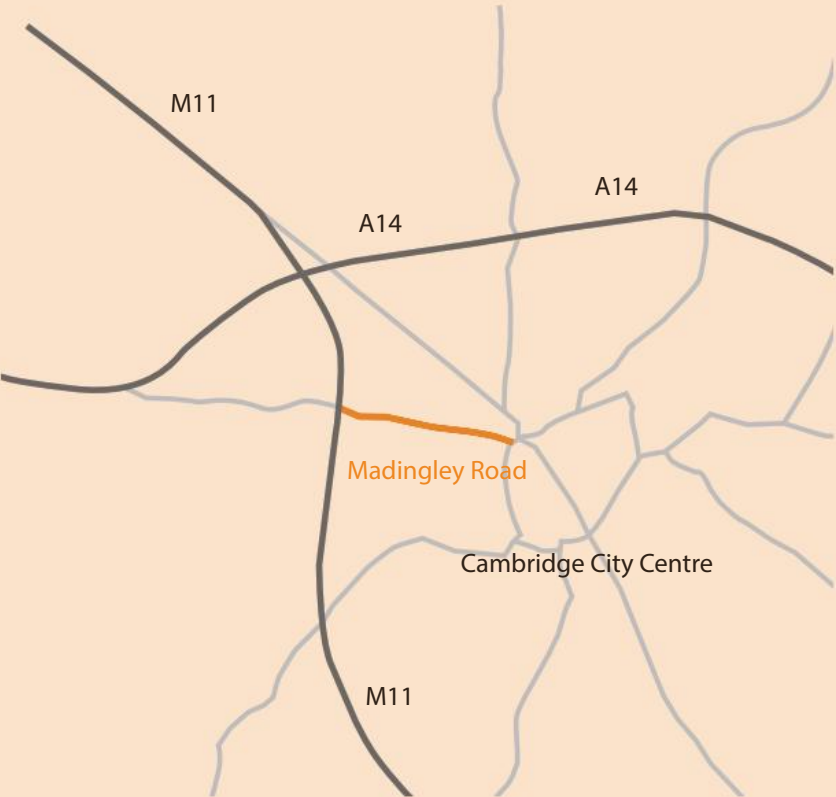
INTRODUCTION

The Greater Cambridge Partnership is working on an infrastructure programme to improve connectivity and quality of life for thousands of people.

The Greater Cambridge Partnership (GCP) is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years, to vital improvements in infrastructure, supporting the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships. The partnership of councils, business and academia work together with partners and local communities to grow and share prosperity and improve quality of life for the people of Greater Cambridge, now and in the future.

Madingley Road is one of the key routes into Cambridge. It suffers from considerable congestion, particularly at the junction with the M11, and there are some large development sites on this corridor, notably the West Cambridge development.

It is an attractive area that has many trees and landscaping features, including ditches, which potentially support a range of habitat types.



WHAT’S HAPPENED SO FAR

Engagement was carried out at an early stage and a series of pre-consultation workshops were undertaken. These workshops were targeted at residents, local councillors, businesses and colleges within the Madingley Road area and included bus, cycling and walking interest groups.



THE SCHEME AIMS TO:

WHAT ARE THE OPTIONS?

OPTION 1
This option provides one-way cycleways on both sides of Madingley Road which would be semi-segregated from general traffic. New crossings have been included for pedestrians and cyclists. This option does not require us to obtain access to any land from third parties to enable construction.

OPTION 2
This option provides a two-way cycleway on the north side of the road and a one-way cycleway on the south side. Cycleways are mostly segregated from general traffic by a landscaping strip between the carriageway and cycleway. New crossings have also been included in this option for pedestrians and cyclists. Parts of this option require us to obtain access to some land from third parties to enable construction and would be subject to land negotiations.



Provide better cycling and walking links



Enhance the streetscape with improved and additional landscaping



Reduce air pollution and improve public health



Improve overall connectivity and accessibility within Greater Cambridge to support economic growth

MADINGLEY ROAD **OPTION 1**

Map is indicative only and is subject to change

More information on some of these elements can be found on page 8.
Larger versions of this map including visualisations in this leaflet are available online at www.greatercambridge.org.uk/MadingleyRdConsultation2020

KEY

Road

Footpath

Cycleway

Shared use path

Toucan crossing

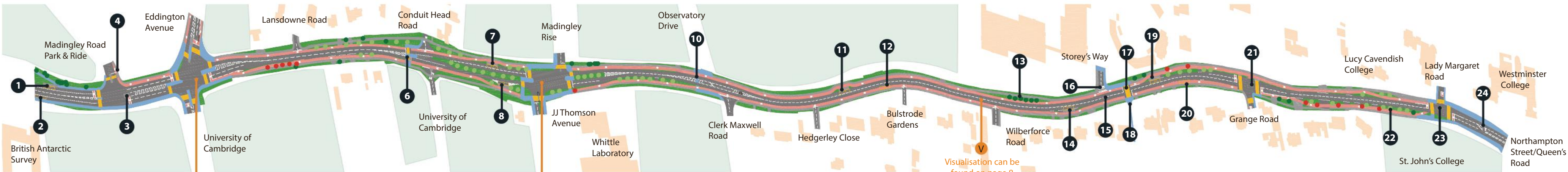
Verge

Existing tree

Proposed tree

Tree to be removed

Visualisation viewpoint



EDDINGTON AVENUE JUNCTION



JJ THOMSON AVENUE JUNCTION



ITEM KEY

- 1

Bus stop near Madingley Road Park & Ride - location retained (inbound)
- 2

Bus stop near Madingley Road Park & Ride - location retained (outbound)
- 3

New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride
- 4

New cycleway exit from Madingley Road Park & Ride
- 5

Madingley Road / Eddington Avenue junction redesign
- 6

New Toucan crossing for pedestrians and cyclists near Conduit Head Road
- 7

Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)
- 8

Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)
- 9

Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign
- 10

Informal crossing point near Clerk Maxwell Road improved
- 11

Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound)
- 12

Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)
- 13

Trees and ditch adjacent to Churchill College retained
- 14

Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)
- 15

Right turn lane and island removed at Madingley Road / Storey's Way junction
- 16

New raised Copenhagen style crossing
- 17

Toucan crossing for pedestrians and cyclists near Storey's Way retained
- 18

Area between crossing and footpath near Storey's Way widened and decluttered
- 19

Floating bus stop near Storey's Way - location retained (inbound)
- 20

Bus stop near Storey's Way - relocated approx. 45m east (outbound)
- 21

Madingley Road / Grange Road junction redesign
- 22

Lay-by near Lady Margaret Road removed
- 23

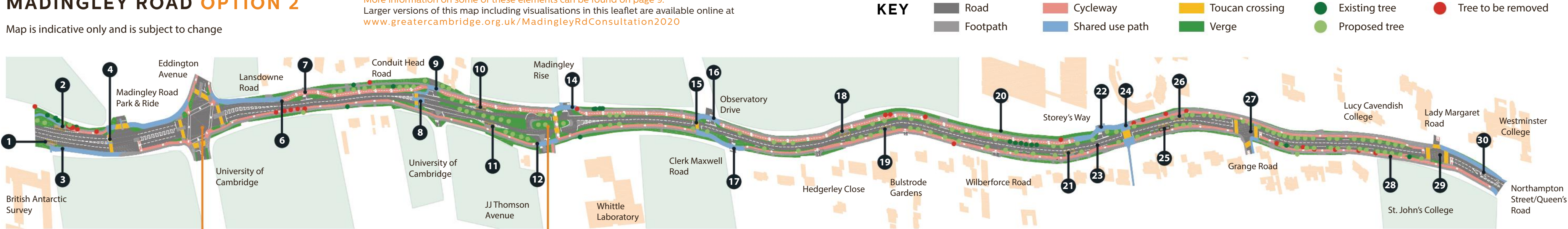
Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added
- 24

Pedestrian crossing near Lady Margaret Road removed

MADINGLEY ROAD **OPTION 2**

Map is indicative only and is subject to change

More information on some of these elements can be found on page 9.
Larger versions of this map including visualisations in this leaflet are available online at www.greatercambridge.org.uk/MadingleyRdConsultation2020



EDDINGTON AVENUE JUNCTION



JJ THOMSON AVENUE JUNCTION



ITEM KEY

- 1

Bus stop near Madingley Road Park & Ride - location retained (outbound)
- 2

Bus stop near Madingley Road Park & Ride - location retained (inbound)
- 3

Shared use path widened near British Antarctic Survey
- 4

New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride
- 5

Madingley Road / Eddington Avenue junction redesign
- 6

New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)
- 7

Raised priority crossing for pedestrians and cyclists across Lansdowne Road
- 8

New Toucan crossing for pedestrians and cyclists near Conduit Head Road
- 9

Raised priority crossing for pedestrians and cyclists across Conduit Head Road
- 10

Floating bus stop near Conduit Head Road - location retained (inbound)
- 11

Floating bus stop near Conduit Head Road - relocated approx. 35m east (outbound)
- 12

Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue
- 13

Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign
- 14

Raised priority crossing for pedestrians and cyclists across Madingley Rise
- 15

New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road
- 16

Raised priority crossing for pedestrians and cyclists across Observatory Drive
- 17

Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road
- 18

Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound)
- 19

Bus stop near Bulstrode Gardens - relocated approx. 50m east (outbound)
- 20

Ditch adjacent to Churchill College relocated
- 21

Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)
- 22

Raised priority crossing for pedestrians and cyclists across Storey's Way
- 23

Right turn lane and island removed at Madingley Road / Storey's Way junction
- 24

Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered
- 25

Floating bus stop near Storey's Way - relocated approx. 15m east (outbound)
- 26

Floating bus stop near Storey's Way - relocated approx. 35m east (inbound)
- 27

Madingley Road / Grange Road junction redesign
- 28

Lay-by near Lady Margaret Road removed
- 29

Madingley Road / Lady Margaret Road junction redesign
- 30

Pedestrian crossing near Lady Margaret Road removed

TECHNICAL DETAILS OPTION 1

- 3 & 6 New Toucan signalised crossing for pedestrians and cyclists**
- Proposal for new push-button request crossings, which allow pedestrians to cross and cyclists to ride across, at various locations.

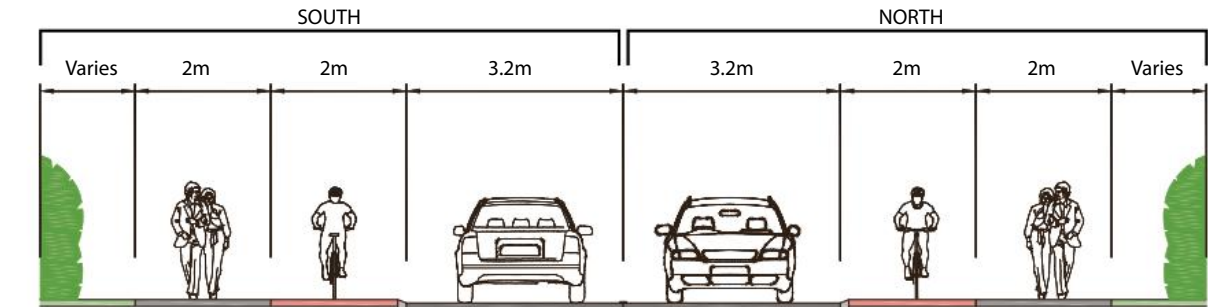
- 5 Madingley Road / Eddington junction redesign**
- The general existing layout of the junction is to be retained.
 - Widened shared use areas to reduce user conflict between cars, pedestrians and cyclists.

- 9 Madingley Road / JJ Thomson Avenue / Madingley Rise**
- A proposal to signalise this junction to improve crossings for pedestrians and cyclists.
 - Central reserve areas to be landscaped.

- 18 Widened area between crossing and footpath near Storey's Way**
- A proposal to rearrange lighting and pedestrian guardrail to remove obstacles and widen the waiting area for the existing crossing. This will reduce conflict with people waiting to cross and those passing the crossing.

- 21 Madingley Road / Grange Road junction redesign**
- A proposal to remove the central island at this crossing and add an additional pedestrian crossing point to the existing layout.

- 23 Madingley Road / Lady Margaret Road junction redesign**
- A proposal to add signal controlled pedestrian and cyclist crossing facilities at this junction.
 - Central islands to be removed to allow pedestrians and cyclists to cross in a single movement.



Cross section of proposed Option 1 – note this is indicative only and is subject to change

TECHNICAL DETAILS OPTION 2

- 4, 8 & 15 New Toucan crossing for pedestrians and cyclists**
- As Option 1 No. 3 & 6.

- 5 Madingley Road / Eddington junction redesign**
- Islands will be realigned to allow pedestrians and cyclists to cross in a single movement.
 - Widened shared use areas to reduce conflict between pedestrians and cyclists.
 - Segregated cycle crossings will reduce conflict with crossing pedestrians.

- 6 New two-way cycleway between Lansdowne Road and Storey's Way (some shared use path connections)**
- A proposal for a two-way cycleway for the majority of the route between Madingley Road / Eddington junction to Storey's Way.
 - Offers an opportunity to avoid crossing at Eddington junction, by using other crossings along Madingley Road.

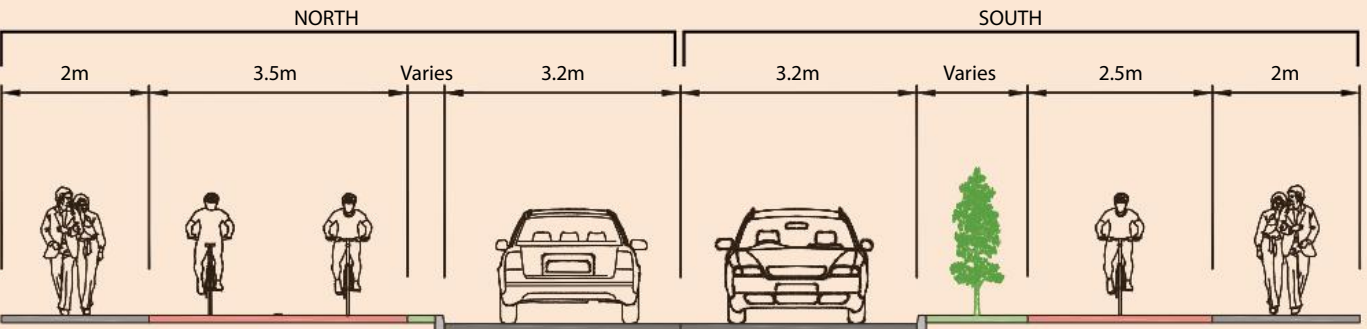
- 7, 9, 12, 14, 16, 17 & 22 Raised priority crossing for pedestrians and cyclists across side roads**
- Proposals to give pedestrians and cyclists priority over traffic at side roads.

- 13 Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign**
- A proposal to create an oval roundabout to simplify traffic movements and pedestrian/cyclist crossings at entries/exits of the junction.
 - Segregation of cyclists and pedestrians over a new crossing of Madingley Road in this location.

- 24 Improved Toucan crossing by Storey's Way for pedestrians and cyclists, and waiting areas widened**
- Rearranged lighting and pedestrian guardrail to remove obstacles and widened waiting area to reduce conflict with people waiting to cross and those passing the crossing.

- 27 Madingley Road / Grange Road junction redesign**
- As Option 1 No. 21.

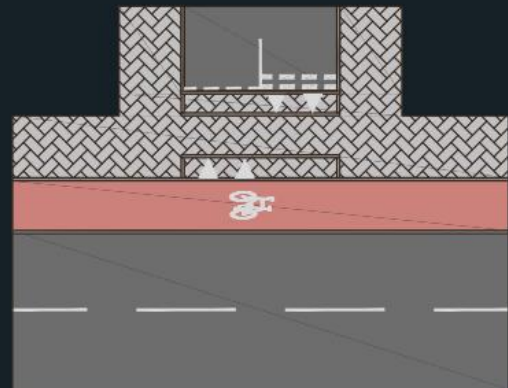
- 29 Madingley Road / Lady Margaret Road junction redesign**
- As Option 1 No. 23.



Cross section of proposed Option 2 – note this is indicative only and is subject to change

What is a Copenhagen crossing?

A Copenhagen style crossing provides a continuation of the footway and / or cycleway across a minor side road junction. Through the design it will be made obvious to vehicles approaching the junction that they must give way to pedestrians and cyclists. This is achieved by including ramps, markings, colouration of surfaces and by ensuring that the corners are relatively tight.



What is a floating bus stop?

A floating bus stop is an arrangement that involves a cycleway running behind a passenger boarding area at a bus stop between an island and the footway. The advantage of a floating bus stop is that people cycling do not have to negotiate out and around stopped buses. This reduces conflict between bus and cycle traffic.



Floating bus stops are proposed at:

OPTION 1

7 8 11 14 19

OPTION 2

10 11 18 19 21 25 26

LINKS TO OTHER PROJECTS:

CAMBOURNE TO CAMBRIDGE

The Cambourne to Cambridge Better Public Transport project aims to improve the reliability of public transport between Cambourne and Cambridge, helping to ease congestion and encourage people to use sustainable transport rather than the private car, connect communities and support growth. Find out more at <http://greatercambridge.org.uk/cambournetocambridge>

COMBERTON GREENWAY

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes, including from Comberton, that will link surrounding towns and villages to Cambridge. Find out more at <http://greatercambridge.org.uk/greenways>

LANDSCAPING PALETTE **PARK & RIDE TO EDDINGTON AVENUE**



A630, Rotherham © Pictorial Meadows



Wild flowers Cardiff road, Newport © Tim Dowd



© Pictorial Meadows



Motorway near Rotherham, UK © Pictorial Meadows



Alongside the Newport to Cardiff road © Euroflor flower meadows

The landscaping for this scheme has been carefully considered to maintain and enhance green areas along Madingley Road. The above palette shows the landscaping proposals for the area between Madingley Road Park & Ride and Eddington Avenue, which reflects the rural outer fringe character of this end of the road.

For the full landscaping palette for Madingley Road and details please visit

www.greatercambridge.org.uk/MadingleyRdConsultation2020



YOUR VIEWS AND NEXT STEPS

LOCATION	DATE	TIME	ADDRESS
Selwyn College (drop-in)	Tuesday 28 January	6:30pm-8:30pm	Selwyn College, Grange Road Cambridge CB3 9DQ
Sainsbury's Eddington Avenue (pop-up)	Thursday 30 January	11:30am-1:30pm	Sainsbury's Eddington Avenue 27 Eddington Avenue, Cambridge CB3 1SE
Churchill College (drop-in)	Tuesday 4 February	6:30pm-8:30pm	Churchill College, Storey's Way Cambridge CB3 0DS

HAVE YOUR SAY



Fill out the online survey at:
[www.greatercambridge.org.uk/
MaddingleyRdConsultation2020](http://www.greatercambridge.org.uk/MaddingleyRdConsultation2020)



Greater Cambridge Partnership, SH1317,
Shire Hall, Cambridge CB3 0AP



consultations@greatercambridge.org.uk



[Facebook.com/GreaterCam](https://www.facebook.com/GreaterCam)



[@GreaterCams](https://twitter.com/GreaterCams) #MaddingleyRoad

**The consultation closes at midday
on Monday 2 March 2020**

**If you would prefer to complete a
paper version of the questionnaire
or would like it in large print, Braille,
audio tape or in another language,
please call 01223 699906.**



COMPLETION

16 to 24 months from start of
works, depending on option
chosen

AUTUMN 2020 TO AUTUMN 2021

Subject to Executive Board
approval, full design of scheme

EARLY 2020

Public consultation of two
options followed by evaluation
and preferred option

JANUARY 2019

Start of project and early
engagement to develop
options

Please note timescales are indicative
and dependent on approvals

Produced by the Cambridgeshire Research Group



Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings

Version 1

April 2020

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. 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

For more information about the team phone 01223 715300

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Executive Summary

Between 13 January 2020 and 2 March 2020 the Greater Cambridge Partnership consulted on options for walking and cycling improvements on Madingley Road.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- The majority of respondents indicated they supported cycling and walking developments on Madingley Road
- The majority of respondents supported most elements of both Options, with the exception of:
 - The relocation/retention of the bus stops, where responses were varied so there was no clear indication of support or opposition
 - The removal of the right turn lane and island at Madingley Road/Storey's Way Junction, the removal of the pedestrian crossing near Lady Margaret Road, and the relocation of the ditch adjacent to Churchill College, where, although there was more support, there was a notable level of opposition
- Respondents' opinions varied on which Option they preferred, so there was no clear indication of preference, although a slight preference was shown towards 'Option 2'
- A great deal of detailed comments were received. From these there were most debate/concerns about:
 - The impact on the environment from the landscaping proposals and ditch relocation
 - The impact on a local business from the removal of the lay-by
 - The need for cycle traffic to be segregated from other path/road users
 - The need for improvements at either end of the proposals (M11 junction and Northampton Street/Queen's Road roundabout)
- Responses were also received on behalf of 6 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the widespread distribution of around 2,300 consultation leaflets.

Three drop-in events were held in Cambridge to enable people to have their say in person and the opportunity to question transport officers and consultants. A further pop-up event was held to raise awareness of the consultation among students and to answer any questions they had.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 377 complete responses** in total recorded. A large amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media.

This report summarises the core 377 responses to the consultation survey and the 89 additional written responses received.

Key findings

Support for cycling and walking developments on Madingley Road

Quantitative

- The majority of respondents supported cycling and walking developments on Madingley Road (89%)

Support for individual elements of Option 1

- The majority of respondents **supported**:
 - Element 17 'Toucan crossing for pedestrians and cyclists near Storey's Way retained' (83%)
 - Element 18 'Area between crossing and footpath near Storey's Way widened and decluttered' (82%)
 - Element 23 'Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added' (75%)
 - Element 4 'New cycleway exit from Madingley Road Park & Ride' (71%)
 - Element 13 'Trees and ditch adjacent to Churchill College retained' (69%)
 - Element 16 'New raised Copenhagen style crossing' (69%)
 - Element 3 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (69%)
 - Element 10 'Informal crossing point near Clerk Maxwell Road improved' (67%)
 - Element 21 'Madingley Road / Grange Road junction redesign' (65%)
 - Element 6 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (64%)

- Element 9 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (58%)
- Element 19 'Floating bus stop near Storey's Way - location retained (inbound)' (58%)
- Element 5 'Madingley Road / Eddington Avenue junction redesign' (56%)
- Just over half of respondents **supported**:
 - Element 22 'Lay-by near Lady Margaret Road removed' (52%)
 - Element 8 'Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)' (51%)
 - Element 7 'Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)' (51%)
- Just under half of respondents **supported**:
 - Element 1 'Bus stop near Madingley Road Park & Ride - location retained (inbound)' (49%)
 - Under half of respondents had '**no opinion**' on this element (47%)
 - Element 2 'Bus stop near Madingley Road Park & Ride - location retained (outbound)' (49%)
 - Under half of respondents had '**no opinion**' on this element (46%)
 - Element 14 'Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)' (49%)
 - Over two fifths had '**no opinion**' on this element (43%)
- Under half of respondents **supported** element 11 'Floating bus stop near Hedgerly Close - relocated approx. 55m west (inbound)' (47%), however, over two fifths had '**no opinion**' on this element (44%)
- Under half of respondents **supported** element 24 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, under two fifths had '**no opinion**' (34%) and just over a fifth **opposed** this element (22%)
- Over two fifths **supported** element 15 'Right turn lane and island removed at Madingley Road / Storey's Way Junction' (43%), however, this element had the most **opposition** (26%) within the Option 1 elements and over a quarter had '**no opinion**' on it (31%)
- Under half of respondents had '**no opinion**' on element 20 'Bus stop near Storey's Way - relocated approx. 45m east (outbound)' (47%). Just over two fifths of respondents **supported** this element (41%)
- The majority of respondents had '**no opinion**' on element 12 'Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)' (56%). Under two fifths **supported** this element (35%)

Comments on Option 1 elements

Qualitative

- Question 3 asked for respondents' comments on the elements of the proposed Option 1. The main themes were:
 - Opposition to 'element 5: Madingley Road/Eddington Avenue junction redesign' due to concerns about cyclist safety and the negative impact on traffic flow
 - Opposition to 'element 22: Lay-by near Lady Margaret Road removed' due to the loss of a local business situated within the lay-by and loss of a safe rest stop
 - Concerns about potential negative impacts on the natural environment, particularly from the loss of mature trees
 - Recommendations that the cycle path is segregated from motorised and pedestrian traffic
 - Support for the addition of a pedestrian crossing from 'element 23: Madingley Road/Lady Margaret Road junction redesign and a new Toucan crossing added'
 - Concerns about the removal of the right turn lane from 'element 15: Right turn lane and island removed at Madingley Road/Storey's Way Junction'
 - Concerns about the impact on congestion and lack of understanding on the user priority of 'element 16: New raised Copenhagen style crossing'
 - Recommendations of improvements needed to either end of the proposed route, namely the M11 junction and the Northampton Street/Queen's Road roundabout
 - Opposition to 'element 9: Madingley Road/JJ Thomson Avenue/Madingley Rise junction redesign' as it was not felt to improve over existing arrangements
 - Debate about the use of floating bus stops

Support for individual elements of Option 2

Quantitative

- The majority of respondents **supported**:
 - Element 24 'Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered' (78%)
 - Element 22 'Raised priority crossing for pedestrians and cyclists across Storey's Way' (73%)
 - Element 29 'Madingley Road / Lady Margaret Road junction redesign' (73%)
 - Element 17 'Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road' (69%)
 - Element 12 'Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue' (68%)
 - Element 4 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (68%)

- Element 7 'Raised priority crossing for pedestrians and cyclists across Lansdowne Road' (67%)
- Element 16 'Raised priority crossing for pedestrians and cyclists across Observatory Drive' (67%)
- Element 9 'Raised priority crossing for pedestrians and cyclists across Conduit Head Road' (66%)
- Element 14 'Raised priority crossing for pedestrians and cyclists across Madingley Rise' (66%)
- Element 15 'New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road' (64%)
- Element 3 'Shared use path widened near British Antarctic Survey' (64%)
- Element 27 'Madingley Road / Grange Road junction redesign' (63%)
- Element 13 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (63%)
- Element 5 'Madingley Road / Eddington Avenue junction redesign' (61%)
- Element 8 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (61%)
- Element 6 'New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)' (61%)
- Element 28 'Lay-by near Lady Margaret Road removed' (53%)
- Just under half of respondents **supported**:
 - Element 25 'Floating bus stop near Storey's Way – relocated approx. 15m east (outbound)' (48%)
 - Two fifths had '**no opinion**' (40%)
 - Element 26 'Floating bus stop near Storey's Way – relocated approx. 35m east (inbound)' (48%)
 - Just over two fifths had '**no opinion**' (41%)
- Under half of respondents **supported**:
 - Element 10 'Floating bus stop near Conduit Head Road – location retained (inbound)' (46%)
 - Under half had '**no opinion**' on this element (46%)
 - Element 18 'Floating bus stop near Hedgerly Close – relocated approx. 55m west (inbound)' (45%)
 - Over two fifths had '**no opinion**' on this element (44%)
- Just under half of respondents had '**no opinion**' on:
 - Element 2 'Bus stop near Madingley Road Park & Ride – location retained (inbound)' (49%)
 - Under half of respondents **supported** this element (45%)
 - Element 1 'Bus stop near Madingley Road Park & Ride – location retained (outbound)' (48%)
 - Under half of respondents **supported** this element (45%)
- Under half of respondents had '**no opinion**' on element 11 'Floating bus stop near Conduit Head Road – relocated approx. 35m east (outbound)' (46%)

- Under half of respondents **supported** this element (45%)
- Under half of respondents **supported** element 30 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, over a quarter had '**no opinion**' (32%) and just under a quarter **opposed** this element (23%)
- Under half of respondents had '**no opinion**' on element 21 'Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)' (46%)
 - Over two fifths of respondents **supported** this element (43%)
- Over two fifths of respondents **supported** element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction' (43%), however, this element had the most **opposition** (29%) within the Option 2 elements
- Overall responses were not clear on their support or opposition to element 20 'Ditch adjacent to Churchill College relocated'. Just under two fifths **supported** this element (39%), under two fifths had '**no opinion**' (34%), and just over a quarter of respondents **opposed** it (27%)
- Just over half of respondents had '**no opinion**' on element 19 'Bus stop near Bulstrode Gardens – relocated approx. 45m east (outbound)' (51%)
 - Just under two fifths of respondents **supported** this element (38%)

Option preference

- Under half of respondents preferred 'Option 2' (47%)
- Under two fifths preferred 'Option 1' (37%)
- Under a fifth preferred 'Neither' (15%)

Qualitative

- Question 6 asked for respondents' comments elaborating on their answer to question 5 ('Which option do you prefer?')
 - The main themes for those who preferred 'Option 1' were:
 - Discussions about the lower environmental damage/disruption from Option 1
 - Concerns about the use of two way cycle lanes in Option 2
 - Discussions about the potential for Option 1 to be developed quicker and cheaper than Option 2
 - The main themes for those who preferred 'Option 2' were:
 - Discussions about the Option 2 offering a more segregated cycle route but concerns about the use of shared areas
 - Discussions about the increased safety Option 2 was felt to have
 - Discussions about the improved crossing solutions Option 2 offered for cyclists and pedestrians, including at the Eddington Avenue and JJ

- Thompson Avenue junctions, but concern over the shared use of these crossings
 - Discussions about the improvements to the environment from the increased landscaping in Option 2
 - Discussions about the need for two way cycle lanes on Madingley Road
 - The main themes for those who preferred 'Neither' were:
 - Discussions about the crossing and junction improvements being over-elaborate and the potential for them to increase congestion in the area
 - Concerns about the impact both Options would have on the environment
 - Concerns about the use of floating bus stops which were felt to endanger pedestrians and increase congestion for motorised traffic
 - Concerns about the removal of the lay-by due to the potential loss of a local business and loss of a safe stopping space on Madingley Road
- Question 7 asked for respondents' comments on the elements of the proposed Option 2. The main themes were:
 - Recommendations that the shared use paths be segregated, particularly around junctions
 - Debate about the environmental impact of Option 2 from the relocation of the ditch adjacent to Churchill College and the increased landscaping over Option 1
 - Concerns the increased number of traffic lights, placement of bus stops, and removal of the right turn lane at the Madingley Road/Storey's Way junction would have a negative impact on traffic flow
 - Support for the use of Copenhagen style crossings
 - Support for 'element 29: Madingley Road/Lady Margaret Road junction redesign'
 - Concerns about the negative impact on traffic flow and decrease in safety from 'element 23: Right turn lane and island removed at Madingley Road/Storey's Way junction'
 - Concerns about the removal of the lay-by due to the potential loss of a local business and loss of a safe stopping space on Madingley Road
 - Recommendations of improvements needed to either end of the proposed route, namely the M11 junction and the Northampton Street/Queen's Road roundabout
- Question 8 asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010. The main themes were:
 - Concerns about the space available on shared use paths for those with disabilities and older/younger users, particularly at crossing points
 - Concerns about the safety of shared use paths for older/younger pedestrians
 - That the proposals would have no impact on those with protected characteristics

- Concerns about the removal of the lay-by due to the potential loss of a local business
- Question 9 asked if respondents had any further comments. The main themes were:
 - Positive comments about the proposals
 - Recommendations for improvements to the connections to the Madingley Road route. Including; around the M11 junction; at the Northampton Street/Queen's Road roundabout; and scaling back improvements on Madingley Road to save space for an on-road bus route for the Cambourne to Cambridge scheme, while spending the money saved on improving the cycle routes on Grange Road and Adams Road
 - Debate about the environmental impact of the proposals
 - Recommendations that cycle infrastructure follows Nordic or Dutch style designs
 - Concerns about the removal of the lay-by due to the potential loss of a local business

Introduction

Background

Madingley Road is one of the main access routes into Cambridge from the west, used by many people each day to access work, study and leisure opportunities. It suffers from considerable congestion, particularly at the junction with the M11 and at peak times. There are some large sites along the route with the West Cambridge development and Eddington being of particular note.

Madingley Road is an attractive area of the city that has many trees and landscaping features, including ditches, which potentially support a range of habitat types.

In the summer of 2019 the Greater Cambridge Partnership (GCP) engaged with local residents and businesses about the potential to improve cycling and walking provision along the route. The engagement exercise, which was run online and face to face, was successful with people being generally supportive of making improvements.

Between 13 January 2020 and 2 March 2020 GCP consulted two potential options for walking and cycling improvements on Madingley Road. The consultation ran for seven weeks to take account of school Half Term and took place largely online, with hard copy leaflets distributed to addresses in the vicinity of Madingley Road and to parish councils in the area.

A total of four drop-in events took place – three which were public events with one for students – where members of the project team were on hand to answer questions.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Madingley Road Cycling and Walking Project proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the audience

The consultation was open for anyone to contribute to and was specifically targeted at residents, commuters in the Madingley Road area and students. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of consultation materials

It was identified that providing respondents with sufficient information on proposed locations, layouts and on potential environmental impacts and enhancements was central to enabling them to make informed comments in response to the consultation. So whilst the key consultation questions were concise (people were asked how far they supported the individual elements of both options and which option they preferred) a twelve page information document was produced and supplemented with additional information available online and at events.

Design of consultation questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on the detailed design of the proposed scheme.

For the first half of the consultation survey there was a focus on questions relating to the options for the Madingley Road Cycling and Walking Project. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Madingley Road Cycling and Walking Project on various groups.

The main tool for gathering comments was an online survey and also a paper return survey, available at events, online and on request. Other forms of response e.g. detailed written submissions and social media comments were also received and have been incorporated into the analysis of the feedback. Social media comments were received via Facebook (from responses to the Greater Cambridge Partnership's Facebook posts regarding this project) and Twitter (from responses to the Greater Cambridge Partnership's tweets regarding this project and tweets including the hashtag #MadingleyRoad or @GreaterCams).

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and protected characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on a new transport route.

Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided an opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of

the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.

- **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 'Most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.
- The final report is then written to provide an objective view of the results of the consultation.

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 377 respondents responded via the consultation questionnaire.

Respondent location

Respondents were asked for their postcode during the survey, but were not forced to enter a response. 292 respondents (78%) entered recognisable postcodes, whilst under a quarter did not (85 respondents).

Based on the postcode data provided most respondents resided in the Castle (24%) and Newnham (14%) wards in Cambridge.

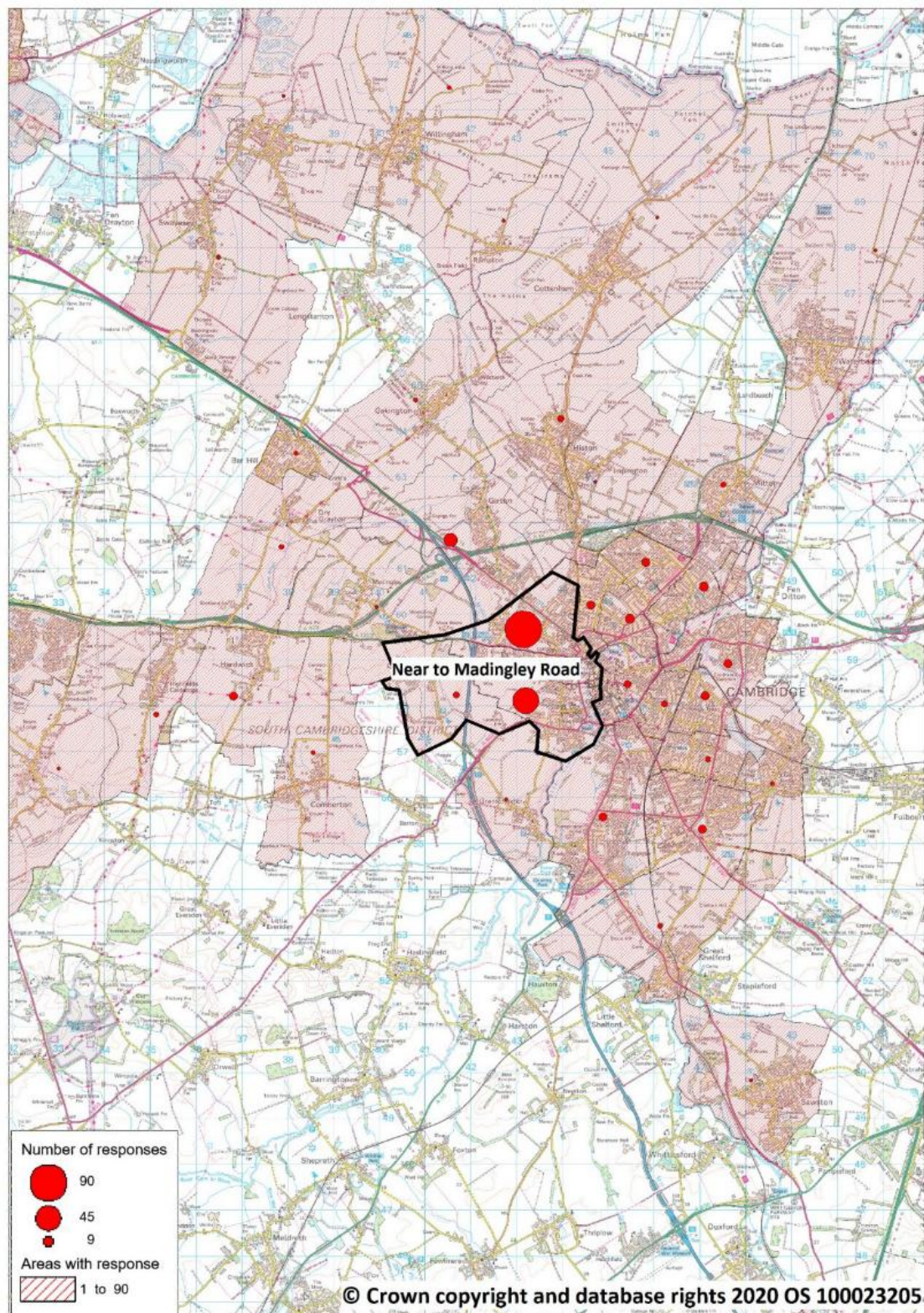
These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into the category 'Near to Madingley Road', where significant;

- 'Near to Madingley Road' (covering 39% of respondents). This category covered:
 - Castle
 - Newnham
 - Coton
- Respondents who provided postcodes within Cambridgeshire that are not in the above category were grouped together into the category 'Elsewhere in Cambridgeshire'

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by parish/ward:

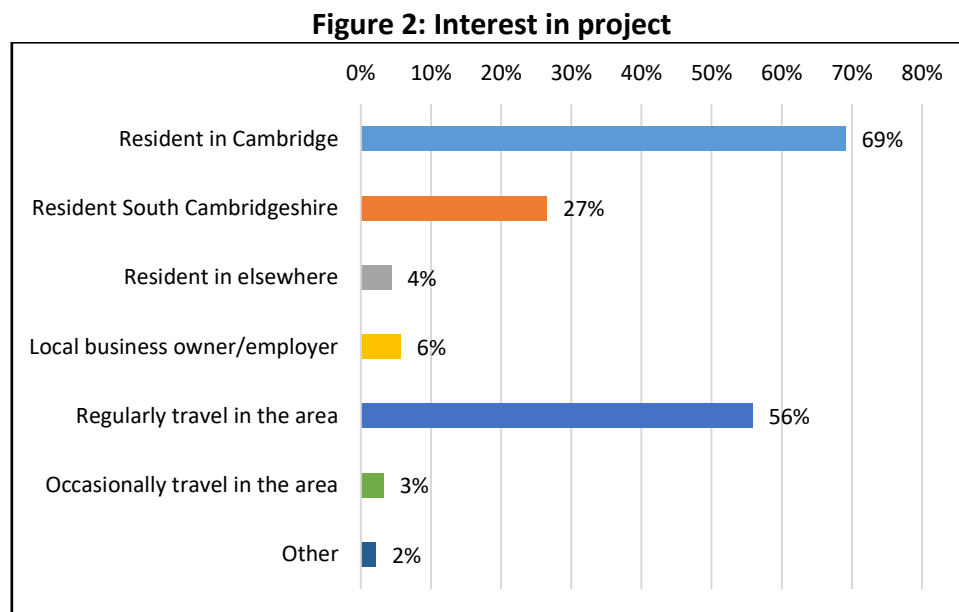
Figure 1: Map to show areas of response



Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Interest in Project

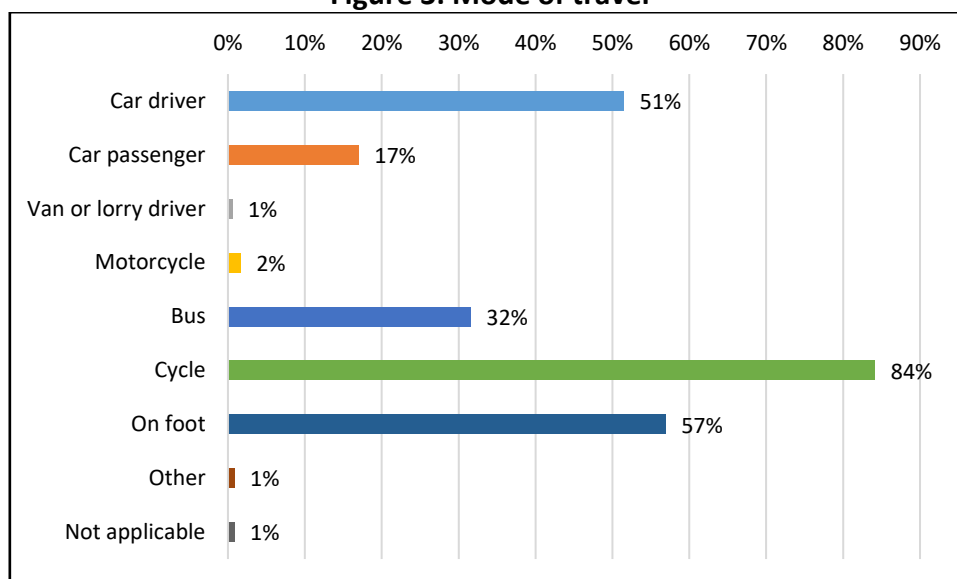
269 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident elsewhere in Cambridge' (69%) or 'regularly travel in the area' (56%).



Usual mode of travel

371 respondents answered the question on what their usual mode of travel was, if they usually travelled in the area. Respondents could select multiple answers to this question. The majority of respondents indicated they usually travelled by 'cycle' (84%), 'on foot' (57%), or as a 'car driver' (51%).

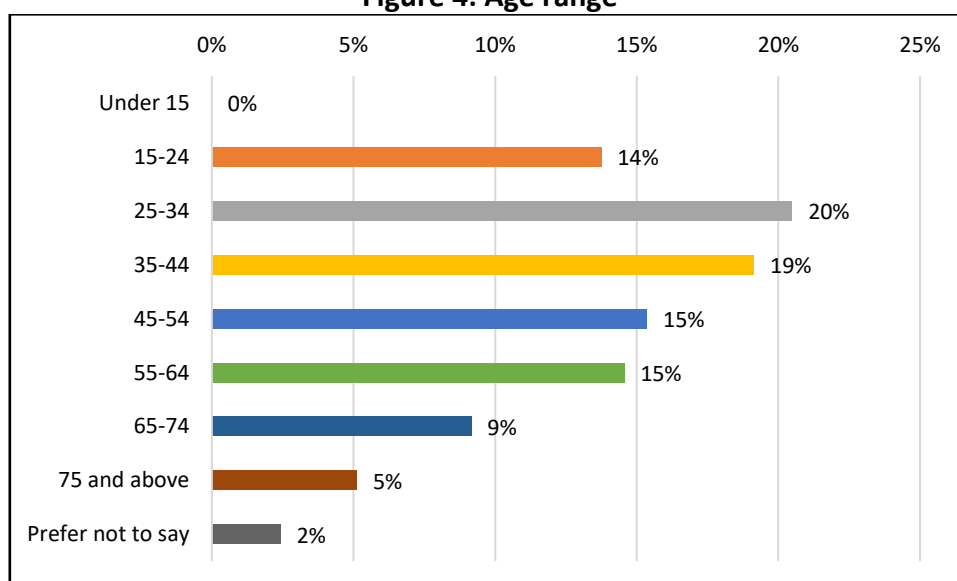
Figure 3: Mode of travel



Age range

371 respondents answered the question on their age range. Average working ages were well represented when compared to the general Cambridgeshire population.

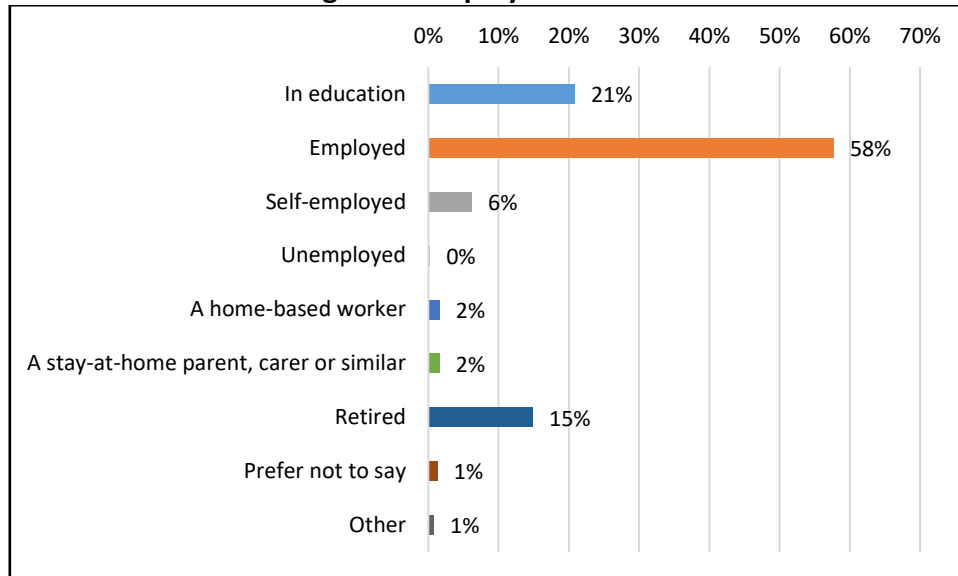
Figure 4: Age range



Employment status

369 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (58%).

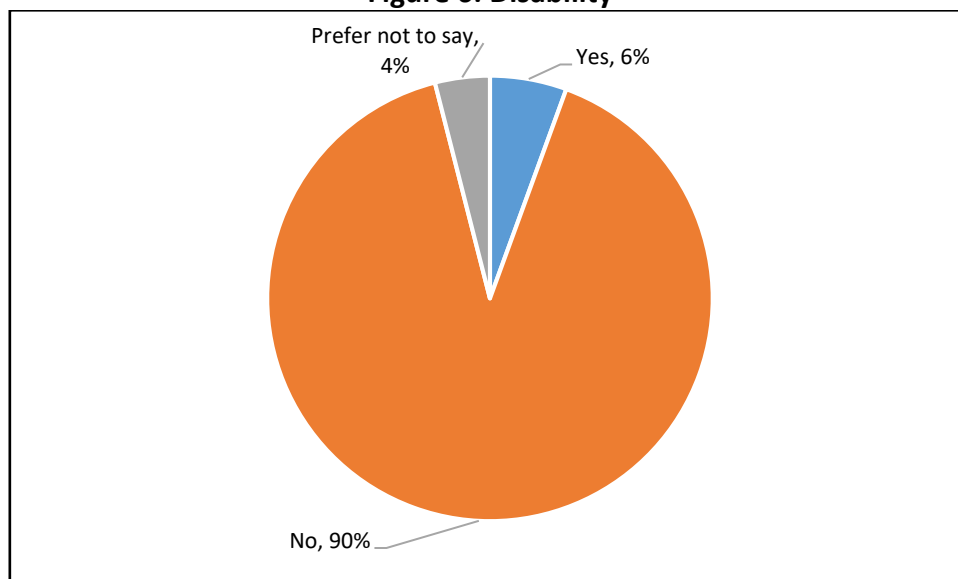
Figure 5: Employment status



Disability status

377 respondents answered the question on whether they had a disability that influences travel decisions, 6% of respondents indicated they did.

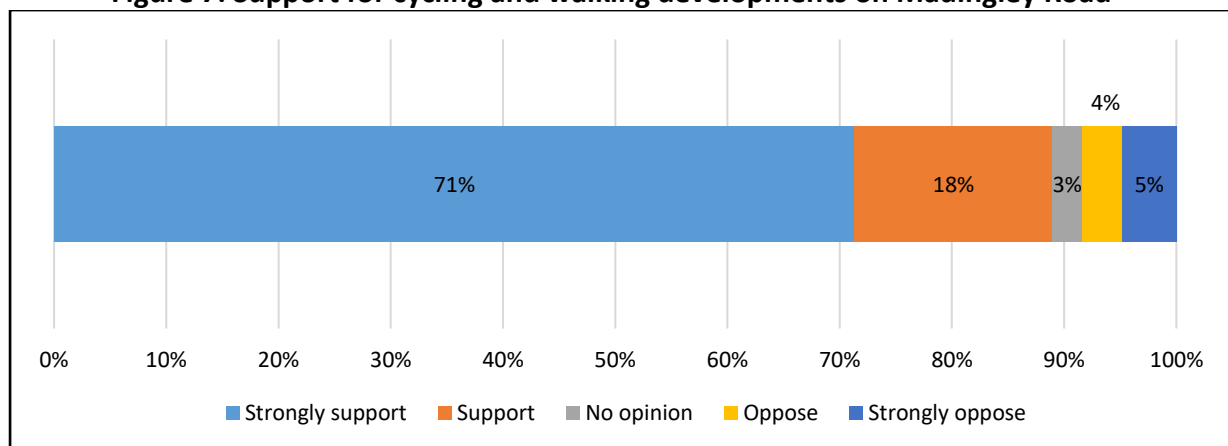
Figure 6: Disability



Question 1: How far do you support cycling and walking developments on Madingley Road?

370 respondents answered the question on how far they supported cycling and walking developments on Madingley Road. The majority of respondents supported developments of cycling and walking on Madingley Road (89%).

Figure 7: Support for cycling and walking developments on Madingley Road



N.B. Figures in the graph may not exactly match the text in the report due to rounding

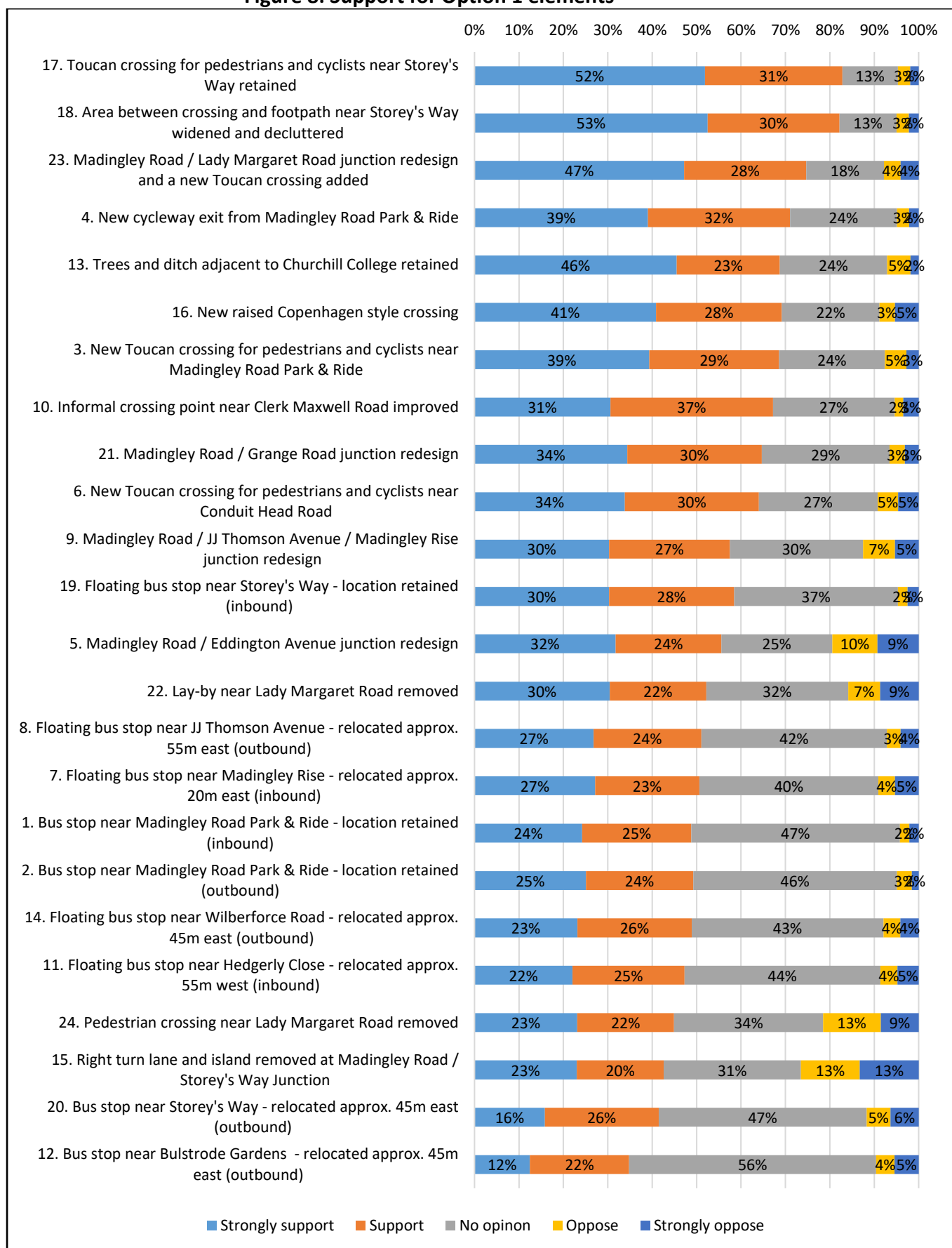
Question 2: How far do you support the individual elements of the proposed Option 1? The number next to each element corresponds to its number on the Option 1 map in the consultation leaflet.

330 respondents answered the question on how far they supported the individual elements of the proposed Option 1.

- The majority of respondents **supported**:
 - Element 17 'Toucan crossing for pedestrians and cyclists near Storey's Way retained' (83%)
 - Element 18 'Area between crossing and footpath near Storey's Way widened and decluttered' (82%)
 - Element 23 'Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added' (75%)
 - Element 4 'New cycleway exit from Madingley Road Park & Ride' (71%)
 - Element 13 'Trees and ditch adjacent to Churchill College retained' (69%)
 - Element 16 'New raised Copenhagen style crossing' (69%)
 - Element 3 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (69%)
 - Element 10 'Informal crossing point near Clerk Maxwell Road improved' (67%)
 - Element 21 'Madingley Road / Grange Road junction redesign' (65%)
 - Element 6 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (64%)

- Element 9 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (58%)
- Element 19 'Floating bus stop near Storey's Way - location retained (inbound)' (58%)
- Element 5 'Madingley Road / Eddington Avenue junction redesign' (56%)
- Just over half of respondents **supported** element 22 'Lay-by near Lady Margaret Road removed' (52%)
- Just over half of respondents **supported** element 8 'Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)' (51%)
- Just over half of respondents **supported** element 7 'Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)' (51%)
- Just under half of respondents **supported** element 1 'Bus stop near Madingley Road Park & Ride - location retained (inbound)' (49%), however, under half of respondents had '**no opinion**' on this element (47%)
- Just under half of respondents **supported** element 2 'Bus stop near Madingley Road Park & Ride - location retained (outbound)' (49%), however, under half of respondents had '**no opinion**' on this element (46%)
- Just under half of respondents **supported** element 14 'Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)' (49%), however, over two fifths had '**no opinion**' on this element (43%)
- Under half of respondents **supported** element 11 'Floating bus stop near Hedgerly Close - relocated approx. 55m west (inbound)' (47%), however, over two fifths had '**no opinion**' on this element (44%)
- Under half of respondents **supported** element 24 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, under two fifths had '**no opinion**' (34%) and just over a fifth **opposed** this element (22%)
- Over two fifths **supported** element 15 'Right turn lane and island removed at Madingley Road / Storey's Way Junction' (43%), however, this element had the most **opposition** (26%) within the Option 1 elements and over a quarter had '**no opinion**' on it (31%)
- Under half of respondents had '**no opinion**' on element 20 'Bus stop near Storey's Way - relocated approx. 45m east (outbound)' (47%). Just over two fifths of respondents **supported** this element (41%)
- The majority of respondents had '**no opinion**' on element 12 'Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)' (56%). Under two fifths **supported** this element (35%)

Figure 8: Support for Option 1 elements



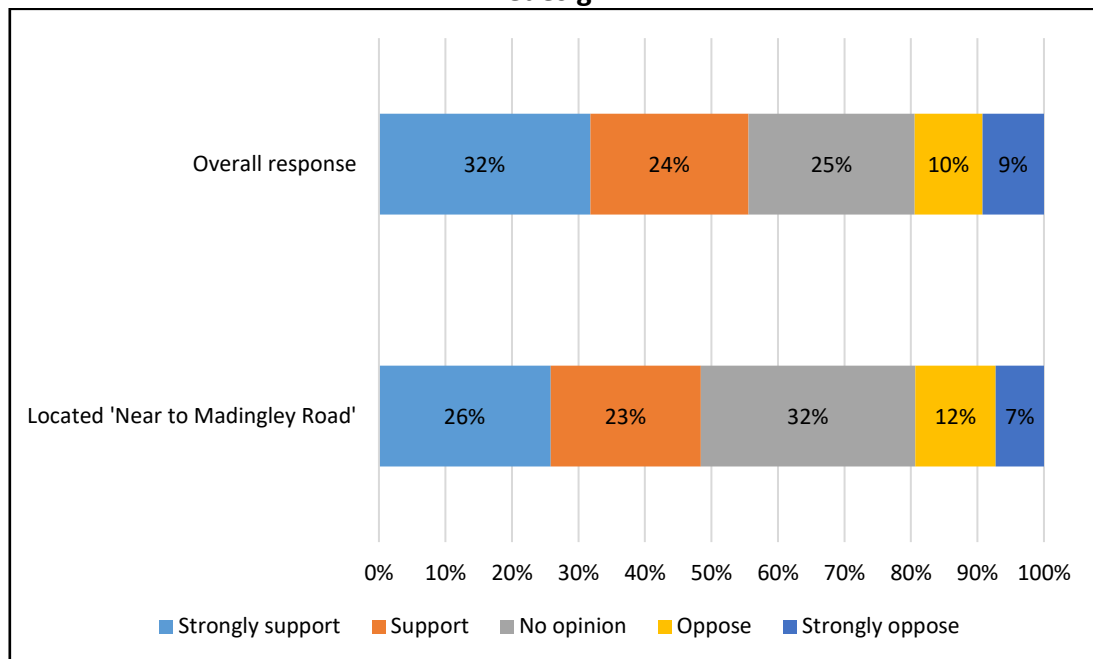
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in support for Option 1 elements from those located 'Near to Madingley Road'

Cross tabulation of the data showed significant differences in response to several elements of Option 1 by respondents who were located 'Near to Madingley Road'. Noticeable differences, when compared with the overall response, are depicted in figures 9, 10, 11, 12, 13, and 14.

- Fewer respondents who were located 'Near to Madingley Road' supported element 5 'Madingley Road/Eddington Avenue junction redesign' than the overall response (48%)

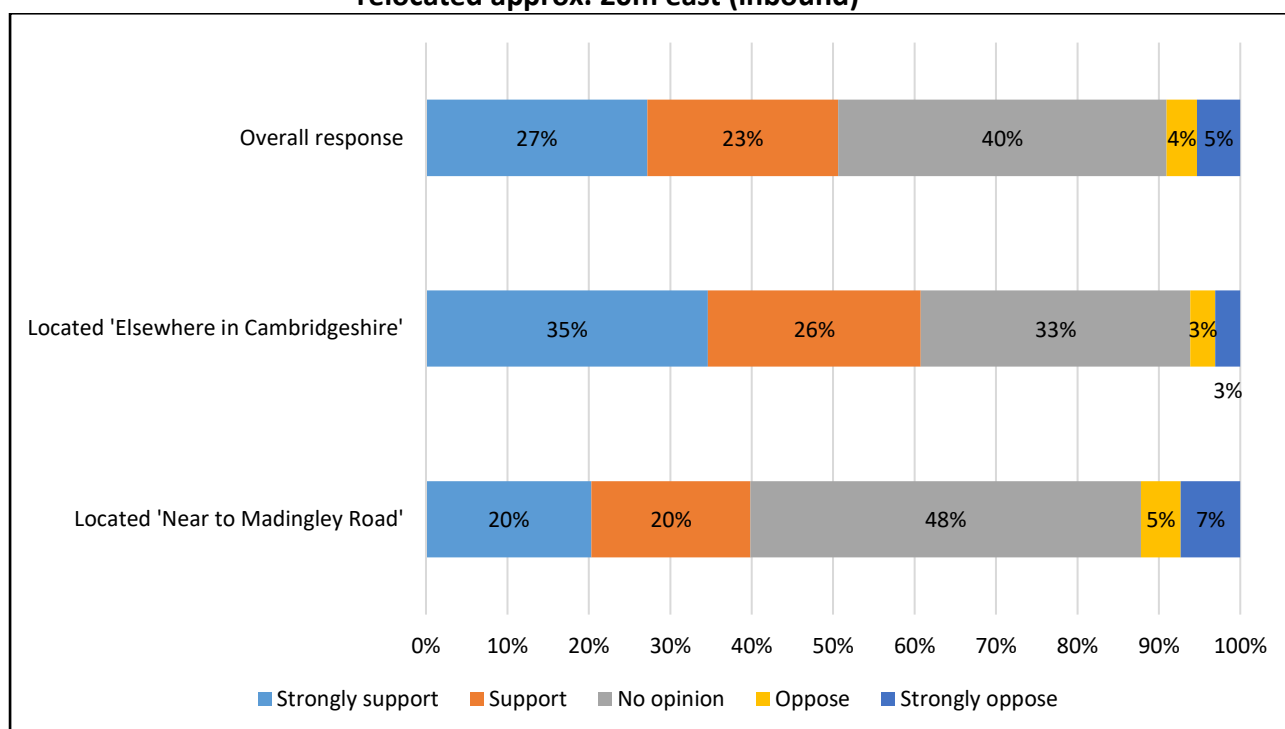
Figure 9: Difference in support for element 5 'Madingley Road/Eddington Avenue junction redesign'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Fewer respondents who were located 'Near to Madingley Road' supported element 7 'Floating bus stop near Madingley Rise – relocated approx. 20m east (inbound)' than the overall response (40%)
 - Those that were located 'Elsewhere in Cambridgeshire' were more supportive than the overall response (61%)

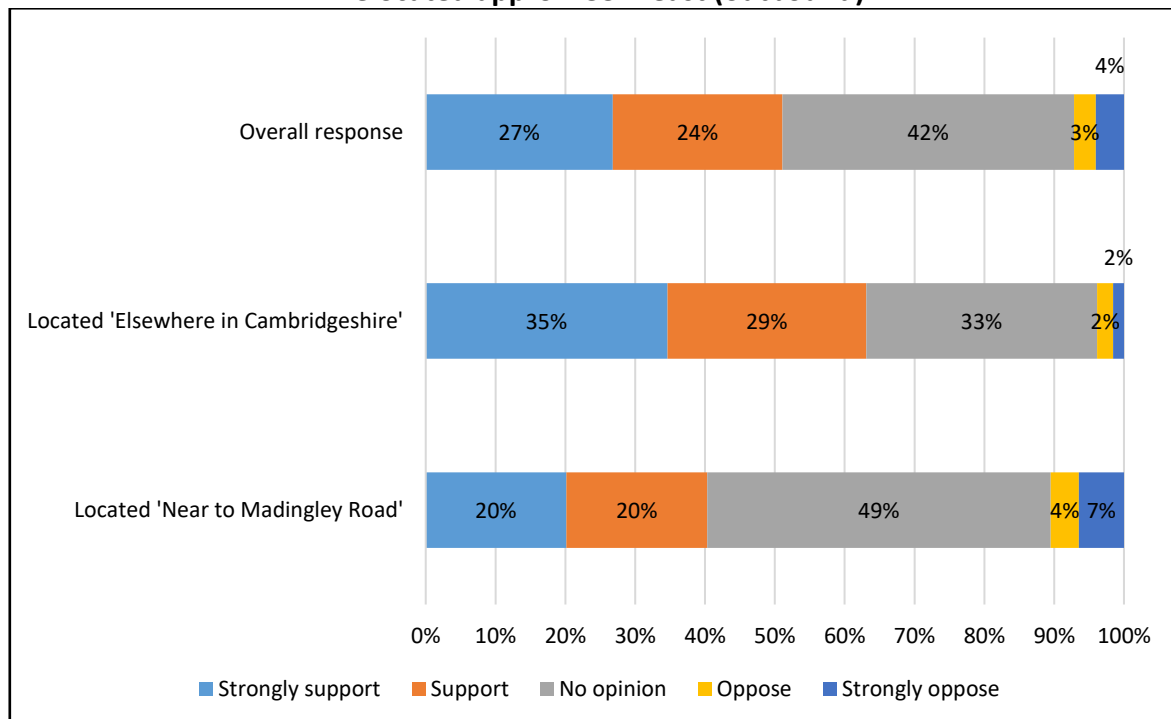
Figure 10: Difference in support for element 7 ‘Floating bus stop near Madingley Rise – relocated approx. 20m east (inbound)’



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Fewer respondents who were located ‘Near to Madingley Road’ supported element 8 ‘Floating bus stop near JJ Thomson Avenue – relocated approx. 55m east (outbound)’ than the overall response (40%)
 - Those that were located ‘Elsewhere in Cambridgeshire’ were more supportive than the overall response (63%)

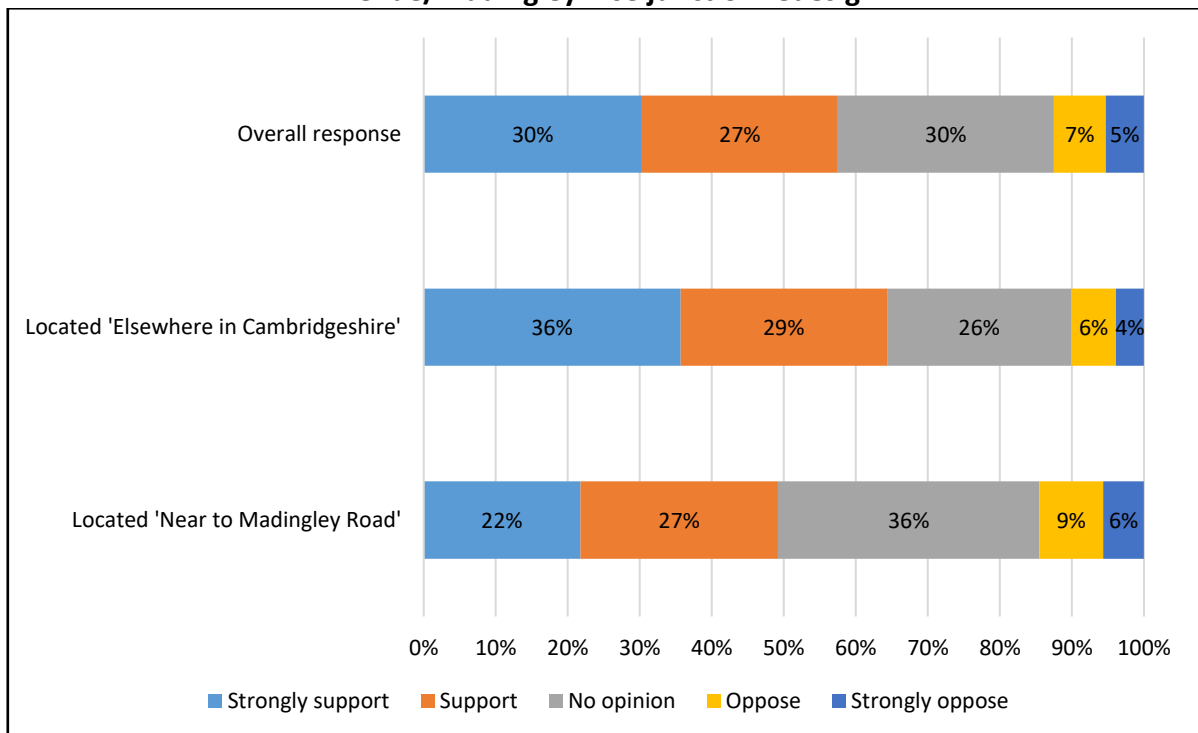
Figure 11: Difference in support for element 8 ‘Floating bus stop near JJ Thomson Avenue – relocated approx. 55m east (outbound)’



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Fewer respondents who were located ‘Near to Madingley Road’ supported element 9 ‘Madingley Road/JJ Thomson Avenue/Madingley Rise junction redesign’ than the overall response (49%)
 - Those that were located ‘Elsewhere in Cambridgeshire’ were more supportive than the overall response (64%)

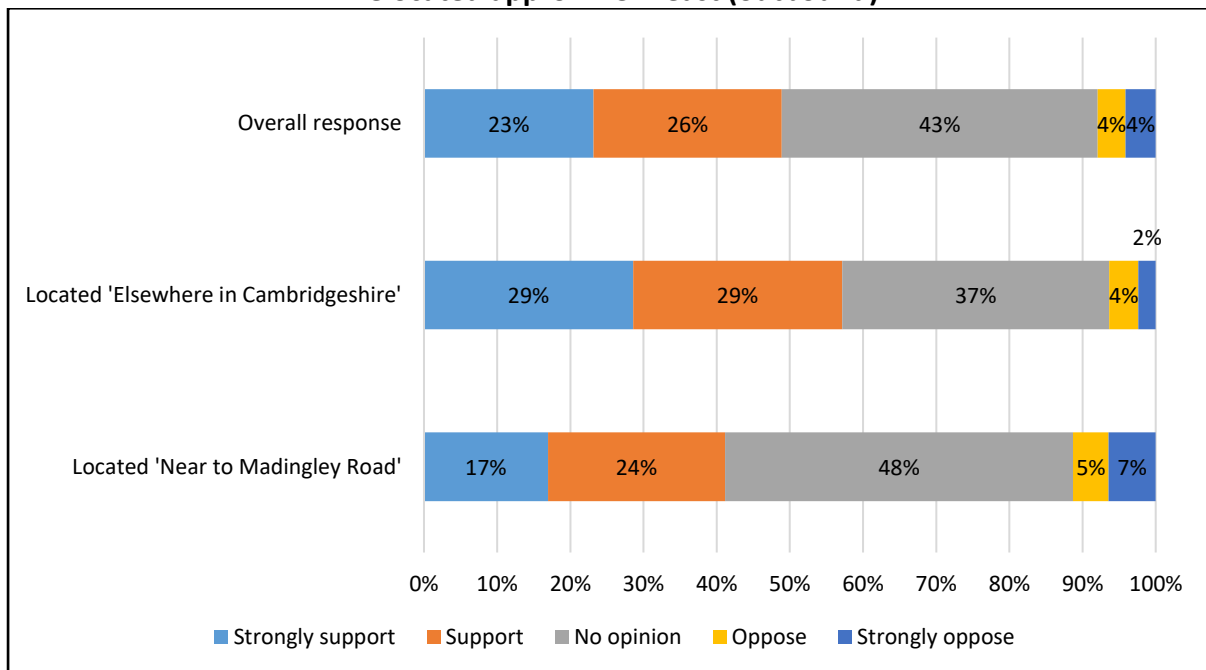
Figure 12: Difference in support for element 9 'Madingley Road/JJ Thomson Avenue/Madingley Rise junction redesign'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Fewer respondents who were located 'Near to Madingley Road' supported element 14 'Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)' than the overall response (41%)
 - Those that were located 'Elsewhere in Cambridgeshire' were more supportive than the overall response (57%)

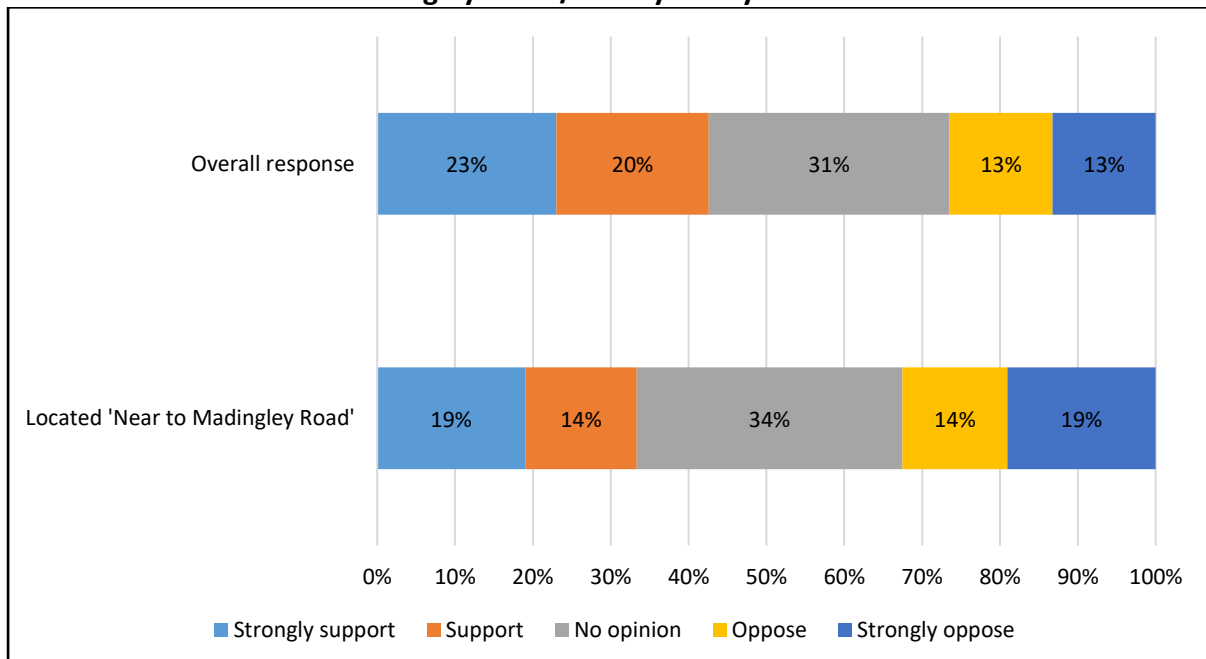
Figure 13: Differences in support for element 14 'Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Fewer respondents who were located 'Near to Madingley Road' supported element 15 'Right turn lane and island removed at Madingley Road / Storey's Way Junction' than the overall response (33%)

Figure 14: Differences in support for element 15 'Right turn lane and island removed at Madingley Road / Storey's Way Junction'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 3: Do you have any comments on any of these elements? Please include details of the location you are referring to in your response.

167 respondents left comments on question 3, which asked for respondents' views on the elements for Option 1.

Summary of major themes

Comment theme	Respondent comments
Element 5: Madingley Road/Eddington Avenue junction redesign	<ul style="list-style-type: none"> Most of the respondents who discussed this theme indicated they were opposed to this element: <ul style="list-style-type: none"> Some of these respondents felt the cycle paths across this junction needed to be protected as the current routes were very exposed Some of these respondents felt the amount of traffic lights on the junction needed to be reduced or be made 'intelligent' so they were timed with other nearby traffic lights, in order for traffic flow to not be negatively impacted A few of these respondents felt that the entrance to the Madingley Road Park & Ride site should be accessible from Eddington Junction, as it would reduce the amount of traffic and traffic lights needed on Madingley Road A few of these respondents indicated they preferred the junction redesign for Option 2
Element 22: Lay-by near Lady Margaret Road removed	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they were opposed to this element: <ul style="list-style-type: none"> Most of these respondents were concerned about the loss of a local business situated within the lay-by Some of these respondents felt this space was needed for those requiring a rest stop, in the event of a breakdown, and to reduce the impact on parking for local residents
Environment	<ul style="list-style-type: none"> Respondents who discussed this theme felt that changes to the natural environment on Madingley Road, particularly the trees, should be avoided. This was particularly discussed in relation to 'element 13: Trees and ditch adjacent to Churchill College retained' for Option 1 and 'element 20: Ditch adjacent to Churchill College relocated' for Option 2 <ul style="list-style-type: none"> A few of these respondents felt that Option 1 needed to include additional landscaping
Segregated and protected cyclepaths	<ul style="list-style-type: none"> Respondents who discussed this theme felt that the cycle paths should all be segregated (from both motorised traffic and pedestrians) and protected. These respondents felt that, without this across the whole route, the proposals would

	<p>not be safe for older/younger cyclists or those using larger cycles</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that shared use paths were dangerous for pedestrians, particularly those in vulnerable groups
Element 23: Madingley Road/Lady Margaret Road junction redesign and a new Toucan crossing added	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they supported the addition of a pedestrian crossing, as they felt the current arrangements were difficult and dangerous for pedestrians looking to cross Lady Margaret Road or required a significant detour <ul style="list-style-type: none"> ○ A few of these respondents also discussed visibility issues at this junction. Namely that the visibility of the cycle path was poor and that visibility for traffic turning left onto Lady Margaret Road was obscured
Element 15: Right turn lane and island removed at Madingley Road/Storey's Way Junction	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned that the removal of the right turn lane and island would increase congestion as those turning right would have to wait in the way of other traffic and would leave cyclists turning right exposed to traffic
Element 16: New raised Copenhagen style crossing	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the crossing would cause increased congestion and risk potential accidents, particularly from traffic turning right from Madingley Road onto Storey's Way <ul style="list-style-type: none"> ○ A few of these respondents were concerned the narrowing of the entrance needed to add a Copenhagen style crossing would cause issues for the HGVs and coaches needing to access Storey's Way • Some of the respondents who discussed this theme were concerned about whether people understood who has priority at these style of crossings, particularly for pedestrians. Some of these respondents felt that clear signage would be needed to clarify this
Improvements to ends of proposed route	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11. These respondents felt this area was very unsafe for cyclists • Some of the respondents who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe
Element 9: Madingley Road/JJ Thomson Avenue/Madingley	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to this element. These respondents felt the redesign didn't offer any improvements to its current design

Rise junction redesign	<ul style="list-style-type: none"> ○ Most of these respondents felt the crossings for pedestrians and cyclists would increase the amount of time needed to cross the road ○ A few of these respondents felt that adding extra traffic lights at this junction would have a negative impact on traffic flow and increase congestion
Floating bus stops	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they were opposed to the use of floating bus stops as they felt they were dangerous for pedestrians and increased congestion for motorised traffic ● Some of the respondents who discussed this theme indicated they supported the use of floating bus stops as they improved travel for cyclists <ul style="list-style-type: none"> ○ Some of these respondents felt that all of the bus stops needed to be floating

Question 4: How far do you support the individual elements of the proposed Option 2? The number next to each element corresponds to its number on the Option 2 map in the consultation leaflet.

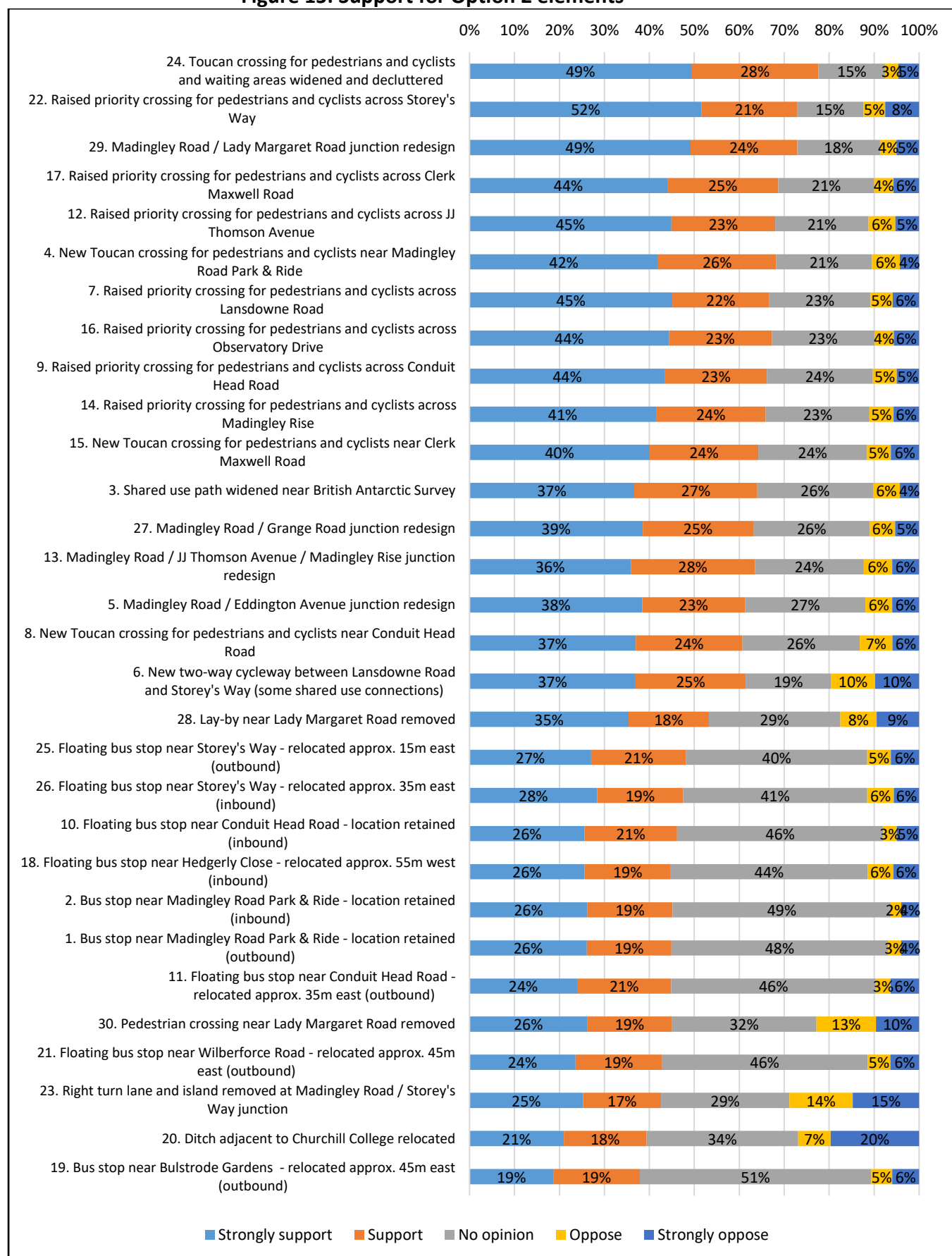
308 respondents answered the question on how far they supported the individual elements of the proposed Option 2.

- The majority of respondents **supported**:
 - Element 24 'Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered' (78%)
 - Element 22 'Raised priority crossing for pedestrians and cyclists across Storey's Way' (73%)
 - Element 29 'Madingley Road / Lady Margaret Road junction redesign' (73%)
 - Element 17 'Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road' (69%)
 - Element 12 'Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue' (68%)
 - Element 4 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (68%)
 - Element 7 'Raised priority crossing for pedestrians and cyclists across Lansdowne Road' (67%)
 - Element 16 'Raised priority crossing for pedestrians and cyclists across Observatory Drive' (67%)
 - Element 9 'Raised priority crossing for pedestrians and cyclists across Conduit Head Road' (66%)
 - Element 14 'Raised priority crossing for pedestrians and cyclists across Madingley Rise' (66%)
 - Element 15 'New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road' (64%)

- Element 3 'Shared use path widened near British Antarctic Survey' (64%)
 - Element 27 'Madingley Road / Grange Road junction redesign' (63%)
 - Element 13 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (63%)
 - Element 5 'Madingley Road / Eddington Avenue junction redesign' (61%)
 - Element 8 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (61%)
 - Element 6 'New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)' (61%)
 - Element 28 'Lay-by near Lady Margaret Road removed' (53%)
- Just under half of respondents **supported** element 25 'Floating bus stop near Storey's Way – relocated approx. 15m east (outbound)' (48%), however, two fifths had '**no opinion**' (40%)
 - Just under half of respondents **supported** element 26 'Floating bus stop near Storey's Way – relocated approx. 35m east (inbound)' (48%), however, just over two fifths had '**no opinion**' (41%)
 - Under half of respondents **supported** element 10 'Floating bus stop near Conduit Head Road – location retained (inbound)' (46%), however under half had '**no opinion**' on this element (46%)
 - Under half of respondents **supported** element 18 'Floating bus stop near Hedgerly Close – relocated approx. 55m west (inbound)' (45%), however over two fifths had '**no opinion**' on this element (44%)
- Just under half of respondents had '**no opinion**' on element 2 'Bus stop near Madingley Road Park & Ride – location retained (inbound)' (49%). Under half of respondents **supported** this element (45%)
 - Just under half of respondents had '**no opinion**' on element 1 'Bus stop near Madingley Road Park & Ride – location retained (outbound)' (48%). Under half of respondents **supported** this element (45%)
 - Under half of respondents had '**no opinion**' on element 11 'Floating bus stop near Conduit Head Road – relocated approx. 35m east (outbound)' (46%). Under half of respondents **supported** this element (45%)
 - Under half of respondents **supported** element 30 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, over a quarter had '**no opinion**' (32%) and just under a quarter **opposed** this element (23%)
 - Under half of respondents had '**no opinion**' on element 21 'Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)' (46%). Over two fifths of respondents **supported** this element (43%)
 - Over two fifths of respondents **supported** element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction' (43%), however, this element had the most **opposition** (29%) within the Option 2 elements
 - Overall responses were not clear on their support or opposition to element 20 'Ditch adjacent to Churchill College relocated'. Just under two fifths **supported** this element (39%), under two fifths had '**no opinion**' (34%), and just over a quarter of respondents **opposed** it (27%)

- Just over half of respondents had '**no opinion**' on element 19 'Bus stop near Bulstrode Gardens – relocated approx. 45m east (outbound)' (51%). Just under two fifths of respondents **supported** this element (38%)

Figure 15: Support for Option 2 elements



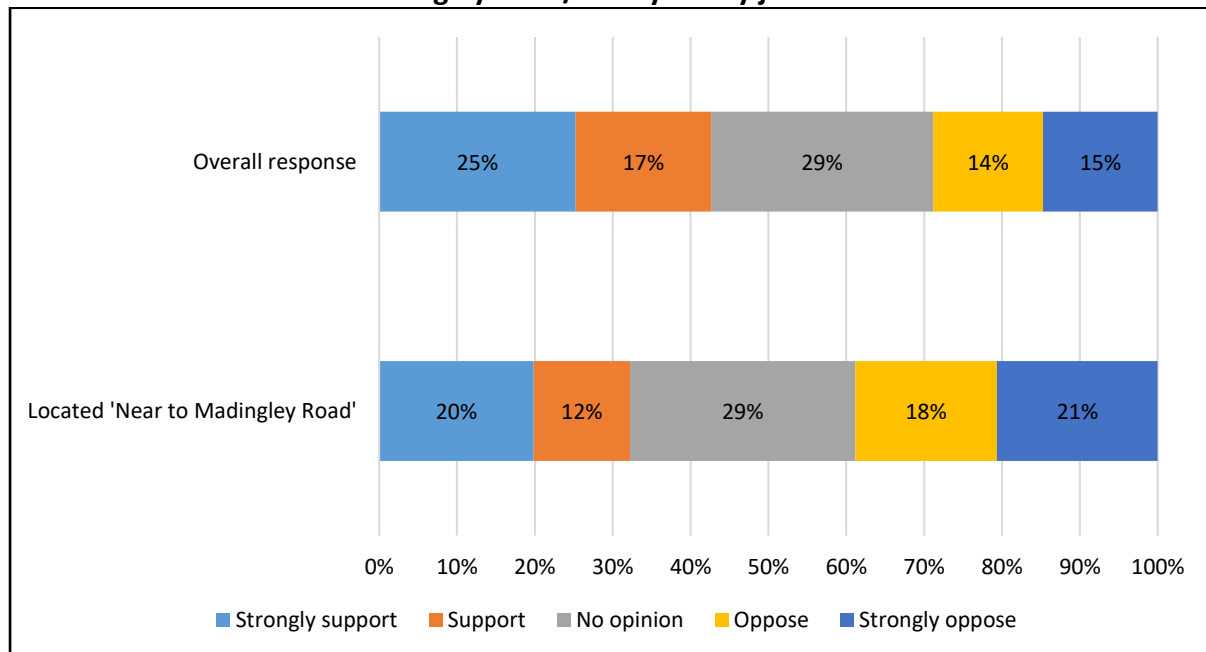
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in support for Option 2 elements from those located 'Near to Madingley Road'

Cross tabulation of the data showed significant differences in response to two elements of Option 2 by respondents who were located 'Near to Madingley Road'. Noticeable differences, when compared with the overall response, are depicted in figures 16 and 17.

- More respondents who were located 'Near to Madingley Road' opposed element 23 'Right turn lane and island removed at Madingley Road/Storey's Way junction' than the overall response (39%)

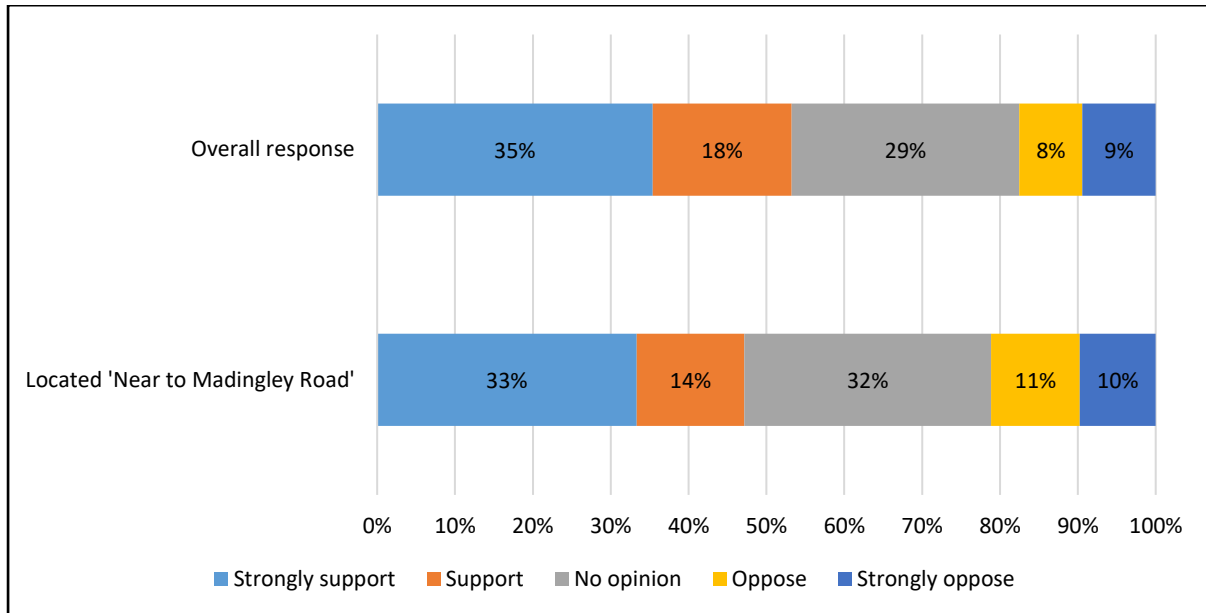
Figure 16: Difference in support for element 23 'Right turn lane and island removed at Madingley Road/Storey's Way junction'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Fewer respondents who were located 'Near to Madingley Road' supported element 28 'Lay-by near Lady Margaret Road removed' than the overall response (47%)

Figure 17: Difference in support for element 28 'Lay-by near Lady Margaret Road removed'



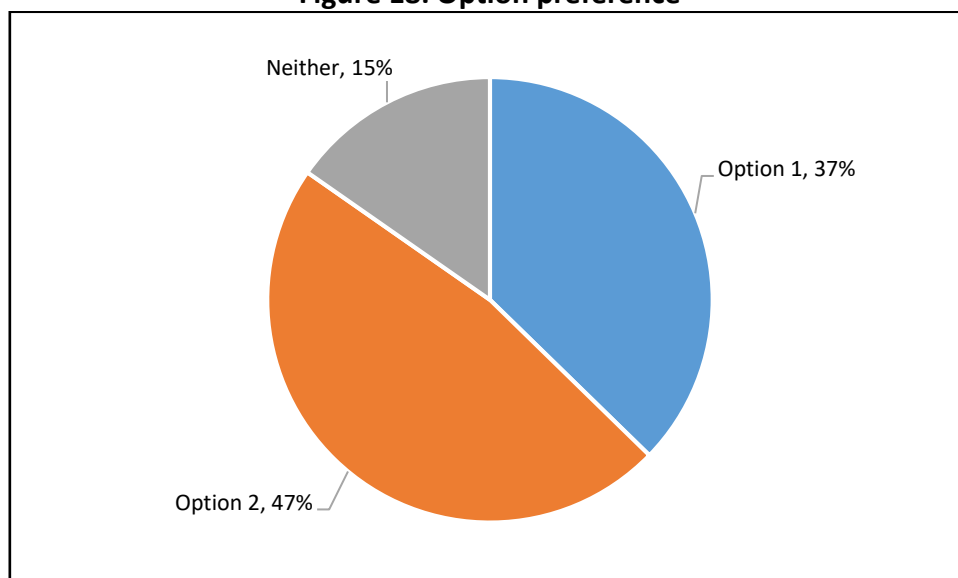
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 5: Which option do you prefer?

346 respondents answered question 5, which asked which option they preferred.

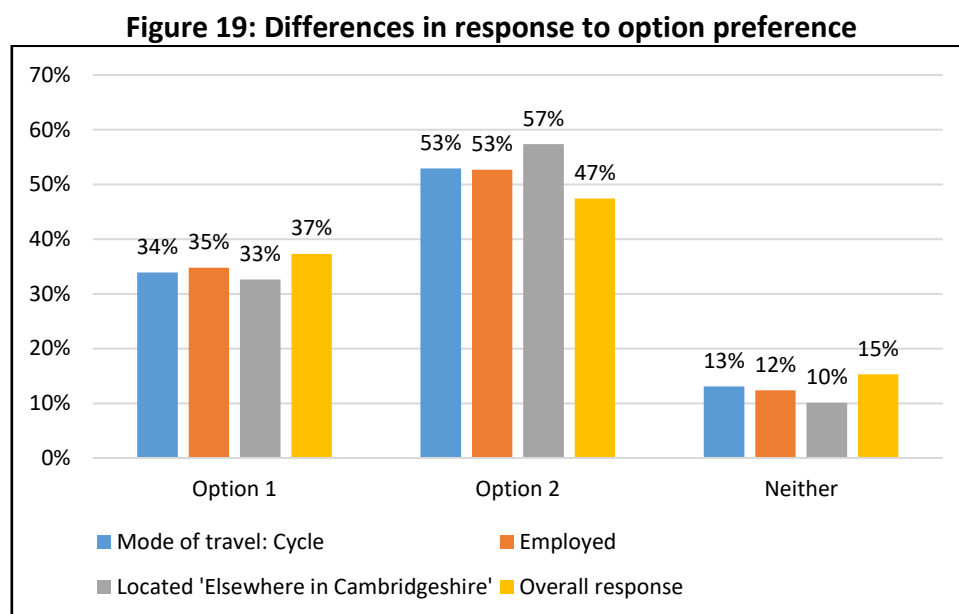
- Under half of respondents preferred 'Option 2' (47%)
- Under two fifths preferred 'Option 1' (37%)
- Under a fifth preferred 'Neither' (15%)

Figure 18: Option preference



Differences in option preference

Cross tabulation of the data showed significant differences in response to question 5 from a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 19.



- More preference for 'Option 2' was shown by respondents who indicated they were located 'Elsewhere in Cambridgeshire' (57%), usually travelled in the area by 'cycle' (53%), and those who were 'employed' (53%), when compared with the overall response

Question 6: Please elaborate on your answer in the space below.

239 respondents left comments on question 6, which asked for respondents' comments elaborating on their answer to question 5 ('Which option do you prefer?').

Summary of major themes for those that preferred 'Option 1'

Comment theme	Respondent comments
Environment	<ul style="list-style-type: none">• Respondents who discussed this theme felt that Option 1 would result in less environmental damage/disruption than Option 2. Most of these respondents indicated they were concerned about the removal of trees and relocation of the ditch required for Option 2.
Two way cycle lanes	<ul style="list-style-type: none">• Respondents who discussed this theme indicated they preferred Option 1 as it didn't use two way cycle lanes.

	These respondents felt these were dangerous, as they offered little room for cyclists to overtake and put cyclists in conflict with pedestrians, and could potentially be confusing for cyclists as other cycle lanes nearby were one way
Speed and cost of construction	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 1 as it could be developed quicker than Option 2 and would cost less to implement

Summary of major themes for those that preferred 'Option 2'

Comment theme	Respondent comments
Segregated cycle routes	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 2 as it offered a cycle route more segregated from other traffic than Option 1 <ul style="list-style-type: none"> ○ Some of these respondents felt the areas of shared use for Option 2 should follow the same segregation as the rest of the route, as they felt there was enough space to offer this
Safety	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 2 as it offered safer travel options for cyclists and pedestrians due to the increased width of cycle/pedestrian routes and increased segregation <ul style="list-style-type: none"> ○ Some of these respondents felt this could be improved further by increasing the segregation between cyclists and pedestrians, by reducing the amount of shared use paths
Crossings	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the crossing solutions for Option 2 were better for cyclists and pedestrians as they were simpler than Option 1 and gave priority through the use of Copenhagen style crossings <ul style="list-style-type: none"> ○ Some of these respondents were, however, concerned about some the crossings being shared use, as they felt this could result in conflict between pedestrians and cycles ○ Some of these respondents also discussed the improvements to the Eddington Avenue and JJ Thompson Avenue junctions, feeling these offered much safer solutions for cyclists and pedestrians at these junctions
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 2 as it offered more landscaping and planting than Option 1, so would be better for the environment <ul style="list-style-type: none"> ○ A few of these respondents indicated they were concerned about the relocation of the ditch adjacent to Churchill College and felt it was unnecessary

Two way cycle lanes	<ul style="list-style-type: none"> Respondents who discussed this theme felt that the two way cycle lanes were a needed improvement, particularly due to the amount of cycle traffic using this area of Madingley Road
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Summary of major themes for those that preferred 'Neither'

Comment theme	Respondent comments
Crossings/junction	<ul style="list-style-type: none"> Respondents who discussed this theme felt the suggestions for improvements to the crossing and junctions as they felt they were over-elaborate and would cause increased congestion in the area
Environment	<ul style="list-style-type: none"> Respondents who discussed this theme felt both Options would have a negative impact on the environment due to the changes to existing natural areas on Madingley Road, particularly the ditch adjacent to Churchill College
Floating bus stops	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they preferred 'neither' Option due to the use of floating bus stops, which they felt increased congestion for motorised traffic and put pedestrians at risk
Layby	<ul style="list-style-type: none"> Respondents who discussed this theme were opposed to the removal of the lay-by as they were concerned about the loss of a local business situated within the lay-by and felt this space was needed for those requiring a rest stop, in the event of a breakdown, and to reduce the impact on parking for local residents

Question 7: Do you have any comments on any of these elements? Please include details of the location you are referring to in your response.

130 respondents left comments on question 6, which asked for respondents' views on the elements for Option 2.

Summary of major themes

Comment theme	Respondent comments
Shared use paths	<ul style="list-style-type: none"> Respondents who discussed this theme felt that shared use paths needed to be segregated, particularly where they were used at junctions, as they felt shared use paths could be dangerous for pedestrians, particularly those who are vulnerable
Environment	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that changes to the natural environment on Madingley Road, particularly the trees, should be avoided. This was

	<p>particularly discussed in relation to element 20: 'Ditch adjacent to Churchill College relocated'</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated that they preferred Option 2, as it offered better landscaping than Option 1 • A few of the respondents who discussed this theme were concerned about the landscaping causing visibility issues, particularly around crossing points
Traffic flow	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would have a negative impact on traffic flow, in particular due to the increase in traffic lights, placement of bus stops close to junctions, and due to the removal of the right turn lane for element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction'
Copenhagen crossings	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they approved of the use of this type of crossing, feeling they would offer a quicker and safer way for crossing side roads <ul style="list-style-type: none"> ○ A few of these respondents felt there were some additional things that could be done to ensure these crossings remained safe. These included; ensuring they were situated a standard motor vehicle's length back from the junction, to ensure motor vehicles could safely exit/enter without blocking the crossing; ensuring visibility at these crossings was kept clear so all users could see each other; including extra signage to clarify who has priority at these crossings
Element 29 'Madingley Road/Lady Margaret Road junction redesign'	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they supported this element, particularly the addition of a pedestrian crossing, as they felt the current arrangements were difficult and dangerous for pedestrians looking to cross Lady Margaret Road or required a significant detour
Element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction'	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned this element would lead to increased congestion as those needing to turn right would block traffic flow with the removal of the right turn lane. There was also concerns this could lead to accidents involving cyclists and pedestrians using the new raised priority crossing from element 22 'Raised priority crossing for pedestrians and cyclists across Storey's Way'
Element 28 'Lay-by near Lady Margaret Road removed'	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to this element: <ul style="list-style-type: none"> ○ Most of these respondents were concerned about the loss of a local business situated within the lay-by • Some of these respondents felt this space was needed for those requiring a rest stop, in the event of a breakdown, and to reduce the impact on parking for local residents

Improvements to ends of proposed route	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11. These respondents felt this area was very unsafe for cyclists • Some of the respondents who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe
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Question 8: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

68 respondents left comments on question 8, which asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of major themes

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme had concerns about the use of shared use paths, particularly at crossing points. These respondents felt that the space required for adapted cycles, wheelchairs, and other mobility aids to pass each other and other users needed to be considered in order to not negatively impact on disabled users <ul style="list-style-type: none"> ○ A few respondents felt that shared use paths would negatively impact those with disabilities • A few of the respondents who discussed this theme felt the crossing points and junction redesigns would have a positive impact on those with disabilities • A few of the respondents who discussed this theme felt that the proposals would positively impact on those with disabilities • A few of the respondents who discussed this theme felt that floating bus stops would negatively impact on those with disabilities, particularly those with visual impairments
Age	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme had concerns about the use of shared use paths, particularly at crossing points. These respondents felt that the space required for adapted cycles, pushchairs, wheelchairs, and

	<p>other mobility aids to pass each other and other users needed to be considered in order to not negatively impact on younger/older users</p> <ul style="list-style-type: none"> ○ Some respondents felt that shared use paths would negatively impact older/younger pedestrians
No impact	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have no impact on those with protected characteristics
Removal of the lay-by and loss of local business	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the proposals to remove the lay-by on Madingley Road due to the potential loss of a local business situated therein

Question 9: We welcome your views. If you have any comments on the project or particular options, please add them in the space available below.

126 respondents left comments on question 9, which asked respondents if they had any comments on the project or particular options.

Summary of major themes

Comment theme	Respondent comments
Positive	<ul style="list-style-type: none"> • Respondents who discussed this theme left positive comments about the proposals. Most of these respondents felt they would improve the accessibility and safety of cycling and walking along Madingley Road
Connections to Madingley Road route	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11. These respondents felt this area was very unsafe for cyclists • Some of the respondents who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe • Some of the respondents who discussed this theme indicated that Grange Road and Adams Road were popular alternative routes for cyclists navigating the area. These respondents felt some of the improvements on Madingley Road could be scaled back (particularly Option 2: Element 6 'New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)', in order to make room for on-road bus lanes for the Cambourne to Cambridge scheme, and the money saved spent on improving these cycle routes

	<ul style="list-style-type: none"> ○ Most of these respondents indicated they were opposed to the use of off-road bus lanes for the Cambourne to Cambridge scheme
Environment	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about the loss of mature trees and potential damage to biodiversity from relocating the ditch (Option 2: Element 20 'Ditch adjacent to Churchill College relocated'), and felt this should be avoided • Some of the respondents who discussed this theme indicated they supported the commitment to landscaping, feeling it would improve the local environment <ul style="list-style-type: none"> ○ A few respondents were concerned about potential conflict with sightlines from larger greenery, particularly at junctions
Cycle infrastructure	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the cycle infrastructure could be further improved by following Nordic or Dutch style designs. They felt these should be the standard across Cambridge <ul style="list-style-type: none"> ○ A few of these respondents felt the recommendations from the Cambridge Cycling Campaign (Camcycle) should be used
Removal of the lay-by and loss of local business	<ul style="list-style-type: none"> • Respondents who discussed this theme were opposed to the proposals to remove the lay-by on Madingley Road due to the potential loss of a local business situated therein

Stakeholders responses

Background

6 written responses were received on behalf of a number of different groups and organisations

British Horse Society
Cambridge Ahead
CamCycle

Cllr Douglas de Lacey
Coton View
University of Cambridge

All of the responses from these groups are being made available to The Greater Cambridge Partnership's Executive Board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Comment theme	Stakeholder comments
Improvements to ends of proposed route	<ul style="list-style-type: none">• Some of the stakeholders who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe• A few of the stakeholders who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11 as this area was felt to be very unsafe, and general improvements towards Eddington as this was a popular route for cyclists

Email, social media, and consultation event responses

83 responses were received regarding the consultation through email; social media platforms such as Facebook and Twitter; at events; and letters. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

Comment theme	Respondent comments
Removal of the lay-by and loss of local business	<ul style="list-style-type: none">• Respondents who discussed this theme were opposed to the proposals to remove the lay-by on Madingley Road due to the potential loss of a local business situated therein

Madingley Road Cycling and Walking Project

Public Consultation Findings - Designer's Response

May 2020

Madingley Road Cycling and Walking Project Public Consultation Finding - Designer's Response

Cambridgeshire County Council

May 2020

This document has 11 pages.

This document and its contents have been prepared and are intended solely for Cambridgeshire County Council information and use in relation to the public consultation findings.

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Change log

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Rev	Section	Description

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1.0 Introduction

Madingley Road Cycling and Walking Project public consultation was undertaken from January to March 2020 for two proposed options to improve pedestrian and cycleway facilities. The results of the public consultation were positive with 89% of respondents supporting the proposals, and large support for the design elements presented in the public consultation documents.

Option 1 had 24 proposed elements and Option 2 had 30, which the public were invited to comment on. However, there were some minor opposition points to a small number of the design elements which meant, although they were supported by the majority, the support was not as high as other elements.

This document looks to address the minor opposition points and comments from the public consultation survey results for both options of the Madingley Road Cycling and Walking Project. Reasons for the design proposals and any considerations will be noted for each point and comment.

2.0 Background

Initially, three stakeholder workshops took place to discuss and evaluate various junction and cycleway/footway link designs for Madingley Road. This process influenced the design of the two options that were taken forward to the public consultation.

The two options presented for public consultation were:

Option 1:

- Full segregation where space allows
- In constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'Cambridge kerb'/low angled kerb segregation
- Due to visibility constraints, the concept at most crossings is to have the cycleway adjacent to the carriageway.
- Option follows the existing alignment of the road closely
- Mostly 'floating' bus stops

Option 2:

- Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'kerbed margin separation'
- It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclists and pedestrian priority.
- It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists.
- The option proposes to realign the road to balance the cross section in most areas
- All 'floating' bus stops

In addition, both options featured the following:

- 3.2m wide carriageway
- 2m minimum width cycleways increasing to 2.5m where space allows
- 2m minimum footways
- Sections of shared/dual use to allow easier usage of junctions and crossings
- Improved crossing facilities
- Improved junction layouts

The results of the public consultation survey are shown in Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings.

3.0 Option 1 Consultation Findings Key Points Response

The following points have been selected for response as these are elements that had the most opposition to, from the public consultation survey (Refer to Figure 8 in Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings).

Madingley Road / Eddington Avenue Junction (Element 5)

The Madingley Road / Eddington Avenue Junction had 19% of respondents oppose it. This was due to concerns about cyclist safety and negative impact on traffic flow.

As part of future design stages, it is intended to model any proposed junction to fully understand the impact on current traffic flow. While cyclist safety has been considered as part of the design of the option, this will also be considered in more detail for any improvements as the design progresses, with safety audits being undertaken as part of the process.

Pedestrian crossing near Lady Margaret's Road (Element 24)

The pedestrian crossing removal near Lady Margaret's Road had 22% of respondents oppose it.

This crossing was removed as part of the proposal to incorporate improved crossing facilities at the nearby Madingley Road / Lady Margaret's Road Junction (Element 23), which gained 75% support and only 8% opposition.

Right turn Lane Removed at Madingley Road / Storey's Way Junction (Element 15)

The removal of the right turn lane at Madingley Road / Storey's Way Junction had 26% of respondents oppose it. This was due to concerns that cars waiting to turn right into Storey's Way could cause congestion on Madingley Road, and that cyclists turning right would be exposed to traffic.

The right turn lane was removed to narrow the carriageway in this area in order to widen and improve the footway and cycleway facilities in this location, which is known to be a conflict point for pedestrians and cyclists. Proposed cycle facilities allow cyclists to use the Toucan crossing to cross the road to access Storey's Way.

As part of future design stages, it is intended to model any proposed junction to fully understand the impact on current traffic flow.

Lay-by Near Lady Margaret Road Removed (Element 22)

The lay-by near Lady Margaret Road removal had 16% of respondents opposed to it. There was some concern due to the loss of a local business as this lay-by is used by a mobile food van, and due to the loss of a safe rest stop.

This lay-by was removed due to space constraints in this location, as there is limited width to provide the footway, cycleway and lay-by in a safe arrangement.

There was also strong support of stakeholders for the removal of the lay-by following early communication and received 52% support in the public consultation survey.

4.0 Option 2 Consultation Findings Key Points Response

The following points have been selected for response as these are elements that had the most opposition to, from the public consultation survey (Refer to Figure 15 in Maddingley Road Cycling and Walking Project: Summary Report of Consultation Findings).

New Two-way Cycleway between Lansdowne Road and Storey's Way (Element 6)

The new two-way cycleway between Lansdowne Road and Storey's Way had 20% of respondents opposed to it.

The two-way cycleway was proposed as a result of the stakeholder workshops to provide improved facilities along the most used cycle route as shown by pedestrian and cyclist count data.

The two-way cycleway is subject to land availability which will need formal negotiation with colleges to deliver the full length as shown in Option 2.

Pedestrian crossing near Lady Margaret's Road Removed (Element 30)

The removal of pedestrian crossing near Lady Margaret's Road had 23% opposed to it.

This crossing was removed as part of the proposal to incorporate improved crossing facilities at the nearby Maddingley Road / Lady Margaret's Road Junction (Element 29), which gained 73% support and only 9% opposition.

Right turn Lane Removed at Maddingley Road / Storey's Way Junction (Element 23)

The removal of the right turn lane at Maddingley Road / Storey's Way Junction had 29% of people opposed it.

The reasoning for this element and possible design actions are as noted for Right turn Lane Removed at Maddingley Road / Storey's Way Junction is to narrow the carriageway as per Option 1 response above.

Ditch Adjacent to Churchill College Relocated (Element 20)

The relocation of the ditch adjacent to Churchill College had 27% of respondents opposed to it.

The proposed relocation of the ditch was to allow more width available for the two-way cycle facility, which was added as a result of the stakeholder workshops. The proposed two-way cycleway in this location and associated ditch relocation is subject to formal negotiation with colleges. Any works to the ditch will follow the appropriate environmental process.

5.0 Consultation Findings Key Comments Response

Questions 7-9 of the public consultation survey asked for comments on the project, particular elements or options. The major themes as selected in the Maddingley Road Cycling and Walking Project: Summary Report of Consultation Findings are shown below with designer responses.

Connections to Maddingley Road Route

Some survey respondents felt that the project could have included the M11 junction to the west of the project extents, and the Northampton Street/Queen's Road Roundabout to the East. The scope for this project was set by Cambridge County Council for improvement to the pedestrian and cycle facilities on Maddingley Road from the British Antarctic Survey Building to, but not including, the Northampton Street/Queen's Road Roundabout. Connectivity into these areas was designed within both options.

Environment

Some respondents were concerned about the proposed relocation of the ditch adjacent to Churchill College on Option 2 due to potential biodiversity issue and loss of mature trees. While generally supportive of the landscaping on the proposals, some respondents raised concerns about visibility at junctions.

As mentioned in the Option 2 Consultation Key Findings Response Element 22 paragraph regarding the relocation of the ditch, all appropriate environmental surveys and measures will be taken to protect the biodiversity of the area. Some mature trees may be lost to the proposed options, however there are landscaping proposals to replace and increase the number of trees along Madingley Road. During future design, measures will be considered to manage, relocate/revitalise, and improve existing habitats that may be affected by the proposals.

Visibility at junctions will be carefully considered during future design stages to ensure that sightlines are not obstructed due to any proposed planting and improved where possible.

Cycle Infrastructure

Some respondent suggested cycle infrastructure improvements by adopting Nordic or Dutch style designs.

The design proposals feature a Copenhagen crossing, the Option 2 Eddington Avenue junction cycleway crossing facilities is adapted from Dutch-style designs.

Other Dutch style designs were proposed for some of the junctions along Madingley Road at the stakeholder workshops. However, due to space constraints of the locations, and some confusion about how the layouts would be navigated, more traditional junctions with pedestrian/cyclist facility improvements were included on the public consultation options.

These will be investigated in more detail during the design phase, and if appropriate they could be modified to implement a Dutch style approach.

Removal of lay-by and local business

Some respondents were opposed to the proposals to remove the lay-by on Madingley Road due to the local mobile food van business which operates there. However, the public consultation response was in favour of the removal of the lay-by, and due to space constraints, retention of the lay-by would mean that there would be a reduction in the quality of the walking and cycling facilities to provide a shared use area in due to waiting customers. At busy times there could also be conflict between cyclists and pedestrians in this location.

Copenhagen Crossings

While there generally was support for the Copenhagen style crossings, some respondents were keen for other measures to ensure safety at the junction. This included setting the junction back to allow a car to wait off the crossing and signage to clarify priority.

There are many examples of these types of crossings being used within UK, lessons learnt, best practice, signage and crossing location will be further considered in future design stages, when each element will be looked at in more detail for any improvements.

Shared Use Paths

Some respondents commented that there should be more segregation of cyclists and pedestrians particularly around junctions.

Due to space constraints around junctions, segregation is not possible in all areas due to the need to allow connectivity to roads/access that are not part of the scope of the project. Further consideration for any improvements will be given to these arrangements during future design stages.

6.0 Designer's Recommendation

The public consultation survey findings show that 89% of respondents supported cycling and walking developments on Madingley Road. Both Option 1 and Option 2 had a majority of support for the individual elements identified in the survey and shows that both options were seen as feasible solutions to improvements pedestrian and cyclist facilities improvements on Madingley Road.

Question 5 asked for preference on an option, the results were 37% for Option 1, 47% for Option 2, and 15% with no preference.

Due to the slight preference noted above and the better quality of pedestrian and cyclist facility, the designer's recommendation is for Option 2. There is a cost and programme implication with Option 2 due to the proposed land acquisition and alignment, however this option offers more future proofing due to the extra capacity for pedestrians and cyclist, which could be required if demand increases as the route becomes more attractive for this type of transport.

Possible Integration of Option 1 Supported Elements

Option 1 included some design elements which the public consultation survey results would point to being more favourable than Option 2 design elements in the same location. These were:

- Toucan Crossing improvements by Storey's Way

The Option 1 design features a cycleway which continues through the crossing. There is also a shared use path which enables cyclists to use the crossing. This Option was supported by 83% of the respondents. The Option 2 design offered only a shared use route through the crossing and therefore less segregation, this gained 77% support. Therefore Option 1 with more segregation is more favourable.

- Crossing by Clerk Maxwell Road

Option 1 featured an informal crossing by Clerk Maxwell Road, this used the existing traffic island, but proposed improvements to kerbing. This option gained 68% support of the respondents. Option 2 featured a controlled crossing in this location and gained 64% support. Due to the support and potential for impact on traffic (subject to traffic modelling), Option 1 is more favourable.

The opportunity to integrate the above Option 1 elements into Option 2 will be evaluated in future design stages. There are also risks associated with traffic modelling and land acquisition which are covered in the Risks section below, this may mean that other Option 1 design features may be adopted into Option 2 to optimise the final design.

Risks

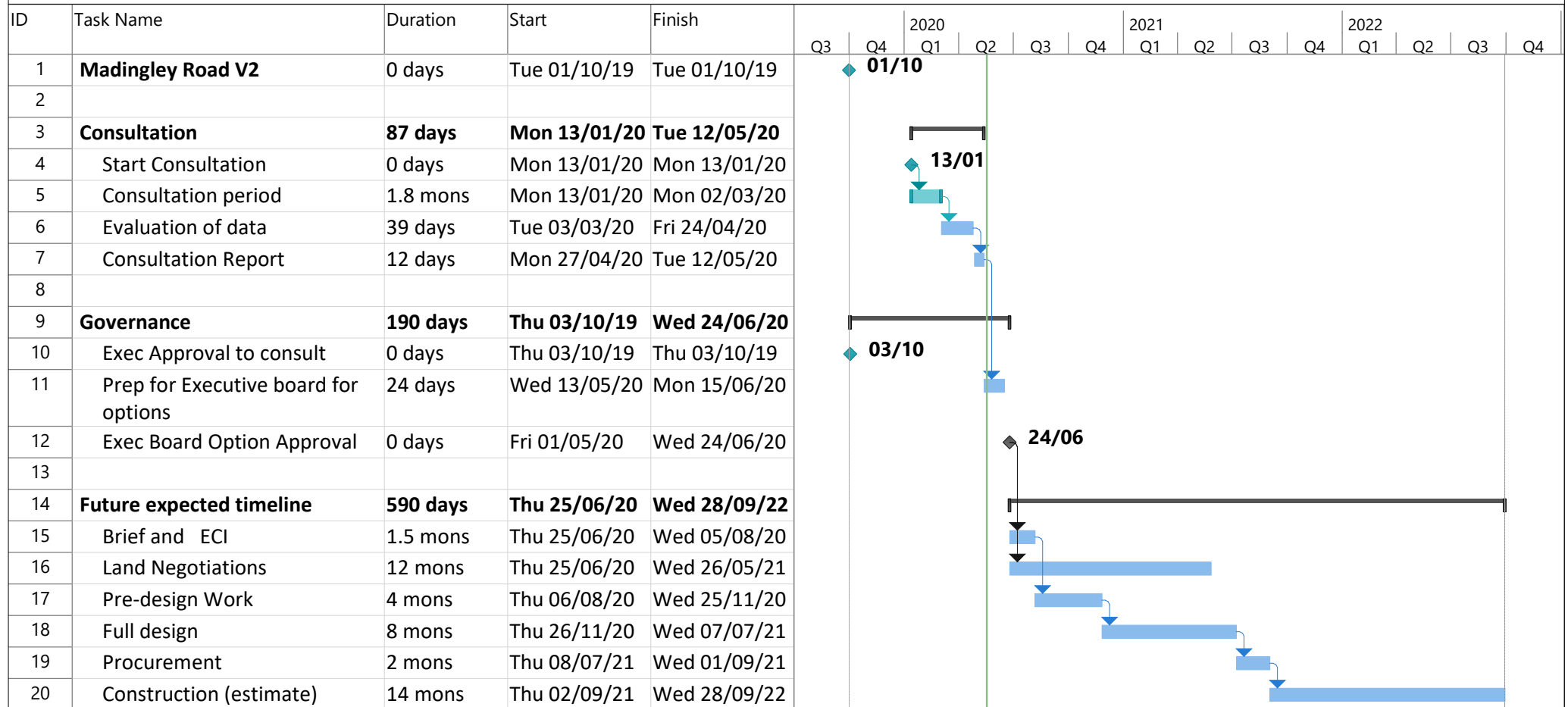
Due to the requirement for land acquisition and traffic modelling, there is a risk that some of the designed elements may not be able to be delivered as shown for public consultation.

In this event, it may be necessary to adopt elements of Option 1 into the Option 2 design. This would look to keep as many of the benefits of Option 2 and add some of the benefits of Option 1 into a hybrid option.

There is a risk that traffic modelling may show that some design elements may be unsuitable due to congestion issues. In this scenario the junctions may need to be changed to Option 1 design or be redesigned to suit the Option 2 layout with reduced impact on traffic.

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Madingley Road Cycling and Walking project V2



Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

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

FOXTON TRAVEL HUB

1. Purpose

- 1.1. The A10 corridor from Royston and Foxton is a key radial routes in to Cambridge. It suffers considerably from congestion particularly during peak times. The corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board, as a priority project for developing public transport, walking and cycling improvements.
- 1.2. Reducing journey time delays and promoting local rail services supports the GCPs vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.3. The Foxton Travel Hub will support future economic growth by improving connectivity and accessibility to key growth sites and existing areas of economic activity within Greater Cambridge. This new opportunity for transport interchange will offer users a potentially quicker and more reliable public transport alternative to the high levels of highway congestion and journey time delay experienced on the A10.
- 1.4. This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work and whilst public transport may take a while to build back up to full capacity, this project can be delivered in time to support train journeys when it is again save to use public transport.
- 1.5. The purpose of this report is to update the Board on the progress made on the Foxton Travel Hub project. Specifically, the report proposes that the project be progressed to the next stage of the project programme. This stage would involve preparing the Full Business Case (FBC) and producing the work needed to progress the scheme through the Statutory Approvals process.

2. Travel Hub

- 2.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport Plan (LTP) defines travel hubs as acting “as gateways to the public transport network, giving car users the opportunity to travel sustainably for part of their journey”.
- 2.2. The proposed Foxton travel hub would be located with vehicular access to/from the A10, including bus services, as well as linking in with the local cycle and pedestrian network working in tandem with the Melbourne Greenway proposals. The proposed site would include car parking and electric charging spaces; extensive cycle parking; solar panels; bus stop facilities; and potentially facilities such as a small toilet block.

3. Key Issues and Considerations

- 3.1. The A10 south is currently heavily congested during the peak hours, with slow-moving traffic through Harston and Hauxton and on the approach to M11 Junction 11, and the Foxton level crossing, causing delay to private vehicles commuting onwards to Cambridge. In the AM peak, the eastbound approach to M11 Junction 11 from the A10, and the northbound approach from the M11 southbound, experience 25-50% slower travel speeds when compared to free flow conditions.
- 3.2. Congestion in the Royston to Cambridge section of the A10 is also caused by the down time of the rail barrier at the level crossing which, in the peak hour, can cause between 15 – 20 mins delay. Further services on the rail line stopping and passing through Foxton station are proposed by Network Rail and this will result in further delay at the level crossing.
- 3.3. The provision of a Travel Hub scheme along the A10 Royston to Cambridge corridor is ideally positioned to improve access to new employment sites in Cambridge from the corridor's villages and towns. The scheme enhances levels of public transport connectivity into and across the Greater Cambridge area. The proposed scheme has a high level of synergy with other proposed schemes, including the Cambridge South West Travel Hub scheme and Cambridge South station, as well as the improving access to existing growth areas such as Cambridge North station and the adjacent Science Park and Cambridge Central station and wider development area adjacent.
- 3.4. Cambridge City and South Cambridgeshire Local Plan and North Hertfordshire's draft Local Plan include further growth on the A10 corridor and the Travel Hub would provide enhanced connectivity to high quality public transport services for a sustainable mode of transport for onward travel to the Cambridge Southern Fringe, Cambridge Northern Fringe or Cambridge City Centre, for people who would otherwise travel by private car.
- 3.5. Cambridge has seen above national average growth in rail passengers over the past decade including along the Cambridge line between Royston and Cambridge. With 62% growth at Cambridge station and 47% at Foxton, demand is continuing to grow on the rail network. Foxton Station currently has no private vehicle car parking and there is observed fly parking in the village using the rail line to commute into Cambridge and London.

4. Options and Emerging Recommendation

- 4.1. In compliance with the three stages of the Department for Transport's (DfT) transport appraisal process, the Foxton Travel Hub scheme has progressed through a series of optioneering steps to identify and assess options that address the scheme objectives. The Outline Business Case (OBC) stage options assessment presented in this report, represents Step 3 of the options assessment process, concluding with the identification of the preferred option.

Public Consultation

- 4.2. In March 2019, the GCP Executive Board decided to progress the Foxton Travel Hub to the OBC stage and the associated public consultation. A public consultation ran between 9 September and 21 October 2019. The consultation included questions about the need for a site, the location of the site and what should be included within the scheme. Two site options are being considered.

- Northern Site: located on Barrington Road to the north of Foxton Station
- Southern Site: located on Royston Road to the west of Foxton Station



Figure 1: Site location options of Foxton Travel Hub

- 4.3. Foxton Travel Hub: Summary Report of Consultation Findings (Source document 2) summarises the core 221 responses to the consultation survey and the 66 additional written responses received.
- 4.4. 41% of respondents indicated that the 'Southern site' would be their preferred option with only 13% indicating that the 'Northern site' was their preferred option. Respondents who were located in 'Foxton and local area' were more opposed to the development of a Travel Hub at Foxton than those from outside the area.

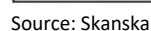
Outline Business Case

- 4.5. The scheme has progressed through a series of optioneering steps to identify and assess options that address the scheme objectives. The OBC has been reviewed as part of the formal process and some options from the public consultation have been included within the OBC (Appendix 1). The aim of this process was to determine the preferred location for the proposed Travel Hub scheme.
- 4.6. The public consultation feedback was used to inform the options assessment of the short listed options as part of the development of the OBC, in order to identify the best performing option. The feedback also recommended the assessment of alternative site configurations, including, a split site solution, a decked parking solution, and a decked split site solution.
- 4.7. Foxton Park and Travel Hub OBC Options Assessment Report (Mott MacDonald) summarises the conclusions from the OBC options appraisal carried out to date. The economic appraisals help to identify and support the selection of the preferred option, by determining which option is likely to offer the greatest level of Value for Money (VfM). The economic appraisals process involved calculating the discounted costs and benefits for the shortlisted options and presenting the Benefit Cost Ratios (BCRs) for each option. These are summarised in Table 1 for the different growth scenarios.

	Northern Option	Southern Option
1. Initial investment	\$100,000	\$100,000
2. Annual cash inflows	\$20,000	\$20,000
3. Annual cash outflows	\$10,000	\$10,000
4. Net cash inflows	\$10,000	\$10,000
5. Payback period	10 years	10 years
6. NPV	\$10,000	\$10,000
7. IRR	10%	10%
8. Profitability index	1.1	1.1
9. Internal rate of return	10%	10%
10. Net present value	\$10,000	\$10,000
11. Payback period	10 years	10 years
12. Profitability index	1.1	1.1
13. Internal rate of return	10%	10%
14. Net present value	\$10,000	\$10,000
15. Payback period	10 years	10 years
16. Profitability index	1.1	1.1
17. Internal rate of return	10%	10%
18. Net present value	\$10,000	\$10,000
19. Payback period	10 years	10 years
20. Profitability index	1.1	1.1
21. Internal rate of return	10%	10%
22. Net present value	\$10,000	\$10,000
23. Payback period	10 years	10 years
24. Profitability index	1.1	1.1
25. Internal rate of return	10%	10%
26. Net present value	\$10,000	\$10,000
27. Payback period	10 years	10 years
28. Profitability index	1.1	1.1
29. Internal rate of return	10%	10%
30. Net present value	\$10,000	\$10,000
31. Payback period	10 years	10 years
32. Profitability index	1.1	1.1
33. Internal rate of return	10%	10%
34. Net present value	\$10,000	\$10,000
35. Payback period	10 years	10 years
36. Profitability index	1.1	1.1
37. Internal rate of return	10%	10%
38. Net present value	\$10,000	\$10,000
39. Payback period	10 years	10 years
40. Profitability index	1.1	1.1
41. Internal rate of return	10%	10%
42. Net present value	\$10,000	\$10,000
43. Payback period	10 years	10 years
44. Profitability index	1.1	1.1
45. Internal rate of return	10%	10%
46. Net present value	\$10,000	\$10,000
47. Payback period	10 years	10 years
48. Profitability index	1.1	1.1
49. Internal rate of return	10%	10%
50. Net present value	\$10,000	\$10,000
51. Payback period	10 years	10 years
52. Profitability index	1.1	1.1
53. Internal rate of return	10%	10%
54. Net present value	\$10,000	\$10,000
55. Payback period	10 years	10 years
56. Profitability index	1.1	1.1
57. Internal rate of return	10%	10%
58. Net present value	\$10,000	\$10,000
59. Payback period	10 years	10 years
60. Profitability index	1.1	1.1
61. Internal rate of return	10%	10%
62. Net present value	\$10,000	\$10,000
63. Payback period	10 years	10 years
64. Profitability index	1.1	1.1
65. Internal rate of return	10%	10%
66. Net present value	\$10,000	\$10,000
67. Payback period	10 years	10 years
68. Profitability index	1.1	1.1
69. Internal rate of return	10%	10%
70. Net present value	\$10,000	\$10,000
71. Payback period	10 years	10 years
72. Profitability index	1.1	1.1
73. Internal rate of return	10%	10%
74. Net present value	\$10,000	\$10,000
75. Payback period	10 years	10 years
76. Profitability index	1.1	1.1
77. Internal rate of return	10%	10%
78. Net present value	\$10,000	\$10,000
79. Payback period	10 years	10 years
80. Profitability index	1.1	1.1
81. Internal rate of return	10%	10%
82. Net present value	\$10,000	\$10,000
83. Payback period	10 years	10 years
84. Profitability index	1.1	1.1
85. Internal rate of return	10%	10%
86. Net present value	\$10,000	\$10,000
87. Payback period	10 years	10 years
88. Profitability index	1.1	1.1
89. Internal rate of return	10%	10%
90. Net present value	\$10,000	\$10,000
91. Payback period	10 years	10 years
92. Profitability index	1.1	1.1
93. Internal rate of return	10%	10%
94. Net present value	\$10,000	\$10,000
95. Payback period	10 years	10 years
96. Profitability index	1.1	1.1
97. Internal rate of return	10%	10%
98. Net present value	\$10,000	\$10,000
99. Payback period	10 years	10 years
100. Profitability index	1.1	1.1
101. Internal rate of return	10%	10%
102. Net present value	\$10,000	\$10,000
103. Payback period	10 years	10 years
104. Profitability index	1.1	1.1
105. Internal rate of return	10%	10%
106. Net present value	\$1	

Source: Mott MacDonald

- Figure 2: Southern Option Design as of March 2020 (indicative only)**



Emerging Recommendations

4.11. It is proposed that the following recommendations should be formally made to the Board:

- That the findings of the public consultation exercise are noted;
- That the outcome and analysis set out in the OBC are noted;
- That the recommended preferred Southern Option and associated infrastructure is endorsed and approved;
- The recommendation to further develop other associated infrastructure for the scheme, which may include solar canopies above car parking spaces, is endorsed and becomes part of the scheme's scope.
- That negotiations of the land and rights required for the delivery of the scheme and the potential use of CPO, Side Roads Orders, parking enforcement and changes to speed limits is endorsed, and approval is given to progress these elements of the scheme development and delivery; and,
- That approval is given for continued work in partnership with NR to potentially develop and deliver pedestrian crossing facilities to accompany the scheme.
- That approval is given for continued work in partnership with stakeholders and the GCP's Engagement Group to potentially develop a package of local mitigation to support the scheme.

5. Next Steps and Milestones

5.1 The next stage of the scheme development is to progress the preliminary designs for the preferred Southern Option as part of the statutory approvals process, with a planning application being submitted. This stage of work will also include any necessary stakeholder engagement in order to develop the scheme designs, as well as the drafting of the FBC. Key activity milestones for this stage of work include:

- All associated ecology and design related surveys;
- Presenting the recommendations of this report to the GCP Executive Board to seek the necessary approvals;
- Seeking approval from the GCP Executive Board to progress all necessary works to develop a planning application for the preferred site location, including the necessary land procurement strategy in order to secure the required land to deliver the scheme; and
- Seeking approval from the GCP Board to progress the FBC as appropriate.
- Procurement of contractor to build the scheme

5.2 In addition to the key milestones set out above, it is proposed that discussions with NR regarding the development of design options for a pedestrian bridge over the Cambridge Line railway are progressed.

List of Appendices

Appendix 1	Foxton Travel Hub OBC: https://greatercambs.filecamp.com/s/eVmQkD84ByrO0dIS/d
Appendix 2	Foxton Travel Hub: Summary Report of Consultation Findings [attached]

Background Documents

Redacted Foxton Travel Hub Consultation Responses -

<https://greatercambs.filecamp.com/s/pnKn3rlxkJGVbIRC/d>

Redacted Foxton Travel Hub Survey Responses -

<https://greatercambs.filecamp.com/s/DiT8119M0zDhhdG7/d>

Produced by the Cambridgeshire Research Group



Foxton Travel Hub: Summary Report of Consultation Findings

Version 1

January 2020

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. 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.

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Executive Summary

Between 09 September and 21 October 2019 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to develop a Travel Hub in Foxton. The Cambridgeshire and Peterborough Combined Authority defines Travel Hubs in their Local Transport Plan as being flexible transport interchanges that will allow people greater access to sustainable transport networks.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- There was no clear view on whether a Travel Hub at Foxton would improve access to sustainable transport:
 - Over two fifths indicated they thought that, 'yes', it would improve access
 - Over two fifths indicated they thought that, 'no', it would not improve access
- There was no majority of support for either of the Travel Hub locations:
 - Over two fifths preferred 'neither' option
 - Over two fifths preferred the 'Southern option'
 - Few preferred the 'Northern option'
 - Under half of respondents who were located in 'Foxton and local area' (those who provided postcodes which indicated they resided in Barrington, Fowlmere, Foxton, Melbourn, Meldreth, or Shepreth) preferred 'neither' option
- Over half of respondents indicated they would use a Travel Hub at least 'less than once a month', however, just under half of respondents indicated they would 'never' use it
 - Over half of respondents who were located in 'Foxton and local area' indicated they would 'never' use the Travel Hub at Foxton
- Respondents who were located in 'Foxton and local area' were more opposed to the development of a Travel Hub at Foxton
- A great deal of detailed comments were received. From these there was most debate/concern about:
 - The proposal's impact on the congestion around the level crossing and the plans to bypass the level crossing
 - The need for greater improvements to active travel and public transport options, including bus services, as part of the proposals for a Travel Hub
 - The negative impact the Travel Hub would have on local residents due to increased personal motorised vehicle traffic attracted to the availability of parking, lack of improvements to the level crossing, and lack of improvements to other travel options in the area

- Responses were also received on behalf of 17 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 6600 consultation leaflets.

Four drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 221 complete responses** in total recorded. A large amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 221 responses to the consultation survey and the 66 additional written responses received.

Key findings

Views on a Travel Hub at Foxton improving access to sustainable transport

Quantitative

- Similar numbers of respondents thought that, **'yes'**, it would improve access (**42%**) and, **'no'** it would not improve access (**41%**)

Preferred Foxton Travel Hub option

- Similar numbers of respondents felt that **'neither'** option (**42%**) and the **'Southern option'** (**41%**) would be their preferred option
 - Respondents who indicated they were **'employed'** indicated they had more of a preference for the **'Southern option'** (**49%**) than the overall response
 - More respondents who were located in **'Foxton and local area'** (those who provided postcodes which indicated they resided in Barrington, Fowlmere, Foxton, Melbourn, Meldreth, or Shepreth) indicated they preferred **'neither'** option (**47%**) than the overall response
- Few respondents preferred the **'Northern option'** (**13%**)

Views Foxton Travel Hub options

Qualitative

- Question 2b asked for respondents' comments on their selection of the Foxton Travel Hub options.

- The main themes for those that preferred the '**Northern Option**' were:
 - Comments about the Northern Option being easier and safer to access than the Southern Option due to it being located off the A10 and away from the level crossing
 - Debate about the impact the Northern Option would have on local residents from the increased traffic
- The main themes for those that preferred the '**Southern Option**' were:
 - Debate about the ease of site access for personal motorised vehicles, due to access being directly from the A10, and ease of access to the station from the Travel Hub for pedestrian traffic
 - Concerns about the impact on congestion around the level crossing from Travel Hub traffic and the comments about the need for some form of bypass around the level crossing
 - Comments that the Southern Option would have less of an impact on local residents due to the access road being located away from residential properties
- The main themes were for those that preferred the '**Neither Option**' were:
 - Concerns about the lack of improvement to the roads around the level crossing and potential impact on congestion the introduction of a Travel Hub would cause
 - Concerns about the Travel Hub attracting greater personal motorised vehicle use in the area due to the lack of connecting public transport
 - Concerns about the impact a Travel Hub would have on local residents due to its potential to increase congestion and bearing on the rural nature of local villages
 - Concerns the Travel Hub by itself would not improve public transport in the area
 - Concerns that the Travel Hub was unsafe or suitable for pedestrian or cycle access to/from the Travel Hub and station or surrounding area

Likelihood of use of a Travel Hub at Foxton

Quantitative

- Over half indicated they **would use** a Travel Hub at Foxton (**53%**), however, just under half of respondents indicated they would '**never**' use it (**49%**)*
 - *n.b. respondents could select multiple responses to this question
 - More respondents who were located in '**Foxton and local area**' indicated they would '**never**' use the Travel Hub at Foxton (**58%**) compared to the overall response

Travel Hub facilities

Qualitative

- Question 4 asked respondents if there were any other facilities, other than those described in the consultation materials, which should be provided at a Travel Hub in Foxton. The main themes were:
 - Comments about the need to include bus services at the Travel Hub, connecting to nearby villages and further on into Cambridge
 - Comments about the need for pedestrian bridges or underpasses to connect the Travel Hub to the station, rather than crossing points across the A10 and level crossing, and the need for a footbridge across the station platforms
 - Comments about the need for more cycle routes from villages/employment sites to/from the Travel Hub and the need for more cycle facilities, particularly cycle parking, at the Travel Hub
 - Comments about the need for some form of bypass of the level crossing
 - Comments indicating that no further facilities were needed, particularly from those who felt that there should be no Travel Hub
 - Comments about the need for toilets
 - Comments about the need for improvements to the rail services, including: more services, reduced fares, and the development of Cambridge South Station
 - Comments about the need for refreshment facilities
 - Concerns about the amount of parking for personal motorised vehicles
 - Comments about the need for ticket machines
 - Comments about the need for sheltered waiting areas

Usage of a Travel Hub at Foxton

Quantitative

- Respondents were asked, if they were to use a Travel Hub at Foxton, how they would likely get to the Travel Hub:
 - **39%** indicated they would travel as a '**car driver**'
 - **32%** indicated they '**would not use a Travel Hub at Foxton**'
 - **26%** indicated they would '**cycle**'
 - **22%** indicated they would '**walk**'
- Respondents were asked, if they were to use a Travel Hub at Foxton, what would be the likely main purpose of their journeys:
 - **36%** indicated they would use it for '**shopping/leisure**'
 - **35%** indicated they would use it for '**commuting to work/education**'
 - **34%** indicated they '**would not use a Travel Hub at Foxton**'

Current travel in the Foxton area

- The majority of respondents usually travel through the Foxton area as a '**car driver**' (**82%**)
- The majority of respondents indicated they travel through the Foxton area '**daily**' (**60%**)

- Respondents were asked where they started their journey:
 - **29%** indicated they started their journey in **Foxton**
 - **17%** indicated they started their journey in **Barrington**
 - **14%** indicated they started their journey in **Melbourn**
- Respondents were asked where they're destination for their journey was:
 - **47%** indicated their destination was '**Cambridge city centre**'
 - **47%** indicated their destination was '**Other**'
 - **19%** indicated their destination was '**Cambridge Biomedical Campus (including Addenbrooke's Hospital)**'
 - **8%** indicated their destination was '**Cambridge Business or Science Park**'

Qualitative

- Question 10 asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010. The main themes were:
 - Concerns about disabled access to/from the Travel Hub and station, particularly the crossing points on the A10 and the level crossing but also the length of journey required outside a personal motorised vehicle
 - Concerns about the impact on local residents from the potential increase in congestion from the introduction of a Travel Hub
 - Concerns the proposals would negatively impact on congestion in the area
- Question 11 asked if respondents had any further comments. The main themes were:
 - Concerns about the proposals' impact on the plans for the level crossing to be bypassed
 - Concerns the proposals would increase congestion in the area and have a negative impact on local residents
 - Comments indicating that they were opposed to the introduction of a Travel Hub
 - Concerns the Travel Hub would have limited usage due to a lack of public transport options and poor connections
 - Concerns the proposals were not addressing the need to reduce personal motorised vehicle use due to the amount of spaces and lack of improvements to public transport or active travel
 - Comments about the need to improve the rail services
 - Comments about the need for pedestrian improvements to station platform access and the crossing points connecting the Travel Hub to the station
 - Comments about the need for more cycling improvements to the surrounding areas as part of the proposals
 - Comments about the need for improvements to the bus services in the area

Introduction

Background

The Greater Cambridge Partnership is working on an infrastructure programme to improve connectivity and quality of life for thousands of people. A Travel Hub at Foxton station could provide up to provide in the region of 750 car parking spaces and high quality cycle parking - meaning more people can use the rail network to get into Cambridge, reducing the impact of future growth on road congestion and pollution in the city.

Foxton is served by local trains between London King's Cross and Cambridge North. Trains from Foxton reach Cambridge in 10 minutes, and Cambridge North – for Cambridge Science and Business Parks - in 17 minutes. Trains could also serve a future Cambridge South station, which would provide easy access to the Cambridge Biomedical Campus and Addenbrooke's Hospital.

The public consultation was commissioned by the Greater Cambridge Partnership to help understand public and stakeholder views on proposals for a Travel Hub close to Foxton station. The consultation forms part of the stakeholder engagement in support of the Outline Business Case development for Foxton Travel Hub.

The consultation provided information on two possible Travel Hub sites, one north, one south of the railway at Foxton, along with computer generated visualisations of how the sites could look. Basic information on the proposed number of car parking spaces, expected access arrangements and environmental impacts were included in the information pack. A questionnaire accompanied the consultation information and formed the basis of most responses.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Foxton Travel Hub proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as local residents, commuters to Cambridge, and existing users of Foxton station. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked which Travel Hub Option they preferred, how often they would likely to use a Travel Hub at Foxton, what facilities they would like at the Travel Hub, what mode of travel they would use to access the station, the main purpose of their journey, the mode of travel usually used if they travelled in the area, how often they travelled through the area, and what their start/end destinations were) a eight page information document was produced and supplemented with additional information available online and at key locations.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. Helping people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Foxton Travel Hub scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Foxton Travel Hub scheme on various groups.

The main tool for gathering comments was an online survey. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper of the information document were widely distributed with road-shows held to collect responses face to face. Paper copies of the survey were available by request. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided opportunity for respondents' to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 'Most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.
- The 'Places' tool on Consult Cambs allowed respondents to place a 'pin' on to a map of the route and leave a comment. The number of map comments received was too small to conduct a thematic analysis, however, a link to the online map where all of the comments can be viewed is included within the report.
- The final report is then written to provide an objective view of the results of the consultation.

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data show no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 217 respondents and 4 stakeholders responded to the consultation survey.

Respondent location

153 respondents entered recognisable postcodes, while over a quarter did not (64 respondents).

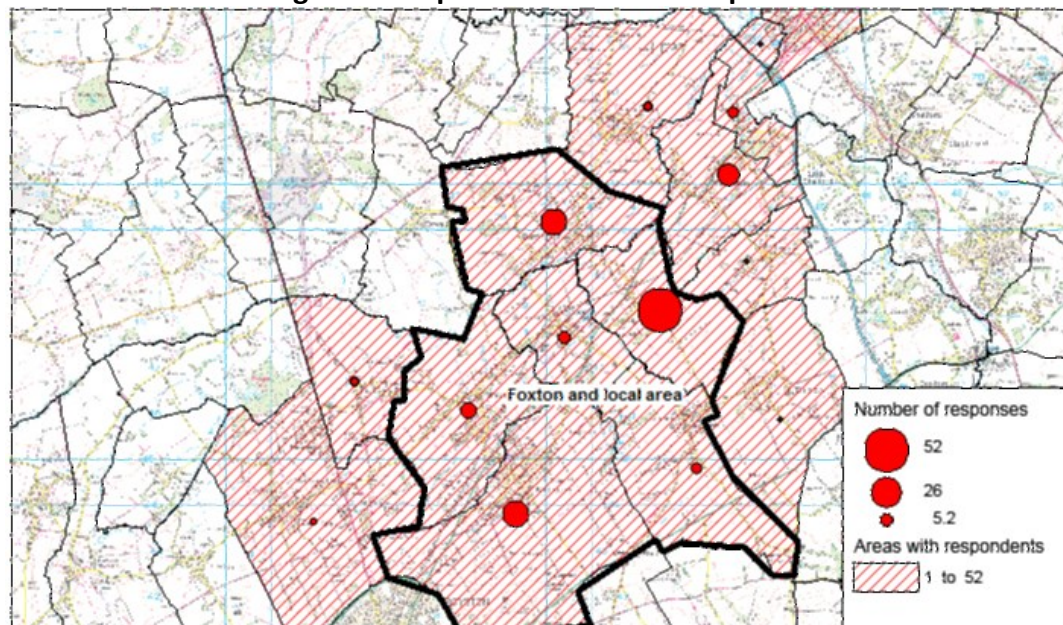
Based on the postcode data provided the largest area of response was in Foxton (24%)

These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into the category 'Foxton and local area', where significant;

- 'Foxton and local area' (covering 52% of respondents). This category covered:
 - Barrington
 - Fowlmere
 - Foxton
 - Melbourn
 - Meldreth
 - Shepreth

The following map shows the rate of response by parish/ward:

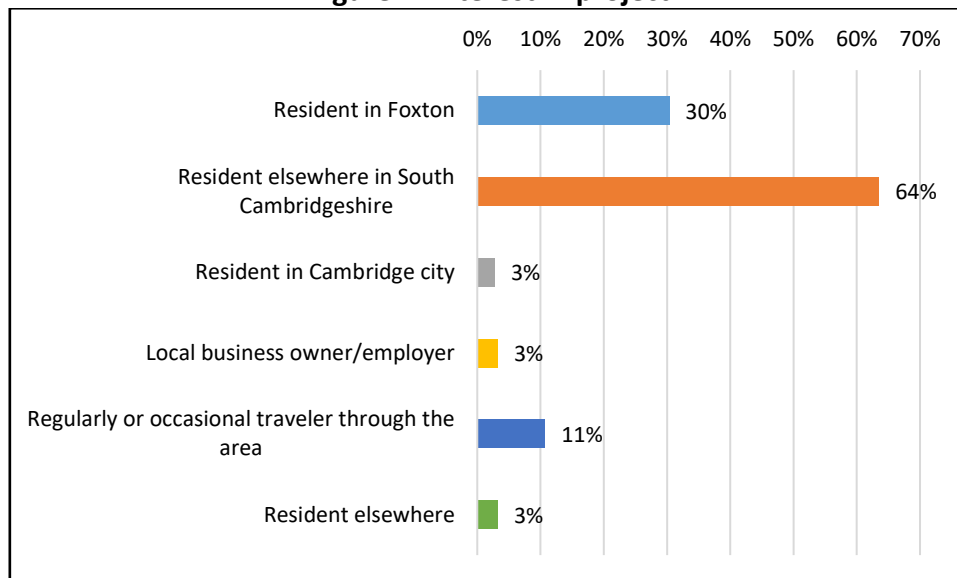
Figure 1: Map to show areas of response



Interest in Project

217 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident elsewhere in South Cambridgeshire' (64%).

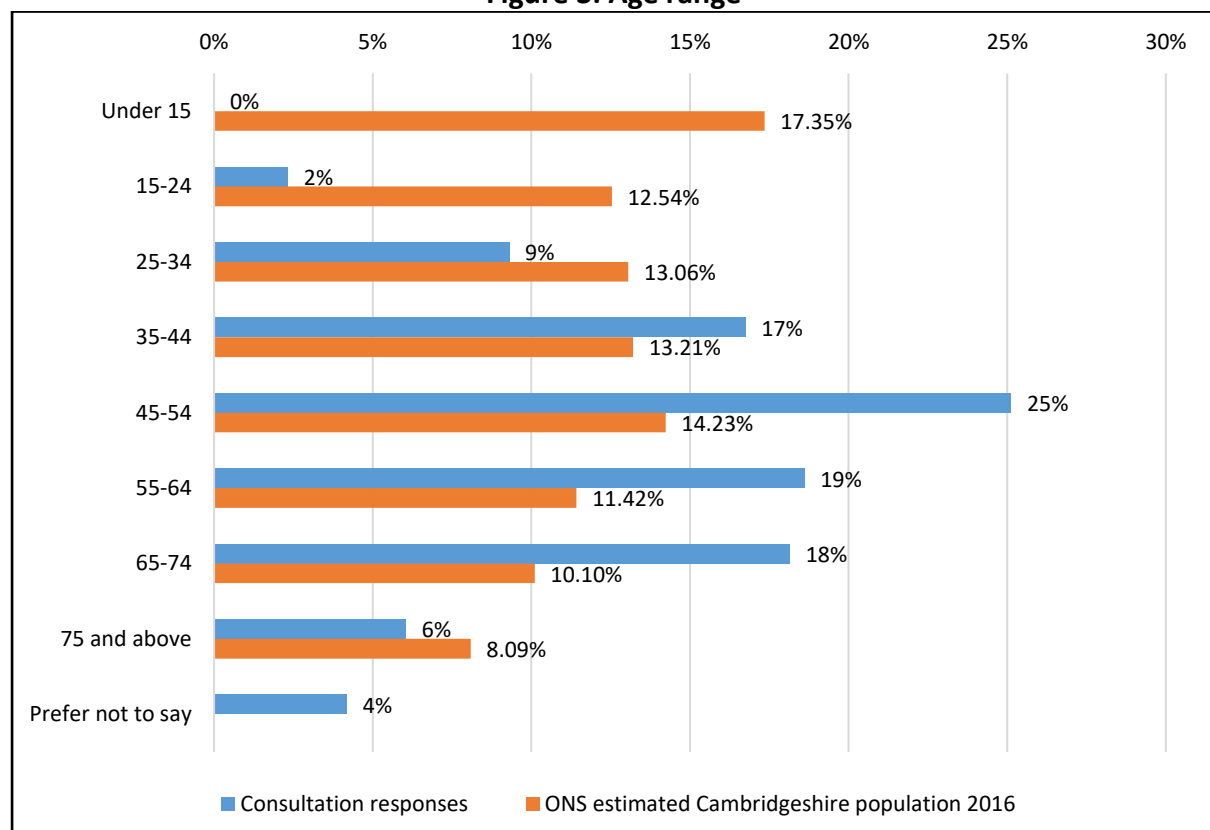
Figure 2: Interest in project



Age range

215 respondents answered the question on their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, ages from '15-24' were slightly under represented compared to the general Cambridgeshire population, only accounting for 2% of respondents.

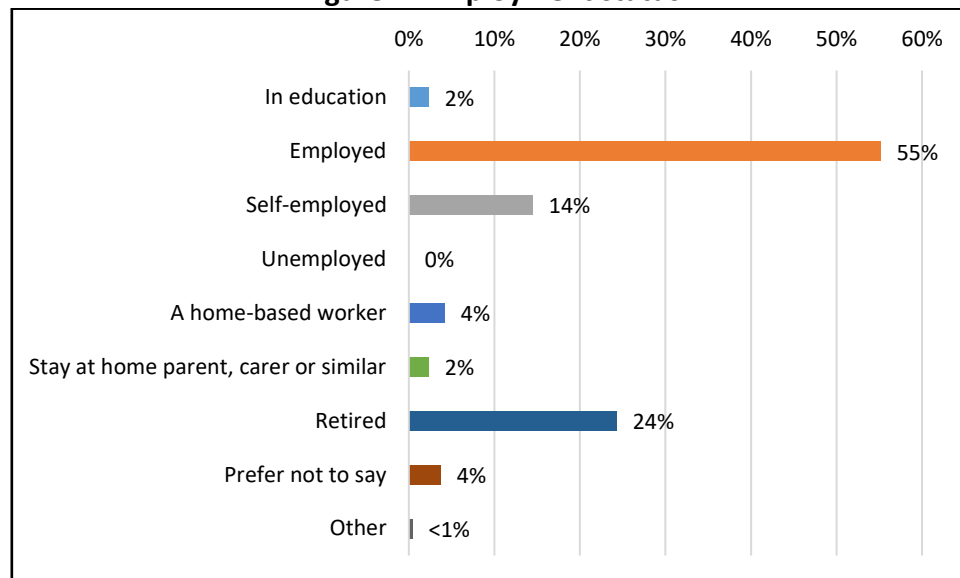
Figure 3: Age range



Employment status

214 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (55%).

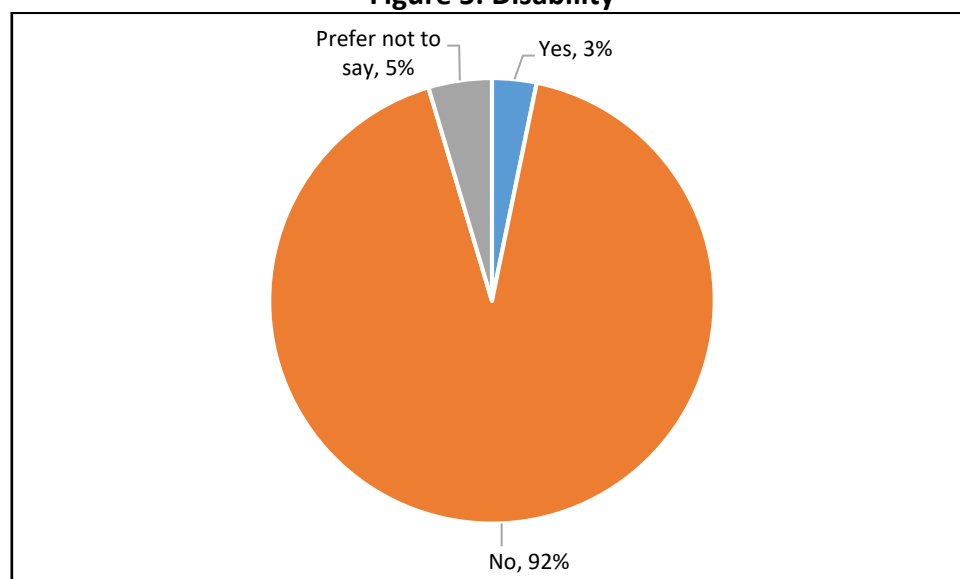
Figure 4: Employment status



Disability status

217 respondents answered the question on whether they had a disability that influences travel decisions, 3% of respondents indicated they did.

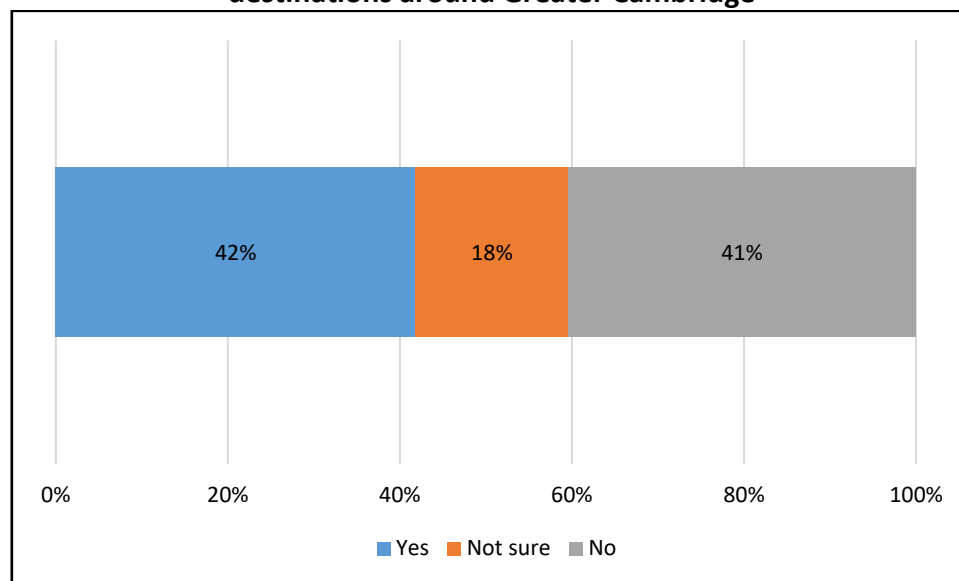
Figure 5: Disability



Question 1: Do you think that a Travel Hub at Foxton would improve access to sustainable transport for people travelling to destinations around Greater Cambridge?

215 respondents answered the question on whether they thought a Travel Hub at Foxton would improve access to sustainable transport for people travelling to destinations around Greater Cambridge. Similar numbers of respondents thought that, 'yes', it would improve access (42%) and, 'no' it would not improve access (41%).

Figure 6: Will Foxton Hub improve access to sustainable transport for people travelling to destinations around Greater Cambridge



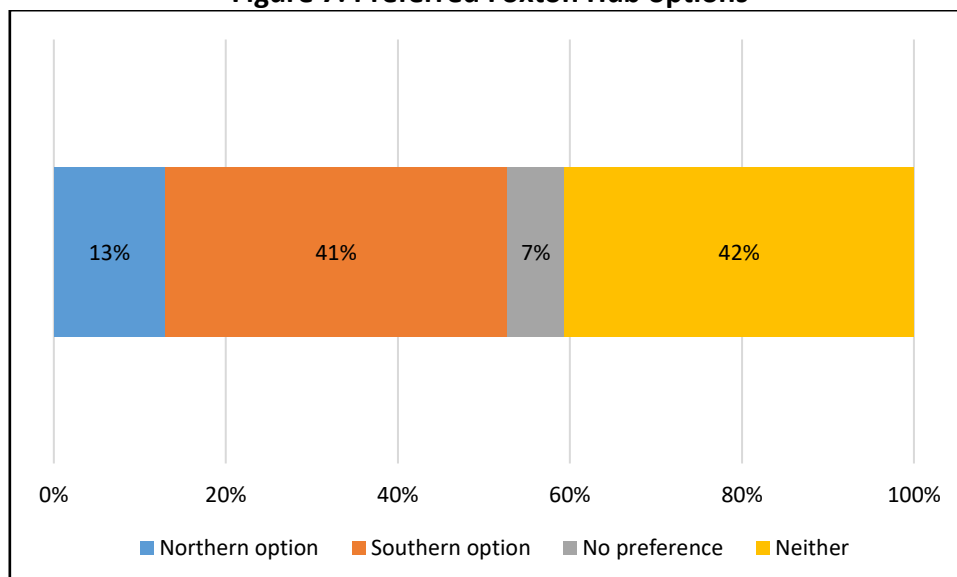
4 stakeholders answered this question.

- 2 stakeholders thought that, 'yes', it would improve access
- 2 stakeholders thought that, 'no', it would not improve access

Question 2: Considering the information presented in this consultation, which, if any, of the Foxton Travel Hub options would be your preferred option?

217 respondents answered the question on which of the Foxton Travel Hub options would be their preferred option. Respondents could select multiple answers to this question. Similar numbers of respondents felt that 'neither' option was preferable (42%) and the 'Southern option' (41%) would be their preferred option. The 'Northern option' was preferred by only a few respondents (13%).

Figure 7: Preferred Foxton Hub options



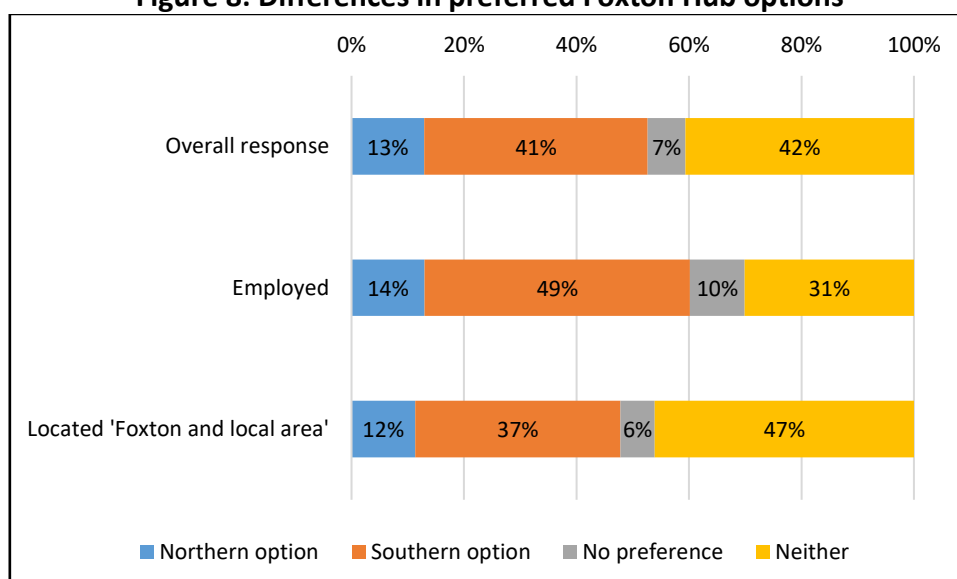
4 stakeholders answered Question 2.

- 2 stakeholders indicated they preferred the 'Southern option'
 - 1 of these stakeholders also indicated they preferred the 'Northern option'
- 1 stakeholder indicated they had 'no preference'
- 1 stakeholder indicated they preferred 'neither' option

Differences in response to Question 2

Cross-tabulation of the data showed significant differences in the levels of preference reported for the Travel Hub options by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 8.

Figure 8: Differences in preferred Foxton Hub options



- Respondents who indicated they were 'employed' indicated they had more of a preference for the 'Southern option' (49%) than the overall response
- More respondents who were located in 'Foxton and local area' indicated they preferred 'neither' option (47%) than the overall response

Question 2b: Do you have any further comments on your selection? Please continue on a separate sheet if needed.

141 respondents left comments on question 2b, which if respondents had any further comments on their selection of the Foxton Travel Hub options.

Summary of main themes for those that preferred the 'Northern Option'

Comment theme	Respondent comments
Site access	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the 'Northern Option' for the Foxton Travel Hub site would be easier and safer for car drivers to access as users would not need to enter/exit from the A10, which they indicated was heavily congested due to the level crossing • A few of the respondents who discussed this theme felt the 'Northern Option' was preferable only if some form of mitigation for the level crossing (bridge or underpass) was put in place to offset the potential increase in traffic in the area
Impact on local residents	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the 'Northern Option' could increase traffic in nearby villages (Foxton, Barrington, and Haslingfield) • Some of the respondents who discussed this theme indicated they preferred the 'Northern Option' as it was further from Foxton

Summary of main themes for those that preferred the 'Southern Option'

Comment theme	Respondent comments
Site access	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the 'Southern Option' for the Foxton Travel Hub site would be easier for car drivers to access as it was directly linked to the A10 before the level crossing. These respondents also felt that the 'Northern Option' would cause more congestion on a minor road and more of a negative impact on nearby residents • Some of the respondents who discussed this theme felt that the 'Southern Option' had better pedestrian access to the station once users had parked than the 'Northern Option'

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme had concerns about the pedestrian crossings required for the 'Southern Option' to access the station, feeling these needed to be a bridge or underpass to ensure pedestrian safety and mitigate the impact on traffic flow
Level crossing	<ul style="list-style-type: none"> Some of the respondents who discussed this theme indicated they preferred the 'Southern Option' as access to the site avoided needing to pass through the level crossing, which was felt to cause heavy congestion in the area Some of the respondents who discussed this theme felt that some form of mitigation for the level crossing (bridge or underpass) was needed to offset the potential increase in traffic in the area, as the crossing was felt to already be the cause of heavy congestion in the area
Impact on local residents	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they preferred the 'Southern Option' as it would have less of an impact on local residents

Summary of main themes for those that preferred 'Neither Option'

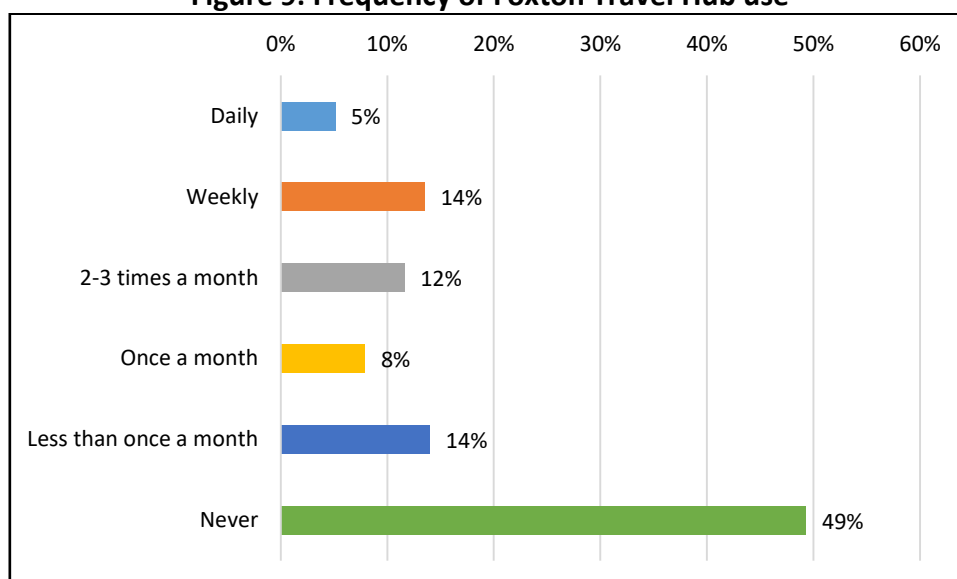
Comment theme	Respondent comments
Level crossing	<ul style="list-style-type: none"> Most of the respondents who discussed this theme felt that 'Neither Option' was suitable for the Foxton Travel Hub until issues with congestion caused by the level crossing were addressed, as they felt this was the main issue for travellers in the area Some of the respondents who discussed this theme felt that 'Neither Option' was suitable as it would increase traffic around the level crossing, which was felt to already cause problems with congestion in the area A few of the respondents who discussed this theme felt that without some form of mitigation for the level crossing, traffic (both motorised and non-motorised) travelling to/from either site would be put at risk navigating congestion caused by the crossing
Parking	<ul style="list-style-type: none"> Respondents who discussed this theme felt that the Travel Hub would attract more people to travel by car, increasing congestion in the area, due to the amount of parking available and lack of other transport options to/from the site <ul style="list-style-type: none"> Some of these respondents felt the amount of parking available was unnecessary as Foxton Station had too little public transport available to manage that many potential users Some of these respondents felt that improvements to public transport (reducing cost of use, increasing number of services) and active travel routes were

	needed over increasing the amount of parking for motorised users
Impact on local residents	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned that both Options would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties • Some of the respondents who discussed this theme felt that both of the Travel Hub Options would be detrimental to the rural nature of local villages
Improve public transport	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that 'Neither Option' was suitable as the Travel Hub itself would not improve public transport pricing and number of services run, something they felt was more important
Active travel access	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that 'Neither Option' was safe or suitable for pedestrian or cycle access to the Travel Hub site or the station, as they did not add route improvements for active travel in the area and increased congestion

Question 3: How often would you be likely to use a Travel Hub at Foxton?

215 respondents answered the question on how often they would be likely to use a Travel Hub at Foxton. Respondents could select multiple answers to this question. Over half indicated they would use a Travel Hub at Foxton (53%), however, just under half of respondents indicated they would 'never' use it (49%).

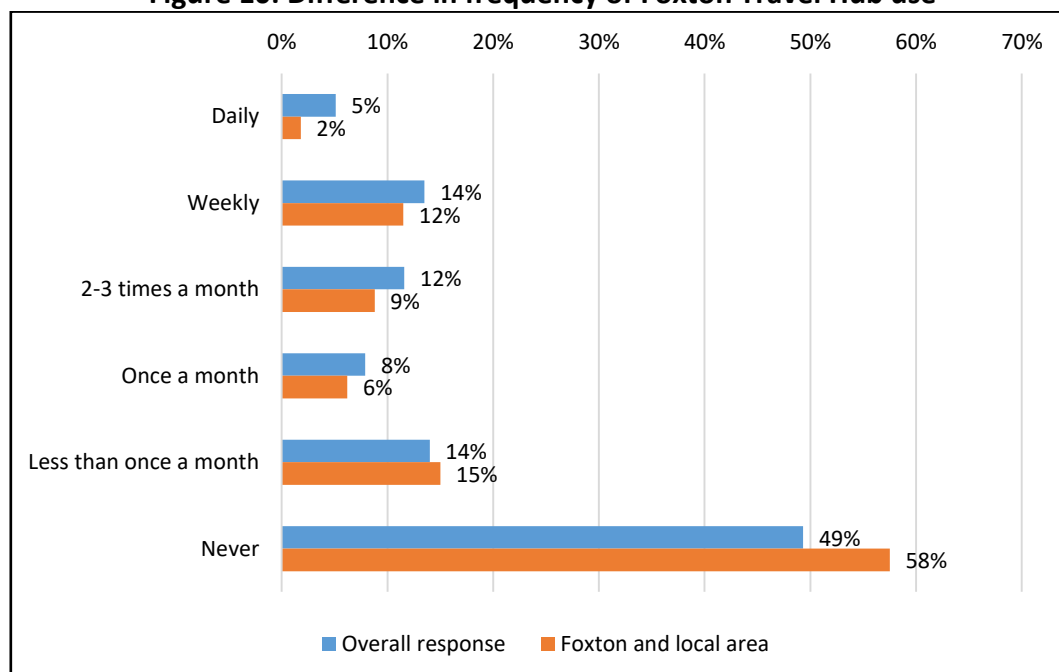
Figure 9: Frequency of Foxton Travel Hub use



Differences in response to Question 3 for those located 'Foxton and local area'

More respondents who were located in 'Foxton and local area' indicated they would 'never' use the Travel Hub at Foxton (58%) compared to the overall response.

Figure 10: Difference in frequency of Foxton Travel Hub use



Question 4: Other than the facilities described in the consultation materials, are there any other facilities that you think should be provided at a Travel Hub in Foxton?

158 respondents left comments on question 4, which asked respondents if there were any other facilities, than those described in the consultation materials, which should be provided at a Travel Hub in Foxton.

Summary of main themes

Comment theme	Respondent comments
Improve bus service	<ul style="list-style-type: none"> Respondents who discussed this theme felt that bus services were needed at the Travel Hub, connecting to nearby villages and further on into Cambridge <ul style="list-style-type: none"> Some of these respondents felt that bus services connecting nearby villages would limit the need for private vehicles to access the Travel Hub Some of these respondents felt that without bus services the site would not be considered a Travel Hub
Pedestrian routes	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that a bridge or underpass over the routes connecting the Travel

	<p>Hub to the station, particularly across the A10 and level crossing, were needed for safe pedestrian access</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the station needed a bridge across the platforms for safe pedestrian access • A few of the respondents who discussed this theme felt that there should be improvements to pedestrian routes leading from the Travel Hub to nearby villages/employment sites
Cyclist improvements	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more cycle routes from villages/employment sites to the Travel Hub should be part of the proposals <ul style="list-style-type: none"> ○ Some of these respondents felt that without these routes the site would not be considered a Travel Hub • Some of the respondents who discussed this theme felt there needed to be more cycling facilities provided, particularly more cycle parking but there were also mentions of locker spaces, cycle maintenance and changing facilities <ul style="list-style-type: none"> ○ Some of these respondents felt cycle facilities would also be needed at the station as some users would travel on the trains with cycles • A few of the respondents who discussed this theme felt that cycle hire facilities would be beneficial at the Travel Hub
Level crossing	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that measures should be put in place to avoid the need to travel through the level crossing, such as a bridge or underpass, as it caused congestion issues in the area and was a safety concern <ul style="list-style-type: none"> ○ Some of these respondents indicated this should be for motorised vehicles and some indicated this should be for non-motorised transport ○ Some of these respondents felt that mitigation of the level crossing should be a priority over the Travel Hub
No further facilities	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that no further facilities than those described in the consultation materials were needed <ul style="list-style-type: none"> ○ Some of these respondents indicated they did not want the Travel Hub
Toilets	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that toilet facilities, including baby changing, should be at the Travel Hub <ul style="list-style-type: none"> ○ Some of these respondents felt that toilets were needed at the station
Improve rail service	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements to the rail services (increased services, reduced fares, development of Cambridge South Station) were needed to reduce personal vehicle usage

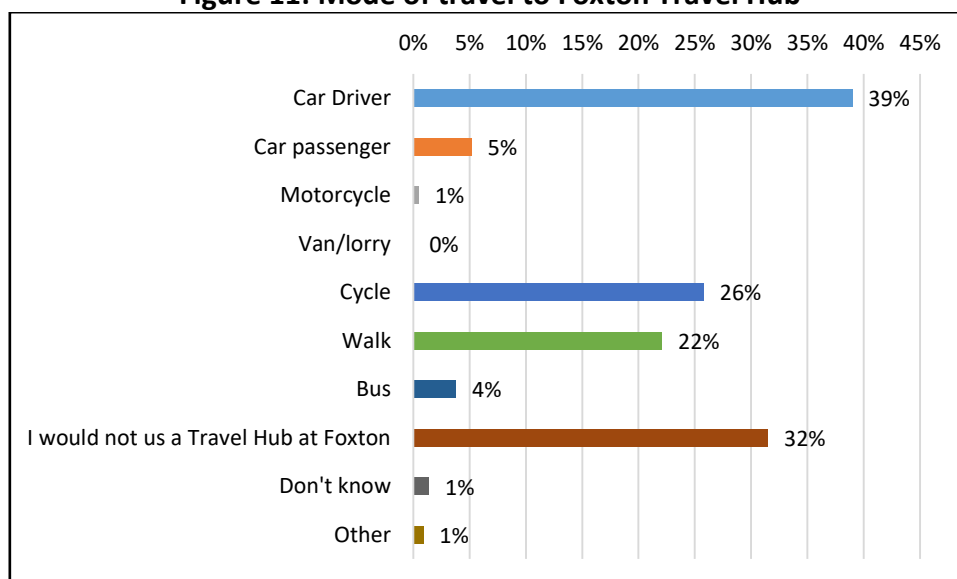
Refreshment facilities	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that refreshment facilities, such as vending machines and manned shops/cafes, should be at the Travel Hub <ul style="list-style-type: none"> ○ Some of these respondents felt these would be needed at the station
Reduced parking	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated that fewer parking spaces should be available at the Travel Hub, as they felt the number proposed was unsuitable for the area and would encourage increased personal vehicle use <ul style="list-style-type: none"> ○ Some of these respondents felt that the spaces should be converted to provide more cycle parking and electric vehicle charging points
Ticket machines	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that ticket machines should be at the Travel Hub <ul style="list-style-type: none"> ○ Some of these respondents felt that more, better maintained, ticket machines, were needed at the station
Sheltered waiting areas	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that sheltered waiting areas should be at the Travel Hub <ul style="list-style-type: none"> ○ Most of these respondents felt that sheltered waiting areas were needed at the station

Question 5: If you were to use a Travel Hub at Foxton, how would you be likely to get to the Travel Hub?

213 respondents answered the question on how, if they were to use a Travel Hub at Foxton, they would likely get to the Travel Hub. Respondents could select multiple answers to this question.

- 39% indicated they would travel as a 'car driver'
- 26% indicated they would 'cycle'
- 32% indicated they 'would not use a Travel Hub at Foxton'
- 22% indicated they would 'walk'

Figure 11: Mode of travel to Foxton Travel Hub

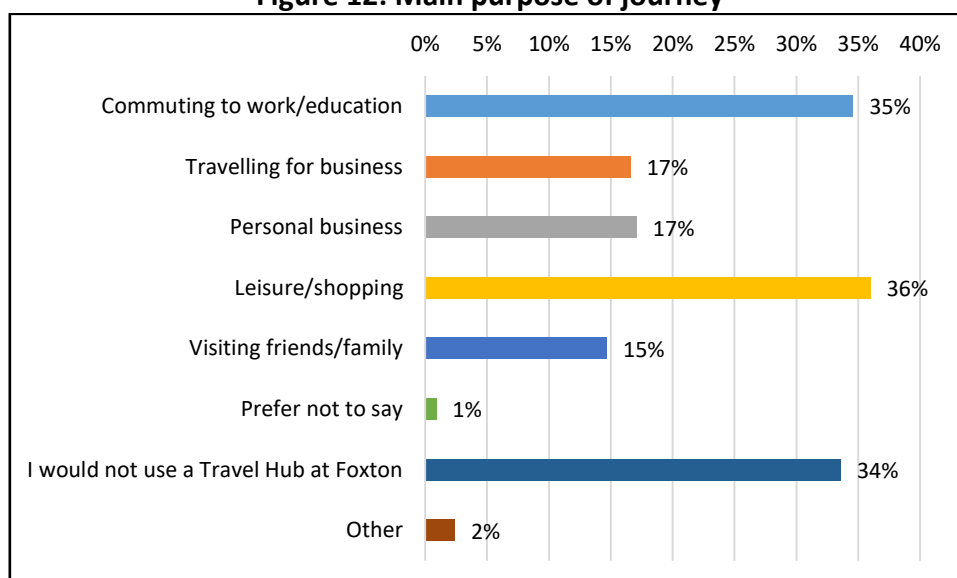


Question 6: If you were to use a Travel Hub at Foxton, what would be the likely main purpose of your journeys?

211 respondents answered the question on what the main purpose of their journeys would be, if they were to use a Travel Hub at Foxton. Respondents could select multiple answers to this question.

- 36% indicated they would use it for 'shopping/leisure'
- 35% indicated they would use it for 'commuting to work/education'
- 34% indicated they 'would not use a Travel Hub at Foxton'

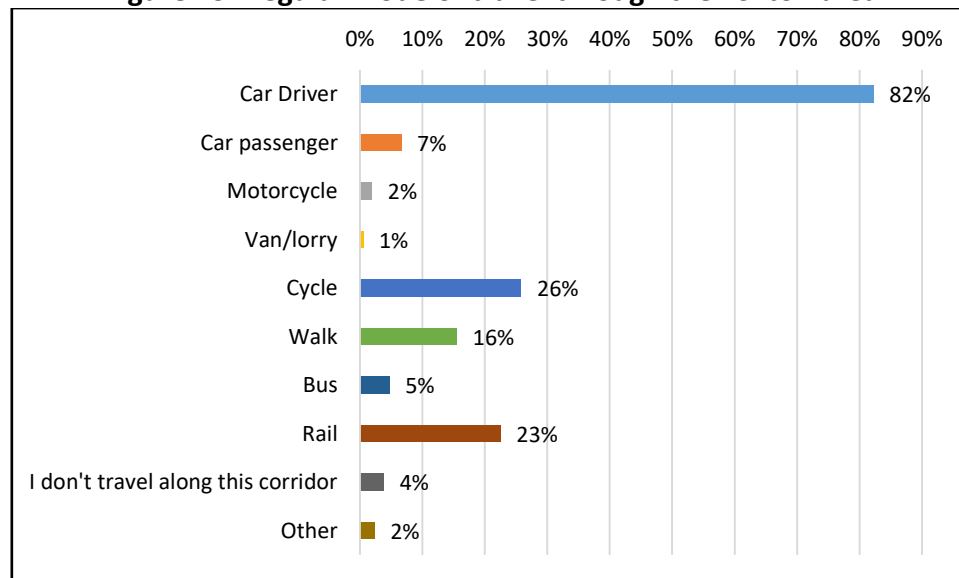
Figure 12: Main purpose of journey



Question 7: If you regularly travel through the Foxton area, please tell us how you usually travel?

213 respondents answered the question on how they usually travel through the Foxton area. Respondents could select multiple answers to this question. The majority of respondents usually travel as a 'car driver' (82%).

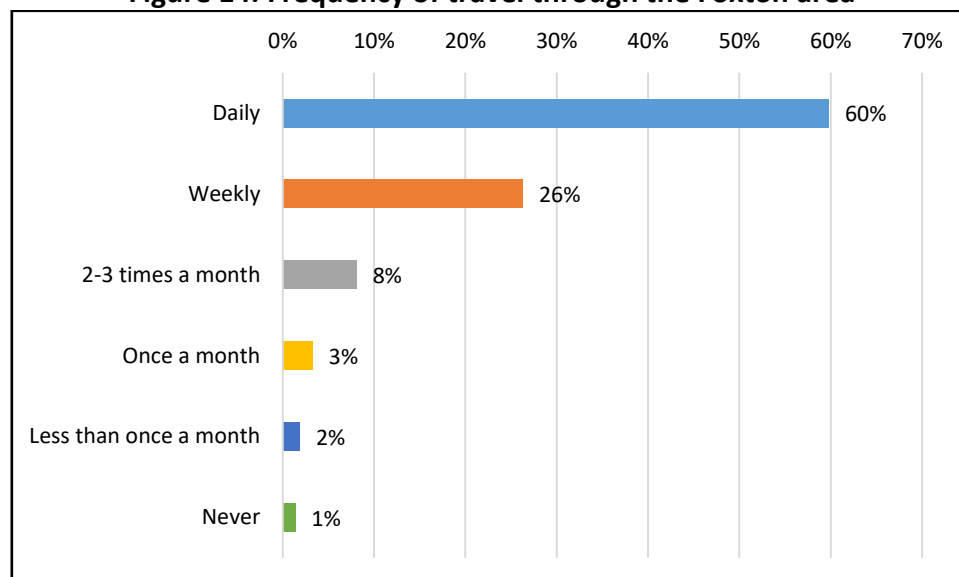
Figure 13: Regular mode of travel through the Foxton area



Question 8: How often do you currently travel through the Foxton area?

209 respondents answered the question on how often they currently travel through the Foxton area. Respondents could select multiple answers to this question. The majority of respondents indicated they travel through the Foxton area 'daily' (60%).

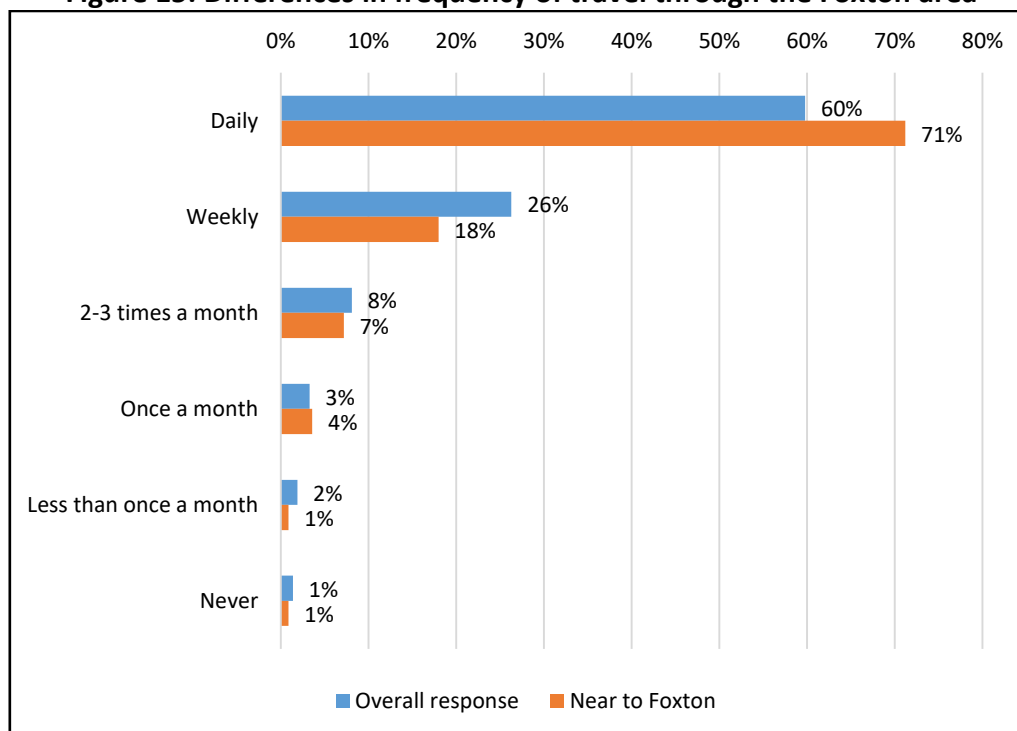
Figure 14: Frequency of travel through the Foxton area



Differences in response to Question 8 for those located 'Foxton and local area'

More respondents who were located in 'Foxton and local area' indicated they currently travel through the Foxton area 'daily' (71%) compared to the overall response

Figure 15: Differences in frequency of travel through the Foxton area

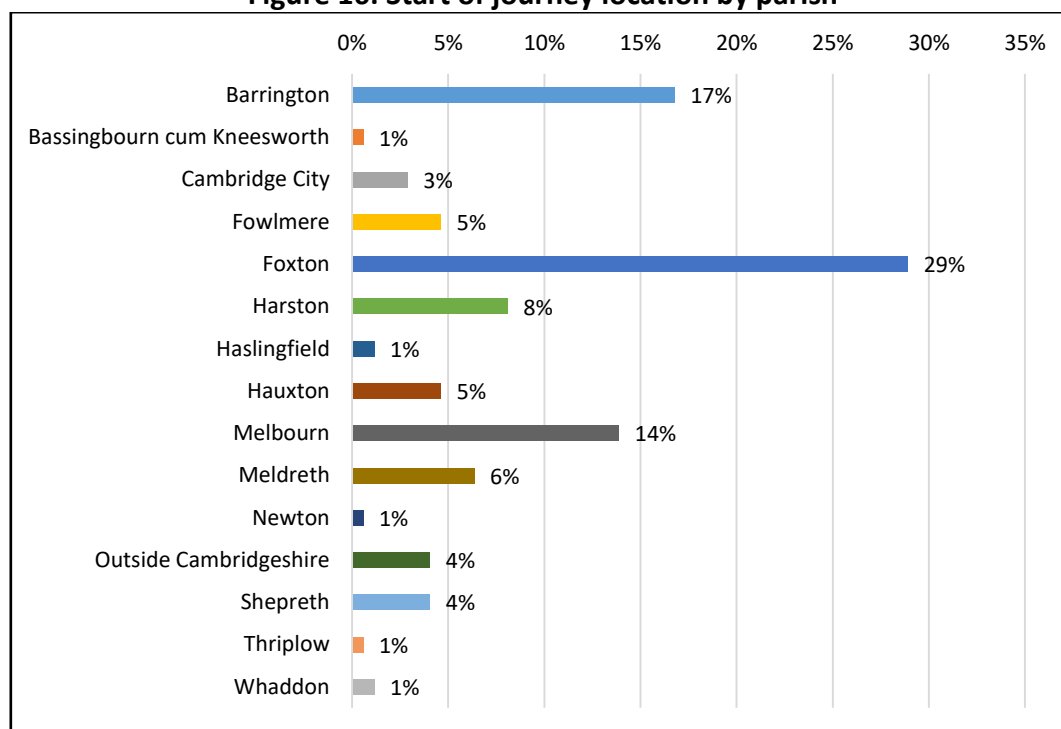


Question 9 a & b: Postcode/area of where you start your journey

173 respondents answered the questions on where they start their journey. Question 9a asked for the postcode of the starting area of a respondent's journey and question 9b asked for the area, where respondents were able to leave a free text response. These have been categorised into parish areas.

- 29% indicated they started their journey in Foxton
- 17% indicated they started their journey in Barrington
- 14% indicated they started their journey in Melbourn

Figure 16: Start of journey location by parish



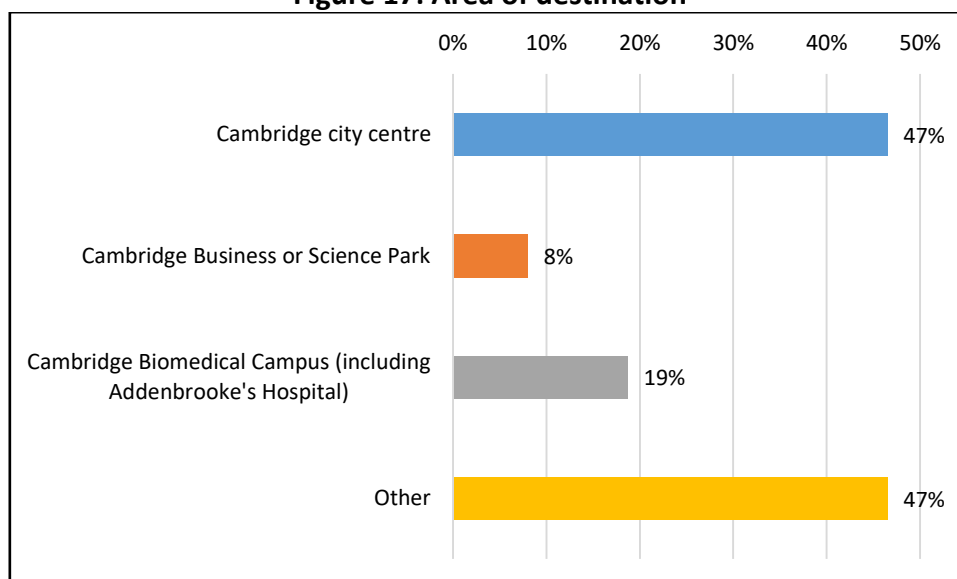
Question 9 c & d: Postcode/area of your destination

187 respondents answered the question on the area of their destination. Respondents could select multiple answers to this question. Under half of respondents indicated their destination was 'other' (47%) and under half indicated it was 'Cambridge city centre' (47%).

87 respondents left comments specifying what their 'other' destination was. These included:

- Accessing A14
- Accessing M11
- Babraham
- Baldock
- Barrington
- Bourn
- Cambourne
- Cambridge city
- Edinburgh
- Foxton
- Fulbourn
- Girton
- Great Shelford
- Harston
- Letchworth
- London
- Melbourn
- Milton
- Multiple locations outside Cambridgeshire
- Multiple locations within Cambridgeshire
- Newton
- Royston
- Shepreth
- Trumpington Park & Ride
- Wimpole

Figure 17: Area of destination



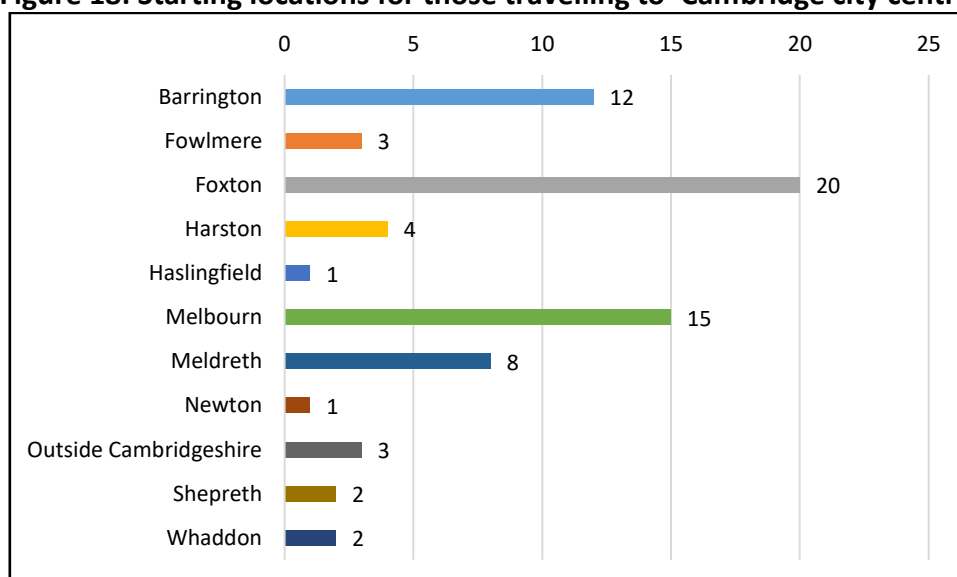
Question 9: Origin to destination of journey

160 respondents answered both the 'start of journey' and 'destination' parts of Question 9.

For those travelling to 'Cambridge city centre':

- 71 respondents answered both parts of Question 9
 - 20 respondents travelled from 'Foxton'
 - 15 respondents travelled from 'Melbourn'
 - 12 respondents travelled from 'Barrington'

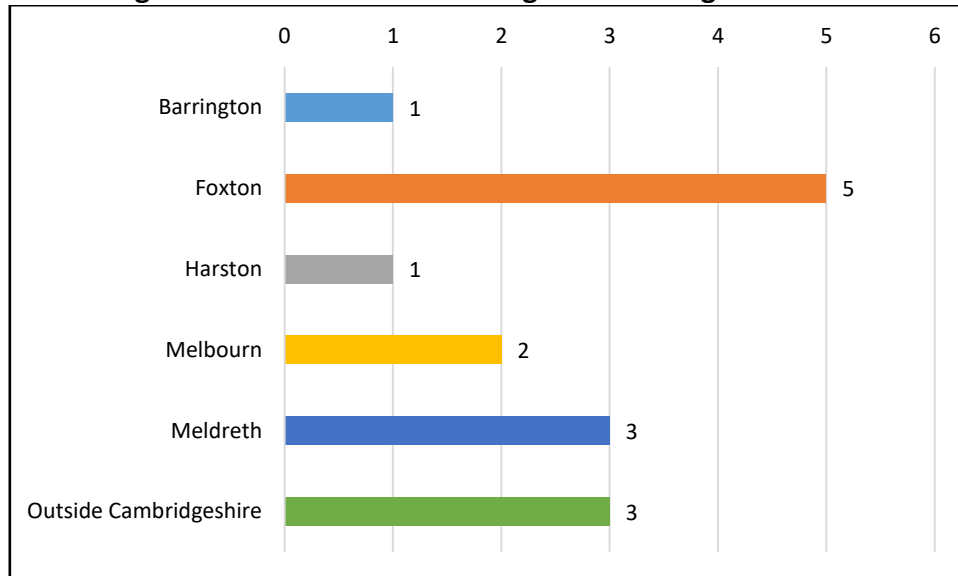
Figure 18: Starting locations for those travelling to 'Cambridge city centre'



For those travelling to 'Cambridge Business or Science Park':

- 15 respondents answered both parts of Question 9
 - 5 respondents travelled from 'Foxton'

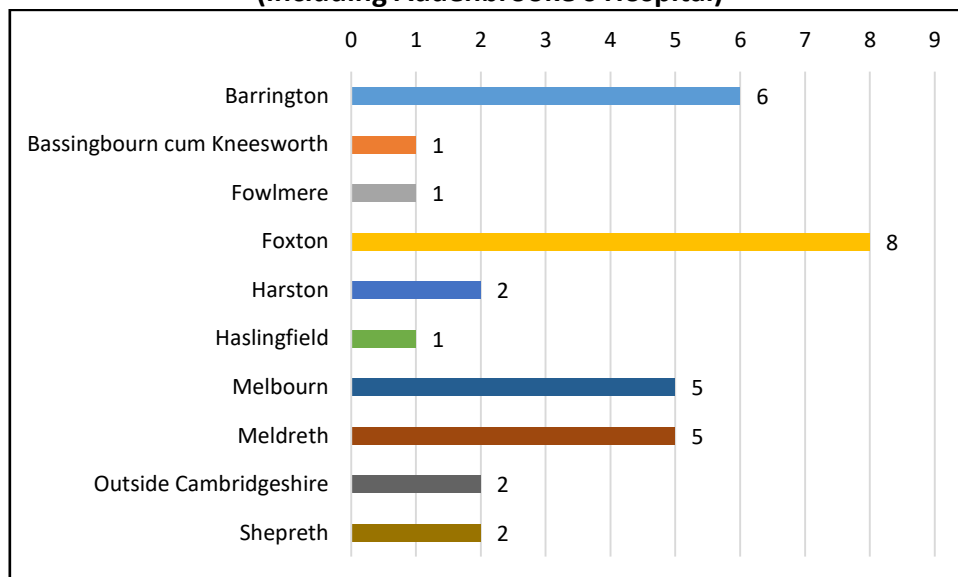
Figure 19: Starting locations for those travelling to 'Cambridge Business or Science Park'



For those travelling to 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)':

- 33 respondents answered both parts of Question 9
 - 8 respondents travelled from 'Foxton'
 - 6 respondents travelled from 'Barrington'
 - 5 respondents travelled from 'Melbourn'
 - 5 respondents travelled from 'Meldreth'

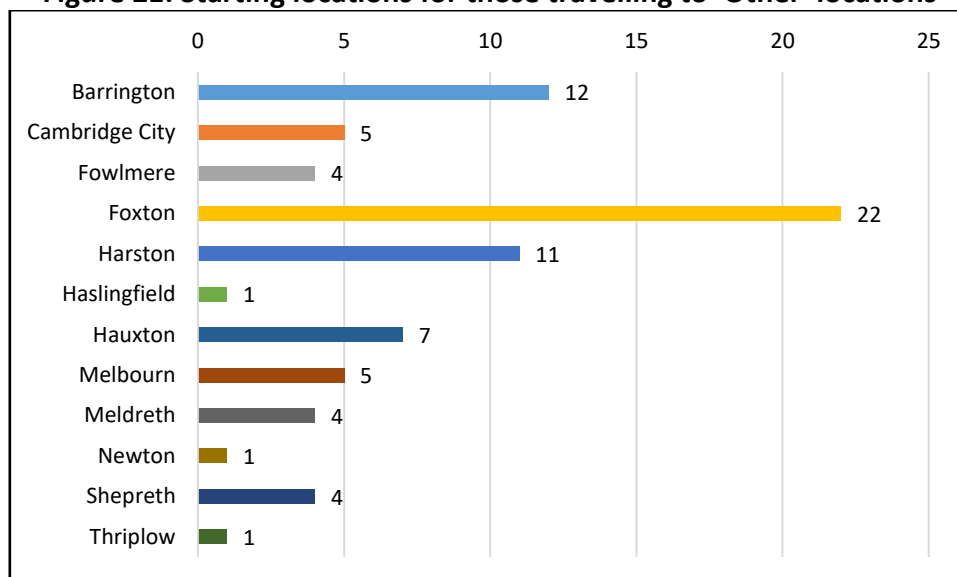
Figure 20: Starting locations for those travelling to 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)'



For those travelling to 'other' locations:

- 77 respondents answered both parts of Question 9
 - 22 respondents travelled from 'Foxton'
 - 12 respondents travelled from 'Barrington'
 - 11 respondents travelled from 'Harston'

Figure 21: Starting locations for those travelling to 'Other' locations



Question 10: Please comment if you feel any of these proposals would either positively or negatively affect or impact on any such person/s or group/s.

49 respondents left comments on question 10, which asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of main themes related to the Equality Act 2010

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> Most of the respondents who discussed this theme were concerned about disabled access from/to the Travel Hub and station, particularly the crossing points on the A10 and the level crossing but also the length of journey required outside a personal vehicle. <ul style="list-style-type: none"> Some of these respondents thought this would also be an issue for younger/older users A few of the respondents who discussed this theme felt that the proposals would have a negative impact on nearby villages, particularly Foxton, from the increased traffic and congestion they felt it would cause. These respondents felt this would have a significant impact on residents with disabilities and long-term health conditions <ul style="list-style-type: none"> Some of these respondents felt this would also be an issue for younger/older residents

Summary of other main themes

Local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have a negative impact on residents of nearby villages, particularly Foxton. These respondents felt the proposals would increase traffic and congestion in the area, increasing noise and air pollution <ul style="list-style-type: none"> ○ Some of these respondents also felt the proposals would have a negative impact on the local environment and wildlife
Congestion	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would increase congestion in the area <ul style="list-style-type: none"> ○ Most of these respondents felt this would result in a negative impact on local residents and the environment due to increased noise and air pollution ○ A few of these respondents felt this would have a negative impact on those using personal motorised vehicles or cycles

Question 11: We welcome your views. Please use the space below if you have any further comments on the project or proposals.

111 respondents left comments on question 11, which asked respondents if they had any comments on the project or proposals.

Summary of main themes

Comment theme	Respondent comments
Level crossing	<ul style="list-style-type: none"> • Respondents who discussed this theme had concerns about the proposals' impact on the level crossing <ul style="list-style-type: none"> ○ Some of these respondents were concerned the proposals would negatively impact on plans for the level crossing to be bypassed. These respondents felt the level crossing bypass needed to be done before a Travel Hub was developed here, as the Hub would increase the amount of traffic in an already congested area ○ Some of these respondents were concerned the Travel Hub would increase traffic in the area, which was already congested due to the level crossing
Impact on local residents	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned that the proposals would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that the proposals would be detrimental to the rural nature of local villages
Opposed to the Travel Hub	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they were opposed to the development of a Travel Hub in Foxton <ul style="list-style-type: none"> Some of these respondents indicated they opposed the Travel Hub as they felt it would increase traffic in the area, making it unsafe and negatively impact on local residents Some of these respondents indicated they opposed the Hub as they felt it would interfere with the plans to bypass the level crossing, which they felt was more important Some of these respondents indicated they were opposed as they felt the Travel Hub would not be well used due to its poor connections to Cambridge and lack of public transport options Some of these respondents felt that other Park & Ride sites should be improved instead or that a Travel Hub should be developed elsewhere, such as Meldreth
Lack of usage	<ul style="list-style-type: none"> Respondents who discussed this theme were concerned the Travel Hub would not be well used by commuters travelling to Cambridge due to a lack of public transport options and poor connections <ul style="list-style-type: none"> Some of these respondents felt the Travel Hub would mostly attract London commuters looking for cheaper places to park
Need to reduce private vehicle usage	<ul style="list-style-type: none"> Respondents who discussed this theme felt the proposals were not addressing the need to reduce private vehicle usage. These respondents felt the amount of parking spaces proposed would attract more private vehicle use in the area, as the proposals lacked improvements to public transport or active travel
Improve rail service	<ul style="list-style-type: none"> Respondents who discussed this theme felt that improvements to the rail services (increased services, reduced fares, development of Cambridge South Station) were needed to reduce personal vehicle usage and justify the development of a Travel Hub in Foxton <ul style="list-style-type: none"> A few of these respondents were concerned an increase in rail services would increase the amount of time the level crossing barriers were down, increasing congestion in the area. These respondents felt a bypass for the level crossing was needed to address this
Pedestrian improvements	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt there needed to be a pedestrian bridge over the railway line

	<p>in order for users to access both platforms safely and promptly</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that a bridge or underpass over the routes connecting the Travel Hub to the station, particularly across the A10 and level crossing, were needed for safe pedestrian access and to reduce the crossings' impact on traffic flow
Cycling improvements	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more cycle routes from villages/employment sites to the Travel Hub should be part of the proposals <ul style="list-style-type: none"> ○ Some of these respondents were concerned the proposals would impact on existing and planned cycling routes, such as the Greenway • Some of the respondents who discussed this theme felt a bridge or underpass over the routes connecting the Travel Hub to the Station, particularly across the A10/level crossing and between the station platforms, were needed for cyclists to cross safely
Improve bus service	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that bus services were needed at the Travel Hub, connecting to nearby villages and further on into Cambridge • Some of the respondents who discussed this theme felt that improvements to the bus services around Cambridgeshire would be a better investment than the Travel Hub

Map comments

Four respondents left a total of 4 comments on the 'places' interactive map. The map comments received were too singular to be grouped together for analytical purposes but can be viewed at: <https://consultcambs.uk/engagementhq.com/foxtton-consultation-2019/maps/foxtton-travel-hub>

Stakeholders responses

Background

17 responses were received on behalf of a number of different groups and organisations. 4 of these stakeholders responded through the survey.

A10 Corridor Cycle Campaign	Foxton Parish Council
Axis Land Partnerships	Govia Thameslink Railway
Barrington Parish Council	Meldreth, Shepreth and Foxton
Cambridge Biomedical Campus	Community Rail Partnership
Cambridge PPF	Network Rail
Cambridge University Hospitals	Railfuture East Anglia
Cllr Susan van de Ven	Reed Autos
CPRE Cambridgeshire and Peterborough	Shepreth Parish Council
EFS Technology LTD	Whaddon Parish Council

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of main themes

Comment theme	Stakeholder comments
Level crossing	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme were concerned about how these proposals would impact on the plans for the level crossing to be bypassed. These stakeholders felt this needed to be addressed as part of these proposals or before they were implemented Some of the stakeholders who discussed this theme were concerned the Travel Hub would increase traffic in the area, which was already congested due to the level crossing. There were particular concerns raised around the safety for pedestrian and cycle traffic travelling to/from the Travel Hub, as there was the potential for conflict with other traffic around the level crossing
Cycling improvements	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme felt that more cycle routes connecting villages/employment sites to the Travel Hub and each other should be part of the proposals Most of the stakeholders who discussed this theme felt that more cycle parking, with security measures such as CCTV, was needed at the Travel Hub in order to encourage more active travel in the area. These stakeholders felt that less personal vehicle parking was

	<p>needed in order to accommodate this and attract residents to use active travel alternatives</p> <ul style="list-style-type: none"> ○ Some of these stakeholders felt that more cycle parking was needed closer to the station ● Some of the stakeholders who discussed this theme were concerned cycle routes around and to/from the Travel Hub and station would be made less safe by these proposals, particularly around the Hub's entrance/exit and around the level crossing. These stakeholders felt that these issues could be mitigated with cycle priority and underpasses/bridges
Pedestrian improvements	<ul style="list-style-type: none"> ● Most of the stakeholders who discussed this theme were concerned about pedestrian safety to/from the Travel Hub and station, particularly around the level crossing and crossing points across the A10. These stakeholders felt these issues could be mitigated by using underpasses or bridges ● Some of the stakeholders who discussed this theme felt that more pedestrian routes connecting villages/employment sites to the Travel Hub and each other should be part of the proposals
Travel Hub usage	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme felt the Travel Hub would not attract users travelling to/from Cambridge due to a lack of public transport options and poor connections. These stakeholders felt increasing bus services in the area and to/from the Travel Hub, as well as improving the frequency and size of rail services at Foxton, were needed to make the Travel Hub viable <ul style="list-style-type: none"> ○ Some of these stakeholders felt the Travel Hub would increase congestion in the area, as London commuters who would normally travel to other stations would be attracted by the reduced cost of parking and reduced rail fares ○ A few stakeholders felt the Travel Hub would be beneficial to those travelling to Cambridge
Impact on local residents	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme were concerned that the proposals would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties. These stakeholders also felt that the proposals would be detrimental to the rural nature of local villages
Congestion	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme felt the number of car parking spaces and lack of transport alternatives in the area, both active travel and public transport, would encourage more personal motorised vehicles to the area. This alongside the lack of improvements to the level

	crossing would increase congestion along the A10 and in nearby villages
Opposed to the Travel Hub	<ul style="list-style-type: none"> Stakeholders who discussed this theme indicated they were currently opposed to the introduction of a Travel Hub at Foxton. These stakeholders felt that the proposals needed to be integrated with the plans for a bypass of the level crossing and the East-West rail project, alongside more improvements cycling/pedestrian/public transport connectivity in the area before the Travel Hub was developed

Email, social media, and consultation event responses

66 responses were received regarding the consultation through email; social media platforms such as Facebook and Twitter; at events; and letters. Following a thematic analysis of these responses the following themes have been noted.

Summary of main themes

Comment theme	Respondent comments
Level crossing	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned about how these proposals would impact on the plans for the level crossing to be bypassed. These respondents felt this needed to be addressed as part of these proposals or before they were implemented • Some of the respondents who discussed this theme were concerned the Travel Hub would increase traffic in the area, which was already congested due to the level crossing. There were particular concerns raised around the safety for pedestrian and cycle traffic travelling to/from the Travel Hub, as there was the potential for conflict with other traffic around the level crossing. Some of these respondents suggested the development of a bridge/underpass to mitigate this
Pedestrian improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about pedestrian access to/from the Travel Hub and station. These respondents felt the proposals would put pedestrians at risk and increase congestion, particularly around the level crossing, and a bridge/underpass was needed to mitigate this
Travel Hub usage	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt the Travel Hub would not attract users travelling to/from Cambridge due to a lack of public transport options and poor connections. • Some of the respondents who discussed this theme felt the Travel Hub would increase congestion in the area, as London commuters who would normally travel to other stations would be attracted by the reduced cost of parking and reduced rail fares
Number of parking spaces	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals were not addressing the need to reduce private vehicle usage. These respondents felt the amount of parking spaces proposed would attract more private vehicle use in the area, as the proposals lacked improvements to public transport or active travel

Opposed to the Travel Hub	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were currently opposed to the introduction of a Travel Hub at Foxton. <ul style="list-style-type: none"> ○ Some of these respondents felt that the proposals needed to be integrated with the plans for a bypass of the level crossing and the East-West rail project, alongside more improvements cycling/pedestrian/public transport connectivity in the area before the Travel Hub was developed ○ Some of these respondents felt the proposals would only attract usage from those seeking cheaper parking/travel to London, who do not usually travel in the area currently and so would increase congestion and negatively impact on local residents
Impact on local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that the proposals would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties. <ul style="list-style-type: none"> ○ Some of these respondents also felt that the proposals would be detrimental to the rural nature of local villages
Improvements to public transport	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the proposals needed to improve public transport connectivity, frequency, and cost in order to be viable <ul style="list-style-type: none"> ○ Some of these respondents felt the current rail service was too expensive, unreliable, and lacked connectivity to key locations. These respondents felt that these would need improving for the Travel Hub to be attractive ○ Some of these respondents felt that more bus services could be run in the area, connecting villages and places of employment. <ul style="list-style-type: none"> ▪ Most of these respondents felt the Travel Hub should include bus services in order for it to be considered a Travel Hub
Travel Hub access	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that access to either Travel Hub site (some discussed in relation to the Southern Option, some to the Northern Option) to/from the A10 would be difficult without measures in place to mitigate current levels of congestion caused by the level crossing

Appendices

Appendix 1: Respondent profile breakdown for quantitative questions

		Figure	% of total	Coded responses
Total respondents		217	100.00%	
Parish	Barrington	21	9.68%	Foxton and local area
	Bassingbourn cum Kneesworth	1	0.46%	
	Fowlmere	5	2.30%	Foxton and local area
	Foxton	51	23.50%	Foxton and local area
	Harston	15	6.91%	
	Haslingfield	3	1.38%	
	Hauxton	5	2.30%	
	Melbourn	21	9.68%	Foxton and local area
	Meldreth	9	4.15%	Foxton and local area
	Newton	1	0.46%	
	Shepreth	6	2.76%	Foxton and local area
	South Trimpington	1	0.46%	
	Thriplow	1	0.46%	
	Whaddon	3	1.38%	
Ward	Coleridge	1	0.46%	
	King's Hedges	1	0.46%	
	Newnham	1	0.46%	
	Romsey	1	0.46%	
	Trimpington	1	0.46%	
Outside Cambridgeshire		5	2.30%	
Respondents with no parish/ward data		64	29.49%	

Respondent type		Figure	% of total respondents
Total respondents:		217	100.00%
Interest in project:			
	Resident in Foxton	65	30.4%
	Resident elsewhere in South Cambridgeshire	136	63.6%
	Resident in Cambridge city	6	2.8%
	Local business owner/employer	7	3.3%
	Regularly or occasional traveller through the area	23	10.7%
	Resident elsewhere	7	3.3%

		Total	214
Age range:			
	Under 15	0	0.0%
	15-24	5	2.3%
	25-34	20	9.3%
	35-44	36	16.7%
	45-54	54	25.1%
	55-64	40	18.6%
	65-74	39	18.1%
	75 and above	13	6.0%
	Prefer not to say	9	4.2%
	Total		215
Employment status:			
	In education	5	2.3%
	Employed	118	55.1%
	Self-employed	31	14.5%
	Unemployed	0	0.0%
	A home-based worker	9	4.2%
	Stay at home parent, carer or similar	5	2.3%
	Retired	52	24.3%
	Prefer not to say	8	3.7%
	Other	1	0.5%
	Total		214
Disability that influences travel decisions:			
	Yes	7	3.2%
	No	200	92.2%
	Prefer not to say	10	4.6%
Location:			
	Foxton and local area	113	52.1%

Question 1

	Yes	Not sure	No	Total
Total	90 (41.9%)	38 (17.7%)	87 (40.5%)	215
Interest in project:				
Resident in Foxton	14 (21.5%)	12 (18.5%)	39 (60%)	65
Resident elsewhere in South Cambridgeshire	64 (47.8%)	24 (17.9%)	46 (34.3%)	134
Resident in Cambridge city	3 (50%)	1 (16.7%)	2 (33.3%)	6
Local business owner/employer	2 (28.6%)	0 (0%)	5 (71.4%)	7

Regularly or occasional traveller through the area	7 (33.3%)	6 (28.6%)	8 (38.1%)	21
Resident elsewhere	5 (71.4%)	2 (28.6%)	0 (0%)	7
Age range:				
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	4 (80%)	1 (20%)	0 (0%)	5
25-34	14 (70%)	3 (15%)	3 (15%)	20
35-44	18 (50%)	6 (16.7%)	12 (33.3%)	36
45-54	21 (39.6%)	9 (17%)	23 (43.4%)	53
55-64	11 (27.5%)	7 (17.5%)	22 (55%)	40
65-74	16 (41%)	8 (20.5%)	15 (38.5%)	39
75 and above	4 (33.3%)	3 (25%)	5 (41.7%)	12
Prefer not to say	1 (11.1%)	1 (11.1%)	7 (77.8%)	9
Employment status:				
In education	3 (60%)	2 (40%)	0 (0%)	5
Employed	54 (46.2%)	21 (17.9%)	42 (35.9%)	117
Self-employed	9 (29%)	5 (16.1%)	17 (54.8%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	3 (33.3%)	0 (0%)	6 (66.7%)	9
Stay at home parent, carer or similar	2 (40%)	0 (0%)	3 (60%)	5
Retired	21 (41.2%)	10 (19.6%)	20 (39.2%)	51
Prefer not to say	2 (25%)	0 (0%)	6 (75%)	8
Other	0 (0%)	0 (0%)	1 (100%)	1
Disability that influences travel decisions:	1 (14.3%)	1 (14.3%)	5 (71.4%)	7
Location:				
Foxton and local area	37 (32.7%)	23 (20.4%)	53 (46.9%)	113
Q2. Preferred Foxton Hub Options:				
Northern Option	19 (65.5%)	5 (17.2%)	5 (17.2%)	29
Southern Option	61 (70.1%)	16 (18.4%)	10 (11.5%)	87
No preference	7 (46.7%)	7 (46.7%)	1 (6.7%)	15
Neither	8 (8.8%)	10 (11%)	73 (80.2%)	91
Q3. Frequency of Foxton Travel Hub use:				
Daily	9 (81.8%)	1 (9.1%)	1 (9.1%)	11
Weekly	19 (67.9%)	4 (14.3%)	5 (17.9%)	28
2-3 times a month	20 (80%)	3 (12%)	2 (8%)	25
Once a month	9 (52.9%)	5 (29.4%)	3 (17.6%)	17
Less than once a month	19 (65.5%)	5 (17.2%)	5 (17.2%)	29
Never	14 (13.2%)	21 (19.8%)	71 (67%)	106
Q5. Mode of travel to Foxton Travel Hub:				
Car driver	52 (64.2%)	15 (18.5%)	14 (17.3%)	81

Car passenger	9 (90%)	0 (0%)	1 (10%)	10
Motorcycle	0 (0%)	0 (0%)	1 (100%)	1
Van/lorry	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Cycle	36 (66.7%)	5 (9.3%)	13 (24.1%)	54
Walk	20 (42.6%)	11 (23.4%)	16 (34%)	47
Bus	5 (62.5%)	2 (25%)	1 (12.5%)	8
I would not use a Travel Hub at Foxton	8 (11.9%)	8 (11.9%)	51 (76.1%)	67
Don't know	0 (0%)	0 (0%)	3 (100%)	3
Other	2 (100%)	0 (0%)	0 (0%)	2

Q6. Main purpose of journey:

Commuting to work/education	46 (63.9%)	9 (12.5%)	17 (23.6%)	72
Travelling for business (e.g. meetings)	21 (63.6%)	5 (15.2%)	7 (21.2%)	33
Personal business (e.g. medical appointment)	23 (65.7%)	7 (20%)	5 (14.3%)	35
Leisure/shopping	47 (63.5%)	16 (21.6%)	11 (14.9%)	74
Visiting friends/family	21 (70%)	5 (16.7%)	4 (13.3%)	30
Prefer not to say	0 (0%)	1 (50%)	1 (50%)	2
I would not use a Travel Hub at Foxton	9 (12.7%)	8 (11.3%)	54 (76.1%)	71
Other	0 (0%)	2 (40%)	3 (60%)	5

Q7. Regular mode of travel through the Foxton area:

Car driver	77 (44.5%)	29 (16.8%)	67 (38.7%)	173
Car passenger	7 (50%)	1 (7.1%)	6 (42.9%)	14
Motorcycle	0 (0%)	1 (25%)	3 (75%)	4
Van/lorry	0 (0%)	0 (0%)	1 (100%)	1
Cycle	16 (29.6%)	12 (22.2%)	26 (48.1%)	54
Walk	8 (24.2%)	7 (21.2%)	18 (54.5%)	33
Bus	5 (50%)	3 (30%)	2 (20%)	10
Rail	19 (40.4%)	9 (19.1%)	19 (40.4%)	47
I don't travel along this corridor	4 (50%)	1 (12.5%)	3 (37.5%)	8
Other	0 (0%)	2 (40%)	3 (60%)	5

Q8. Frequency of travel through the Foxton area:

Daily/Weekdays	46 (36.8%)	24 (19.2%)	55 (44%)	125
Weekly	28 (51.9%)	7 (13%)	19 (35.2%)	54
2-3 times a month	7 (43.8%)	4 (25%)	5 (31.3%)	16
Once a month	2 (28.6%)	1 (14.3%)	4 (57.1%)	7
Less than once a month	4 (100%)	0 (0%)	0 (0%)	4
Never	2 (66.7%)	0 (0%)	1 (33.3%)	3

Question 2

	Northern Option	Southern Option	No preference	Neither	Total
Total	29 (13.4%)	89 (41%)	15 (6.9%)	91 (41.9%)	217

Interest in project:					
Resident in Foxton	12 (18.5%)	14 (21.5%)	5 (7.7%)	37 (56.9%)	65
Resident elsewhere in South Cambridgeshire	15 (11%)	64 (47.1%)	8 (5.9%)	53 (39%)	136
Resident in Cambridge city	1 (16.7%)	3 (50%)	1 (16.7%)	1 (16.7%)	6
Local business owner/employer	0 (0%)	4 (57.1%)	1 (14.3%)	3 (42.9%)	7
Regularly or occasional traveller through the area	1 (4.3%)	10 (43.5%)	1 (4.3%)	11 (47.8%)	23
Resident elsewhere	0 (0%)	5 (71.4%)	2 (28.6%)	0 (0%)	7
Age range:					
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	1 (20%)	3 (60%)	2 (40%)	0 (0%)	5
25-34	3 (15%)	10 (50%)	4 (20%)	4 (20%)	20
35-44	10 (27.8%)	18 (50%)	1 (2.8%)	10 (27.8%)	36
45-54	5 (9.3%)	22 (40.7%)	5 (9.3%)	23 (42.6%)	54
55-64	5 (12.5%)	14 (35%)	1 (2.5%)	20 (50%)	40
65-74	4 (10.3%)	16 (41%)	1 (2.6%)	19 (48.7%)	39
75 and above	0 (0%)	4 (30.8%)	1 (7.7%)	8 (61.5%)	13
Prefer not to say	0 (0%)	2 (22.2%)	0 (0%)	7 (77.8%)	9
Employment status:					
In education	2 (40%)	2 (40%)	1 (20%)	0 (0%)	5
Employed	16 (13.6%)	58 (49.2%)	12 (10.2%)	37 (31.4%)	118
Self-employed	5 (16.1%)	9 (29%)	2 (6.5%)	17 (54.8%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	0 (0%)	3 (33.3%)	1 (11.1%)	6 (66.7%)	9
Stay at home parent, carer or similar	1 (20%)	0 (0%)	1 (20%)	3 (60%)	5
Retired	5 (9.6%)	21 (40.4%)	1 (1.9%)	26 (50%)	52
Prefer not to say	0 (0%)	1 (12.5%)	0 (0%)	7 (87.5%)	8
Other	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
Disability that influences travel decisions:					
	0 (0%)	2 (28.6%)	0 (0%)	5 (71.4%)	7
Location:					
Foxton and local area	13 (11.5%)	42 (37.2%)	7 (6.2%)	53 (46.9%)	113
Q1. Will Foxton Hub improve access to sustainable transport:					
Yes	19 (21.1%)	61 (67.8%)	7 (7.8%)	8 (8.9%)	90
Not sure	5 (13.2%)	16 (42.1%)	7 (18.4%)	10 (26.3%)	38
No	5 (5.7%)	10 (11.5%)	1 (1.1%)	73 (83.9%)	87
Q3. Frequency of Foxton Travel Hub use:					
Daily	5 (45.5%)	5 (45.5%)	0 (0%)	1 (9.1%)	11
Weekly	4 (13.8%)	19 (65.5%)	2 (6.9%)	4 (13.8%)	29
2-3 times a month	3 (12%)	16 (64%)	4 (16%)	3 (12%)	25

Once a month	4 (23.5%)	11 (64.7%)	1 (5.9%)	5 (29.4%)	17
Less than once a month	4 (13.3%)	17 (56.7%)	2 (6.7%)	7 (23.3%)	30
Never	9 (8.5%)	20 (18.9%)	6 (5.7%)	73 (68.9%)	106
Q5. Mode of travel to Foxton Travel Hub:					
Car driver	12 (14.5%)	52 (62.7%)	7 (8.4%)	18 (21.7%)	83
Car passenger	2 (18.2%)	9 (81.8%)	2 (18.2%)	0 (0%)	11
Motorcycle	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
Van/lorry	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Cycle	7 (12.7%)	36 (65.5%)	3 (5.5%)	12 (21.8%)	55
Walk	11 (23.4%)	17 (36.2%)	5 (10.6%)	14 (29.8%)	47
Bus	2 (25%)	4 (50%)	0 (0%)	2 (25%)	8
I would not use a Travel Hub at Foxton	6 (9%)	11 (16.4%)	1 (1.5%)	51 (76.1%)	67
Don't know	0 (0%)	0 (0%)	0 (0%)	3 (100%)	3
Other	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Q6. Main purpose of journey:					
Commuting to work/education	11 (15.1%)	46 (63%)	7 (9.6%)	12 (16.4%)	73
Travelling for business (e.g. meetings)	6 (17.1%)	23 (65.7%)	0 (0%)	7 (20%)	35
Personal business (e.g. medical appointment)	7 (19.4%)	22 (61.1%)	1 (2.8%)	7 (19.4%)	36
Leisure/shopping	11 (14.5%)	47 (61.8%)	7 (9.2%)	12 (15.8%)	76
Visiting friends/family	6 (19.4%)	20 (64.5%)	2 (6.5%)	5 (16.1%)	31
Prefer not to say	0 (0%)	0 (0%)	1 (50%)	1 (50%)	2
I would not use a Travel Hub at Foxton	5 (7%)	11 (15.5%)	1 (1.4%)	56 (78.9%)	71
Other	0 (0%)	2 (40%)	1 (20%)	2 (40%)	5
Q7. Regular mode of travel through the Foxton area:					
Car driver	24 (13.7%)	76 (43.4%)	9 (5.1%)	72 (41.1%)	175
Car passenger	3 (21.4%)	5 (35.7%)	1 (7.1%)	5 (35.7%)	14
Motorcycle	0 (0%)	1 (25%)	1 (25%)	2 (50%)	4
Van/lorry	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
Cycle	9 (16.4%)	22 (40%)	2 (3.6%)	22 (40%)	55
Walk	11 (33.3%)	5 (15.2%)	0 (0%)	18 (54.5%)	33
Bus	1 (10%)	3 (30%)	3 (30%)	3 (30%)	10
Rail	9 (18.8%)	19 (39.6%)	3 (6.3%)	18 (37.5%)	48
I don't travel along this corridor	0 (0%)	2 (25%)	2 (25%)	4 (50%)	8
Other	0 (0%)	2 (40%)	0 (0%)	3 (60%)	5
Q8. Frequency of travel through the Foxton area:					
Daily/Weekdays	20 (16%)	47 (37.6%)	9 (7.2%)	52 (41.6%)	125
Weekly	6 (10.9%)	26 (47.3%)	3 (5.5%)	24 (43.6%)	55
2-3 times a month	1 (5.9%)	10 (58.8%)	2 (11.8%)	4 (23.5%)	17
Once a month	1 (14.3%)	2 (28.6%)	0 (0%)	4 (57.1%)	7
Less than once a month	1 (25%)	3 (75%)	0 (0%)	0 (0%)	4
Never	0 (0%)	1 (33.3%)	1 (33.3%)	1 (33.3%)	3

Question 3

	Daily	Weekly	2-3 times a month	Once a month	Less than once a month	Never	Total
Total	11 (5.1%)	29 (13.5%)	25 (11.6%)	17 (7.9%)	30 (14%)	106 (49.3%)	215
Interest in project:							
Resident in Foxton	3 (4.6%)	1 (1.5%)	4 (6.2%)	5 (7.7%)	3 (4.6%)	49 (75.4%)	65
Resident elsewhere in South Cambridgeshire	6 (4.5%)	25 (18.7%)	19 (14.2%)	12 (9%)	25 (18.7%)	49 (36.6%)	134
Resident in Cambridge city	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	5 (83.3%)	6
Local business owner/employer	0 (0%)	0 (0%)	2 (28.6%)	1 (14.3%)	0 (0%)	4 (57.1%)	7
Regularly or occasional traveller through the area	2 (8.7%)	5 (21.7%)	2 (8.7%)	2 (8.7%)	4 (17.4%)	8 (34.8%)	23
Resident elsewhere	1 (14.3%)	3 (42.9%)	0 (0%)	0 (0%)	1 (14.3%)	3 (42.9%)	7
Age range:							
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	0 (0%)	1 (20%)	1 (20%)	1 (20%)	0 (0%)	2 (40%)	5
25-34	4 (20%)	5 (25%)	2 (10%)	1 (5%)	3 (15%)	5 (25%)	20
35-44	3 (8.3%)	4 (11.1%)	5 (13.9%)	4 (11.1%)	3 (8.3%)	17 (47.2%)	36
45-54	3 (5.6%)	10 (18.5%)	3 (5.6%)	3 (5.6%)	7 (13%)	29 (53.7%)	54
55-64	1 (2.6%)	4 (10.3%)	3 (7.7%)	3 (7.7%)	6 (15.4%)	22 (56.4%)	39
65-74	0 (0%)	3 (7.9%)	8 (21.1%)	2 (5.3%)	7 (18.4%)	19 (50%)	38
75 and above	0 (0%)	1 (7.7%)	2 (15.4%)	2 (15.4%)	1 (7.7%)	7 (53.8%)	13
Prefer not to say	0 (0%)	1 (11.1%)	0 (0%)	1 (11.1%)	3 (33.3%)	5 (55.6%)	9
Employment status:							
In education	1 (20%)	0 (0%)	0 (0%)	2 (40%)	0 (0%)	2 (40%)	5
Employed	10 (8.5%)	19 (16.2%)	13 (11.1%)	9 (7.7%)	16 (13.7%)	51 (43.6%)	117
Self-employed	0 (0%)	6 (19.4%)	3 (9.7%)	2 (6.5%)	3 (9.7%)	17 (54.8%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	0 (0%)	1 (11.1%)	2 (22.2%)	1 (11.1%)	1 (11.1%)	4 (44.4%)	9
Stay at home parent, carer or similar	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	4 (80%)	5
Retired	0 (0%)	3 (5.9%)	10 (19.6%)	5 (9.8%)	6 (11.8%)	28 (54.9%)	51
Prefer not to say	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (37.5%)	6 (75%)	8
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
Disability that influences travel decisions:							
	0 (0%)	0 (0%)	1 (14.3%)	1 (14.3%)	1 (14.3%)	4 (57.1%)	7
Location:							
Foxton and local area	2 (1.8%)	13 (11.5%)	10 (8.8%)	7 (6.2%)	17 (15%)	65 (57.5%)	113
Q1. Will Foxton Hub improve access to sustainable transport:							
Yes	9 (10.2%)	19 (21.6%)	20 (22.7%)	9 (10.2%)	19 (21.6%)	14 (15.9%)	88
Not sure	1 (2.6%)	4 (10.5%)	3 (7.9%)	5 (13.2%)	5 (13.2%)	21 (55.3%)	38

No	1 (1.1%)	5 (5.7%)	2 (2.3%)	3 (3.4%)	5 (5.7%)	71 (81.6%)	87
Q2. Preferred Foxton Hub Options:							
Northern Option	5 (17.2%)	4 (13.8%)	3 (10.3%)	4 (13.8%)	4 (13.8%)	9 (31%)	29
Southern Option	5 (5.7%)	19 (21.8%)	16 (18.4%)	11 (12.6%)	17 (19.5%)	20 (23%)	87
No preference	0 (0%)	2 (13.3%)	4 (26.7%)	1 (6.7%)	2 (13.3%)	6 (40%)	15
Neither	1 (1.1%)	4 (4.4%)	3 (3.3%)	5 (5.5%)	7 (7.7%)	73 (80.2%)	91
Q5. Mode of travel to Foxton Travel Hub:							
Car driver	7 (8.4%)	24 (28.9%)	17 (20.5%)	10 (12%)	12 (14.5%)	15 (18.1%)	83
Car passenger	1 (9.1%)	3 (27.3%)	3 (27.3%)	3 (27.3%)	0 (0%)	1 (9.1%)	11
Motorcycle	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
Van/lorry	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Cycle	4 (7.4%)	15 (27.8%)	12 (22.2%)	6 (11.1%)	8 (14.8%)	9 (16.7%)	54
Walk	3 (6.4%)	9 (19.1%)	3 (6.4%)	6 (12.8%)	5 (10.6%)	21 (44.7%)	47
Bus	0 (0%)	1 (12.5%)	4 (50%)	2 (25%)	1 (12.5%)	0 (0%)	8
I would not use a Travel Hub at Foxton	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5 (7.5%)	63 (94%)	67
Don't know	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (33.3%)	2 (66.7%)	3
Other	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	0 (0%)	2
Q6. Main purpose of journey:							
Commuting to work/education	11 (15.5%)	20 (28.2%)	9 (12.7%)	7 (9.9%)	11 (15.5%)	14 (19.7%)	71
Travelling for business (e.g. meetings)	1 (2.9%)	11 (31.4%)	5 (14.3%)	5 (14.3%)	8 (22.9%)	5 (14.3%)	35
Personal business (e.g. medical appointment)	1 (2.8%)	10 (27.8%)	9 (25%)	6 (16.7%)	4 (11.1%)	6 (16.7%)	36
Leisure/shopping	5 (6.6%)	19 (25%)	14 (18.4%)	9 (11.8%)	17 (22.4%)	13 (17.1%)	76
Visiting friends/family	0 (0%)	9 (29%)	8 (25.8%)	4 (12.9%)	3 (9.7%)	7 (22.6%)	31
Prefer not to say	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
I would not use a Travel Hub at Foxton	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (4.2%)	69 (97.2%)	71
Other	0 (0%)	0 (0%)	1 (20%)	0 (0%)	2 (40%)	2 (40%)	5
Q7. Regular mode of travel through the Foxton area:							
Car driver	9 (5.2%)	27 (15.5%)	22 (12.6%)	14 (8%)	27 (15.5%)	78 (44.8%)	174
Car passenger	3 (21.4%)	1 (7.1%)	0 (0%)	2 (14.3%)	1 (7.1%)	8 (57.1%)	14
Motorcycle	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (25%)	3 (75%)	4
Van/lorry	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
Cycle	4 (7.3%)	8 (14.5%)	5 (9.1%)	4 (7.3%)	6 (10.9%)	28 (50.9%)	55
Walk	1 (3%)	2 (6.1%)	0 (0%)	3 (9.1%)	3 (9.1%)	24 (72.7%)	33
Bus	0 (0%)	1 (10%)	3 (30%)	0 (0%)	1 (10%)	5 (50%)	10
Rail	6 (12.5%)	5 (10.4%)	6 (12.5%)	2 (4.2%)	7 (14.6%)	23 (47.9%)	48
I don't travel along this corridor	0 (0%)	0 (0%)	1 (14.3%)	1 (14.3%)	0 (0%)	5 (71.4%)	7
Other	1 (20%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (80%)	5
Q8. Frequency of travel through the Foxton area:							
Daily/Weekdays	10 (8%)	16 (12.8%)	10 (8%)	7 (5.6%)	17 (13.6%)	65 (52%)	125

Weekly	1 (1.9%)	12 (22.2%)	9 (16.7%)	4 (7.4%)	9 (16.7%)	22 (40.7%)	54
2-3 times a month	0 (0%)	1 (5.9%)	5 (29.4%)	2 (11.8%)	1 (5.9%)	8 (47.1%)	17
Once a month	0 (0%)	0 (0%)	0 (0%)	3 (42.9%)	0 (0%)	4 (57.1%)	7
Less than once a month	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (75%)	1 (25%)	4
Never	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2

Question 5

	Car Driver	Car passenger	Motorcycle	Van/lorry	Cycle	Walk	Bus	I would not use a Travel Hub at Foxton	Don't know	Other	Total
Total	83 (39%)	11 (5.2%)	1 (0.5%)	0 (0%)	55 (25.8%)	47 (22.1%)	8 (3.8%)	67 (31.5%)	3 (1.4%)	2 (0.9%)	213
Interest in project:											
Resident in Foxton	6 (9.4%)	0 (0%)	0 (0%)	0 (0%)	2 (3.1%)	30 (46.9%)	0 (0%)	29 (45.3%)	0 (0%)	0 (0%)	64
Resident elsewhere in South Cambridgeshire	69 (51.9%)	9 (6.8%)	1 (0.8%)	0 (0%)	49 (36.8%)	17 (12.8%)	8 (6%)	35 (26.3%)	3 (2.3%)	2 (1.5%)	133
Resident in Cambridge city	1 (16.7%)	0 (0%)	0 (0%)	0 (0%)	2 (33.3%)	0 (0%)	0 (0%)	3 (50%)	0 (0%)	0 (0%)	6
Local business owner/employer	5 (71.4%)	1 (14.3%)	0 (0%)	0 (0%)	2 (28.6%)	2 (28.6%)	1 (14.3%)	2 (28.6%)	1 (14.3%)	0 (0%)	7
Regularly or occasional traveller through the area	13 (59.1%)	1 (4.5%)	0 (0%)	0 (0%)	6 (27.3%)	3 (13.6%)	1 (4.5%)	6 (27.3%)	1 (4.5%)	0 (0%)	22
Resident elsewhere	5 (71.4%)	1 (14.3%)	0 (0%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	7
Age range:											
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	2 (40%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	2 (40%)	0 (0%)	2 (40%)	0 (0%)	0 (0%)	5
25-34	10 (52.6%)	2 (10.5%)	0 (0%)	0 (0%)	7 (36.8%)	4 (21.1%)	1 (5.3%)	4 (21.1%)	0 (0%)	0 (0%)	19
35-44	12 (33.3%)	2 (5.6%)	0 (0%)	0 (0%)	14 (38.9%)	14 (38.9%)	2 (5.6%)	9 (25%)	1 (2.8%)	1 (2.8%)	36
45-54	23 (44.2%)	4 (7.7%)	0 (0%)	0 (0%)	14 (26.9%)	8 (15.4%)	1 (1.9%)	17 (32.7%)	1 (1.9%)	0 (0%)	52
55-64	14 (35.9%)	1 (2.6%)	0 (0%)	0 (0%)	7 (17.9%)	8 (20.5%)	1 (2.6%)	13 (33.3%)	0 (0%)	0 (0%)	39
65-74	16 (41%)	1 (2.6%)	0 (0%)	0 (0%)	6 (15.4%)	5 (12.8%)	3 (7.7%)	14 (35.9%)	0 (0%)	1 (2.6%)	39
75 and above	5 (38.5%)	0 (0%)	0 (0%)	0 (0%)	2 (15.4%)	3 (23.1%)	0 (0%)	5 (38.5%)	0 (0%)	0 (0%)	13
Prefer not to say	1 (11.1%)	0 (0%)	1 (11.1%)	0 (0%)	3 (33.3%)	3 (33.3%)	0 (0%)	3 (33.3%)	1 (11.1%)	0 (0%)	9
Employment status:											
In education	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (60%)	0 (0%)	2 (40%)	0 (0%)	0 (0%)	5
Employed	47 (41.2%)	9 (7.9%)	0 (0%)	0 (0%)	39 (34.2%)	25 (21.9%)	6 (5.3%)	31 (27.2%)	1 (0.9%)	1 (0.9%)	114
Self-employed	14 (45.2%)	1 (3.2%)	0 (0%)	0 (0%)	8 (25.8%)	7 (22.6%)	2 (6.5%)	10 (32.3%)	1 (3.2%)	0 (0%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	4 (44.4%)	1 (11.1%)	0 (0%)	0 (0%)	2 (22.2%)	3 (33.3%)	1 (11.1%)	2 (22.2%)	0 (0%)	1 (11.1%)	9
Stay at home parent, carer or similar	1 (20%)	0 (0%)	0 (0%)	0 (0%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	1 (20%)	0 (0%)	5
Retired	21 (40.4%)	1 (1.9%)	0 (0%)	0 (0%)	7 (13.5%)	9 (17.3%)	2 (3.8%)	20 (38.5%)	0 (0%)	0 (0%)	52
Prefer not to say	2 (25%)	0 (0%)	1 (12.5%)	0 (0%)	2 (25%)	2 (25%)	0 (0%)	4 (50%)	0 (0%)	0 (0%)	8
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
Disability that influences travel decisions:											
	2 (28.6%)	1 (14.3%)	0 (0%)	0 (0%)	1 (14.3%)	0 (0%)	2 (28.6%)	4 (57.1%)	0 (0%)	0 (0%)	7
Location:											
Foxton and local area	35 (31.3%)	3 (2.7%)	0 (0%)	0 (0%)	20 (17.9%)	31 (27.7%)	1 (0.9%)	42 (37.5%)	1 (0.9%)	0 (0%)	112

Q1. Will Foxton Hub improve access to sustainable transport:											
Yes	52 (59.1%)	9 (10.2%)	0 (0%)	0 (0%)	36 (40.9%)	20 (22.7%)	5 (5.7%)	8 (9.1%)	0 (0%)	2 (2.3%)	88
Not sure	15 (40.5%)	0 (0%)	0 (0%)	0 (0%)	5 (13.5%)	11 (29.7%)	2 (5.4%)	8 (21.6%)	0 (0%)	0 (0%)	37
No	14 (16.3%)	1 (1.2%)	1 (1.2%)	0 (0%)	13 (15.1%)	16 (18.6%)	1 (1.2%)	51 (59.3%)	3 (3.5%)	0 (0%)	86
Q2. Preferred Foxton Hub Options:											
Northern Option	12 (41.4%)	2 (6.9%)	0 (0%)	0 (0%)	7 (24.1%)	11 (37.9%)	2 (6.9%)	6 (20.7%)	0 (0%)	0 (0%)	29
Southern Option	52 (59.1%)	9 (10.2%)	0 (0%)	0 (0%)	36 (40.9%)	17 (19.3%)	4 (4.5%)	11 (12.5%)	0 (0%)	1 (1.1%)	88
No preference	7 (46.7%)	2 (13.3%)	0 (0%)	0 (0%)	3 (20%)	5 (33.3%)	0 (0%)	1 (6.7%)	0 (0%)	0 (0%)	15
Neither	18 (20.5%)	0 (0%)	1 (1.1%)	0 (0%)	12 (13.6%)	14 (15.9%)	2 (2.3%)	51 (58%)	3 (3.4%)	1 (1.1%)	88
Q3. Frequency of Foxton Travel Hub use:											
Daily	7 (63.6%)	1 (9.1%)	0 (0%)	0 (0%)	4 (36.4%)	3 (27.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	11
Weekly	24 (82.8%)	3 (10.3%)	0 (0%)	0 (0%)	15 (51.7%)	9 (31%)	1 (3.4%)	0 (0%)	0 (0%)	1 (3.4%)	29
2-3 times a month	17 (68%)	3 (12%)	0 (0%)	0 (0%)	12 (48%)	3 (12%)	4 (16%)	0 (0%)	0 (0%)	0 (0%)	25
Once a month	10 (62.5%)	3 (18.8%)	0 (0%)	0 (0%)	6 (37.5%)	6 (37.5%)	2 (12.5%)	0 (0%)	0 (0%)	0 (0%)	16
Less than once a month	12 (40%)	0 (0%)	1 (3.3%)	0 (0%)	8 (26.7%)	5 (16.7%)	1 (3.3%)	5 (16.7%)	1 (3.3%)	1 (3.3%)	30
Never	15 (14.4%)	1 (1%)	0 (0%)	0 (0%)	9 (8.7%)	21 (20.2%)	0 (0%)	63 (60.6%)	2 (1.9%)	0 (0%)	104
Q6. Main purpose of journey:											
Commuting to work/education	38 (53.5%)	8 (11.3%)	1 (1.4%)	0 (0%)	32 (45.1%)	19 (26.8%)	4 (5.6%)	2 (2.8%)	2 (2.8%)	1 (1.4%)	71
Travelling for business (e.g. meetings)	20 (58.8%)	4 (11.8%)	0 (0%)	0 (0%)	16 (47.1%)	9 (26.5%)	4 (11.8%)	1 (2.9%)	0 (0%)	1 (2.9%)	34
Personal business (e.g. medical appointment)	24 (66.7%)	3 (8.3%)	0 (0%)	0 (0%)	16 (44.4%)	9 (25%)	1 (2.8%)	0 (0%)	0 (0%)	1 (2.8%)	36
Leisure/shopping	45 (59.2%)	6 (7.9%)	0 (0%)	0 (0%)	29 (38.2%)	25 (32.9%)	4 (5.3%)	1 (1.3%)	1 (1.3%)	0 (0%)	76
Visiting friends/family	24 (77.4%)	4 (12.9%)	0 (0%)	0 (0%)	12 (38.7%)	12 (38.7%)	4 (12.9%)	0 (0%)	0 (0%)	1 (3.2%)	31
Prefer not to say	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
I would not use a Travel Hub at Foxton	6 (8.5%)	0 (0%)	0 (0%)	0 (0%)	3 (4.2%)	2 (2.8%)	0 (0%)	62 (87.3%)	1 (1.4%)	0 (0%)	71
Other	2 (40%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	5
Q7. Regular mode of travel through the Foxton area:											
Car driver	80 (46%)	8 (4.6%)	1 (0.6%)	0 (0%)	43 (24.7%)	35 (20.1%)	6 (3.4%)	52 (29.9%)	3 (1.7%)	2 (1.1%)	174
Car passenger	2 (14.3%)	1 (7.1%)	0 (0%)	0 (0%)	4 (28.6%)	4 (28.6%)	1 (7.1%)	6 (42.9%)	0 (0%)	0 (0%)	14
Motorcycle	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (25%)	0 (0%)	0 (0%)	3 (75%)	0 (0%)	0 (0%)	4
Van/lorry	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
Cycle	11 (20.4%)	3 (5.6%)	0 (0%)	0 (0%)	21 (38.9%)	13 (24.1%)	2 (3.7%)	22 (40.7%)	0 (0%)	0 (0%)	54
Walk	3 (9.4%)	0 (0%)	0 (0%)	0 (0%)	3 (9.4%)	18 (56.3%)	0 (0%)	13 (40.6%)	0 (0%)	0 (0%)	32
Bus	2 (20%)	0 (0%)	0 (0%)	0 (0%)	3 (30%)	2 (20%)	2 (20%)	4 (40%)	0 (0%)	0 (0%)	10
Rail	13 (27.7%)	5 (10.6%)	1 (2.1%)	0 (0%)	13 (27.7%)	13 (27.7%)	2 (4.3%)	16 (34%)	0 (0%)	0 (0%)	47
I don't travel along this corridor	1 (16.7%)	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	1 (16.7%)	0 (0%)	3 (50%)	0 (0%)	0 (0%)	6
Other	1 (20%)	0 (0%)	0 (0%)	0 (0%)	2 (40%)	2 (40%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	5
Q8. Frequency of travel through the Foxton area:											
Daily/Weekdays	40 (32.3%)	4 (3.2%)	0 (0%)	0 (0%)	25 (20.2%)	40 (32.3%)	2 (1.6%)	39 (31.5%)	2 (1.6%)	2 (1.6%)	124
Weekly	30 (55.6%)	4 (7.4%)	1 (1.9%)	0 (0%)	20 (37%)	6 (11.1%)	3 (5.6%)	13 (24.1%)	1 (1.9%)	0 (0%)	54
2-3 times a month	8 (47.1%)	2 (11.8%)	0 (0%)	0 (0%)	7 (41.2%)	1 (5.9%)	2 (11.8%)	5 (29.4%)	0 (0%)	0 (0%)	17

Once a month	3 (42.9%)	1 (14.3%)	0 (0%)	0 (0%)	2 (28.6%)	0 (0%)	1 (14.3%)	3 (42.9%)	0 (0%)	0 (0%)	7
Less than once a month	1 (25%)	0 (0%)	0 (0%)	0 (0%)	2 (50%)	0 (0%)	0 (0%)	1 (25%)	0 (0%)	0 (0%)	4
Never	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2

Question 6

	Commuting to work/education	Travelling for business (e.g. meetings)	Personal business (e.g. medical appointment)	Leisure/shopping	Visiting friends/family	Prefer not to say	I would not use a Travel Hub at Foxton	Other	Total
Total	73 (34.6%)	35 (16.6%)	36 (17.1%)	76 (36%)	31 (14.7%)	2 (0.9%)	71 (33.6%)	5 (2.4%)	211
Interest in project:									
Resident in Foxton	12 (19.4%)	6 (9.7%)	8 (12.9%)	19 (30.6%)	8 (12.9%)	2 (3.2%)	30 (48.4%)	2 (3.2%)	62
Resident elsewhere in South Cambridgeshire	55 (41.4%)	25 (18.8%)	26 (19.5%)	52 (39.1%)	22 (16.5%)	0 (0%)	36 (27.1%)	3 (2.3%)	133
Resident in Cambridge city	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	1 (16.7%)	0 (0%)	4 (66.7%)	0 (0%)	6
Local business owner/employer	3 (42.9%)	1 (14.3%)	1 (14.3%)	2 (28.6%)	2 (28.6%)	0 (0%)	2 (28.6%)	0 (0%)	7
Regularly or occasional traveller through the area	7 (31.8%)	6 (27.3%)	4 (18.2%)	11 (50%)	4 (18.2%)	0 (0%)	6 (27.3%)	2 (9.1%)	22
Resident elsewhere	4 (57.1%)	2 (28.6%)	1 (14.3%)	2 (28.6%)	0 (0%)	0 (0%)	1 (14.3%)	1 (14.3%)	7
Age range:									
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	2 (40%)	0 (0%)	0 (0%)	2 (40%)	3 (60%)	0 (0%)	2 (40%)	0 (0%)	5
25-34	14 (70%)	3 (15%)	1 (5%)	10 (50%)	4 (20%)	0 (0%)	4 (20%)	0 (0%)	20
35-44	17 (48.6%)	10 (28.6%)	6 (17.1%)	14 (40%)	5 (14.3%)	0 (0%)	11 (31.4%)	0 (0%)	35
45-54	22 (42.3%)	11 (21.2%)	9 (17.3%)	19 (36.5%)	5 (9.6%)	1 (1.9%)	17 (32.7%)	1 (1.9%)	52
55-64	11 (28.2%)	5 (12.8%)	6 (15.4%)	13 (33.3%)	4 (10.3%)	0 (0%)	15 (38.5%)	1 (2.6%)	39
65-74	3 (8.1%)	4 (10.8%)	7 (18.9%)	10 (27%)	7 (18.9%)	0 (0%)	13 (35.1%)	2 (5.4%)	37
75 and above	0 (0%)	1 (7.7%)	5 (38.5%)	5 (38.5%)	3 (23.1%)	0 (0%)	5 (38.5%)	1 (7.7%)	13
Prefer not to say	3 (33.3%)	1 (11.1%)	1 (11.1%)	3 (33.3%)	0 (0%)	1 (11.1%)	4 (44.4%)	0 (0%)	9
Employment status:									
In education	2 (40%)	0 (0%)	0 (0%)	1 (20%)	1 (20%)	0 (0%)	2 (40%)	0 (0%)	5
Employed	61 (53%)	25 (21.7%)	17 (14.8%)	45 (39.1%)	13 (11.3%)	1 (0.9%)	31 (27%)	3 (2.6%)	115
Self-employed	8 (25.8%)	8 (25.8%)	4 (12.9%)	9 (29%)	7 (22.6%)	0 (0%)	13 (41.9%)	0 (0%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	2 (22.2%)	3 (33.3%)	3 (33.3%)	5 (55.6%)	4 (44.4%)	0 (0%)	2 (22.2%)	0 (0%)	9
Stay at home parent, carer or similar	0 (0%)	1 (25%)	1 (25%)	2 (50%)	1 (25%)	0 (0%)	2 (50%)	0 (0%)	4
Retired	2 (4%)	2 (4%)	12 (24%)	20 (40%)	11 (22%)	0 (0%)	19 (38%)	2 (4%)	50
Prefer not to say	1 (12.5%)	0 (0%)	0 (0%)	1 (12.5%)	0 (0%)	1 (12.5%)	5 (62.5%)	0 (0%)	8
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
Disability that influences travel decisions:									
	1 (14.3%)	1 (14.3%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	4 (57.1%)	1 (14.3%)	7
Location:									
Foxton and local area	28 (25.9%)	16 (14.8%)	20 (18.5%)	40 (37%)	13 (12%)	1 (0.9%)	42 (38.9%)	4 (3.7%)	108

			Q1. Will Foxton Hub improve access to sustainable transport:														
Yes	46	(52.3%)	21	(23.9%)	23	(26.1%)	47	(53.4%)	21	(23.9%)	0	(0%)	9	(10.2%)	0	(0%)	88
Not sure	9	(25%)	5	(13.9%)	7	(19.4%)	16	(44.4%)	5	(13.9%)	1	(2.8%)	8	(22.2%)	2	(5.6%)	36
No	17	(20%)	7	(8.2%)	5	(5.9%)	11	(12.9%)	4	(4.7%)	1	(1.2%)	54	(63.5%)	3	(3.5%)	85
			Q2. Preferred Foxton Hub Options:														
Northern Option	11	(40.7%)	6	(22.2%)	7	(25.9%)	11	(40.7%)	6	(22.2%)	0	(0%)	5	(18.5%)	0	(0%)	27
Southern Option	46	(52.3%)	23	(26.1%)	22	(25%)	47	(53.4%)	20	(22.7%)	0	(0%)	11	(12.5%)	2	(2.3%)	88
No preference	7	(46.7%)	0	(0%)	1	(6.7%)	7	(46.7%)	2	(13.3%)	1	(6.7%)	1	(6.7%)	1	(6.7%)	15
Neither	12	(13.6%)	7	(8%)	7	(8%)	12	(13.6%)	5	(5.7%)	1	(1.1%)	56	(63.6%)	2	(2.3%)	88
			Q3. Frequency of Foxton Travel Hub use:														
Daily	11	(100%)	1	(9.1%)	1	(9.1%)	5	(45.5%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	11
Weekly	20	(69%)	11	(37.9%)	10	(34.5%)	19	(65.5%)	9	(31%)	0	(0%)	0	(0%)	0	(0%)	29
2-3 times a month	9	(36%)	5	(20%)	9	(36%)	14	(56%)	8	(32%)	0	(0%)	0	(0%)	1	(4%)	25
Once a month	7	(41.2%)	5	(29.4%)	6	(35.3%)	9	(52.9%)	4	(23.5%)	0	(0%)	0	(0%)	0	(0%)	17
Less than once a month	11	(39.3%)	8	(28.6%)	4	(14.3%)	17	(60.7%)	3	(10.7%)	0	(0%)	3	(10.7%)	2	(7.1%)	28
Never	14	(13.7%)	5	(4.9%)	6	(5.9%)	13	(12.7%)	7	(6.9%)	2	(2%)	69	(67.6%)	2	(2%)	102
			Q5. Mode of travel to Foxton Travel Hub:														
Car driver	38	(45.8%)	20	(24.1%)	24	(28.9%)	45	(54.2%)	24	(28.9%)	0	(0%)	6	(7.2%)	2	(2.4%)	83
Car passenger	8	(72.7%)	4	(36.4%)	3	(27.3%)	6	(54.5%)	4	(36.4%)	0	(0%)	0	(0%)	0	(0%)	11
Motorcycle	1	(100%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	1
Van/lorry	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Cycle	32	(58.2%)	16	(29.1%)	16	(29.1%)	29	(52.7%)	12	(21.8%)	1	(1.8%)	3	(5.5%)	1	(1.8%)	55
Walk	19	(42.2%)	9	(20%)	9	(20%)	25	(55.6%)	12	(26.7%)	2	(4.4%)	2	(4.4%)	1	(2.2%)	45
Bus	4	(50%)	4	(50%)	1	(12.5%)	4	(50%)	4	(50%)	0	(0%)	0	(0%)	0	(0%)	8
I would not use a Travel Hub at Foxton	2	(3.1%)	1	(1.5%)	0	(0%)	1	(1.5%)	0	(0%)	0	(0%)	62	(95.4%)	1	(1.5%)	65
Don't know	2	(66.7%)	0	(0%)	0	(0%)	1	(33.3%)	0	(0%)	0	(0%)	1	(33.3%)	0	(0%)	3
Other	1	(50%)	1	(50%)	1	(50%)	0	(0%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2
			Q7. Regular mode of travel through the Foxton area:														
Car driver	59	(34.7%)	30	(17.6%)	33	(19.4%)	66	(38.8%)	27	(15.9%)	1	(0.6%)	54	(31.8%)	4	(2.4%)	170
Car passenger	6	(42.9%)	0	(0%)	1	(7.1%)	5	(35.7%)	3	(21.4%)	0	(0%)	6	(42.9%)	0	(0%)	14
Motorcycle	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	2	(50%)	2	(50%)	4
Van/lorry	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	1	(100%)	0	(0%)	1
Cycle	16	(30.2%)	11	(20.8%)	9	(17%)	21	(39.6%)	6	(11.3%)	0	(0%)	22	(41.5%)	1	(1.9%)	53
Walk	7	(23.3%)	7	(23.3%)	5	(16.7%)	13	(43.3%)	6	(20%)	0	(0%)	13	(43.3%)	0	(0%)	30
Bus	3	(33.3%)	0	(0%)	1	(11.1%)	3	(33.3%)	2	(22.2%)	0	(0%)	3	(33.3%)	0	(0%)	9
Rail	23	(48.9%)	10	(21.3%)	4	(8.5%)	14	(29.8%)	5	(10.6%)	0	(0%)	16	(34%)	0	(0%)	47
I don't travel along this corridor	2	(25%)	1	(12.5%)	0	(0%)	1	(12.5%)	0	(0%)	0	(0%)	5	(62.5%)	0	(0%)	8
Other	2	(40%)	0	(0%)	0	(0%)	1	(20%)	0	(0%)	1	(20%)	1	(20%)	1	(20%)	5
			Q8. Frequency of travel through the Foxton area:														
Daily/Weekdays	49	(40.8%)	21	(17.5%)	23	(19.2%)	49	(40.8%)	17	(14.2%)	2	(1.7%)	37	(30.8%)	4	(3.3%)	120

Weekly	13 (24.1%)	8 (14.8%)	8 (14.8%)	19 (35.2%)	13 (24.1%)	0 (0%)	16 (29.6%)	0 (0%)	54
2-3 times a month	6 (35.3%)	2 (11.8%)	3 (17.6%)	4 (23.5%)	2 (11.8%)	0 (0%)	5 (29.4%)	1 (5.9%)	17
Once a month	2 (28.6%)	2 (28.6%)	2 (28.6%)	2 (28.6%)	0 (0%)	0 (0%)	4 (57.1%)	0 (0%)	7
Less than once a month	0 (0%)	1 (25%)	0 (0%)	2 (50%)	0 (0%)	0 (0%)	2 (50%)	0 (0%)	4
Never	1 (33.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (66.7%)	0 (0%)	3

Question 7

	Car Driver	Car passenger	Motorcycle	Van/lorry	Cycle	Walk	Bus	Rail	I don't travel along this corridor	Other	Total
Total	175 (82.2%)	14 (6.6%)	4 (1.9%)	1 (0.5%)	55 (25.8%)	33 (15.5%)	10 (4.7%)	48 (22.5%)	8 (3.8%)	5 (2.3%)	213
Interest in project:											
Resident in Foxton	48 (75%)	5 (7.8%)	2 (3.1%)	0 (0%)	20 (31.3%)	28 (43.8%)	4 (6.3%)	18 (28.1%)	3 (4.7%)	3 (4.7%)	64
Resident elsewhere in South Cambridgeshire	116 (87.2%)	8 (6%)	2 (1.5%)	1 (0.8%)	29 (21.8%)	5 (3.8%)	6 (4.5%)	26 (19.5%)	4 (3%)	2 (1.5%)	133
Resident in Cambridge city	3 (50%)	0 (0%)	0 (0%)	0 (0%)	4 (66.7%)	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	0 (0%)	6
Local business owner/employer	5 (71.4%)	0 (0%)	0 (0%)	1 (14.3%)	2 (28.6%)	1 (14.3%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	7
Regularly or occasional traveller through the area	20 (90.9%)	2 (9.1%)	1 (4.5%)	1 (4.5%)	8 (36.4%)	2 (9.1%)	1 (4.5%)	4 (18.2%)	0 (0%)	0 (0%)	22
Resident elsewhere	6 (85.7%)	0 (0%)	1 (14.3%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	2 (28.6%)	0 (0%)	0 (0%)	7
Age range:											
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	3 (60%)	1 (20%)	0 (0%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	1 (20%)	1 (20%)	0 (0%)	5
25-34	15 (75%)	4 (20%)	0 (0%)	0 (0%)	7 (35%)	2 (10%)	3 (15%)	6 (30%)	1 (5%)	0 (0%)	20
35-44	27 (77.1%)	1 (2.9%)	0 (0%)	0 (0%)	10 (28.6%)	8 (22.9%)	0 (0%)	11 (31.4%)	0 (0%)	2 (5.7%)	35
45-54	48 (90.6%)	4 (7.5%)	1 (1.9%)	0 (0%)	16 (30.2%)	11 (20.8%)	0 (0%)	15 (28.3%)	0 (0%)	0 (0%)	53
55-64	27 (71.1%)	1 (2.6%)	0 (0%)	1 (2.6%)	10 (26.3%)	6 (15.8%)	0 (0%)	8 (21.1%)	4 (10.5%)	1 (2.6%)	38
65-74	37 (94.9%)	1 (2.6%)	2 (5.1%)	0 (0%)	5 (12.8%)	4 (10.3%)	4 (10.3%)	6 (15.4%)	1 (2.6%)	0 (0%)	39
75 and above	10 (76.9%)	1 (7.7%)	0 (0%)	0 (0%)	3 (23.1%)	1 (7.7%)	3 (23.1%)	0 (0%)	0 (0%)	1 (7.7%)	13
Prefer not to say	7 (77.8%)	1 (11.1%)	1 (11.1%)	0 (0%)	3 (33.3%)	1 (11.1%)	0 (0%)	1 (11.1%)	1 (11.1%)	1 (11.1%)	9
Employment status:											
In education	3 (60%)	2 (40%)	0 (0%)	0 (0%)	3 (60%)	2 (40%)	0 (0%)	3 (60%)	1 (20%)	0 (0%)	5
Employed	93 (80.2%)	9 (7.8%)	3 (2.6%)	0 (0%)	33 (28.4%)	20 (17.2%)	5 (4.3%)	36 (31%)	4 (3.4%)	2 (1.7%)	116
Self-employed	25 (80.6%)	1 (3.2%)	0 (0%)	1 (3.2%)	11 (35.5%)	6 (19.4%)	0 (0%)	4 (12.9%)	0 (0%)	1 (3.2%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	8 (88.9%)	0 (0%)	0 (0%)	0 (0%)	1 (11.1%)	2 (22.2%)	0 (0%)	1 (11.1%)	0 (0%)	0 (0%)	9
Stay at home parent, carer or similar	4 (80%)	1 (20%)	0 (0%)	0 (0%)	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	5
Retired	44 (86.3%)	2 (3.9%)	0 (0%)	0 (0%)	8 (15.7%)	5 (9.8%)	6 (11.8%)	4 (7.8%)	2 (3.9%)	1 (2%)	51
Prefer not to say	6 (75%)	1 (12.5%)	1 (12.5%)	0 (0%)	2 (25%)	1 (12.5%)	0 (0%)	2 (25%)	1 (12.5%)	1 (12.5%)	8
Other	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Disability that influences travel decisions:	6 (85.7%)	3 (42.9%)	0 (0%)	0 (0%)	1 (14.3%)	1 (14.3%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	7
Location:											

Foxton and local area	96 (85.7%)	6 (5.4%)	3 (2.7%)	1 (0.9%)	31 (27.7%)	23 (20.5%)	6 (5.4%)	26 (23.2%)	1 (0.9%)	3 (2.7%)	112
Q1. Will Foxton Hub improve access to sustainable transport:											
Yes	77 (85.6%)	7 (7.8%)	0 (0%)	0 (0%)	16 (17.8%)	8 (8.9%)	5 (5.6%)	19 (21.1%)	4 (4.4%)	0 (0%)	90
Not sure	29 (78.4%)	1 (2.7%)	1 (2.7%)	0 (0%)	12 (32.4%)	7 (18.9%)	3 (8.1%)	9 (24.3%)	1 (2.7%)	2 (5.4%)	37
No	67 (79.8%)	6 (7.1%)	3 (3.6%)	1 (1.2%)	26 (31%)	18 (21.4%)	2 (2.4%)	19 (22.6%)	3 (3.6%)	3 (3.6%)	84
Q2. Preferred Foxton Hub Options:											
Northern Option	24 (82.8%)	3 (10.3%)	0 (0%)	0 (0%)	9 (31%)	11 (37.9%)	1 (3.4%)	9 (31%)	0 (0%)	0 (0%)	29
Southern Option	76 (85.4%)	5 (5.6%)	1 (1.1%)	0 (0%)	22 (24.7%)	5 (5.6%)	3 (3.4%)	19 (21.3%)	2 (2.2%)	2 (2.2%)	89
No preference	9 (60%)	1 (6.7%)	1 (6.7%)	0 (0%)	2 (13.3%)	0 (0%)	3 (20%)	3 (20%)	2 (13.3%)	0 (0%)	15
Neither	72 (82.8%)	5 (5.7%)	2 (2.3%)	1 (1.1%)	22 (25.3%)	18 (20.7%)	3 (3.4%)	18 (20.7%)	4 (4.6%)	3 (3.4%)	87
Q3. Frequency of Foxton Travel Hub use:											
Daily	9 (81.8%)	3 (27.3%)	0 (0%)	0 (0%)	4 (36.4%)	1 (9.1%)	0 (0%)	6 (54.5%)	0 (0%)	1 (9.1%)	11
Weekly	27 (93.1%)	1 (3.4%)	0 (0%)	0 (0%)	8 (27.6%)	2 (6.9%)	1 (3.4%)	5 (17.2%)	0 (0%)	0 (0%)	29
2-3 times a month	22 (88%)	0 (0%)	0 (0%)	0 (0%)	5 (20%)	0 (0%)	3 (12%)	6 (24%)	1 (4%)	0 (0%)	25
Once a month	14 (82.4%)	2 (11.8%)	0 (0%)	0 (0%)	4 (23.5%)	3 (17.6%)	0 (0%)	2 (11.8%)	1 (5.9%)	0 (0%)	17
Less than once a month	27 (90%)	1 (3.3%)	1 (3.3%)	0 (0%)	6 (20%)	3 (10%)	1 (3.3%)	7 (23.3%)	0 (0%)	0 (0%)	30
Never	78 (76.5%)	8 (7.8%)	3 (2.9%)	1 (1%)	28 (27.5%)	24 (23.5%)	5 (4.9%)	23 (22.5%)	5 (4.9%)	4 (3.9%)	102
Q5. Mode of travel to Foxton Travel Hub:											
Car driver	80 (96.4%)	2 (2.4%)	0 (0%)	0 (0%)	11 (13.3%)	3 (3.6%)	2 (2.4%)	13 (15.7%)	1 (1.2%)	1 (1.2%)	83
Car passenger	8 (72.7%)	1 (9.1%)	0 (0%)	0 (0%)	3 (27.3%)	0 (0%)	0 (0%)	5 (45.5%)	0 (0%)	0 (0%)	11
Motorcycle	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
Van/lorry	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Cycle	43 (78.2%)	4 (7.3%)	1 (1.8%)	0 (0%)	21 (38.2%)	3 (5.5%)	3 (5.5%)	13 (23.6%)	1 (1.8%)	2 (3.6%)	55
Walk	35 (74.5%)	4 (8.5%)	0 (0%)	0 (0%)	13 (27.7%)	18 (38.3%)	2 (4.3%)	13 (27.7%)	1 (2.1%)	2 (4.3%)	47
Bus	6 (75%)	1 (12.5%)	0 (0%)	0 (0%)	2 (25%)	0 (0%)	2 (25%)	2 (25%)	0 (0%)	0 (0%)	8
I would not use a Travel Hub at Foxton	52 (81.3%)	6 (9.4%)	3 (4.7%)	1 (1.6%)	22 (34.4%)	13 (20.3%)	4 (6.3%)	16 (25%)	3 (4.7%)	1 (1.6%)	64
Don't know	3 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3
Other	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Q6. Main purpose of journey:											
Commuting to work/education	59 (80.8%)	6 (8.2%)	0 (0%)	0 (0%)	16 (21.9%)	7 (9.6%)	3 (4.1%)	23 (31.5%)	2 (2.7%)	2 (2.7%)	73
Travelling for business (e.g. meetings)	30 (85.7%)	0 (0%)	0 (0%)	0 (0%)	11 (31.4%)	7 (20%)	0 (0%)	10 (28.6%)	1 (2.9%)	0 (0%)	35
Personal business (e.g. medical appointment)	33 (91.7%)	1 (2.8%)	0 (0%)	0 (0%)	9 (25%)	5 (13.9%)	1 (2.8%)	4 (11.1%)	0 (0%)	0 (0%)	36
Leisure/shopping	66 (86.8%)	5 (6.6%)	0 (0%)	0 (0%)	21 (27.6%)	13 (17.1%)	3 (3.9%)	14 (18.4%)	1 (1.3%)	1 (1.3%)	76
Visiting friends/family	27 (87.1%)	3 (9.7%)	0 (0%)	0 (0%)	6 (19.4%)	6 (19.4%)	2 (6.5%)	5 (16.1%)	0 (0%)	0 (0%)	31
Prefer not to say	1 (50%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)	2
I would not use a Travel Hub at Foxton	54 (79.4%)	6 (8.8%)	2 (2.9%)	1 (1.5%)	22 (32.4%)	13 (19.1%)	3 (4.4%)	16 (23.5%)	5 (7.4%)	1 (1.5%)	68
Other	4 (80%)	0 (0%)	2 (40%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	5
Q8. Frequency of travel through the Foxton area:											
Daily/Weekdays	105 (84%)	9 (7.2%)	3 (2.4%)	0 (0%)	34 (27.2%)	32 (25.6%)	4 (3.2%)	29 (23.2%)	0 (0%)	5 (4%)	125
Weekly	50 (94.3%)	3 (5.7%)	0 (0%)	0 (0%)	10 (18.9%)	1 (1.9%)	6 (11.3%)	13 (24.5%)	0 (0%)	0 (0%)	53

2-3 times a month	11 (64.7%)	1 (5.9%)	1 (5.9%)	1 (5.9%)	8 (47.1%)	0 (0%)	1 (5.9%)	4 (23.5%)	0 (0%)	0 (0%)	17
Once a month	6 (85.7%)	2 (28.6%)	0 (0%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	7
Less than once a month	2 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (50%)	0 (0%)	0 (0%)	1 (25%)	1 (25%)	0 (0%)	4
Never	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (100%)	0 (0%)	3

Question 8

	Daily	Weekly	2-3 times a month	Once a month	Less than once a month	Never	Total
Total	125 (59.8%)	55 (26.3%)	17 (8.1%)	7 (3.3%)	4 (1.9%)	3 (1.4%)	209
Interest in project:							
Resident in Foxton	55 (88.7%)	5 (8.1%)	0 (0%)	1 (1.6%)	0 (0%)	2 (3.2%)	62
Resident elsewhere in South Cambridgeshire	67 (50.8%)	46 (34.8%)	13 (9.8%)	5 (3.8%)	1 (0.8%)	1 (0.8%)	132
Resident in Cambridge city	0 (0%)	1 (16.7%)	2 (33.3%)	1 (16.7%)	2 (33.3%)	0 (0%)	6
Local business owner/employer	4 (57.1%)	0 (0%)	3 (42.9%)	0 (0%)	0 (0%)	0 (0%)	7
Regularly or occasional traveller through the area	13 (59.1%)	5 (22.7%)	3 (13.6%)	1 (4.5%)	1 (4.5%)	0 (0%)	22
Resident elsewhere	2 (33.3%)	1 (16.7%)	3 (50%)	0 (0%)	0 (0%)	0 (0%)	6
Age range:							
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	2 (40%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	5
25-34	14 (77.8%)	2 (11.1%)	2 (11.1%)	0 (0%)	1 (5.6%)	0 (0%)	18
35-44	26 (72.2%)	7 (19.4%)	2 (5.6%)	1 (2.8%)	0 (0%)	0 (0%)	36
45-54	37 (68.5%)	10 (18.5%)	2 (3.7%)	5 (9.3%)	0 (0%)	0 (0%)	54
55-64	17 (45.9%)	12 (32.4%)	4 (10.8%)	1 (2.7%)	2 (5.4%)	2 (5.4%)	37
65-74	17 (45.9%)	14 (37.8%)	5 (13.5%)	0 (0%)	1 (2.7%)	0 (0%)	37
75 and above	6 (46.2%)	5 (38.5%)	2 (15.4%)	0 (0%)	0 (0%)	0 (0%)	13
Prefer not to say	6 (75%)	2 (25%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	8
Employment status:							
In education	3 (60%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	5
Employed	76 (66.1%)	24 (20.9%)	9 (7.8%)	5 (4.3%)	2 (1.7%)	1 (0.9%)	115
Self-employed	20 (64.5%)	5 (16.1%)	3 (9.7%)	2 (6.5%)	1 (3.2%)	0 (0%)	31
Unemployed	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
A home-based worker	6 (66.7%)	2 (22.2%)	1 (11.1%)	0 (0%)	0 (0%)	0 (0%)	9
Stay at home parent, carer or similar	4 (80%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5
Retired	22 (44.9%)	19 (38.8%)	6 (12.2%)	0 (0%)	1 (2%)	1 (2%)	49
Prefer not to say	4 (57.1%)	3 (42.9%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	7
Other	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Disability that influences travel decisions:	5 (71.4%)	0 (0%)	1 (14.3%)	1 (14.3%)	0 (0%)	0 (0%)	7
Location:							

Foxton and local area	79 (71.2%)	20 (18%)	8 (7.2%)	4 (3.6%)	1 (0.9%)	1 (0.9%)	111
Q1. Will Foxton Hub improve access to sustainable transport:							
Yes	46 (52.3%)	28 (31.8%)	7 (8%)	2 (2.3%)	4 (4.5%)	2 (2.3%)	88
Not sure	24 (66.7%)	7 (19.4%)	4 (11.1%)	1 (2.8%)	0 (0%)	0 (0%)	36
No	55 (66.3%)	19 (22.9%)	5 (6%)	4 (4.8%)	0 (0%)	1 (1.2%)	83
Q2. Preferred Foxton Hub Options:							
Northern Option	20 (69%)	6 (20.7%)	1 (3.4%)	1 (3.4%)	1 (3.4%)	0 (0%)	29
Southern Option	47 (53.4%)	26 (29.5%)	10 (11.4%)	2 (2.3%)	3 (3.4%)	1 (1.1%)	88
No preference	9 (64.3%)	3 (21.4%)	2 (14.3%)	0 (0%)	0 (0%)	1 (7.1%)	14
Neither	52 (61.2%)	24 (28.2%)	4 (4.7%)	4 (4.7%)	0 (0%)	1 (1.2%)	85
Q3. Frequency of Foxton Travel Hub use: ADJUST							
Daily/Weekdays	10 (90.9%)	1 (9.1%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	11
Weekly	16 (57.1%)	12 (42.9%)	1 (3.6%)	0 (0%)	0 (0%)	0 (0%)	28
2-3 times a month	10 (41.7%)	9 (37.5%)	5 (20.8%)	0 (0%)	0 (0%)	0 (0%)	24
Once a month	7 (43.8%)	4 (25%)	2 (12.5%)	3 (18.8%)	0 (0%)	0 (0%)	16
Less than once a month	17 (56.7%)	9 (30%)	1 (3.3%)	0 (0%)	3 (10%)	0 (0%)	30
Never	65 (64.4%)	22 (21.8%)	8 (7.9%)	4 (4%)	1 (1%)	2 (2%)	101
Q5. Mode of travel to Foxton Travel Hub: ADJUST							
Car driver	40 (49.4%)	30 (37%)	8 (9.9%)	3 (3.7%)	1 (1.2%)	0 (0%)	81
Car passenger	4 (36.4%)	4 (36.4%)	2 (18.2%)	1 (9.1%)	0 (0%)	0 (0%)	11
Motorcycle	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
Van/lorry	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Cycle	25 (45.5%)	20 (36.4%)	7 (12.7%)	2 (3.6%)	2 (3.6%)	0 (0%)	55
Walk	40 (87%)	6 (13%)	1 (2.2%)	0 (0%)	0 (0%)	0 (0%)	46
Bus	2 (25%)	3 (37.5%)	2 (25%)	1 (12.5%)	0 (0%)	0 (0%)	8
I would not use a Travel Hub at Foxton	39 (61.9%)	13 (20.6%)	5 (7.9%)	3 (4.8%)	1 (1.6%)	2 (3.2%)	63
Don't know	2 (66.7%)	1 (33.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3
Other	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Q6. Main purpose of journey: ADJUST							
Commuting to work/education	49 (69%)	13 (18.3%)	6 (8.5%)	2 (2.8%)	0 (0%)	1 (1.4%)	71
Travelling for business (e.g. meetings)	21 (63.6%)	8 (24.2%)	2 (6.1%)	2 (6.1%)	1 (3%)	0 (0%)	33
Personal business (e.g. medical appointment)	23 (63.9%)	8 (22.2%)	3 (8.3%)	2 (5.6%)	0 (0%)	0 (0%)	36
Leisure/shopping	49 (66.2%)	19 (25.7%)	4 (5.4%)	2 (2.7%)	2 (2.7%)	0 (0%)	74
Visiting friends/family	17 (54.8%)	13 (41.9%)	2 (6.5%)	0 (0%)	0 (0%)	0 (0%)	31
Prefer not to say	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
I would not use a Travel Hub at Foxton	37 (56.1%)	16 (24.2%)	5 (7.6%)	4 (6.1%)	2 (3%)	2 (3%)	66
Other	4 (80%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	5
Q7. Regular mode of travel through the Foxton area: ADJUST							
Car driver	105 (60.7%)	50 (28.9%)	11 (6.4%)	6 (3.5%)	2 (1.2%)	0 (0%)	173
Car passenger	9 (64.3%)	3 (21.4%)	1 (7.1%)	2 (14.3%)	0 (0%)	0 (0%)	14

Motorcycle	3 (75%)	0 (0%)	1 (25%)	0 (0%)	0 (0%)	0 (0%)	4
Van/lorry	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Cycle	34 (61.8%)	10 (18.2%)	8 (14.5%)	1 (1.8%)	2 (3.6%)	0 (0%)	55
Walk	32 (97%)	1 (3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	33
Bus	4 (40%)	6 (60%)	1 (10%)	0 (0%)	0 (0%)	0 (0%)	10
Rail	29 (60.4%)	13 (27.1%)	4 (8.3%)	1 (2.1%)	1 (2.1%)	0 (0%)	48
I don't travel along this corridor	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (25%)	3 (75%)	4
Other	5 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5

Report To: Greater Cambridge Partnership Joint Assembly

4th June 2020

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

GREENWAYS – MELBOURN, COMBERTON AND ST IVES

1. Purpose

- 1.1. The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.
- 1.2. This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work.
- 1.3. Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).
- 1.4. £500,000 was previously approved to develop the Greenway routes through early engagement and public consultation to determine the route, extent, form and associated links for each of the 12 Greenway routes. This work has now been completed.
- 1.5. The Executive Board will be asked to:
 - Note the progress made in developing the Greenways, working with local communities and stakeholders to date.
 - Note the outcome of public consultations.
 - Approve an outline budget for the Melbourn scheme of £6.5m.
 - Approve an outline budget for the Comberton scheme of £9m.
 - Approve an outline budget for the St Ives scheme of £7.5m.
 - To note the outline programmes and key risks.

2. Key Issues and Considerations

- 2.1. Early community engagement was undertaken on all 12 Greenway routes, with 22 events held, between July 2017 and April 2018, the results and ideas from which informed the options then taken to public consultation.
- 2.2. There was a phased approach to public consultation on the routes, starting in July 2018 and completing in October 2019, with a total of 21 events taking place. There were 1,529 responses to the Melbourn consultation, the highest number of responses to any of the Greenway consultations. 94% of respondents supported the formation of the Greenways network. We received 526 responses to the Comberton consultation. 90% of respondents

supported the overall formation of the Greenways network. Recommendations presented in this report are based on the preferences identified from the consultation responses as well as engagement with key stakeholders. Further stakeholder engagement and negotiation with landowners will be required to progress the detailed design of the routes.

- 2.3. The St Ives Greenway has been treated differently to the other Greenways due to the existence of the Busway path which already provides good continuity and an all-weather, smooth surface suitable for walking and cycling. There is scope to improve the existing route and tackle the intermittent flooding problems, but there is even greater scope for improvement to the links from surrounding villages to the Greenway. This has meant that rather than holding a full public consultation on the whole route a localised approach was taken, with engagement on each link leading to the development of proposals. This has included discussions with Parish Councils, landowners and other stakeholders.

3. Options and Emerging Recommendations

Melbourn

- 3.1. Melbourn is located approximately 16km south of Cambridge across flat terrain and for cyclists it is currently served by shared use paths adjacent to the A10. Parts of the existing cycle route have already received investment and the percentage of residents that cycle to work is expected to have risen significantly since the 2011 census. Interventions including widening, improving surfacing and incorporating solar lighting along the path have been popular with many pedestrians and cyclists. The resulting increase in pedestrian and cycle traffic has led to calls to prioritise improvements to the 'missing links' along the route.
- 3.2. The Melbourn Science Park has plans to expand to the north, which will result in more jobs and associated traffic in this area. The link to Royston, a further 3.5km, would create a safe route to large employers such as Johnson Matthey as well as to schools and a major local centre.
- 3.3. In network terms, the Melbourn Greenway would link Royston and Cambridge. The route would encompass Melbourn Science Park and Foxton Station. The villages of Meldreth and Shepreth and their train stations would also benefit. A connection to the proposed Haslingfield Greenway route would also enable safe sustainable journeys between local centres without the need to travel in and out of the city. The final link on the route, a new bridge over the A505 near Royston, will be the subject of further work in partnership with Hertfordshire County Council.
- 3.4. During the community engagement sessions, multiple route options were considered for the Greenways. Significant levels of local support were identified for improvements to the path alongside Cambridge Road, Melbourn and the A10 near Foxton and through Harston. Many elements of these improvements were subsequently delivered as a series of 'quick win' schemes installed in 2018/19. There are however still a number of improvements, missing links to nearby local centres and attractive off-road alternatives along the route. Delivery of these links was considered to be a more involved process and require significant further stakeholder engagement and consultation.
- 3.5. The public consultation suggested a number of options for improvements and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link:

<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/melbourn-greenway/>

In summary, the consultation results show that 69% of the 1,529 respondents supported a new route through fields west of Harston, 71% supported a shared use path and junction changes at Foxton level crossing and 90% supported a new shared use path and bridge over the A505 to connect the route to Royston. Other elements were well supported too.

- 3.6. There is a notable change to the route of the Greenway as a result of the consultation process. Environmental concerns raised by landowners and other stakeholders during the consultation process mean that the proposal to connect the new path west of Harston via the former water treatment works site and over a new bridge across the river Cam have been omitted. It seems prudent to wait for future development of the water treatment works site before this option is explored further. The result of this change is that users will travel approximately 600m further via an existing bridleway near Rectory Farm and the A10.
- 3.7. The recommendation will be to seek approval for the final route as shown in **Appendix 1**.
- 3.8. The proposed £6.5m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.
- 3.9. The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

MELBOURN GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
The Busway and Trumpington Park & Ride to A10 Hauxton	The Cambridge South West Travel Hub (CSWTH) project will deliver a 5m shared use path including a new dedicated Non-Motorised User (NMU) bridge over the M11 which will form the Greenway route through this section. Additional connections through the Trumpington Meadows development will enable multiple route options to the Trumpington Park & Ride site.
A10 north of Harston	3m wide new shared use path finished in tarmac to connect to recently constructed path through Harston.
Path west of Harston connecting to Church Street Harston	3m wide new shared use path with a 3m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting.
Foxton level crossing	Speed limit reduction, a new continuous 2m shared use path through the level crossing and an improved crossing of the A10 with junction realignment on Station Road. Plans to connect with the proposed Foxton Travel Hub will be coordinated through the detailed design stage.
Foxton village	Reduce speed limit, junction improvements and localised improvements to surfacing of road and paths.
Through Melbourn village centre	Reduce speed limit, junction improvements and localised improvements to surfacing of road and paths. Improved link to Meldreth Station.
Royston Road and A10	3m wide new shared use path finished in tarmac on south side of Royston Road and A10. Explore, with Hertfordshire County Council a new NMU bridge over the A505. Landscaping including mounds on one side of path to minimise visual impact to include pollinator promoting planting.

Comberton

- 3.10. Comberton is located approximately 9km west of Cambridge across relatively flat terrain. For cyclists it is currently served by a shared use path via Barton which is relatively narrow in places but is well-used. The 2011 census showed just under 10% of the village's 2,500 residents chose to cycle to work. Some housing growth is taking place in the village and Comberton has a large and very well regarded village college. In 2018/19 a Greenways 'quick win' scheme provided some improvements to the Comberton to Barton link which have proved popular. However, there is still scope for further improvements which did not fit into the 'quick win' categorisation but would support many more journeys to be made by bike rather than private car.
- 3.11. Comberton Greenway would provide a further improved link to Barton as well as important connections to the villages of Hardwick and Coton. The onward route would continue via the Cambridge West Campus and into the city via a new link to Grange Road and Sidgewick Avenue. Finally a new link across to Barton Road would bring useful and safe connections to the proposed future Barton and Haslingfield Greenway routes.
- 3.12. During the community engagement sessions, we took a 'blank canvas' approach and asked the public to tell us their preferences for route alignment. We also asked people to identify where they experienced problems or barriers when walking and cycling. Whilst a large number of route options were identified, strong support emerged for routes that connected to other villages and off-road routes were considered safer than mixing with motor traffic. Additionally improved surfacing, signage and lighting were identified as measures that would dramatically improve conditions for both walking and cycling.
- 3.13. The public consultation suggested a number of options for improvements, and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link:

<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/comberton-greenway>
- In summary the consultation results show that 64% of the 526 respondents supported a route parallel to Long Road in Comberton, 67% supported a route along Whitwell Way through Coton and 74% supported improvements east of the M11 bridge. Other elements were also well supported.
- 3.14. During the consultation process numerous concerns were raised including from landowners, residents' associations, parish councils other local stakeholders. These concerns have been taken into account in the development of the recommendations presented here and the project team would welcome the opportunity to continue productive engagement with concerned parties through the detailed design stage of this project.
- 3.15. The recommendation will be to seek approval for the final route as shown in **Appendix 2**.
- 3.16. The proposed £9m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.
- 3.17. The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

COMBERTON GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Silver Street to Grange Road	Footpath and carriageway improvements to be developed through detailed design in conjunction with colleges and other key stakeholders in North Newnham and along Sidgewick Avenue and Grange Road. Measures including removal of on-street parking and the reallocation of road space have been identified during the consultation process.
Rifle Range to Cambridge University West Campus	4m wide new shared use path finished in tarmac, landscaping and drainage features to include pollinator promoting planting. This section would be coordinated with the construction of the Cambourne to Cambridge public transport project if approved.
Link to Barton Road	3m wide new shared use path finished in tarmac, with 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping and drainage features to include pollinator promoting planting.
East of M11 bridge	3m wide new shared use path finished in tarmac directly linking Ada Lovelace Road and M11 bridge.
M11 bridge to Whitwell Way Coton	Localised widening and resurfacing of the existing route. Junction improvements, prioritisation measures and improved signage and lighting, landscaping and drainage features to include pollinator promoting planting.
Whitwell Way to Long Road	3m wide new shared use path finished in tarmac, with a 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting.
Long Road to Hardwick	3m wide new shared use path finished in tarmac, with a 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting. Detailed design of link north into Hardwick to be developed with input from local stakeholders.
Long Road to Comberton	3m wide new shared use path along field edges, finished in tarmac, with a 2.5m wide grassed area on the side away from road (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting.
Barton Road, east of Long Road	3m wide new shared use path along field edge, finished in tarmac, with a 2.5m wide grassed area on the side away from road (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting.
West Street and Barton Road	Reduce speed limit, junction improvements and localised improvements to road and paths where Local Highways Improvement (LHI) has not already taken action.

St Ives

- 3.18. St Ives is located 22km west of Cambridge across flat terrain. In contrast to the other Greenway routes St Ives is already served by a very popular high quality, continuous, all-weather, 4m wide tarmac shared use path running parallel to the Busway track. The proposals for improvements to the Busway path centre on measures to tackle disruption caused during intermittent flooding events between Swavesey and St Ives and improvements at the Cambridge Regional College junction. The focus of all other proposals for this Greenway is on improved links to villages adjacent to the route.
- 3.19. Along the route of the St Ives Greenway, major new housing growth and employment sites are under construction including Northstowe with 10,000 new houses and an anticipated population of around 24,000. Additionally the route connects to the popular and well regarded Cambridge Regional College (CRC) and to Cambridge North Station and onward to the Chisholm Trail which is currently under construction.
- 3.20. Rather than holding a full public consultation on the whole route a localised approach was taken, with engagement on each link leading to the development of proposals. This has included discussions with parish councils, landowners and other stakeholders.
- 3.21. A number of 'quick win' schemes were identified and funded along the St Ives Greenway. The following links have already been delivered using GCP funding allocated to quick wins:
- Girton to Oakington link.
 - Willingham improvements to Busway link.
 - Rampton, Bannolds Drove link.
- Additionally a new off-road pedestrian and cycle route from Cottenham to Oakington is progressing with negotiations due to take place with landowners/occupiers.
- 3.22. The recommendation will be to seek approval for the links to the St Ives Greenway route and measures to tackle intermittent flooding as shown in **Appendix 3**.
- 3.23. The proposed £7.5m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that the £7.5m is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.
- 3.24. The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit where applicable, planning and other statutory processes.

ST IVES GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Oakington to Cottenham (continuation of scheme)	2.5m wide new shared use path finished in tarmac.
Gravel Bridge Road, Over Bridge link	A 3m wide new ramp finished in tarmac between the Busway path and Gravel Road.
Over bridleway link	3m wide new shared use path, with a 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping to include pollinator promoting planting.
Fen Drayton link	Surfacing of Holywell Ferry Road with segregated 3m wide shared use path, landscaping to include pollinator promoting planting.
Swavesey to St Ives areas susceptible to flood events	Reprofiled embankment to provide 2m wide path for safe passage of pedestrians and cyclists during flood events.

4. Next Steps and Milestones

Melbourn Greenway

- 4.1. Engage statutory bodies, including Environment Agency, Historic England and Network Rail, along with stakeholders such as parish councils, Wildlife Trust and Conservators of the Cam in readiness for statutory processes.
- 4.2. Appoint land agents to progress and complete land negotiations.
- 4.3. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.
- 4.4. An indicative delivery timetable is outlined in Appendix 4. Officers continue to review the programme to reduce the delivery timelines.

Comberton Greenway

- 4.5. Engage statutory bodies, including Environment Agency, Historic England and Highways England, along with stakeholders such as parish councils, Cambridge Past Present and Future (CPPF) and the Ministry of Defence (MOD) in readiness for statutory processes.
- 4.6. Appoint land agents to progress and complete land negotiations.
- 4.7. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.
- 4.8. An indicative delivery timetable is outlined in Appendix 4. Officers continue to review the programme to reduce the delivery timelines.

St Ives Greenway

- 4.9. Engage statutory bodies, including Environment Agency, Historic England and the Environment Agency, along with stakeholders such as parish councils and the RSPB in readiness for statutory processes.
- 4.10. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.
- 4.11. An indicative delivery timetable is outlined in Appendix 4. Officers continue to review the programme to reduce the delivery timelines.

Greenways Generally

- 4.12. Further Greenways are to be brought to the Joint Assembly for discussion ahead of going to the Executive Board for approval. The agreed timetable for seeking Executive Board approval for each Greenway is thus:

October 2020 meeting – Barton, Haslingfield and Sawston

December 2020 meeting – Swaffhams, Bottisham and Horningsea

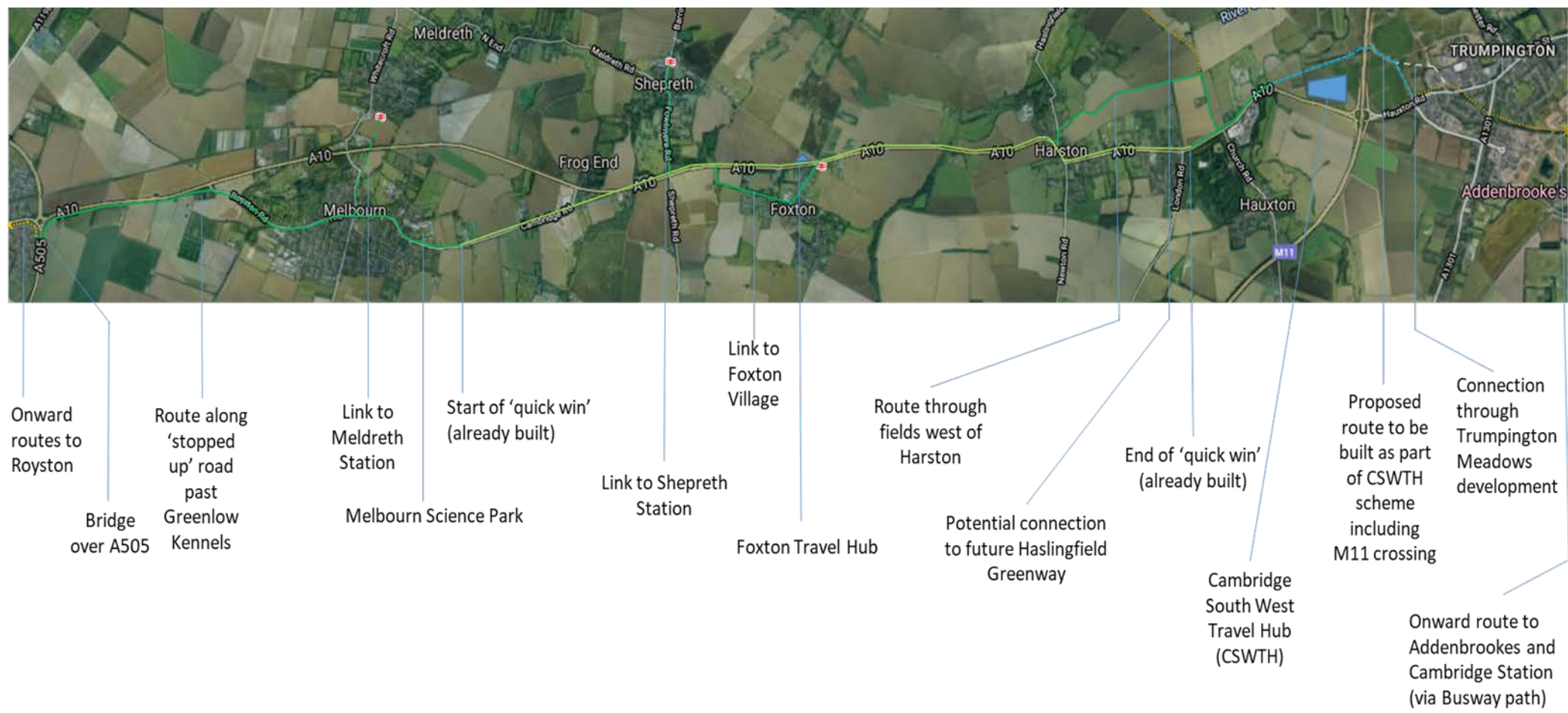
List of Appendices

Appendix 1	Plan showing Melbourn Greenway, including key features and quick wins already delivered.
Appendix 2	Plan showing Comberton Greenway, including key features and quick wins already delivered.
Appendix 3	Plan showing St Ives Greenway, including key features and quick wins already delivered.
Appendix 4	Forecasted milestones and key risks

Background Papers

Paper	Link
Melbourn, Comberton and St Ives Greenway feasibility reports by Nigel Brigham and Associates, 2016	https://www.greatercambridge.org.uk/transport/transport-projects/greenways
Melbourn Greenways report by 5 th Studio, March 2019	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/melbourn-greenway
Comberton Greenways report by 5 th Studio, November 2018	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/comberton-greenway

APPENDIX 1 – Melbourn Greenway Plan



APPENDIX 2 – Comberton Greenway Plan



APPENDIX 3 – St Ives Greenway Plan



St Ives
Park & Ride

Swavesey to St
Ives areas
susceptible to
flood events

Fen Drayton link

Over
bridleway
link

Over
bridge link

Northstowe
development

Rampton
'quick win'
(already
built)

Oakington to
Cottenham
(continuation of
scheme)

Gorton
'quick win'
link
(already
delivered)

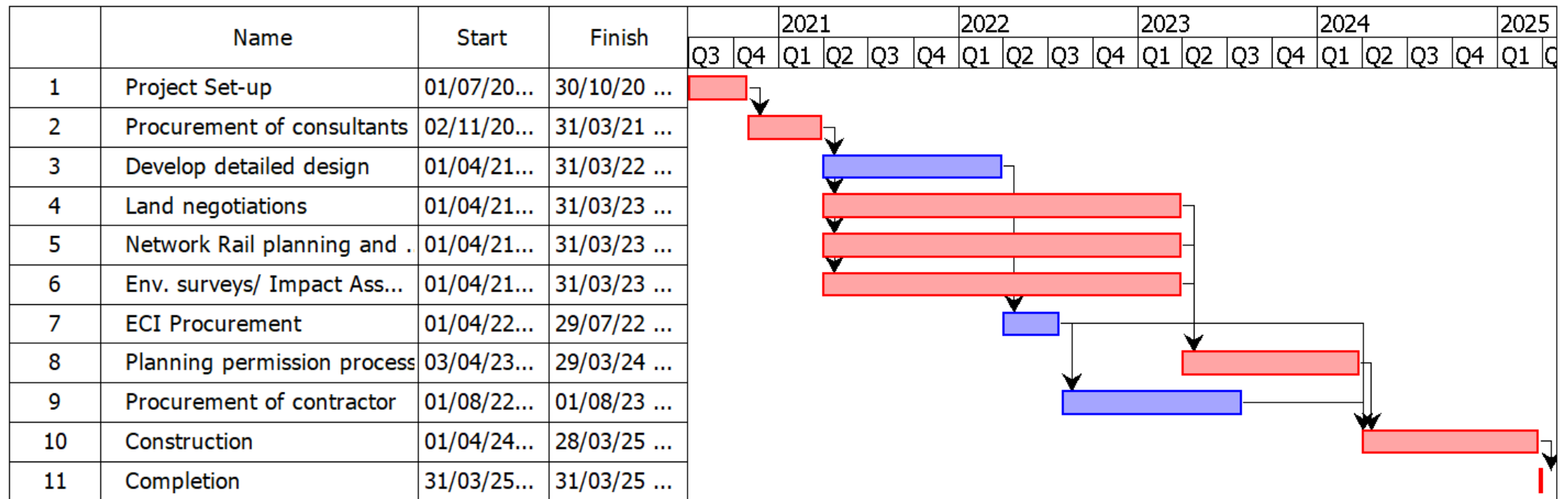
Future
Waterbeach
greenway

Cambridge
North Station

Chisholm Trail
(under construction)

APPENDIX 4 – Forecasted Milestones and Key Risks

Melbourn



Key Risks

Resource – Project Team and Comms

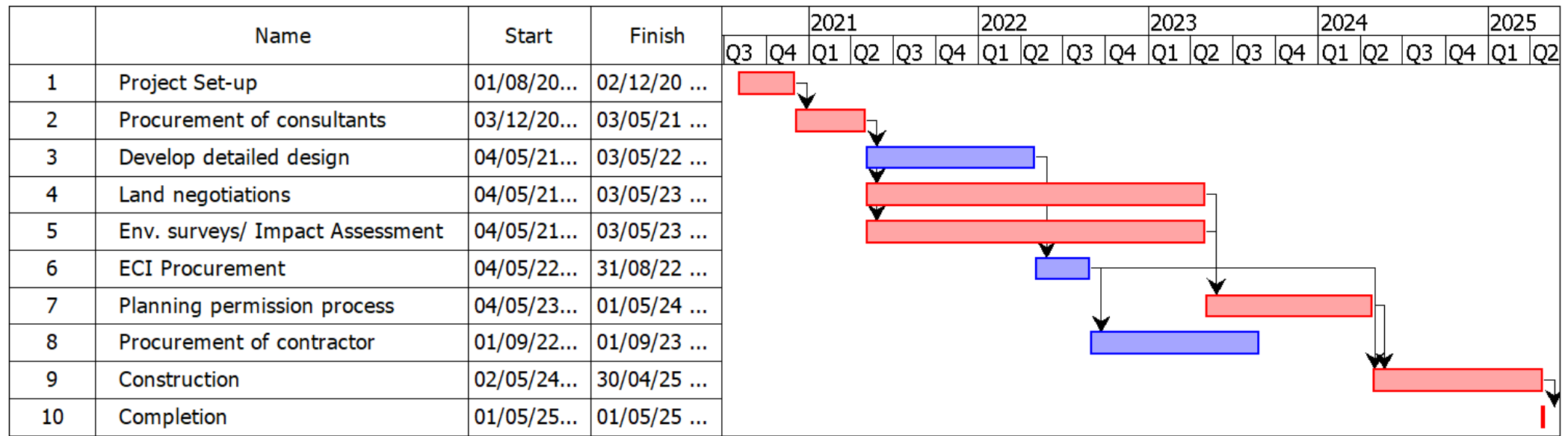
Procurement process – Time/Cost

Consents – Planning / Network rail

Cost escalation – Project controls

Other infrastructure schemes/developments taking precedent

Comberton



Key Risks

Resource – Project Team and Comms

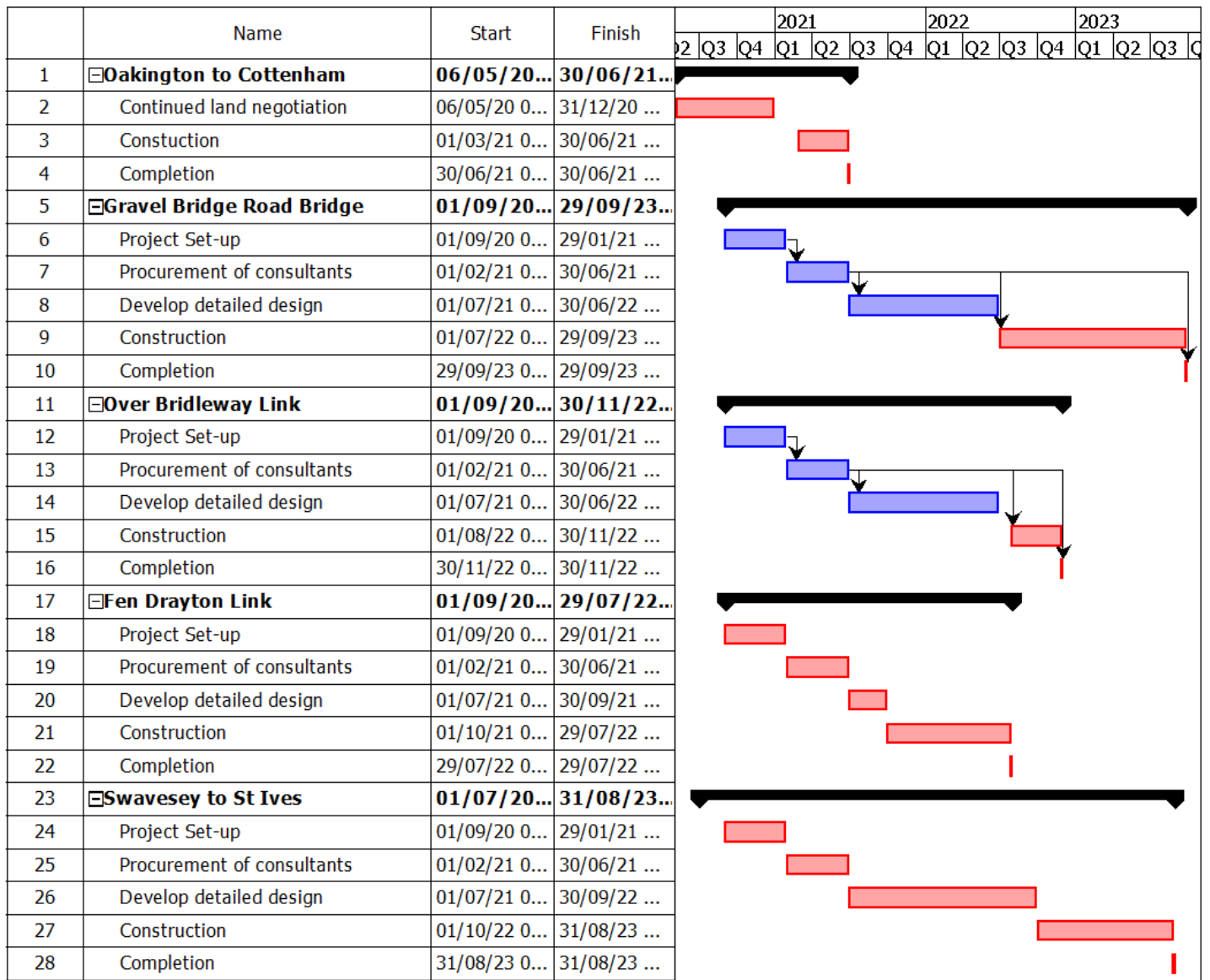
Procurement process – Time/Cost

Consents – Planning / Highways England

Cost escalation – Project controls

Other infrastructure schemes/developments taking precedent

St Ives



Key Risks

Resource – Project Team and Comms

Procurement process – Time/Cost

Consents – Planning / Network rail

Cost escalation – Project controls

Other infrastructure schemes/developments taking precedent