

2 October 2018

To: Members of the Greater Cambridge Partnership Executive Board:

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

Dear Sir / Madam

You are invited to attend the next meeting of **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**, which will be held in the **COUNCIL CHAMBER - SOUTH CAMBS HALL** on **THURSDAY, 11 OCTOBER 2018** at **4.00 p.m.**

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

AGENDA		PAGES
1.	Apologies	
2.	Declarations of Interest	
3.	Minutes of the Previous Meeting To authorise the Executive Board to sign the Minutes of the meeting held on 4 July 2018 as a correct record.	1 - 18
4.	Questions from Members of the Public	19 - 20
5.	Joint Assembly Chairperson's Report	21 - 24
6.	A428 Cambourne to Cambridge Public Transport Scheme This item has been deferred until the November meeting of the Joint Assembly and the Executive Board in December, to allow the completion of detailed technical work by the Combined Authority's consultants. This is aimed at ensuring the scheme meets alignment requirements with the CAM network proposals and other criteria such as cost, deliverability and timing.	
7.	Cambridge South East Transport Study	25 - 68
8.	West of Cambridge Package (M11/Junction 11 Park and Ride)	69 - 84

9.	Better Public Transport Project - Waterbeach to Science Park and East Cambridge Corridors	85 - 90
10.	Place Based Public Engagement Strategy	91 - 120
11.	Quarterly Monitoring Report	121 - 138
12.	Date of Next Meeting To note that the next meeting will take place at 4pm on Thursday 6 December 2018.	

GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

Minutes of the Greater Cambridge Partnership Executive Board held on
Wednesday, 4 July 2018 at 4.00 p.m.

Members of the Greater Cambridge Partnership Executive Board:

Cllr Lewis Herbert	Cambridge City Council
Phil Allmendinger	University of Cambridge
Cllr Ian Bates	Cambridgeshire County Council
Claire Ruskin	Cambridge Network
Cllr Aidan Van de Weyer	South Cambridgeshire District Council

Members of the Greater Cambridge Partnership Joint Assembly in Attendance:

Councillor Tim Wotherspoon	GCP Joint Assembly Chairperson
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Officers/advisors:

Beth Durham	Head of Communications, Greater Cambridge Partnership
Niamh Matthews	Strategic Programme & Commissioning Manager, Greater Cambridge Partnership
Rachel Stopard	Chief Executive, Greater Cambridge Partnership
Peter Blake	Transport Director, Greater Cambridge Partnership
Kathrin John	Democratic Services, South Cambridgeshire District Council
Victoria Wallace	Democratic Services, South Cambridgeshire District Council

1. ELECTION OF CHAIRPERSON

Councillor Lewis Herbert was **ELECTED** Chairperson of the Greater Cambridge Partnership Executive Board.

2. ELECTION OF VICE CHAIRPERSON

Councillor Ian Bates was **ELECTED** Vice Chairperson of the Greater Cambridge Partnership Executive Board.

3. JOINT ASSEMBLY MEMBERSHIP

The Executive Board **ENDORSED** the nomination of Heather Richards of Transversal, to fill the vacant seat on the Greater Cambridge Partnership (GCP) Joint Assembly, as a representative of the business community. Transversal was a company specializing in new generation knowledge management.

4. APOLOGIES FOR ABSENCE

There were no apologies for absence.

5. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

6. **MINUTES OF THE PREVIOUS MEETING**

The minutes of the meeting of the Executive Board held on 21 March 2018 were confirmed as a correct record of the meeting.

7. **QUESTIONS FROM MEMBERS OF THE PUBLIC**

The Executive Board **RECEIVED** and responded to public questions under agenda items 9,11 and 13.

8. **JOINT ASSEMBLY CHAIRPERSON'S REPORT**

The Executive Board received a report from Councillor Tim Wotherspoon, Chairperson of the GCP Joint Assembly, on the discussions which had taken place at its meeting on 14 June 2018. He suggested the GCP should trumpet more loudly what it had achieved to date. He also informed the Executive Board that the retirement of Dr John Wells later in the year, would leave a vacant seat on the Joint Assembly.

The Executive Board Chairperson thanked Councillor Wotherspoon for his report and also thanked Councillor Kevin Price for his work as the former Chairperson of the Joint Assembly.

9. **GCP TRANSPORT STRATEGY**

Antony Carpen was invited ask his public question. The details of this and a summary of the response are set out in Appendix A to the minutes.

The GCP Transport Director presented the report which provided an update on the work to further define the public transport elements of the GCP's transport strategy, and provided a reminder of the range of schemes under development.

The Executive Board discussed the report and made the following points:

- Members commented that the report was very useful as an evidence base.
- At paragraph 9.7 the sentence should read '...Addenbrooke's to be reached within 45 minutes **from** some areas of north Cambridge...'.
- Councillor Bates informed the Executive Board that he had attended a meeting of the Bus Users Group at which both bus operators were present. He pointed out that bus users came from further afield than the Greater Cambridge area, from areas such as Haverhill, Huntingdon and Royston. He emphasized the need for bus users from these areas to be represented and engaged with in order to capture their views.
- Referring to paragraph 8.5 of the report, Councillor Bates commented that it would be useful in future to see what the journey figures were regarding trips from the south, such as from Royston and Saffron Walden and from Haverhill.
- Councillor Van de Weyer commented that he was struck by the information in the report regarding how long it could take to get to Addenbrooke's Hospital from Cambridge.

The Executive Board:

- 1) **NOTED** the work to date on further defining the public transport requirements for the GCP's transport strategy.
- 2) **AGREED** to progress the detailed work to further develop a prioritised programme of public transport interventions required to meet the objectives of the GCP's transport strategy.
- 3) **AGREED** to work with the Combined Authority, as the designated public transport authority for the Greater Cambridge area to deliver proposals for securing public transport improvements.

10. **A428 CAMBOURNE TO CAMBRIDGE**

A paper on the A428 Cambourne to Cambridge had been withdrawn from the agenda due to a pause requested in the Mayoral Interim Transport Statement, as agreed at the Cambridgeshire and Peterborough Combined Authority meeting on 30 May 2018. This decision was therefore deferred until October 2018.

The Executive Board was informed that meetings had taken place with the Combined Authority. Councillor Herbert as Interim Chairperson of the Executive Board, had written to the Mayor and a response to this was awaited. The Chairperson emphasised that the GCP wanted to work and engage with the Combined Authority. A letter had been received from the Secretary of State emphasising the need to progress. The GCP was yet to hear anything to suggest that its proposed projects were not aligned with the Mayor's plans. The GCP recognised that bold and transformative public transport was needed in the Greater Cambridge area. Discussions would continue and it was hoped that any issues could be resolved.

11. **MILTON ROAD**

Councillor Jocelynn Scutt, Chair of the Milton Road Local Liaison Forum (LLF), was invited to address the Executive Board and made the following points:

- The Milton Road LLF was generally pleased with the plans coming forward for Milton Road. Councillor Scutt paid tribute to the residents, residents' associations, the GCP and County Council officers and consultants for their work on the scheme.
- General appreciation was expressed for the plans and the importance of consultation with local residents was emphasised.
- Tribute was paid to Cambridge City Council's tree specialists in relation to the landscaping of Milton Road. Councillor Scutt said that it was clear that their intention was that any trees planted could cope with the conditions and would be properly looked after.
- The following concerns were raised:
 - Concern regarding crossings; there was a wish for a crossing at Downham's Lane.
 - The length of bus lanes.
 - Issues with the positioning of bus stops, particularly the bus stop at Union Road.
 - Issues with the style of bus stops, particularly of floating bus stops. Features to ensure the safety of cyclists and those getting on and off the buses needed to be implemented in relation to these. Concern was raised regarding the size of platforms, which had to accommodate wheelchairs.
 - Something should be put in place on the approach to floating bus stops and

- dual use paths, to alert cyclists that they were approaching an area where there would be pedestrians. A rise in the road was suggested to alert cyclists that they were approaching a floating bus stop.
- The protection of verges was a concern; the LLF wanted to work closely with GCP officers on residents' parking.
 - Concern was raised over the dual use stretch of footpath between Gilbert Road and the roundabout, and the dual use of this should be considered during public consultation.
 - Attention needed to be paid at the Gilbert Road corner to where cyclists came around the corner and had the potential to run into people waiting to cross the road. It was important to ensure that cyclists were alerted that they were approaching an area where there were likely to be pedestrians.
 - There was concern about Mitcham's Corner, which was a key part of Milton Road. It was urged that attention be paid to this.

Erik de Visser, Barbara Taylor, Anne Hamill, Maureen Mace and Richard Cushing were invited to ask their questions. Details of these and a summary of the responses are provided in Appendix A to the minutes.

The GCP Transport Director presented the report, which set out the preferred option design for Milton Road. There were significant improvements to cycling proposed in the plans, including segregated cycle paths, which were balanced with improvements to public transport. The proposals met the original objectives of the scheme and took into account the considerable public engagement that had taken place. Assurance was provided that there would be grass verges. The Executive Board was informed that the City Council's tree specialists had proposed the size of the girth of the trees; the size was considered by them to give the best chance for trees to establish themselves. In response to Richard Cushing's question, the Strategic Outline Business Case which provided the basis for the benefits to cost ratio, would be made available online. The Transport Director emphasised that the proposals tried to draw a balance between improvements to cycling and public transport, in a constrained environment. He explained that floating bus stops tried to ensure priority was given to cyclists so they did not have to stop at each bus stop section. The County Council had done a lot of work with stakeholder groups regarding the design. The proposals would go out to public consultation.

The GCP had been working with City Council officers on Mitcham's Corner and the Transport Director had met with the Friends of Mitcham's Corner, to discuss this. An update on Mitcham's Corner would be included in the final report on this project.

The Executive Board discussed the report:

- The Executive Board was informed that the lessons learned from Hills Road were being applied to the proposals for Milton Road.
- The Executive Board was informed that all proposed crossings in the plans, were signalised. There were four proposed pedestrian crossings away from junctions, with another crossing being looked at at Downham's Lane. All junctions had signalised crossings; there were eight of these crossings.
- The Executive Board was informed that in order to deliver the scheme on Milton Road, there would be a removal of on street parking. This would be made clear in the public consultation.
- It was emphasised that verge parking needed to be managed. The Joint Assembly's discussion proposing Traffic Regulation Orders (TROs), was referred to in relation to this.
- The Chairperson queried whether tree size could be specified and whether a commitment to girth size of 15-18cm could be made. The Chairperson was keen

that the GCP looked at trees with girth sizes of 15cm or more. In response to this the Transport Director advised that the tree specialists would make these decisions to ensure the best scheme possible.

- Councillor Bates suggested the term 'safety bus stops' be used instead of 'floating bus stops'. He encouraged the LLF to look at the bus stops on Huntingdon Road.
- Councillor Bates suggested that signs be put up on dual use paths reminding people of mutual respect for all users of the paths.
- Councillor Bates suggested the size of tree girth should be left for the tree specialists to decide.
- The Executive Board was informed that officers had undertaken work to improve floating bus stops and they were very aware of the issues people had with these. Officers were looking at ways to address the issues people had with crossing the cycleways; it was felt that there was not enough to slow cyclists down. Officers were looking at solutions to address this.
- It was noted that the cost of the scheme was estimated at £16 million; the original budget was £23 million.
- The Chairperson confirmed that the GCP would look again at Mitcham's Corner as part of the next phase of GCP projects, which would link to planning policy work being undertaken by the City Council.

Councillor Bates proposed an amendment to the recommendations, to incorporate the following additional recommendation:

- That the Executive Board considers a TRO in respect of parking on verges in Milton Road as part of the consultation on the scheme.

The Executive Board voted unanimously in favour of the amendment.

The Executive Board:

- 1) **AGREED** unanimously to support the preferred option design shown in Plans 1-3 as a basis for public consultation and further detailed design work, including preparation of the business case.
- 2) **NOTED** the new cost estimate of £16M in capital costs for delivery of this scheme.
- 3) **AGREED** unanimously to consider a TRO in respect of parking on verges in Milton Road as part of the consultation on the scheme.

12. CITY ACCESS

The GCP Transport Director presented the report which provided an update on work to explore a number of options for reducing traffic and improving air quality in and around Cambridge. He pointed out that the delivery of the options explored in the report was predicated on there being a good public transport network, that offered a viable alternative for people. The projected growth in traffic and need for demand management was highlighted. Potential equity issues were recognised and needed to be understood further.

The Executive Board discussed the report:

- Professor Allmendinger welcomed the report which provided an important holistic approach linking supply and demand issues. The evidence base was critical in order to inform future decisions.
- Councillor Van de Weyer was supportive of a comprehensive strategy which managed demand. It was important to ensure that projects carried out in future did

not lead to the redundancy of projects delivered sooner. A wider variety of models for charging needed to be looked at.

- It was queried whether there had been any progress in relation to the pause requested by the Mayor.
- Councillor Bates referring to the discussion that had taken place at the June Joint Assembly meeting regarding the traffic from schools, suggested that greater emphasis be placed on school traffic and suggested that school heads and governors needed to be worked with on this.
- Councillor Bates commented that it was essential to sequence issues and from the County Council's perspective it was felt that other things needed to be done first to improve congestion and air quality, before intelligent charging was introduced.
- The Chairperson referred to the Mayor's transport statement which stated that charging should not be imposed before a transformational public transport scheme, such as the CAM Metro, was in place. He would seek clarity on this from the Mayor.
- The Chairperson commented that each of the charging options should be looked at as well as addressing potential equality issues. Many people had been forced to leave Cambridge as they could not afford to live in the city and these people should not be penalised for then having to travel into the city to work. This needed to be considered. Reliable public transport services were required, with the costs of these capped.
- The Chairperson pointed out that there had been declining investment in public transport and cuts to bus routes. The range of routes and hours of operation of public transport services should be extended.
- There was a need to reduce the number of cars at peak times; employers should be involved in discussions on this.
- Councillor Bates referred to a report which would be presented to the County Council's Economy and Environment Committee on 12 July. The County Council would continue to support some bus services that had been withdrawn by the bus operators, but this would only be until the end of the current financial year when responsibility for this would pass to the Combined Authority. The County Council was currently investing in excess of £2 million per year in supporting public transport.
- The GCP needed to work with bus operators on their future plans.
- The Mayor's bus review was due to report in the autumn of 2018.

The Executive Board:

- 1) **NOTED** the work to date on the potential options for achieving modal shift through demand management.
- 2) **AGREED** unanimously to continue to review the demand management options available to meet the objectives of the GCP's transport strategy.
- 3) **AGREED** unanimously to work with the Combined Authority, as the designated strategic transport authority for the Greater Cambridge area to further review proposals for managing demand.

13. GREENWAYS

James Littlewood of Cambridge Past, Present and Future was invited to ask his public question. The question and a summary of the response are detailed at Appendix A of the minutes.

The GCP Transport Director presented the report and informed the Executive Board that production of a comprehensive map linking existing cycleways to the Greenways Network, was in hand.

The Executive Board:

- 1) **NOTED** the outcomes of the initial engagement work.
- 2) **NOTED** the schemes currently out to public consultation.
- 3) **AGREED** unanimously to support the programme of 'Quick Wins' for delivery across the next two years.

14. CAMBRIDGE SOUTH EAST TRANSPORT STUDY

The GCP Transport Director presented the report which set out the results of the public consultation on the Cambridge South East Transport Study and sought approval for the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.

The Executive Board was assured that the GCP was in regular contact with representatives from Haverhill. The MP for Haverhill would be kept informed of what was being proposed and the decision on the quick wins.

Tony Orgee, Chair of the Cambridge South East Transport Study LLF, was invited to address the Assembly. He provided an update following the 6th June meeting of the LLF:

- There was more support for the proposed interventions than there was opposition. There had been no comments opposing the principle of any of the interventions.
- There was concern that closure of the central reservation at the Dean Road crossroads would lead to HGVs diverting to unsuitable roads through local villages in order to access the A1307 towards Cambridge. There were similar views about having no right turn (except for buses) out of Linton High Street with roads that might be used for rat-running such as the Back Road for example, considered completely unsuitable to deal with increased traffic. The LLF therefore welcomed that the Dean Road crossroads proposal would be given further consideration and that the Linton High Street no right turn proposal would be re-evaluated.
- The LLF wanted further consideration to be given to speed limits along the A1307 and there was much support for a single speed limit outside villages.
- It was felt that further work would be necessary in relation to safety at the Babraham crossroads and in cycleway access to Granta Park. The consultation included cycleways and a greenway that went close to Granta Park, but with gaps of hundreds of yards to the actual site entrance. The LLF felt that it was important that local councillors and stakeholders should also be involved in the further work on these matters.
- There was a plea for landscaping to be an integral feature of designs and for ecological matters to be given appropriate consideration.
- There were particularly adverse comments about the greenway, focussed on a small section of the cycleway between Wandlebury and the roundabout entrance to the Babraham Research Campus. It was felt that this narrow section of cycleway immediately next to the A1307, a 60mph road, did not meet the principles of a greenway and was dangerous for cyclists.
- The LLF was pleased to see progress and that some interventions could be implemented this financial year. The LLF strongly requested that local councillors and

- stakeholders were actively involved in working up the details of the interventions.
- A representative of the Trumpington Residents Association made a statement at the LLF meeting that was strongly critical of the delay in making decisions on the strategies in the consultation.
- The view of the LLF was that all possible developments in the area should be included in consultation material. This comment was made in relation to the Agritech Hub, which had been included in consultation material but had since been refused planning permission.

The Executive Board acknowledged the important role the LLF had played regarding this study. The Transport Director confirmed that the issues raised by the LLF were reflected in the report presented to the Executive Board

The Executive Board:

- 1) **NOTED** the results of the public consultation.
- 2) **APPROVED** the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.

15. GCP QUARTERLY PROGRESS REPORT

The GCP's Head of Strategy and Programme presented the report which updated the Executive Board on the progress across the GCP programme, GCP Communications and Engagement and the West of Cambridge Package – Park and Ride.

In response to queries raised by Executive Board members in discussing the report, officers clarified the following:

- The funding types referred to in the report were all encompassing and therefore included Section 106 and the New Homes Bonus.
- The only impact of the delay on the move of Papworth Hospital to the Biomedical Campus was when the Papworth bus service would start.
- The majority of recommendations that had come out of the consultation and engagement work, had been actioned. The Head of Communications would provide a report to the Executive Board in September 2018, setting out the progress against each of the recommendations.

The Chairperson thanked those involved in all projects referred to in the report, and thanked the public for their input.

The Executive Board:

- 1) **NOTED** the Communications and Engagement update.
- 2) **NOTED** the update on the West of Cambridge Package – Park & Ride.
- 3) Unanimously **AGREED** a six month extension to current skills activity at a cost of £80k.
- 4) Unanimously **AGREED** to support a contribution, with partners, to the provision of enhanced bus services from the Papworth area in to the Cambridge Biomedical Campus site. The County Council was currently tendering for the bus service.

- 5) Unanimously **AGREED** up to £100k of funding to carry out feasibility studies on potential affordable housing schemes on Cambourne High Street and at the Abbey Stadium in Cambridge.

16. DATE OF NEXT MEETING

The Executive Board **NOTED** that the next meeting would take place on Thursday 11 October 2018 at 4.00pm at South Cambridgeshire Hall, Cambourne

The Meeting ended at 6.03 p.m.

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No.	Questioner	Question	Response
For Agenda Item 9: GCP Transport Strategy			
9	Antony Carpen	On the issue of the transport strategy, & the delay/pause request from The Mayor of Cambs, & the Q to the Assembly from Edward Leigh, what scope is there for a programme of pavement widening in Cambridge where parts of front gardens of properties can be purchased to widen pavements of main walking routes into town? Will the Board commission an outline feasibility study or consultation to ask the public which walking routes might be suitable for such a programme of pavement widening?	The GCP is delivering a programme of transport projects to tackle congestion & significantly enhance walking, cycling and public transport across the Greater Cambridge area. Work has commenced on the Spaces & Movement Supplementary Planning Document which will develop proposals for walking spaces. There are no plans to compulsorily acquire private gardens.
For Agenda Item 11 Milton Road			
11a	Erik de Visser	<p>How many of you travel by bus along Milton Road? If you do, you will know that the majority of buses do not travel in the bus lanes.</p> <p>Like most people living in Cambridge my main mode of travel is by bike. It is quicker than any other mode of transport. I know exactly how long it will take me to get to work in the centre of town and to any other place I wish to visit. A car or bus is very unpredictable and I have to allow much more time.</p> <p>The latest plans for Milton Road show three lanes reserved for motorised vehicles, two which will be used just for cars and lorries. I just cannot understand how this is going to reduce congestion, get people out of their cars and improve air quality.</p> <p>Previous City Deal modelling showed that with</p>	<p>The scheme will provide a significant improvement to both the inbound and outbound cycleways along the length of Milton Road with fully segregated cycle lanes on each side of the road. This will provide direct benefit to the many people who already use the bike and encourage others to do so.</p> <p>Bus lanes are an important method of providing priority and promoting reliability for buses at peak times and therefore form a key component in encouraging the increased use of bus services along Milton Road. Modelling work that was undertaken at the concept stage demonstrated the journey time savings and reliability improvements that could be gained.</p> <p>The scheme proposes a shortening of the inbound bus lane approaching Gilbert Road. Two short stretches of outbound bus lane are proposed to give buses a priority in their approach to both Elizabeth</p>

		<p>two bus lanes along the residential stretch of Milton Road, bus journeys would only be reduced by 99 seconds. The problem does not lie here but at the A14 roundabout, the Science Park Area and the centre of the city.</p> <p>What the residential part of MR needs is not bus lanes but improved cycling and walking which makes people feel safe and will encourage people out of their cars to use it</p> <p>Could the Executive Board discuss why we need a bus lane the length of Milton Road when it is rarely used even at peak times and is virtually unused at all during other times except when three or four cars distance from a junction? It is a waste of space. Take them away and we could have two slightly wider traffic lanes and smart signals for buses. This would allow improvements for cyclists and pedestrians which could at last become world class.</p>	Way roundabout and King Hedges crossroads.
11b	Barbara Taylor	<p>My question concerns all the grass verges shown in the final concept design but I refer to one area as an example.</p> <p>I refer to Appendix A showing the final concept design and the cross section E-E, near Downham's Lane. Please see the two attachments.</p> <p>In the final concept design a tree lined avenue in grass verges is shown. At E-E:</p> <ul style="list-style-type: none"> - a grass verge width of 1.7 meters on the outbound side (the current grass verge here is 2.3m, a loss of 0.6m) and 	Officers confirm that the plans do provide for grass verges in the area highlighted, and furthermore along the extent of this section from Arbury Road to Kings Hedges Road.

		<ul style="list-style-type: none"> - a grass verge width of 1.5 meters on the inbound side (the current grass verge width is 2.7m, a loss of 1.2m). <p>According to TDAG's guidance (see item 5.18 under Landscape and Environment quoted below), these grass verge widths if less than 1.5 meters, means that the promised tree-lined avenue of trees will be in hard landscape and not grass verges.</p> <p>"Whilst the final concept design indicates areas of verge, some narrow areas may be hard landscaped where their width is less than 1.5 metre, in line with TDAG Guidance"</p> <p>According to these drawings, the width of grass verge on both sides of the road at E-E is just about viable. However, my concern is that the carriageway at E-E given here is 21 metres which is inconsistent with the 20.35 metres we have measured. This means 0.65 metres needs to be taken from somewhere.</p> <p>QUESTION</p> <p>Please can you confirm that there will be grass verges at the scheme's completion, as shown in this final concept design? It is important that when the public come to complete the Milton Road consultation questionnaire, that the visual and environmentally green image illustrated is accurate.</p>	
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11c	Anne Hamill	<p>In September 2016, in a letter to Cllrs Jocelynn Scutt and Roger Hickford, the Executive Board gave its '... support to an avenue of mature trees as a core design element along Milton Road, and also the provision of grass verges and planting ...' However, there seems to be a contrary recommendation in the paper, 'Milton Road: Bus, Cycling and Walking Improvements Preferred Option Design' that accompanies item 11 of today's agenda.</p> <p>Under 'Landscape and the Environment' at point 5.18, the text says:</p> <p>'As previously reported, it is planned to replant with semi-mature trees with a girth no larger than 16-18cm, which in size equates to 3-5m high.'</p> <p>The words 'no larger than' offer a hostage to fortune as the actual girth would be at the discretion of the contractor appointed to carry out the work, and could be considerably less than that circumference, and still fulfil any contractual stipulation.</p> <p>So my question is:</p> <p>Will the Executive Board please stipulate that the girth of the trees is at least 16-18cm, so this will be the minimum rather than the maximum circumference size?</p>	<p>Officers can confirm that a commitment has been made to re-plant semi mature trees along the length of Milton Road.</p> <p>The City Council arborist has advised that in general terms the girth of the new trees should not exceed 16-18cm in order that the trees have the best chance to establish and survive.</p> <p>Officers will work with the City Council arborists to carefully specify the size/maturity of each species of tree that is chosen in order to achieve the stated aims.</p>
11d	Maureen Mace	<p>The residents of Milton Road first heard of the plans to update Milton Road in November 2015. The engineering works may be finished in 2022, so for approximately seven years we have watched the plans change.</p> <p>Now they are coming close to the final design I would like to see some kind of artwork or artworks</p>	<p>Officers recommend exploring the concept of public art as part of the detailed design process.</p>

		<p>on Milton Road to celebrate the new designs paid for from the original budget of £23 million.</p> <p>This artwork should be chosen by the locals and appropriate advisors and could take the form of a sculpture where the residential area starts and/or could be in the form of some kind of seating areas, perhaps with metal figures (example below), at strategic points along the road such as at the Kings Hedges junction, outside the row of shops near Arbury Road and close to the library. Not only would this give a sense of continuity along the length of the road but would also be a place for locals to sit and talk.</p> <p>I have no idea how much something like this would cost but I do know it would bring a lot of pleasure to those who live, work and go about their daily business in the area.</p> <p>So my question is: Could a sum of money be allocated to artwork in the budget for Milton Road?</p>	
11e	Richard Cushing	<p>We have been informed that a benefit : cost analysis has been prepared for the Milton Road project, showing a very high figure. In July 2017, I asked at the GCP Assembly that reports of this nature should provide up-to-date information for:</p> <p>1 – The origin and destination of people who travel along the route; 2 – Present measured journey times correlated with modeled journey times throughout the day, for all days of the week, for motor vehicles,</p>	<p>The Strategic Outline Business Case that follows the transport analysis guidance as set out by WebTAG provides the basis for the benefits to cost ratio (BCR).</p> <p>The finalised business case document will be published in due course.</p>

		<p>cyclists, and walkers;</p> <p>3 – Pollution levels presently and according to the model;</p> <p>4 – A prediction of the immediate effect of implementing the changes, together with the prediction of the effect in 2031.</p> <p>The response was that information would be available following an ANPR survey. The survey lasted for only eight days, the sites chosen did not relate to any other survey, and analysis appears incomplete.</p> <p>The County used to publish monthly traffic data, but this ceased almost two years ago, in September 2016.</p> <p>In the past I have found information upon which the Milton Road project is based to be misleading and incomplete.</p> <p>Please will you supply the raw data, the assumptions upon which the analysis is based, and the complete computation of this benefit : cost analysis, relating it to earlier analyses?</p>	
For Agenda Item 13: Greenways			
13	James Littlewood of Cambridge Past, Present and Future	<p>Through correspondence with Mike Davies, we understand that proposals for Greenway “quick wins” include widening of paths, which will result in the loss of green verges. We would expect that a “greenway” project would mitigate for this loss of “green” by creating compensatory green habitats either on site or at a nearby location. This would inevitably increase the costs of the project.</p>	<p>The Quick Wins that have been identified are generally short sections of existing cycle routes that are predominantly within the highway boundary, in need of repair and resurfacing or localised widening.</p> <p>It is the intention of the Greenways project to ensure the routes are pleasant and attractive for all users and does, by utilising landscape architecture</p>

		<p>Can the Board or relevant officers confirm whether their cost estimates for the quick wins include sufficient funding to pay for this mitigation and whether the intention is to provide such mitigation given that planning permission will not be required in most cases? If this work is NOT included in these figures, Cambridge Past, Present & Future would urge that this is done before any approval is given. In principle we support the concept of Greenways, but they should be genuinely green and we would expect them to result in net benefits of greenspace and biodiversity, not a loss.</p>	<p>resource, include mitigation and compensatory green habitats</p>
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Agenda Item 4

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

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

- Notice of the question should be given to the Democratic Services Team at South Cambridgeshire District Council (as administering authority) by 10am three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Executive Board members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting. Normally questions will be received as the first substantive item of the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

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Agenda Item 5



FEEDBACK FROM THE JOINT ASSEMBLY MEETING 20TH SEPTEMBER 2018

Report To: Greater Cambridge Partnership Executive Board

Report From: Councillor Tim Wotherspoon, Chair of Greater Cambridge Partnership Joint Assembly

1. Overview

- 1.1. This report is to inform the Executive Board of the discussions at the Joint Assembly held on Thursday 20th September 2018, which the Board may wish to take into account in its decision making.
- 1.2. One public question was received, which related to item 11 on the agenda; Place Based Engagement Strategy.
- 1.3. Five reports were considered and a summary of the Joint Assembly discussion is set out below. An item on the A428 Cambourne to Cambridge had been deferred to allow completion of the detailed technical work by the Combined Authority's consultants. This work is aimed at ensuring the scheme meets alignment requirements with the Cambridge Area Metro (CAM) network proposals and other criteria such as cost, deliverability and timing.

2. Cambridge South East Transport Strategy

- 2.1 The Joint Assembly noted that the Cambridge South East Transport Study Local Liaison Forum (LLF) had met on 12th September 2018 and had been given a presentation on the paper going to the Joint Assembly and Executive Board. The LLF had:
 - Noted the outcomes of the consultation held early in 2018; and
 - Broadly supported the further work proposed in relation to Strategy 1, but there had been some support for continuing to consider light rail and it had been noted that if Strategy 1 proved to be impractical, Strategies 2 and 3 remained on the table.
- 2.2 The Joint Assembly broadly welcomed plans to progress this project, in particular it highlighted the opportunities for environmental enhancement that this scheme may be able to offer. Comments included:
 - Concern about the reach of Strategy One to the three campuses [Babraham Research Campus, Granta Park and Cambridge Biomedical Campus] and to villages in the vicinity [Sawston, Stapleford and Great Shelford in particular].

- The need for the Strategy to serve the needs of residential centres as well as serving key employment centres; although it was noted this was an infrastructure scheme and a separate piece of work was being done on services.
- Concern about the implications of the park and ride proposals given current discussions and queries about the extent to which the existence of the Babraham Park and Ride site would impact on the business case for a transport scheme further out of the City.
- A strong desire that Cambridge South Station should rise up the agenda and secure 'committed' status, so it could be incorporated into the business case as soon as possible.

3. West of Cambridge Package (M11 / Junction 11 Park and Ride)

3.1 There was a mixed reaction by the Joint Assembly to this item. Comments included the following:

- Strong need for progress, as the problem was already urgent and Trumpington Road Park and Ride site was now at capacity most days. This would get worse with the further expansion of the Cambridge Biomedical Campus, which was likely to involve an additional 4,000 staff. Pressure on the existing park and ride site could also increase as a result of an extension of residents' parking and plans to reduce hospital staff parking.
- A need for more detail of proposed interventions along Trumpington Road.
- Considerable concern about what was meant by 'temporary' park and ride; especially if it was going to involve a segregated bridge over the M11. People could be discouraged from using the sites if basic facilities were not provided.
- The need to articulate how this scheme would contribute to delivering overall modal shift.
- A need to tell a more compelling story focussed on a ten year evolving strategy to create a strategic interchange network.
- Questions about the absence of data on origin and destination for the use of the current park and ride facility. This was key to support the assumptions being made.
- Concern that the proposals did not provide sufficient benefit to the villages of South Cambridgeshire. Harston Parish Council had expressed concern regarding the growth of employment centres and the potential increase in rat running through villages.
- The scope for Whittlesford station to be attractive to people using Stansted Airport, especially if parking at the park and ride site was cheaper than airport parking. It was noted that the West Anglia Taskforce was looking at four tracking a short section of the Liverpool Street line to enhance capacity, which would make this a more attractive route to London.

4. Better Public Transport Project – Waterbeach to Science Park and East Cambridge Corridors

4.1 The Joint Assembly was supportive of this proposal but commented on the need to look at wider catchment area, taking into account cross boundary issues and journeys into Cambridge from a wider area; including broadening the area covered by the green shaded sectors in figures 1 and 2 of the report [page 70]. This highlighted the need for close collaboration with neighbouring/partner authorities, including those outside the Greater Cambridge Partnership area to develop a joined up transport strategy.

4.2 It was considered important to engage with communities along the A10, in particular Cottenham, Willingham and Rampton, as they would be contributing to the congestion in

the absence of any improvements to local public transport in this area. It was pointed out that along this route many people had no alternatives than to use cars.

5. Place Based Public Engagement Strategy

- 5.1 The Joint Assembly was supportive of the proposals, but stressed the need to exercise some caution to ensure the positive aspects of current practice were not lost. Members valued input from communities which was essential to informing discussions and formulating proposals.
- 5.2 With reference to plans to submit community feedback to the Executive Board alongside Joint Assembly feedback, members of the Joint Assembly commented that they valued the input from Local Liaison Forum Chairs and others and hoped this would continue; although the timetabling difficulties were acknowledged.

6. Quarterly Monitoring Report

- 6.1 The Joint Assembly noted progress on the Greater Cambridge Partnership programme, as detailed in the report. Members provided feedback on digital wayfinding, including problems with the map at Cambridge Station. This information would be fed back to the team. Members also commented on the way data was presented, in particular details of the Transport Delivery Overview. It was suggested that it would be useful to see the projected design, construction and completion periods of the projects. It was also asked that more information be provided on more immediate projects and less on longer term plans. Referring to project costs, it was suggested that it would be useful to outline the forecast total cost of projects and forecast cash flow.
- 6.2 The Joint Assembly noted progress with the A10 Melbourn to Royston Cycle Link and the Arbury Road Cross City Cycle Scheme. Councillor Susan van de Ven addressed the Joint Assembly as local Member for Melbourn and Bassingbourn and spoke in support of the A10 Melbourn to Royston Cycle Link proposals. It was noted that the Executive Board would be asked to agree that officers should formally explore a range of funding options for the scheme with neighbouring authorities.

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Agenda Item 7



CAMBRIDGE SOUTH EAST TRANSPORT STUDY

Report To: Greater Cambridge Partnership Executive Board 11th October 2018

Lead Officer: Peter Blake – GCP Director of Transport

1. Purpose

- 1.1. The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge. It suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton; the largest settlement on the corridor. There are large employment sites in this corridor including the Babraham Research Campus (BRC), Granta Park, and Cambridge Biomedical Campus (CBC). The A1307 east of the A11 also has a poor accident record, particularly on the stretch around Linton and eastwards towards Horseheath.
- 1.2. The corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board as a priority project. The Study area is from Haverhill to the Biomedical Campus.
- 1.3. The Executive Board is asked to authorise the adoption of a preferred strategy for Phase 2.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - (a) Note the outcome of the public consultation and the final consultation report.
 - (b) Adopt Strategy 1, the off-road strategy, as the preferred strategy for the A1307 corridor and request that officers develop detailed proposals for delivery of the scheme including detailed route alignment, park and ride and review of environmental impact.
 - (c) Request that officers draw up landscaping and ecological design proposals which would add enhancements to the area, maximising the potential of the off-road option including considering the possibility of a linear park alongside the development of the off-line solution.
 - (d) Note the updated programme for the project.

3. Officer Comment on Joint Assembly Recommendations and Issues Raised

- 3.1. The Joint Assembly broadly welcomed plans to progress this, in particular opportunities for environmental enhancement the scheme may be able to offer. Comments included:

- Concern about the reach of Strategy One to the three campuses [Babraham Research Campus, Granta Park and Cambridge Biomedical Campus] and to villages in the vicinity [Sawston, Stapleford and Great Shelford in particular].
- The need for the Strategy to serve residential centres as well as serving key employment centres, although it was noted this was an infrastructure scheme and a separate piece of work was being done on services.
- Concern about the implications of the park and ride given current discussions.
- A strong desire that Cambridge South Station should rise up the agenda and secure 'committed' status, so it can be incorporated into the business case as soon as possible.

4. Key Issues and Considerations

Context

- 4.1. The A1307 Cambridge South East project ("the Project") supports the GCP transport vision of delivering a world class transport system 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 in the Strategic Outline Business Case identified a strong policy and strategic basis for delivering a High Quality Public Transport (HQPT) scheme along the corridor.

Strategic Case

- 4.2. The study area and routes within it suffer from congestion at peak times, such as the A1307, A1301, A505 and A11. There is also traffic re-routeing onto less suitable local roads to avoid these congestion points on the road network. The effects of congestion also impact on the reliability of bus journey times which reduces the attractiveness of bus travel. To support the mode shift which is needed to offer traffic relief to the A1307 and A1301 corridors.
- 4.3. Between 2011 and 2031 there is significant planned development in the south of Cambridge, including at CBC and the Cambridge Southern Fringe. A significant proportion of new residents and new employees will need to travel between Cambridge, the Biomedical Campus and the wider area.
- 4.4. The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the emergent transport policy of the Cambridgeshire and Peterborough Combined Authority (CPCA) and in particular the compatibility of the project with the proposed Cambridge Area Metro (CAM) - a mass rapid transit scheme.
- 4.5. The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC) was prepared in parallel with the submitted Local Plans and adopted 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 Cambridge South East corridor as a key part of the integrated land use and transport strategy, responding to levels of planned growth. Cambridge South is one of the key growth areas identified in the plan. The Local Plan policies for the strategic development sites along the corridor requires HQPT to link new homes to employment and services in and around Cambridge.

Cambridgeshire and Peterborough Combined Authority

- 4.6. The CPCA was established in March 2017 and is led by an elected Mayor and Board comprising representatives from 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.
 - Delivering outstanding and much needed connectivity in terms of transport and digital links.
- 4.7. The CPCA is responsible for transport infrastructure improvement and the Local Transport Plan. The existing Local Transport Plan 2011 to 2026 remains the existing key transport policy framework at this time which emphasises the need for new developments to be supported by sustainable transport measures such as HQTP.
- 4.8. In December 2017 Steer Davies Gleave delivered an options appraisal report jointly funded by the Combined Authority and the GCP on CAM. This favoured a mass transit system in Cambridge based on innovative rubber tyred trams.
- 4.9. On 30 January 2018 the Combined Authority agreed to fund further development of the CAM to Strategic Outline Business Case. CAM was formally adopted by the GCP on 8 February 2018. The Combined Authority resolved also to *“liaise with the Greater Cambridge Partnership (GCP) to ensure GCP’s current and future plans for high quality public transport corridors were consistent and readily adaptable to the emerging proposition for a CAM network.”*
- 4.10. The potential CAM network is set out in **Figure 1** and includes an alignment toward Cambridge South East.

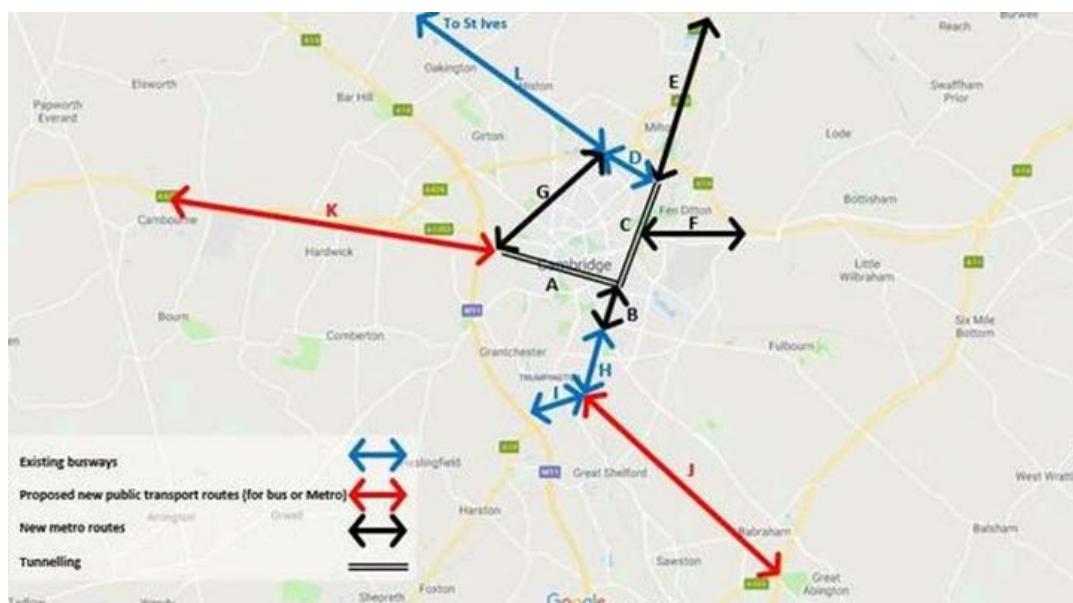


Figure 1– Potential CAM network

- 4.11. The Combined Authority and GCP have subsequently undertaken a review of alignment between the A1307 Cambridge South East scheme and the emerging CAM. The review has concluded that the Cambridge South East scheme is aligned, subject to detailed work on potential Park and Ride proposals; the CPCA Board accepted the recommendation - *“A1307– full support; subject to the changes proposed on park and ride”*. The changes to park and ride referred to are:

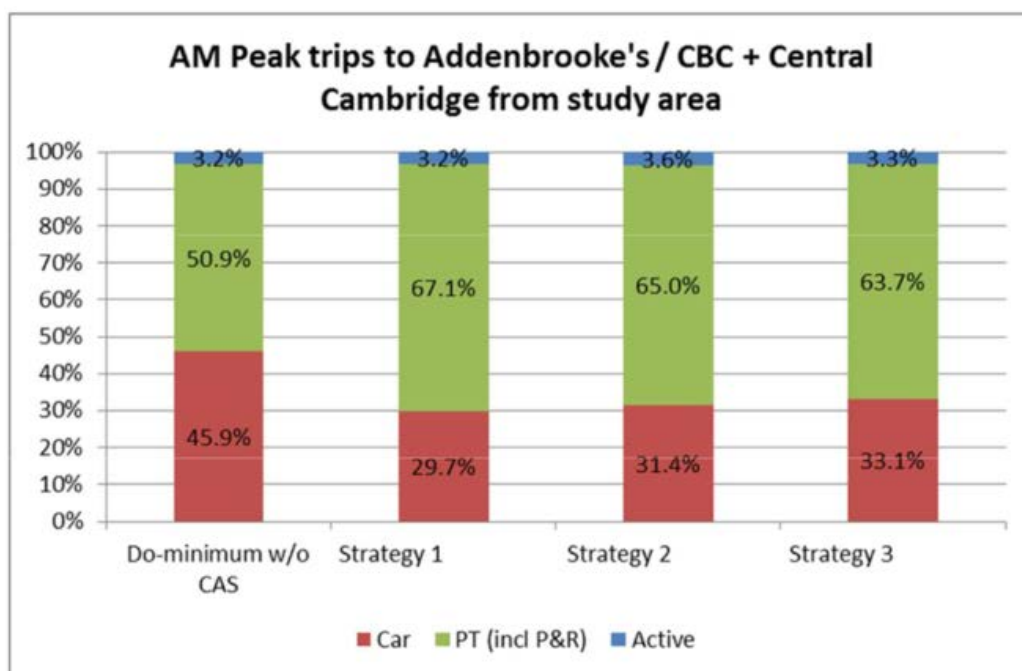
“The park and ride elements of the above projects will be implemented as temporary solutions to reflect the MITSS [Mayoral Interim Transport Strategy Statement] aspiration to connect the Metro stops with the wider population through innovative transit solutions and not the private car. This includes providing more infrastructure to support greater use of cycle and footpaths, and put in place measures that move away from reliance on private cars for short term and commuter journeys.

- 4.12. The report sets out the business case development work to date and the results of the public consultation undertaken at the end of 2017, outlined in Appendix A.

Business Case

- 4.13. The business case is formed from five ‘cases’ for investment in line with HM Treasury guidance and the Department for Transport’s Transport Assessment Guidance.
- 4.14. Details of the Business Case development are outlined in Appendix B. Strategy 1 has the greatest synergy with the transport objectives of the Combined Authority and the proposed CAM. It offers the greatest degree of future proofing, the other strategies are likely to require further intervention. Mass transit for Cambridge optimally requires a segregated route, which is only provided by Strategy 1.
- 4.15. The scheme would positively contribute to growth along the corridor by:
- (a) Improving local sustainable transport links between homes and jobs;
 - (b) Improving road safety along the corridor by making changes to key junctions to reduce conflict or by reducing the speed of vehicles with appropriate enforcement where there have been speed-related accidents;
 - (c) Support the delivery of job and housing growth along the corridor including important growth sites at Granta Park, BRC and the CBC; and
 - (d) Help address local transport issues, for example, bus reliability along the A1307 corridor.
- 4.16. Strategies 2 and 3 propose inbound bus lanes beyond Wandlebury to address predicted future congestion. The need for the bus lanes to extend this far has been challenged by some respondents. The bus lane lengths have been determined from modelling predicted congestion in the future.
- 4.17. The adoption of the bus lane based Strategies 2 and 3 would not align with the objectives of the CAM. They provide only inbound priority; there are no outbound bus lanes. While the vehicles operating CAM can run on road, the regulatory aspects of running in mixed traffic are uncertain, particularly for autonomous vehicles in the future. It is considered that, as a minimum, dedicated lanes would be required for journey time reliability and regular service frequency, key elements of a mass transit system.
- 4.18. For effective mass transit operation, outbound dedicated lanes would also be required, increasing the road space requirements.
- 4.19. The provision of outbound dedicated lanes in addition to inbound dedicated lanes raises issues with constraints. An outbound dedicated lane cannot be provided on Babraham Road, or through the Wandlebury area without impact. There are properties close to the road, or in the case of Wandlebury, areas of significant historical and ecological importance. The woodland edge of Wandlebury has been identified from surveys as being of significant ecological value. Although the dual-carriageway here would reduce the need for widening, some widening would still be required.

- 4.20. If the transport benefits of CAM as a mass rapid transit system are to be realised, a segregated system is optimal outside Cambridge. It is already proposed that CAM would be segregated in Cambridge either by tunnels, or by following existing segregated corridors such as the guided busway route. While it is possible that Strategy 2 could be adapted to extend CAM services to the Babraham Road Park and Ride site, this location is only just outside Cambridge. Extending the reach of CAM along the A1307 presents challenges as outlined above.
- 4.21. Strategy 3 presents little opportunity for CAM operation due to the impacts of adding outbound dedicated lanes on Babraham Road. It should also be noted that there are no significant settlements along the A1307 until Babraham and the Abingtons. Consequently a CAM route along the A1307 does not service Great Shelford, Stapleford and Sawston.
- 4.22. Consequently, only Strategy 1 presents the potential of a segregated route for mass transit that is close to population centres, and with potential for future extension to Haverhill. It is the only solution that provides for delivery of the long term transport objectives of both the GCP and the Combined Authority, and it is the only option that will have the full support of the Combined Authority.
- 4.23. The proposals have potential to deliver considerable mode shift in journeys to the CBC. The share of Public Transport with Strategy 1 is estimated to increase from 50.9% to 67.1%, and car use to reduce to 29.7% from 45.9%



Environmental Considerations

- 4.24. These are presented in outline terms as the precise impacts and potential mitigations need to be the subject of further work. At this stage the Board is being asked to consider a preferred strategy for further work.

Emissions and Air Quality

- 4.25. Phase 2 Strategy 1 is predicted to have positive effects on air quality along the A1307 and the A1301 and the central Cambridge Air Quality Management Area due to improved flow of traffic and reduced congestion.

Noise and Vibration

- 4.26. Phase 2 Strategy 1 would create a new noise corridor in the open landscape close to built-up areas. It would need a new fleet of vehicles with low or no emissions and low noise performance to mitigate the impacts. Potential exists for the introduction of electric-powered vehicles to reduce noise and pollution.

Ecology and Arboriculture

- 4.27. The route will run close to Nine Wells Nature Reserve and a County Wildlife Site (CWS).
- 4.28. To mitigate impacts it will be necessary to implement enhanced mitigation that treats the area sensitively, preserving the existing character as far as possible, while mitigating impacts on existing dwellings. Opportunities will need to be taken to extend existing ecologically important areas such as Nine Wells and the Old Railway CWS. It is proposed to route Strategy 1 beside the old railway, preserving it as a haven. A gap between will allow implementation of a buffer zone.
- 4.29. Where the route passes between Nine Wells Nature Reserve and the main line railway, the route will be as close to the railway as possible. The remaining gap, likely to be of low agricultural value could then be used to enlarge the Nine Wells Nature Reserve.

Agricultural Land Effects

- 4.30. Phase 2 Strategy 1 will require approximately 25-30 HA of agricultural land, which will have a significant impact on agricultural land, and the existing disused railway. The proposed route is in the Greenbelt of Cambridge.
- 4.31. In addition, approximately 15 to 20 HA of land will be required for a new Park and Ride and stops along the route. There will however be no impact on residential land.

Landscape and Visual Impacts

- 4.32. The majority of works for Phase 2 Strategy 1 will be in open landscape with high sensitivity. The area is Greenbelt and characterised by open views.
- 4.33. The route is expected to require as ancillary work, some new road construction, stops, parking/ drop off areas, and possible flood mitigation ponds. The route is likely to be highly visible in longer views from Gog Magog Hills.
- 4.34. Impacts could be mitigated by creating targeted tree belts (balanced with preserving the existing open landscape, and ecological mitigation areas. There is also an opportunity to enhance local landscape and integrate the new route with existing features. Consideration will be given to sense of place. The amenity of the multi-user route will contribute positively to existing landscape and heritage features. Sensitivity of heritage and amenity aspects of Wandlebury and Gog Magog Hills need to be addressed.

Public Consultation

- 4.35. The results of the public consultation are outlined in Appendix A. The most strongly supported Strategy in consultation is Strategy 1. It is also the most costly option and the one with the greatest environmental impact. However, it generates a significantly higher economic benefit, although alternative strategies have a greater benefit cost ratio.

- 4.36. Strategy 1 was supported by 64% of respondents. Strategy 2 was supported by 54% and Strategy 3 by 52%. In terms of respondents expressing strong support; 43% of respondents (710) expressed strong support for Strategy 1, compared to 18% (298) for Strategy 2 and 20% (321) for Strategy 3.

Local Liaison Forum

- 4.37. The Local Liaison Forum (LLF) support the proposals for strategy 1

Financial Considerations

- 4.38. The estimated costs for the scheme are outlined below:

	Estimated Cost
Strategy 1	£124 m

- 4.39. These costs are subject to further refinement and will be presented in further detail in the Outline Business Case. In particular the business case will include income from developers via Section 106 and other funding mechanisms.

Benefit Cost Ratios

- 4.40. The estimated benefit - costs of Strategy 1 are outlined below;

Strategy 1

BENEFITS (£M, 2010 values)	10-year appraisal	20-year appraisal	30-year appraisal
New bus journey users	£3.94 m	£7.69 m	£12.00 m
Existing public transport journey time saving	£6.72 m	£11.57 m	£12.15 m
Total revenue benefit	£54.50 m	£96.58 m	£185.13 m
Non-user benefits – road decongestion	£9.16 m	£18.07 m	£25.21 m
Non-user benefits – noise air quality, greenhouse gases, accident benefits and others	£3.20 m	£6.00 m	£6.46 m
Total present value of benefits	£77.51 m	£139.90 m	£240.95 m
COSTS (£M, 2010 values and prices)	10-year appraisal	20-year appraisal	30-year appraisal
Total present value of costs	£56.46 m	£56.46 m	£109.52 m
NET PRESENT VALUE (Benefits – Costs)	£22.11 m	£83.94 m	£131.43 m
BENEFIT - COST RATIO	1.4	2.5	2.3

Further Development Work on Strategy 1

- 4.41. Strategy 1 is the only solution that presents the potential of a segregated route for mass transit that is close to population centres and with potential for future extension to Haverhill. It is the only solution that provides for delivery of the long term transport objectives of both the GCP and the Combined Authority, and it is the only option that will have the full support of the Combined Authority.
- 4.42. However, more technical and environmental assessment work needs to be undertaken, particularly alongside the detailed route alignment evaluation. This further work will include:
- i. Consider detailed off-highway routes, and assess alternatives. Including lower cost options of dedicated lanes with CAM operation on the A1307.
 - ii. Assess environmental impacts and mitigation, and impacts on the Greenbelt.
 - iii. Assess impacts on the A11 and the need for additional connections to the A11 and agree this with Highways England.
 - iv. Assess impacts on the main line railway and the proposed Cambridge South Station.
 - v. Determine entry point to the CBC and connection to the existing guided busway.
 - vi. Assess options for interchange with a Cambridge South Station.
 - vii. Develop park and ride locations for consultation.
 - viii. Carry out further public consultation on detailed routes and park and ride locations.
 - ix. Finalise an Outline Business Case.
- 4.43. In this further work stage GCP will work with the CA and its consultants over integration with the CAM proposals and extending the CAM network to the A11.
- 4.44. Detailed terminus locations will be considered as part of the further route alignment work and in particular the linkages with the A11, BRC and Granta Park will be explored. Proposals will be brought forward as part of the next phase of consultation. Considerations of location will include access and egress to the A11 and A505, and connectivity to BRC and Granta Park.
- 4.45. In addition, detailed landscaping and ecological design proposals should be brought forward to mitigate the impact of the proposals. This should include exploring the feasibility of developing environmental safeguards along the proposed routes; for example the development of a linear park (or similar).
- 4.46. The output of the further work will be an Outline Business Case for adoption of a preferred option to proceed to implementation.

5. Options

- 5.1. There is very strong public support for Phase 2, Strategy 1. However, it impacts Greenbelt and an environmentally sensitive area. Some key stakeholders are strongly opposed to it. Overall it is the solution that provides the greatest transport and economic benefits, and the one best aligned to the proposed CAM. It is also the highest cost solution.

- 5.2. On balance the commended Strategy, to be adopted as a preferred strategy, is Strategy 1. However, further work is required to develop this strategy alongside development of CAM. This further work is needed to fully align the proposals, and to assess the environmental impacts. It will confirm the business case for Strategy 1 and incorporate the developing CAM proposals.
- 5.3. Given that the full environmental impacts of Strategy 1 have not been assessed, the adoption of Strategy 1 as a preferred strategy must be predicated on a conclusion of further work that Strategy 1 has an acceptable environmental impact, that the environmental impacts can be mitigated, and that the proposals have a realistic probability of being delivered through the statutory process.
- 5.4. Consequently, the further work aims to firm up the business case and fully assess the environmental impacts. The proposals will then be brought back to the Joint Assembly for comment and the Executive Board for approval to proceed to implementation.

6. Next Steps and Milestones

- 6.1. The following table sets out the final detailed scheme consultation timetable. The timetable includes a contingency for obtaining an alteration to the Transport and Works Act (which extends the Statutory Process) and dependency on key outputs from the CAM programme.

<i>Public Consultation</i>	<i>Outline Business Case (OBC)</i>	<i>Present OBC to Board to select Preferred Option</i>	<i>Complete Statutory Process</i>	<i>Present Detailed scheme to Board</i>	<i>Final to Construction</i>
April to June 2019	August 2019	September/October 2019	September 2021	December 2021	Spring 2022 to Spring 2024

7. Implications

Financial and Other Resources

- 7.1. The current approved budget is £39m.
- 7.2. Expenditure in key stages 1, 2 and 3 (up to Phase 1 preferred options) is £500k
- 7.3. The Board has already authorised £13.9m for implementation of Phase 1 (key stages 4 and 5).
- 7.4. The estimated cost to take Phase 2 to Outline Business Case (key stage 3) is £1.5m.
- 7.5. With the further Phase 2 work in this report, the total committed cost is £15.9m, which is within the current approved project budget of £39m.
- 7.6. The current estimated design and construction cost of Phase 2 (key stages 4 and 5) is £124m.
- 7.7. Should the Board decide to proceed to construction of Phase 2, the forecast total project cost, including Phase 1 will be £139.9m. These costs are in line with the higher cost option (c£140m) agreed by the GCP Board in the March 2018 Budget Setting Report.

Staffing

- 7.8. An increase in current staffing will be needed to manage the project going forward.

Climate change and environmental

- 7.9. The Phase 2 route lies within green belt and in visually sensitive landscape.

Consultation and communication

- 7.10. Public consultation was held between February and April 2018. The results are summarised in Appendix A. Regular meetings have been held with the LLF, and consultation with key stakeholders is on a continuous basis.

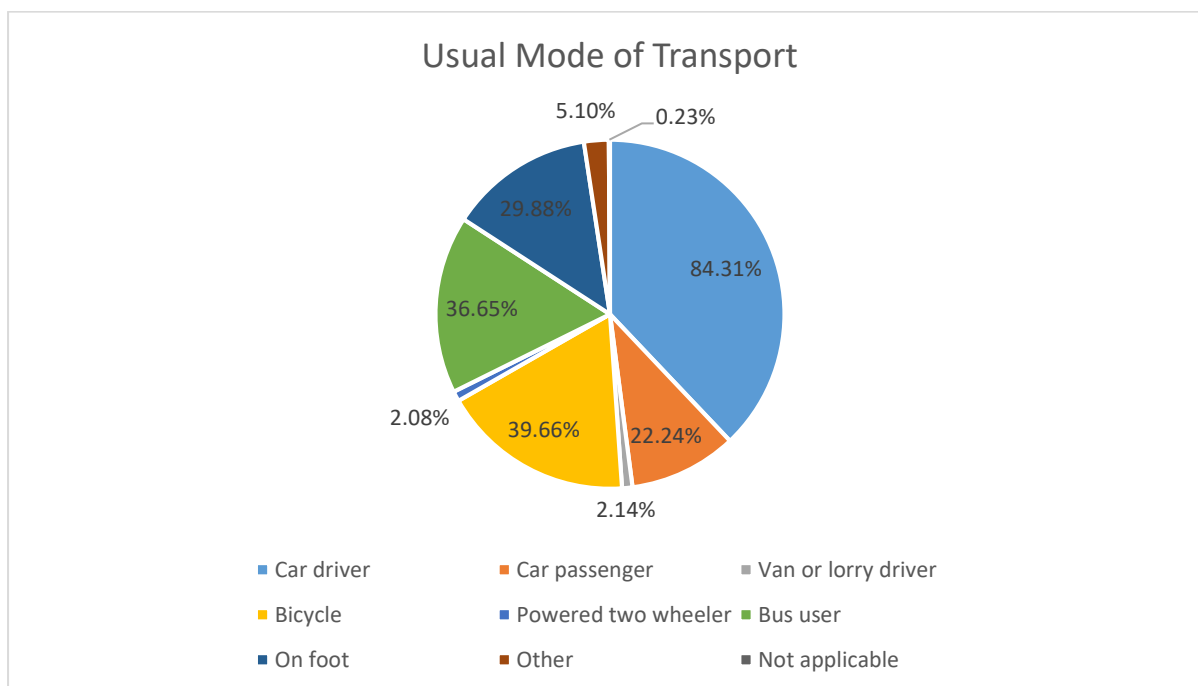
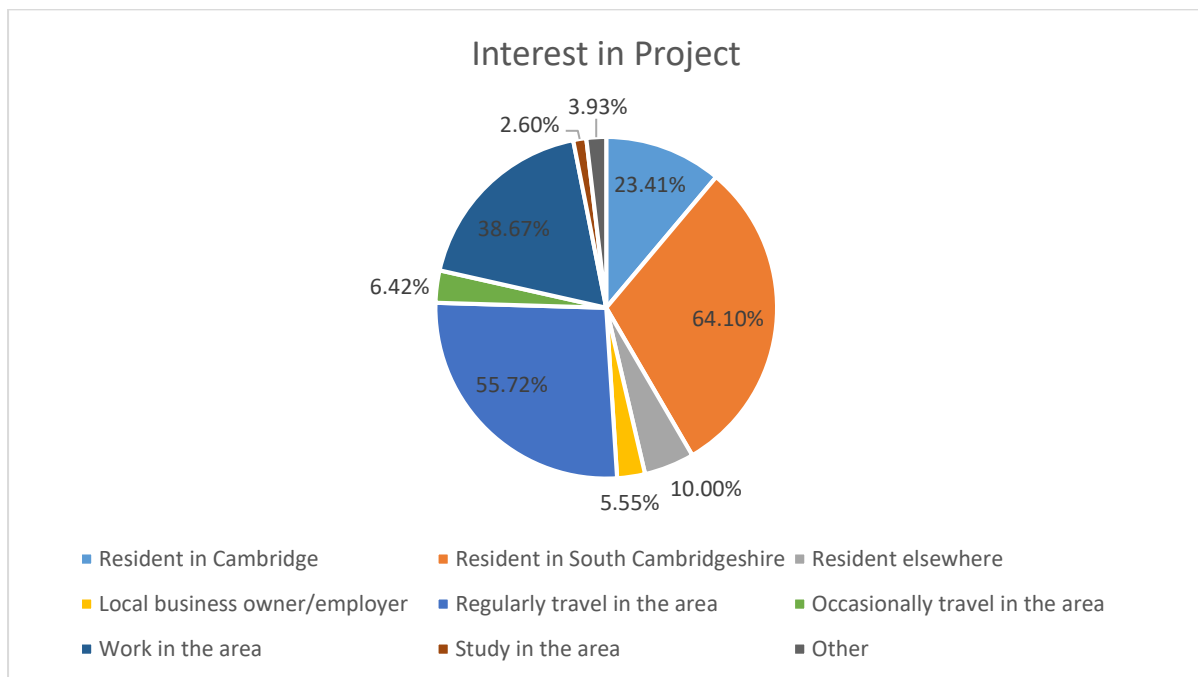
8. List of Appendices

Appendix A	Results of Public Consultation
Appendix B	Business Case
Appendix C	Figures
Appendix D	Programme

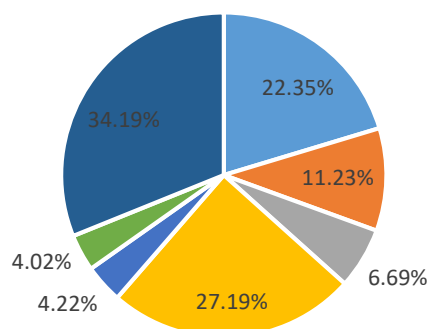
Appendix A – Results of Public Consultation

- A.1. Public consultation started on 9 February 2018 and finished on 9 April 2018. The original closure date of 3 April was extended to 9 April due to the snow in February delaying leaflet delivery. It was subsequently found that an area of approximately 25 dwellings had been omitted accidentally by the leaflet delivery contractor, and these were given an extension to 30 April to respond.
- A.2. 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 more than 22,000 consultation leaflets.
- A.3. Thirteen 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.
- A.4. Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 1785 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at road-shows, via email and social media and at other meetings.
- A.5. A consultation leaflet was the principle paper-based mechanism for providing information about the consultation to people across the area. The leaflet included a questionnaire to invite comments on the level of support for each strategy proposed, for elements common to all strategies as well as other relevant information such as whether respondents would consider switching their mode of transport. The questionnaire sought profile information in order to facilitate further analysis. The leaflet was made available in other formats on request.
- A.6. In addition to the leaflet a consultation brochure, providing further background information on the three strategies and the scheme as a whole, was available at events and on request.
- A.7. The documents were made available online with links to the project webpage sent electronically at the commencement of the consultation to over 4500 interested parties. The availability of further online information and the online survey was referenced in the leaflet.
- A.8. Other means of publicity included events, earned media from news releases and distribution via the Partnership's owned channels both on and offline e.g. leaflets at the County's Park and Ride sites and at local libraries. Paid for media included Park and Ride bus screens, advertising in local newspapers and on radio, and poster sites including city centre boards. Online promotion included targeted Facebook advertising across the wider identified area. Twitter posts encouraging retweets via local people and organisations' feeds. The public consultation material presented the scheme to be delivered in two phases. Phase 1 comprised 17 elements along the A1307 between Cambridge and Haverhill. Phase 2 comprised three public transport strategies.
- A.9. A total of 1785 responses to consultation have been received to the questionnaire. In addition a further 129 written responses have been received via letter, e-mail, social media and at events.
- A.10. A few respondents indicated that they hadn't put forward an opinion on some of the elements as they felt they were lacking information on how they would be implemented and what they would achieve.
- A.11. Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 1364 respondents entered recognisable postcodes, while nearly a quarter did not (421 respondents). Based on the postcode data provided most respondents resided in Linton (14.01%), Queen Edith's (9.64%), Great Shelford (7.9%) and Sawston (7.62%).

- A.12. These postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of three categories; 'East of Linton' (covering 14.9% of respondents); 'Babraham to Linton', for respondents along the proposed route (covering 29.69% of respondents); and 'West of Babraham' (covering 31.54% of respondents).

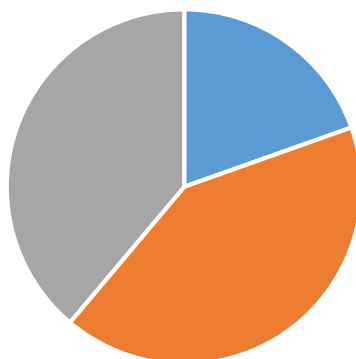


Usual Workplace



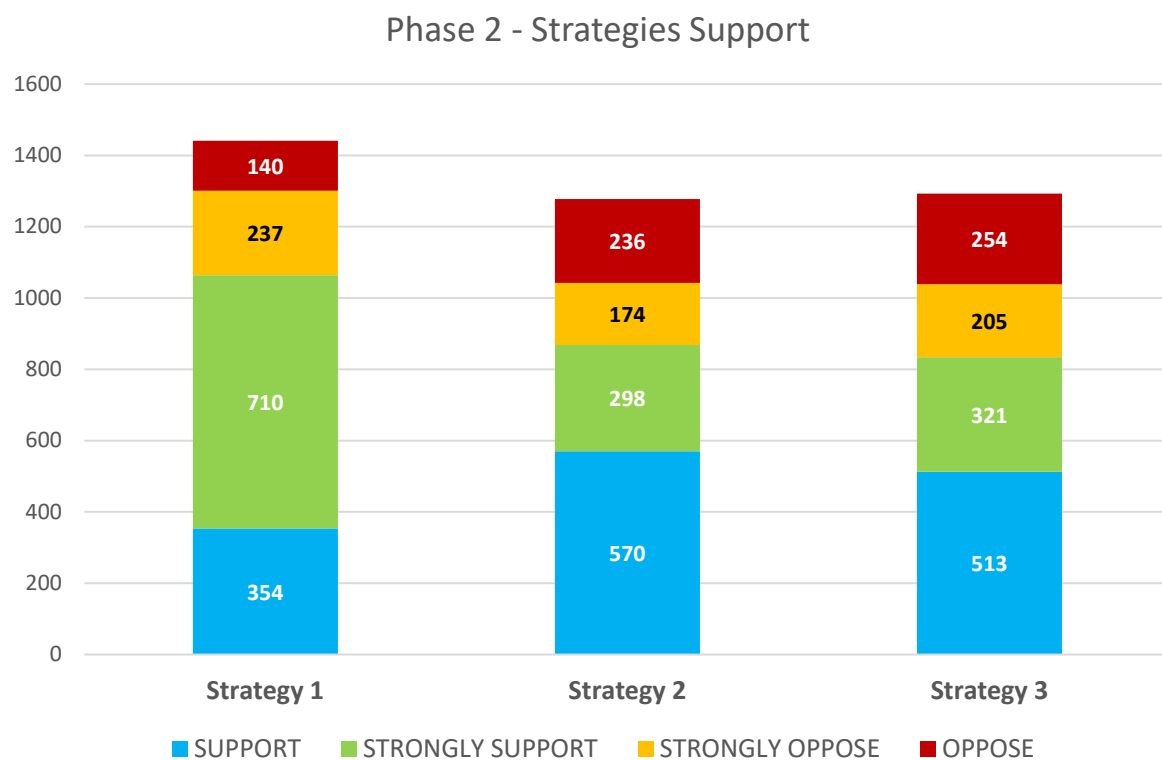
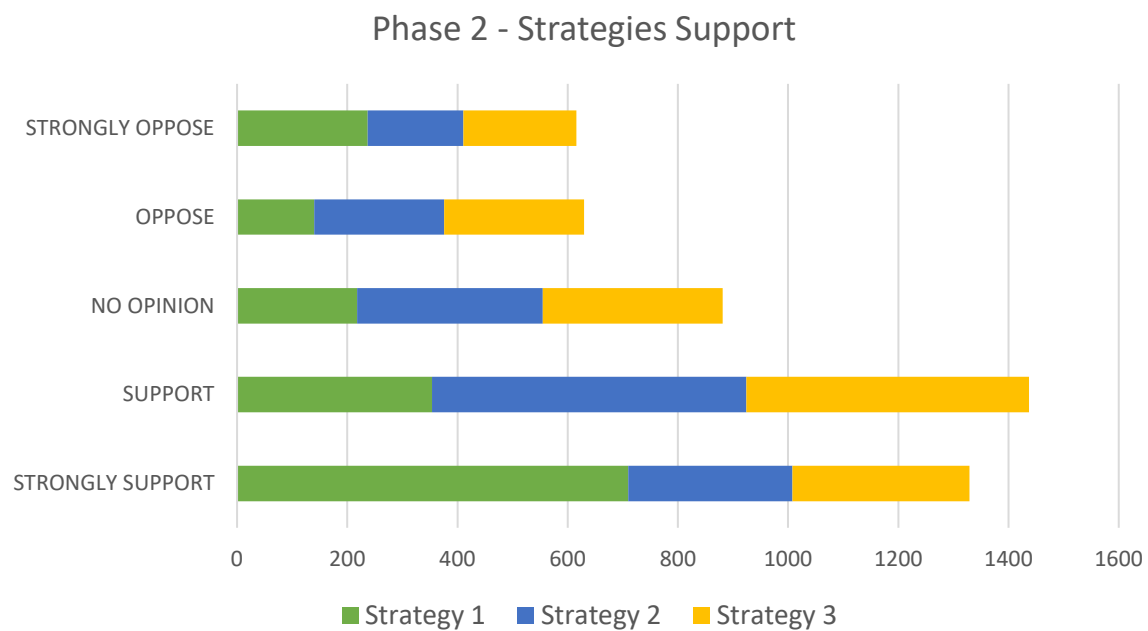
- Cambridge Biomedical Campus (including Addenbrooke's Hospital)
- Granta Park
- Babraham Research Campus
- Cambridge city centre
- Haverhill
- Linton
- Other

Respondent Location



- East of Linton
- West of A11
- A11 to Linton

A.13. The overall picture was one of support in varying degrees for all the proposals:



Phase 2 Themes

A.14. **Strategy 1.** Many respondents discussed this theme. Some of these respondents felt that strategy 1 was the most thought out of the three strategies and had the best chance of creating modal shift away from personal vehicles. These respondents also felt that this strategy would be the best suited for integration into future transport links, including those to Haverhill. Some of these respondents indicated that they felt the cost of development was high but was worth the cost. A few of these respondents felt that strategies 2 and 3 would

only benefit those travelling into Cambridge and would not benefit those commuting back home or to employment sites outside Cambridge. A few of these respondents felt that a cycle route should be included along the route and access should be available to villages. Some respondents were concerned about strategy 1, feeling that the increased cost of development was not worth the small increase in improvements. Some of these respondents were also concerned about the environmental impact this route would have on villages and Greenbelt land in the area.

- A.15. **Strategy 2.** Many respondents discussed this theme. Some of these respondents felt that strategy 2 would bring the best cost to benefit ratio and would bring benefits in a shorter space of time. Some respondents felt that the projected passenger traffic was too small to justify the expansion into the Greenbelt. Some of these respondents felt that strategy 2 would cause increased congestion on Babraham Road, an area of current high levels of congestion, as drivers would be encouraged to use the Park and Ride site. A few of these respondents felt that strategy 2 would be too short term and not result in lowering congestion enough for the increased development in the area.
- A.16. **Strategy 3.** Some respondents discussed this theme. Some respondents felt that strategy 3 held little benefit, as these respondents felt that bus lanes did not improve journey times enough as there were still interactions with other road users. Some of these respondents were concerned that there was not enough space for the lanes in the proposals without compromising one of lanes or negatively affecting the environment. A few respondents felt that strategy 3 would add to congestion, particularly around Babraham Road and Addenbrooke's Hospital, because of the availability of space. Some respondents felt that this strategy would be of most benefit as it could be implemented quickly and dismantled easily if future developments superseded it, such as autonomous vehicles.
- A.17. **Railway links from Haverhill.** Many respondents felt that having a rail link from Haverhill to Cambridge would reduce much of the motorised traffic currently using the A1307. These respondents felt the railway should link villages along the route and a few respondents felt that it should include a stop at Addenbrooke's Hospital.
- A.18. **Mass rapid transit.** Many respondents discussed this theme. These respondents felt that the mass rapid transport system should take the form of something other than a bus. For some this was a train link while others felt it should be a tram or underground route. As with the respondents who discussed the railway links, many of these respondents felt that the route should go from Haverhill to Cambridge, for some using the old railway link. A few respondents were concerned about the environmental and financial impact of developing a mass rapid transit route.
- A.19. **Haverhill.** Many respondents discussed this theme. These respondents highlighted the planned growth in Haverhill and felt that any route development should include Haverhill. Respondents who indicated they lived in the area felt that public transport underserved the area and needed improving to discourage personal vehicle use. Some of these respondents felt that a cycle path would also encourage modal shift away from personal vehicles.
- A.20. **Bus service improvements.** Many respondents discussed this theme. These respondents felt that current bus services did not run at times or locations that were convenient for passengers, that they did not run often or early/late enough, that it was unreliable, and that the cost of bus fares was prohibitive. These respondents felt that the bus service needed subsidising to attract passengers, with a few respondents discussing the Bus Services Act 2017 and the possibility of developing a public transport system similar to London. Many of these respondents felt that the proposals would fail without improving bus services or offering a cheap and reliable alternative. A few respondents felt that the cost of Park and Ride services should be reduced as well.

- A.21. **Cost of development.** Some respondents discussed this theme. These respondents highlighted concerns they had with the cost of development for each of the strategies. Some respondents felt that the cost was too high for something they felt would only be a solution in the short term. Some respondents felt that the cost for strategy 1 was acceptable for the benefits it could bring. Some respondents did not feel the cost for strategy 1 was worth the benefits.
- A.22. **Public transport links.** Some respondents discussed this theme. These respondents felt that public transport links needed to be available to all areas along the route, including villages and areas of employment such as Granta Park. Some of these respondents felt there should be direct services to Cambridge to ensure fast, reliable journey times.
- A.23. **Short term.** Some respondents discussed this theme. These respondents felt that these strategies would only be short term solutions. These respondents discussed planned developments in areas around the route, particularly in areas outside Cambridgeshire and in places such as Addenbrooke's Hospital, and felt infrastructure developments needed to consider these. Some of these respondents felt that strategy 1 had potential to be future proofed.
- A.24. **Environment.** Some respondents discussed this theme. These respondents were concerned with the environmental impact these developments could have on the surroundings. Gog Magog and Nine Wells were areas of particular concern for some participants, who felt the routes came too close to these areas and felt they should be avoided. Strategy 3 had the fewest respondents concerned with environmental impact, while strategies 1 and 2 had similar levels of concern. Some respondents were concerned about the impact these strategies would have on villages along the route, particularly during construction.
- A.25. **Park and Ride location.** Some respondents discussed this theme. These respondents felt that a Park and Ride site needed to be included closer to Haverhill, as significant traffic came from this location and needed to be encouraged out of personal vehicles earlier. Some respondents felt that a Park and Ride site should be located at the A11 junction for similar reasons.
- A.26. **Modal shift.** Some respondents discussed this theme. These respondents felt that modal shift away from personal vehicles was important. These respondents felt that for public transport to be attractive it needed to be perceptively cheaper and reliable. Some respondents felt that dedicated cycle routes would encourage more people to cycle. Strategy 1 was discussed by some respondents, who felt this would be most effective at achieving modal shift. However some respondents questioned the figures quoted in the documentation, feeling this was overly ambitious. Some respondents felt that any the strategies would achieve modal shift and a few respondents felt that these schemes did not go far enough.

Key Stakeholder Responses (Summary of main points only and in alphabetical order)

A1307 Parishes Forum

- A.27. They would like to see public transport (rail or LRT) extended to Haverhill, and a new road and junction with the M11. Overall they felt that GCP is too bus and cycle focussed, and longer term improvements are needed.

Babraham Research Campus

- A.28. They considered strategy 1 to be the most progressive and forward looking, but considered strategy 2 to serve the campus better due to the distance from strategy 1.

CBC Travel, Transport and Sustainability Group (CBCTTSG)

- A.29. CBCTTSG support strategy 1, and the phase 1 proposals, particularly the bus priority measures at Linton and the travel hub.

Cambridge Past, Present and Future (CPPF)

- A.30. CPPF oppose all three strategies. Strategies 1 and 2 were strongly opposed, whereas strategy 3 was opposed. They strongly oppose strategy 1 on the grounds of impact on Greenbelt and encouraging development outside the Local Plan.
- A.31. They oppose strategies 2 and 3 on the grounds of impact on Wandlebury, and challenge the extent of bus lane. They consider the need for a bus lane east of Wandlebury is not proven. They indicated least opposition to strategy 3, and would support this strategy if the bus lane did not extend beyond Wandlebury. They considered that rail improvements, demand management, and improved cycle facilities would deliver the desired modal shift.

Cambridge University

- A.32. Cambridge University supports strategy 1 as it offers the greatest opportunity for mode shift and offers fast and reliable public transport. However, they consider development of the proposal needs to consider the Western Orbital and South Station, and also needs to address access to Granta Park, management of parking around the Biomedical Campus and infrastructure improvements within the campus.

Camcycle

- A.33. Camcycle strongly object to all three public transport strategies. Strategy 1 they feel to have too many unknowns, and to be too far in the future. They object to the new road element of strategy 2, and consider that strategy 3 on the basis of the bus lane occupying road space to the disadvantage of vulnerable road users. They would prefer to route buses via Worts Causeway.

Confederation of Passenger Transport

- A.34. The Confederation supports all the phase 1 elements, especially those that make public transport journeys faster and more reliable. They offer strong, but qualified support for strategy 1 as it offers the potential for high frequency mass public transport. However, their support is tempered by the mass transit proposals being most likely not available for all public service vehicles.
- A.35. Strategy 2 was also strongly supported for increasing public transport usage. Strategy 3 was supported, but it was regarded to be less attractive in public transport terms than the other strategies.
- A.36. The Confederation urged that within the plans for improving public transport routes, coach travel is also given precedence. Coaches should be offered the same precedence as buses. In addition the Confederation would welcome improved provision for coaches to access current and future railway station developments.

Coppice Avenue Residents Association

- A.37. The Association objects to the Strategy 1 proposals. They consider the proposal to be likely to increase traffic on Hinton Way and to impact the amenity of residents from increased noise.

Overall they consider the strategy 1 proposals to be over bearing, out of scale, and out of character. Widening the existing A1307 would be preferred.

CTC Cambridge

- A.38. CTC are neutral on the three strategies. However, they suggest that if strategy 1 were adopted the Linton Greenway should be re-routed via the public transport route. They ask for priority for cyclists at the Gog Farm Shop junction, and do not support the proposed underpass as they consider the money would be better spent elsewhere. They do not support the upgrading of the existing A11 footbridge on the grounds of width, and that a new bridge on a different line would provide better access.

Granta Park

- A.39. Granta Park support strategy 1.

Great Abington Parish Council

- A.40. The parish council strongly supports strategy 1, less support for strategy 2 and opposes strategy 3.

Hinxton Parish Council

- A.41. Hinxton Parish Council supports strategy 1 provided the A505 is dualled. They also request that GCP presses for M11 junction 9 to become all movement.

Horseheath Parish Council

- A.42. The parish council supports a Park and Ride at the A11, but also considers one should be provided at Haverhill. In the long term they would like to see a new road to the M11, and consider that rail based public transport is better.

Linton Parish Council

- A.43. In terms of the three strategies none were considered to be a definitive solution, with strategy 3 being considered the least damaging to the environment. Rail alternatives were preferred to strategy 1.

Little Abington Parish Council

- A.44. Little Abington parish council support the concepts of Strategy 1 and all measures that would improve traffic flow and safety on the A1307. They propose a speed limit reduction to 30 mph at Little Abington.
- A.45. They do not support any options that would see a Park and Ride site at Abington, and suggest reconsideration of locating Park and Ride east of Linton.

Magog Trust

- A.46. The Magog Trust oppose the three strategies in similar terms to CPPF, and object to bus lanes extending east of Wandlebury. They would support a shorter bus lane.

Sawston Parish Council

- A.47. Sawston parish council made no comment regarding the three strategies but support the changes between Addenbrooke's roundabout and Fourwentways including the Babraham village junction with the A1307.

Smarter Cambridge Transport

- A.48. Smarter Cambridge Transport does not support any of the three long-term strategies proposed. They accept the need to increase transport capacity between Cambridge and

Haverhill, but want to see a fair and realistic comparison of the three mass transit options: heavy rail, light rail and bus rapid transit.

- A.49. Strategies 2 and 3 do not in their opinion provide sufficient long-term benefit to warrant the environmental damage their construction will cause.
- A.50. Strategy 3 would be the most acceptable if road widening was avoided as much as possible. They suggest an alternative strategy 3a with inbound flow control and reduced speed limits, and using Worts Causeway for buses. A wider strategy of encouraging the use of rail to access Cambridge is advocated. Stations at Hinxton and Cherry Hinton are suggested.

Trumpington Residents' Association

- A.51. TRA strongly support strategy 1 but are concerned over current availability of detail and potential environmental impact. They strongly support the interventions on the A1307 between Addenbrooke's and Wandlebury.

Welcome Genome Campus

- A.52. Of particular interest to the WGC is the potential new Park and Ride site and associated improved connections to Cambridge in association with phase 2. Strategy 1 utilises the disused railway and brings the corridor relatively close to the WGC, providing more opportunity to provide a sustainable transport connection between the new Park and Ride and the WGC.

West Wickham Parish Council

- A.53. The Parish Council supports strategy 1, to provide a Mass Rapid Transport route from a new Park and Ride facility at the A11/A505 Junction to the CBC via Sawston.

Wildlife Trust

- A.54. The Wildlife Trust is supportive of measures to increase use of public transport and cycling, but not be at the expense of the natural environment.
- A.55. The Wildlife Trust objects to strategy 1 due to the current lack of information provided and the potential for loss of the Shelford-Haverhill Disused Railway (Pampisford) CWS.
- A.56. Both Phases will need to demonstrate that they will avoid adverse impacts on nearby sites important for nature conservation, particularly Wandlebury Country Park, Magog Hills and Nine Wells. Schemes should also demonstrate that they can deliver a net gain in biodiversity, in line with National Planning Policy.

Appendix B – Business Case

- B.1. A preliminary Outline Business case has been prepared

The Strategic Case

Context

- B.2. The strategic case for interventions in the study area is based on the analysis of the existing network performance, stakeholder feedback, the form and function of the local economy and the growth aspirations of the area south east of Cambridge including the three campuses and in particular CBC.

Transport Context

- B.3. The study area and routes within it suffer from congestion at peak times, such as the A1307, A1301, A505 and A11. There is also traffic re-routing onto less suitable local roads to avoid these congestion points on the road network. The effects of congestion also impact on the reliability of bus journey times which reduces the attractiveness of bus travel to support the mode shift which is needed to offer traffic relief to the A1307 and A1301 corridors.
- B.4. Cycle and walking provision is often not joined up and there are key points of severance such as limited opportunities for crossing the A11. Future committed and aspirational growth in housing and jobs within this part of South Cambridgeshire and across the borders in Essex and Suffolk is likely to increase congestion and reduce accessibility by non-car modes unless a strategic intervention is put in place.
- B.5. Air quality and congestion in central Cambridge means more opportunities for non-car travel are needed to enable people to reduce car dependence for travel into Cambridge.

Economy Context

- B.6. The strong economic and population growth across the region places increasing demands on the existing transport infrastructure and housing supply. Rising congestion and increasing journey times threatens further economic growth. These constraints also negatively impact on the study area as a place to live and work.
- B.7. The evidence shows that individually and collectively the study area is important to the Greater Cambridge region. This successful location is well placed to continue to grow if the key challenges of increased pressure on transport infrastructure, demand for local housing and access to jobs and services can be addressed. However, this future committed and aspirational growth in housing and jobs within this part of South Cambridgeshire and across the borders in Essex and Suffolk will increase congestion and reduce accessibility by non-car modes
- B.8. There are important economic assets (such as the Three Campuses, Communities along the A1301, Cambridge City and workers living in the area) identified in the study area. The analysis of the influence of the existing transport network and the intrinsic economic assets of the study area provides the evidence that transport investment could help address existing transport issues, trigger positive changes to the economic connectivity and help unlock local access to cater for growth.

Statutory Context

- B.9. The project has been developed to address issues of inclusivity by enhancing access for all users and improving accessibility of key facilities such as schools, workplaces and recreational facilities to assist with improving population health and quality of life.

Policy Context

National Planning Policy Framework 2012 and National Planning Practice Guidance 2014

- B.10. The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's economic, environmental and social planning policies for England. It provides within a single document the greater part of national policy advice, and sets out the Government's vision for delivering sustainable development. The NPPG supports this with more detailed guidance on each topic considered within the NPPF.
- B.11. The framework introduces a presumption in favour of sustainable development, and lists transport policy objectives as being to:
- "facilitate sustainable development and its contribution to wider sustainability and health objectives" (para 29);
 - "support reductions in greenhouse gas emissions and congestion, and support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport" (para 30); and
 - "develop strategies for the provision of viable infrastructure necessary to support sustainable development" (para 31).
- B.12. The NPPF states that all developments that generate significant amounts of movement should take account of:
- Prioritising opportunities for encouraging the use of sustainable transport modes depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access can be achieved for all users; and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- B.13. The NPPF notes that developments should be located and designed where practical to, amongst others:
- Give priority to pedestrians and cycle movements, and have access to high quality transport initiatives;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles.
- B.14. Minimising journey lengths is a key policy aim set out in the NPPF and NPPG, and it notes that, for large scale developments, this helps to maximise non-car access. This includes locating key facilities such as schools, shops and jobs within accessible distance of most properties.
- B.15. With regards to accessibility the NPPF states that local planning authorities should take account of:
- The availability of and opportunities for public transport;
 - Local car ownership levels; and
 - An overall need to reduce the use of high-emission vehicles.
- B.16. The proposals seek to align with the NPPF by promoting the use of non-car modes of transport by offering improved accessibility and infrastructure which encourages public transport

operators to operate more efficiently and effectively and supporting the growth in use of low emission vehicles to minimise air quality effects.

Cambridgeshire Local Transport Plan (2011-2026)

- B.17. The Cambridgeshire Local Transport Plan (LTP) sets out Cambridgeshire County Council's plans and policies for the future of transport in Cambridgeshire. The plan was adopted in 2011 and further updated in 2014 covering the 20-year period up to 2031. The overarching vision of the plan is to create communities where people want to live and work, now and in the future.
- B.18. As a result of the creation of the CPCA with Mayoral powers, the Cambridgeshire Local Transport Plan has been superseded by the Combined Authority Interim Transport Strategy Statement (2018), which is an amalgamation of Cambridgeshire County Council and Peterborough City Councils LTPs.
- B.19. The CPCA was formed in 2017 and is now the Local Transport Authority with strategic transport powers for the area previously covered by Cambridgeshire County Council and Peterborough City Council. This includes producing a new LTP by spring 2019, which will set out the overall transport strategy for Cambridgeshire and Peterborough.
- B.20. In May 2018, the CPCA Board adopted the Mayoral Interim Transport Strategy Statement as an interim measure until a new full LTP for Cambridgeshire and Peterborough is produced.
- B.21. The Mayoral Interim Transport Strategy Statement sets out the guiding principles of the new LTP:
- Economic growth and opportunity by connecting our dynamic workforce with a growing number of jobs
 - Equity to ensure that all areas of the Combined Authority can prosper
 - Environmental responsiveness by encouraging active and sustainable travel choices
- B.22. The primary goals and targets of the LTP will include a focus on:
- Transforming public transport
 - Designing integrated walking and cycling solutions
 - Creating and upgrading our major road network
 - Expanding transport access
 - Creating effective travel choice
 - Ensuring reliability of our network
 - Improving safety
 - Creating a network fit for the future
- B.23. The proposals put forward namely improvements to public transport, walking and cycling, are directly in line with the guiding principles and goals defined for the new LTP.
- B.24. Furthermore, the ambition for the new LTP to support the delivery of the CAM is highly compatible and complementary to the mass transit solution put forward as Strategy 1 of Phase 2.
- B.25. Following a review in July 2018, the Combined Authority has confirmed that the Cambridge South East Transport Study (CSETS) project will be delivered as a phase of CAM as contained in the MITSS and so will need to be consistent with the principles of the CAM (i.e. with segregated routes, extendability and technology neutral).

South Cambridgeshire Proposed Submission Local Plan, 2013

- B.26. The South Cambridgeshire Local Plan was submitted to Secretary of State for Communities and Local Government for inspection in March 2014. Inspectors have now reported back on the Local Plan, but it has not yet been formally adopted. This plan covers the 20 year period from 2011 to 2031.

- B.27. The plan aims to “to maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.” The plan therefore has a presumption in favour of sustainable transport.
- B.28. The proposed submission Local Plan included the following relevant policies regarding transport:
- Policy TI/2 Planning for Sustainable Travel
Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location; and

Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport.
 - Policy TI/3 Parking Provision
 - Policy TI/8 Infrastructure and New Developments
Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area; and

Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with Government guidance.

Transport Strategy for Cambridge and South Cambridgeshire

- B.29. The TSCSC was adopted by Cambridgeshire County Council in March 2014 and it ensures that both districts work together to plan for sustainable growth and continued economic prosperity. The plan provides a detailed policy framework and a programme for transport schemes across both districts aimed at addressing current problems.
- B.30. The overall vision is to create a sustainable, efficient and accessible transport system to support Cambridge City, major employment hubs, villages and key centres. In doing so the plan covers all modes of transport and takes account of forecast employment and housing growth up to 2031. This includes Local Plan growth at key campuses along the A1307.
- B.31. The scheme is consistent with the Cambridgeshire Local Transport Plan 2011-26 and it supports both Cambridge and South Cambridgeshire Local Plans.
- B.32. The plan contains a number of specific policies which are relevant to the corridor. These are:
- Policy TSCSC 3: Catering for travel demand in South Cambridgeshire
This policy states that as existing transport networks from South Cambridgeshire into Cambridge are constrained, passenger transport services on main radial corridors will be used for part or all of more trips to Cambridge and to other key destinations. It also states that more people will walk and cycle to access services and that more people will car share.
 - Policy TSCSC 4: National networks: trunk roads, motorways and rail
National improvements to strategic transport infrastructure must take account of local circumstances, opportunities and impacts e.g. changes to national important road and rail routes.

- Policy TSCSC 7: Supporting sustainable growth
Changes to the transport network should support sustainable travel modes.
- Policy TSCSC 12: Encouraging cycling and walking
This policy states that all new developments must provide safe and convenient pedestrian and cycle improvements.

B.33. The proposals fit well with the above listed TSCSC policies in particular they support mode shift to more sustainable forms of transport, for example, by providing new and improved infrastructure for pedestrians and cyclists such as the Linton Greenway and Multi-user crossings.

B.34. Public transport improvements and improved Park and Ride facilities will enable mode shift even for those who do not live within easy reach of a frequent bus service.

Cambridgeshire Long Term Transport Strategy (LTTS) 2011-2031

B.35. The Long Term Strategy (LTTS) was adopted in July 2015. It was developed by the County Council in close collaboration with district and neighbouring authorities, and forms part of the aforementioned Local Transport Plan.

B.36. The purpose of the LTTS is to provide additional detail on future major transport schemes needed to support Cambridgeshire's ambitious growth plans up to 2031.

B.37. The objectives of the strategy are to (i) ensure that the transport network supports sustainable growth and continued economic prosperity; (ii) improve accessibility to employment and key services; (iii) encourage sustainable alternatives to the private car, including rail, bus, guided bus, walking and cycling, car sharing and low emission vehicles; (iv) encourage healthy and active travel, supporting improved well-being; (v) make the most efficient use of the transport network; (vi) reduce the need to travel; (vii) minimise the impact of transport on the environment; and (viii) prioritise investment where it can have the greatest impact.

B.38. The aspects of the strategy most relevant to the South east of Cambridge are the following:

- Expanding rail capacity and creating new stations (e.g. Cambridge south station)
- Wider pedestrian / cycle network improvements to provide a comprehensive network of high quality pedestrian / cycle routes linking the town with key destinations in Cambridge and the surrounding villages

B.39. The Long Term Strategy Seeks to enhance the bus/guided bus network which forms a major part of the strategy to achieve a high quality network:

- (a) Extend the busway network to serve major new developments and employment sites.
- (b) Develop high quality public transport corridors along key routes with priority at key junctions, helping to reduce journey times.
- (c) Implement new and improved passenger transport interchanges and hubs with parking, cycle parking, high quality waiting facilities, passenger information and facilities for local feeder services, and that are easily accessible by pedestrians and cyclists.

The CAM proposals which form part of Strategy 1 contribute towards delivering the extended network envisaged within the LTTS. The inclusion of transport hubs and Park and Ride sites along the route is also a principle within Strategy 1.

Cambridgeshire Green Infrastructure Strategy (2011)

- B.40. The Cambridgeshire Green Infrastructure Strategy sets out to encourage a consistent approach amongst planners for the provision of Green infrastructure within Cambridgeshire. The Strategy outlines the benefits that provision of Green infrastructure can have as well as identifying the opportunities within set target areas to inform future development.
- B.41. The strategy specifically highlights the current Target Area 6.3 – Cambridge.
- B.42. In respect to transport, the strategy sets out the following opportunities to inform future project development.
- Green Infrastructure Gateways: the growth areas provide opportunities for enhanced linkages between the City, the surrounding countryside, the navigable river and Green Infrastructure sites.
 - Publicly Accessible Open Space: the provision of open space and linkages to the strategic Green Infrastructure network and Public Rights of Way forms one of the key elements of the growth agenda for Cambridge. Significant levels of high quality open space are required by planning policies. These open spaces must link well with the surrounding built-up area.
 - Rights of Way: by ensuring that all communities have access to sustainable modes of movement and enhanced links to the wider countryside as required by the plans for the major developments to provide for countryside recreation.
- B.43. The multi-user route to be provided along with the mass transit route will also offer part of a new Sawston Greenway and will also be connected to the research campuses along the route. There is an opportunity for the former disused railway to form a new linear park with enhanced ecology and improved connectivity between the Nine Wells Nature reserve at the west end of the route and the CWS at the eastern end of the route close to the A11. This will extend the public rights of way network and enhance access to the countryside and opportunities for recreation and healthier lifestyles.

Air Quality Management Plans

- B.44. Like many other urban areas, Cambridge has an air quality problem. Air quality is monitored in Cambridge through the Local Air Quality Management process, known as LAQM. Due to excessively high levels of NO₂ (Nitrogen dioxide, which is primarily traffic related) in central Cambridge an Air Quality Management Area (AQMA) was declared in 2004. The purpose of the Air Quality Management Area is to establish an area where air quality must be improved and start the process of working towards these improvements to bring levels of pollutants below the National Air Quality Objectives.
- B.45. Nitrogen dioxide is routinely monitored across the city and like most cities, the high levels are caused primarily (but not solely) from traffic pollution. The areas of the city most severely affected by air pollution, with high levels of nitrogen dioxide are:
- the area around the bus station
 - the trafficked parts of the historic core
 - the inner ring road
 - junctions with the inner ring road
 - main radial routes into the city
- B.46. The boundary of the Air Quality Management Area was therefore defined by the inner ring road and some extension along radial routes. An AQMA map is provided in the Appendix.

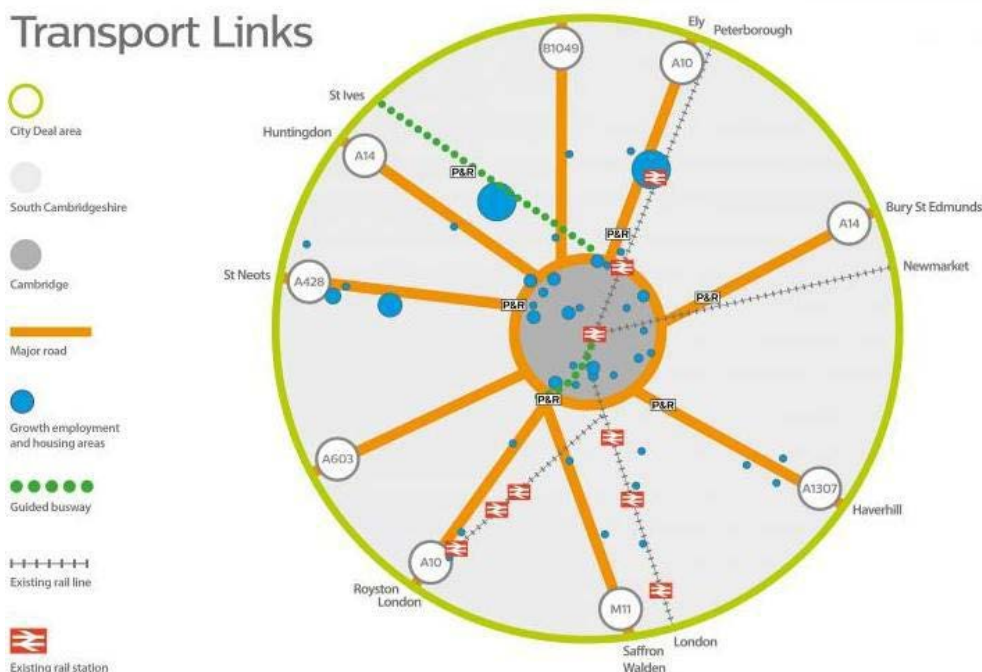
- B.47. An Air Quality Action Plan is in place seeking to reduce levels of NO₂ within the AQMA, There are two main reasons for transport related pollution in Cambridgeshire; these are the importance of Cambridge as an employment, education and tourist centre, and the prevalence of long-distance freight on the A14 east-west corridor.
- B.48. The Air Quality Action Plan is integrated into the local transport plan so that the issues can be addressed together.
- B.49. The consequent Air Quality Action Plan was integrated into the Cambridgeshire County Council's Local Transport Plan Two (2006 - 2011), LTP2, which was published in 2006. It included:
- (d) Expansion of the Core Area traffic road closure programme to further limit access to the city centre
 - (e) Development of a low emission zone in the historic city centre by setting minimum emission standards for buses and taxis
 - (f) A 20 mph speed limit in parts of the city centre
 - (g) Regulation of goods vehicles
- B.50. Other measures proposed for the Air Quality Action Plan included:
- A pro-active stance on land-use planning in relation to air quality and a requirement for Air Quality Assessment for new developments
 - Continued limitation of parking in the Core Area by our adopted car parking standards
 - Full implementation of our Cycling And Walking Strategy
- B.51. Minimum emissions standards have been agreed with bus operators, through the Quality Bus Partnership and taxis continue to be less than 8 years old and a 20 mph zone has been implemented in the city centre.
- B.52. The Air Quality Action Plan was updated in 2009 and integrated with the Action Plan for South Cambridgeshire District Council, working with Cambridgeshire County Council to produce the Air Quality Action Plan for the Cambridgeshire Growth Areas.
- B.53. The Third Local Transport Plan (LTP3) covers the period 2011 – 2026. The preferred strategy for LTP3 focuses on reducing the need to travel while improving accessibility, encouraging the use of environmentally sustainable modes of travel, and reducing reliance on the private car.
- B.54. The main themes in the revised Air Quality Action Plan 2015 – 25 will include:
- Continuing to improve emissions from the vehicles being driven around Cambridge
 - Continuing to improve access to public transport across the city
 - Promoting smarter travel choices
 - Lowering emissions from buildings
 - Managing emissions from new developments within the city through the planning process
- B.55. To continue to achieve improvements to air quality in central Cambridge and beyond, emissions from all vehicles entering the city will need to be significantly reduced. This is dependent on vehicle manufacturers making further improvements to the emissions from vehicles alongside continued restraint on traffic entering the city and through an accelerated shift to lower emission vehicles.

Overall Policy Fit

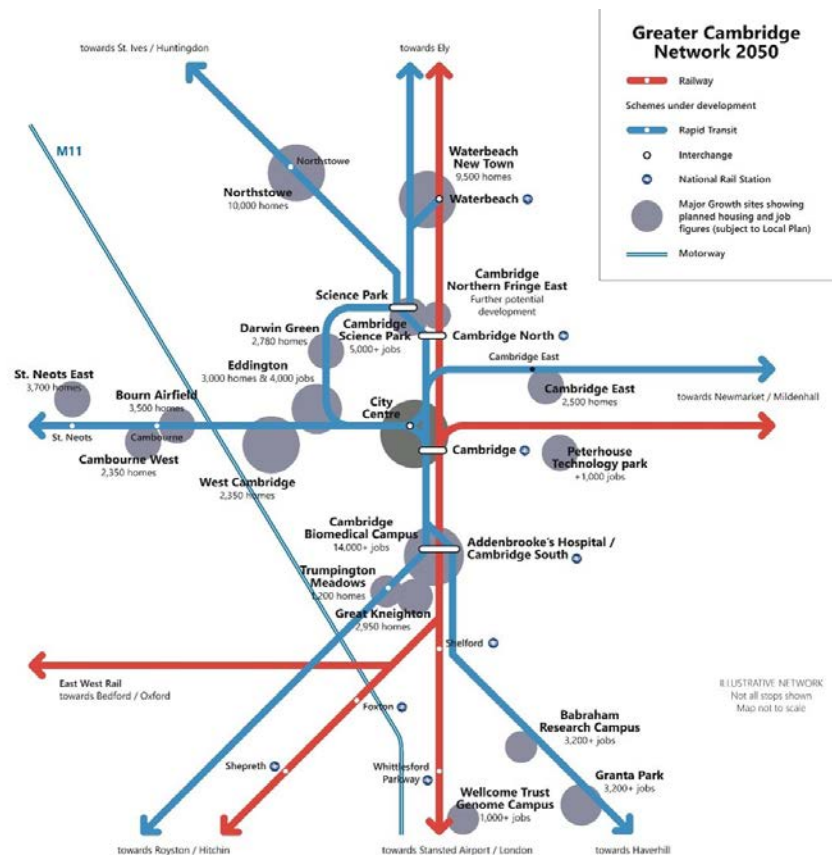
- B.56. The proposals accord well with the above transport, planning and air quality policy objectives, encouraging increased shift to non-car travel and supporting healthier and active journeys by walking and cycling within the South East of Cambridge. Reduction in Killed and Seriously Injured (KSI) at road junctions will also improve population health.
- B.57. The Phase 1 measures also support this with safety and bus priority measures as well as new Greenways and enhanced crossing facilities without encouraging increased traffic into central Cambridge. The new routes created will increase non-motorised user access to the countryside and increase healthy lifestyles.

GCP Objectives

- B.58. The Cambridge South East Transport Study is being led by the GCP, a local delivery body for the Cambridge City Deal, worth £1 billion over 15 years. The City Deal will deliver vital improvements in infrastructure, supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 apprenticeships.
- B.59. The GCP has the following transport vision:
9. *“Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity.”*
- B.60. The GCP aims 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 public transport, by bike and on foot. Through a range of projects, it will create a transport network fit for a small, compact city served by a growing network of rural towns and villages.
- B.61. As shown below this includes the A1307 corridor from Haverhill to Cambridge in the south east quadrant and the research campuses are highlighted as growth locations along the route.



- B.63. The GCP transport objectives are as follows:
- (a) Ease congestion and prioritise greener and active travel, making it easier for people to travel by bus, rail, cycle or on foot to improve average journey time (4.87 minutes per mile in the peak hour in 2015/6).
 - (b) Keep the Greater Cambridge area well connected to the regional and national transport network, opening up opportunities by working closely with strategic partners.
 - (c) Reallocate limited road space in the city centre and invest public transport (including Park and Ride) to make bus travel quicker and more reliable.
 - (d) Build an extensive network of new cycle-ways, directly connecting people to homes, jobs, study and opportunity, across the city and neighbouring villages.
 - (e) Help make people's journeys and lives easier by making use of research and investing in cutting-edge technology.
 - (f) Connect Cambridge with strategically important towns and cities by improving our rail stations, supporting the creation of new ones and financing new rail links.
- B.64. This firmly demonstrates that there is a commitment in place to deliver new sustainable transport infrastructure in order to support the anticipated housing and job growth in the study area. It is also expected that the central government investment via the City Deal towards new transport infrastructure is likely to stimulate further economic investment and growth.



- B.65. Given the study area location on the south eastern edge of Cambridge and proximity to the County Boundary, the project has also considered the adopted and emerging local policies applicable to Neighbouring authorities including St Edmundsbury Borough Council, Braintree District Council and Uttlesford District Council.
- B.66. For example the solutions proposed support significant housing growth (c4260 dwellings) at Haverhill in the eastern edge of the study area. This accords with the adopted St Edmundsbury Local Plan Vision document which sets out the future growth trajectory to 2031. The St Edmundsbury Borough Council Local Plan recognises the proximity of Cambridge as a key driver for housing growth in Haverhill.
- B.67. The growth forecasts within the emerging Local Plans for Braintree District and Uttlesford also include significant housing growth in commuting distance of Cambridge. The Uttlesford District Council's emerging Local Plan in particular highlights an opportunity for new settlement close to Great Chesterford (referred to as North Uttlesford Garden Community). This includes housing growth of up to 4600 new homes in the longer term, although only about 1900 of these would be delivered before 2031. Braintree DC have also provided draft allocations for 10740 homes and jobs in 7350 jobs to 2031. These substantial housing growth areas on the edge of the study area are likely to further increase travel demand in the A1307 corridor in the future which has been taken into account within the traffic modelling work that has informed the selection of options taken forward for consultation. The modelling undertaken in summer 2017 which informed the strategy development takes into account the following extra external growth within neighbouring Districts on the south east edge of the study area:
- 14,100 dwellings in Uttlesford Emerging Local Plan (including 4600 dwellings in a new settlement option at Great Chesterford).
 - 9,000 jobs at Stansted Airport and 900 elsewhere in Uttlesford (2017-2033)
 - Braintree Draft Local Plan 2016 716dpa and 490jpa = 10,740HH+7350jobs
 - Suffolk Planning and Infrastructure (SPIF) Growth – up to 50,000 HH by 2050 (of which 10,000 could be in place by 2031)
 - 304 extra dwellings at Linton – 84 under construction and 224 at Potential Appeal sites

Need for the Scheme

- B.68. The Local Plans for Cambridge and South Cambridgeshire estimate more than 44,000 additional jobs will have been created in the area by 2031, and local science and research parks in the area have aspirations for continued growth. Plans for the area between south Cambridge, Haverhill and Great Chesterford suggest up to 8,000 new homes could potentially be built over the next 15 years, with scope for future growth.
- B.69. Parts of the road network are already at capacity at peak-times, impacting on people's day-to-day lives, the ability of businesses to operate effectively and contributing to pollution. If no action is taken to deal with the estimated growth sustainably, journey times are predicted to increase by around 50%. The poorer operation of the roads is likely to worsen accident clusters, which could lead to an increased number of fatalities on high speed sections.
- B.70. The investment in infrastructure such as bus lanes and busway options, is essential to secure reliable journey times and frequent services leading to mode shift. Given the context of the surrounding area Park and Ride is also an essential part of the strategies as this makes bus services accessible from a much wider catchment and enables traffic relief to the highway network. A site location close to the A11/A505 appears to offer an effective catchment which is able to attract a wider demand and minimises impacts downstream junctions on A1307 west of A11.

- B.71. The Strategy 1 option also provides relief to the A1301 corridor as this has an enhanced catchment with the proposed alignment alongside key villages, placing many more residents and workplaces in walking and cycling distance of the scheme. Similar to the northern busway this is expected to cater for housing growth and further stimulate investment in the area by enhancing accessibility.
- B.72. Investment in bus-based infrastructure is also likely to be the most cost effective approach and is immediately compatible with the existing transport system in Cambridge as well as offering the flexibility of on-road and off-road travel. The connectivity with the CBC is essential to support economic growth and connect housing to the south and east of Cambridge with jobs, this also assists with providing streamlined journey times to the City.
- B.73. Three transport strategies have been identified which all offer good benefits to residents and workers within the study area and improved local access. They also provide an improved opportunity for travel by non-car modes which helps take pressure off the road network at peak times and provides improved journeys across the whole day to key destinations, such as key worker shift patterns at Addenbrooke's Hospital and access across the route for retail and services.
- B.74. The three strategies will improve local access and reduce car travel across the study area and on key routes. They will overcome constraints on the local transport network, improve safety and increase local trips by cycle, walking and passenger transport.
- B.75. The strategic case for all of the strategies is significantly enhanced by the City Access proposals which focus on reducing car trips to central Cambridge. To complement the City Access proposals investment in passenger transport in the form of extra Park and Ride capacity, increased bus service frequency and affordable bus fares/parking charges as well as new high profile infrastructure and bus priority measures are required.
- B.76. The alignment currently identified for the Phase 2 Strategy 1 busway option also has some synergy with other emerging strategies and does not preclude the major investment proposals being promoted by others in relation to light rail and heavy rail in the future. All the strategies provide a sound basis for developing passenger transport patronage to support future additional investment in transit schemes.

Aims and Objectives

- B.77. The stated aims of the project are to:
- Cut congestion
 - Improve air quality
 - Provide faster and more reliable transport routes into Cambridge and to employment sites
 - Link villages together
 - Improve junction safety through highway improvements
 - Provide high-quality walking and cycling facilities
- B.78. The scheme would positively contribute to growth by:
- Improving local sustainable transport links between homes and jobs;
 - Support the delivery of job and housing growth along the corridor including important growth sites at Granta Park, BRC and the CBC.

Measures of Success

B.79. The key opportunities that Strategy 1 seeks to address are improvements to road safety, bus journey time reliability and mode shift, so key measures for success include the following:

- Improved journey times and reliability for public transport users
- Reduced vehicle emissions of NO2
- Increased Park and Ride usage, including for bikes – helping to reduce the number of cars travelling to central Cambridge.
- Increased public transport patronage and revenues

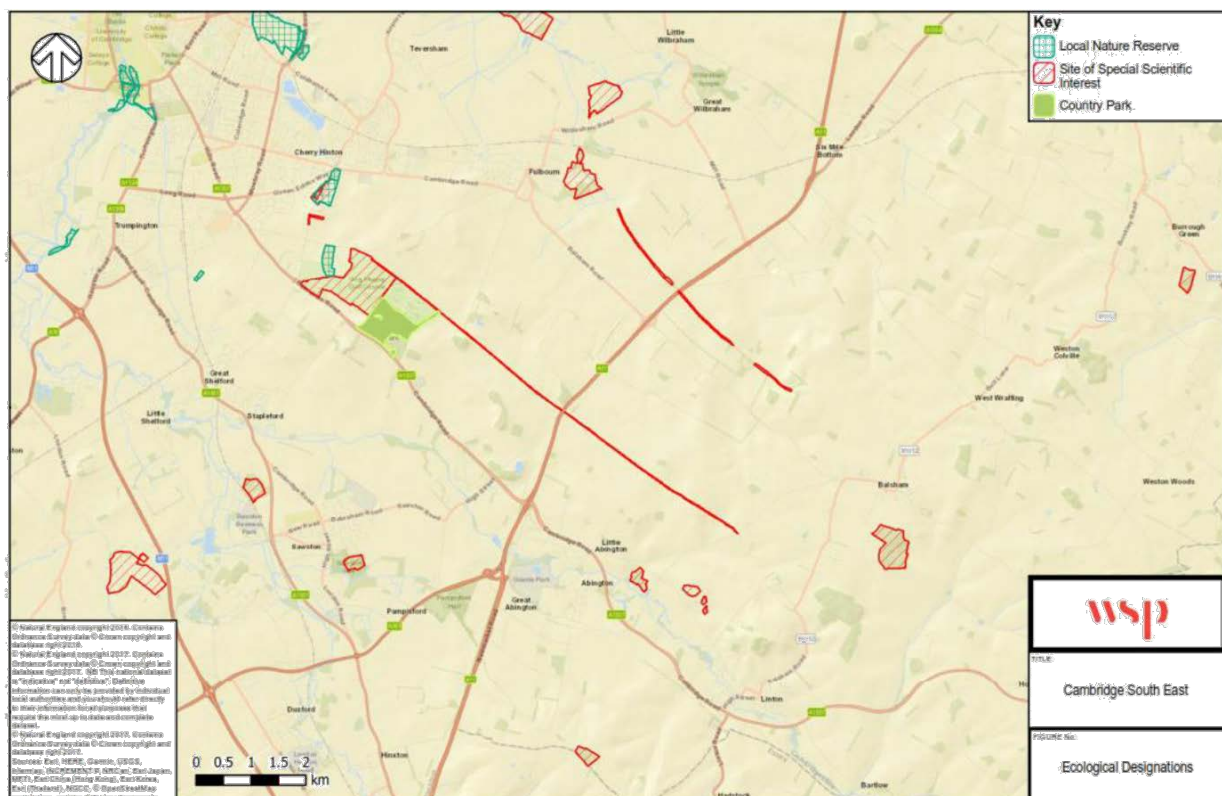
B.80. The success of the project will be monitored against these parameters via before and after surveys.

Constraints

B.81. The A1307 route to the south east of Cambridge is located close to a number of Environmental constraints. These include designated heritage and ecology constraints (Wandlebury Country Park/The Gog Magog Hills, Nine Wells Nature Reserve and the Former railway).

Ecology

B.82. Protected areas are shown below



County Wildlife Sites

9.2. County Wildlife Sites are shown below:



Greenbelt

- B.83. The majority of the study area west of A11 in South East of Cambridge is also classified as Greenbelt. South Cambridgeshire District Council policy on Greenbelt indicates that development opportunities within the Greenbelt are very limited, although transport infrastructure may be considered to be included as key infrastructure with exceptional need and movement networks or leisure and recreation which support active and healthy lifestyles.
- B.84. Based on local precedents for Park and Ride sites within the Greenbelt, including the nearby Babraham Road Park and Ride it is anticipated that transport infrastructure proposals could potentially be tolerated within the Greenbelt with adequate landscaping and mitigation. However, the Greenbelt status of the receiving environment remains a planning risk to the proposals which needs to be explored further in consultation with South Cambridgeshire DC as the detail of the Strategy 1 proposals emerges.
- B.85. The Phase 2 Strategy 1 scheme is likely to have a more pronounced effect. However, the location of the route alongside the former railway and the existing remnants of the disused route in some areas has been colonised by ecology. This could potentially be retained as a landscaped backdrop to the new transit route offering screening in places where trees and hedges line the route of the former railway. The new transit route and the former railway line together could then offer a form of linear park for public enjoyment as a new public right of way for non-motorised users.

Stakeholder and Public Engagement

- B.86. A variety of key stakeholders have contributed to the project, either as part of the Project Board, Project Team or GCP. There are also many stakeholders who have been involved in the LLF these include parish councils along the route of A1307 and A1301 and co-opted members (Cambridge Past Present and Future, The Gog Magog Trust, the Cambridge University Hospitals Trust, Trumpington Residents Association and Queen Edith's Residents Association).

- B.87. Local businesses have also been engaged throughout the project, this has included the campuses along the routes (Granta Park, BRC, CBC, Hinxton Genome Campus).

Consultation

- B.88. The proposals have been developed with public and key stakeholder input throughout the study since 2015. Initial Options were developed in 2015 with input from stakeholders following the DfT EAST method with a long list of options refined down to a shortlist which were taken forward to public consultation in summer 2016.
- B.89. The feedback from the summer 2016 consultation indicated that local residents preferred a less intrusive package of options which would be affordable in the short term period coinciding with the availability of Tranche 1 GCP funding (for scheme elements to be implemented by 2020). Key issues raised included:
- Road Safety concerns
 - Congestion and Delays
 - Improving bus journey times and reliability
 - Lack of alternative modes – rail
 - Improvements to walking and cycling facilities
- B.90. During the summer of 2017 a series of LLF Workshops were carried out to seek feedback on potential scheme options and seek alignment with the GCP objectives. The key elements of the scheme were derived from this feedback, prioritising those which best met the GCP objectives.
- B.91. Further public consultation was carried out in 2018 on the options that emerged from the optioneering in 2017.

Other Strategic Options Considered

- B.92. The study area includes a former rail line from Haverhill to Cambridge which was closed during the Beeching era and early studies undertaken as part of this project indicated that re-instating a railway from Haverhill to Cambridge would not offer good value for money. This has been challenged by Rail Futures who considered the estimated cost to be higher than other re-opened railways.
- B.93. A new road scheme had also been considered previously within the corridor to provide additional highway capacity. However, this was considered to contradict the GCP objectives which seek to influence mode shift and reduce car travel into central Cambridge.
- B.94. A review of traffic survey data at the A11 junction also indicated that much of the traffic travelling from Haverhill and Linton does not continue directly towards central Cambridge on the A1307. About 50% of traffic approaching the A11 and to the west of the A11 junction about 50% of A1307 traffic joins the road from A11. A separate highway scheme from Haverhill to A11 was felt to be more appropriate to the east of A11 and is therefore being progressed by Haverhill Chamber of Commerce (A1307 Strategy Board). A Pre-SOBC has been produced for potential scheme options for this route and has a BCR of approximately 1.0, with two scheme options considered to the north and south of Linton, with scheme costs in the region of £180m-£190m.
- B.95. Due to land assembly and funding issues, timescales for implementation of the strategic road scheme east of A11 are unlikely to coincide with the Cambridge South East Transport Study being delivered in the next 8 years. However the principle of the route has been considered in the development of the Cambridge south east transport study. The Phase 1 strategy is expected to be complementary to this scheme without duplicating infrastructure or providing interventions that may become surplus to requirements once the new road is in place.

Summary

- B.96. The evidence shows that the study area and routes within it are important for the local and regional economy with key strengths in knowledge-research industries, supported by a skilled workforce.
- B.97. In order to maximise the areas effectiveness in contributing to the Cambridge economy and City Deal, transport connectivity must be addressed to enable reduced business costs, and enable improved access for all to key jobs and services.
- B.98. The interventions are critical to overcoming the existing local and regional infrastructure challenges, connecting skilled people with jobs, linking employment clusters and creating an efficient transport network that enables housing and jobs growth to be delivered in way the supports the efficient movement of goods and people.
- B.99. Modelling indicates that the strategic public transport, walking and cycling interventions proposed within the three strategies (in particular strategy 1) will ensure that a lack of transport connectivity and capacity does not prevent the area from successfully delivering sustainable growth.

The Economic Case

Strategy Modelling

- B.100. The County Council's strategic transport computer model referred to as the Cambridge Sub-Regional Model (CSRM) model was used to assess the different option proposals.

Forecast Background Growth to 2031

- B.101. The CSRM2 foundation case model has been taken as the starting point for all GCP projects. This gives a common set of minimum background land use changes (e.g. housing and employment growth) as well as transport assumptions. The Foundation Case is consistent with the Local Plans within Cambridgeshire.
- B.102. Within the study area, local adjustments have been made, where committed development is more than likely to exceed the Local Plan and project-specific requirements need to be taken into account. Additional developments were therefore included in addition to the Local Plan growth within the Foundation Case.
- B.103. The A1307 travel demand modelled within the initial Options Report was based on a certain set of development assumptions which included a subset of what is now the committed development at CBC, employment expansion at Granta Park and BRC and significant housing growth in Haverhill totalling 4260 dwellings by 2031 as set out within the St Edmundsbury Adopted Local Plan.

Scenarios Tested

- B.104. A total of 8 potential strategy sub-options were tested within the CSRM2 model.
- B.105. All strategies are assumed to be implemented alongside the City Access measures being promoted by GCP. The objectives of the City Access study are to reduce traffic in central Cambridge by 1% below 2011 levels by 2031. The Do-Minimum (2031 forecast without implementation strategies) scenario does not include the City Access measures as the demand management measures proposed need to be supported by public transport and/or active mode alternatives such as those proposed for the A1307 route.

- B.106. The key findings of the modelling work are summarised below:
- (a) A public transport corridor located close to existing villages in the A1301 corridor enables additional settlements to benefit from faster journey times in addition to improving journey times for the existing Babraham Park and Ride service due to the segregated route and higher bus speed owing to the guidance system.
 - (b) The bus link mainly improves the existing Babraham Park and Ride service.
 - (c) The provision of a new Park and Ride site near the A11 / A505 helps to increase the captive audience that the public transport improvements are able to cater for.
- B.107. WebTAG sets out assumptions that should be used in the conduct of transport studies. The DfT Databook has been used where possible to provide a consistent basis for assessment. The cost data used to inform the assessment is based on the best information available at the time of preparing the OBC.
- B.108. Optimism bias has been dealt with via the rule of half applied within the economic calculations. However, the implementation costs also include an element of optimism bias of 15%. Contractor preliminaries are assumed at 15%, traffic management 10% and profit 8%.
- B.109. The proposed mass transit route is currently envisaged to form part of a wide CAM network which is an entirely new concept for Cambridge being promoted by the Combined Authority and elected Mayor of Cambridgeshire and Peterborough. A Strategic Outline Business Case for the CAM system is being worked up by SDG and this is expected to be available in December 2018. However, the route could equally be delivered as a busway or light rail system (if extended to Haverhill). Given the limited knowledge of the CAM system, the assumptions are based on a bus only road which was the concept originally envisaged. It is proposed to undertake more detailed work alongside further development of CAM. Mass transit on Strategy 1 would increase patronage and economic return.
- B.110. A new station in the south of Cambridge located at the CBC campus was also not included in the modelling assumptions for the study. The Cambridge south station proposal is currently moving through the GRIP. However, a preferred scheme was not published and there is not full funding in place to support the proposals so it is not seen as a committed scheme. It is expected that it would, if delivered, significantly increase patronage of the Strategy 1 mass transit route by increasing connectivity to the main line railway for communities without a station.
- B.111. The Haverhill to A11 strategic road scheme is also excluded from the assessment. This is not geographically co-incident with the strategy 2 mass transit route option and caters for a different customer market (those travelling to strategic destinations north and south of Cambridge rather than local trips into central Cambridge, so is unlikely to conflict or detract from the performance of the mass transit route.
- B.112. The City Access measures are assumed to play an important role in securing the mode shift potential of the scheme identified via the CSMR2 model, in particular trip end restraint at workplaces in Cambridge. The benefits of the scheme are dependent on this to a significant extent.

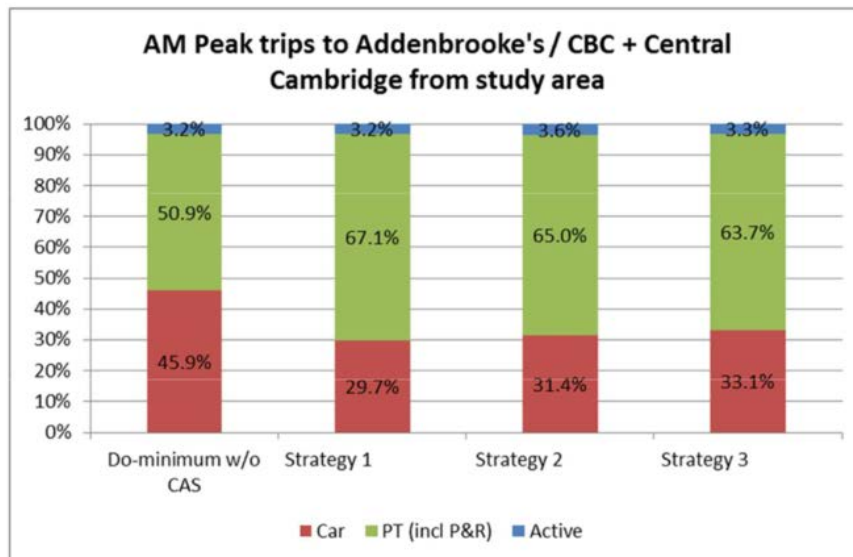
Journey Time

- B.113. Strategy 1 provides the best journey time for buses due to the more reliable speeds that can be achieved using segregated infrastructure. Despite the fact this route provides a greater number of stops, it is still the quickest option. Mass transit would be likely to further reduce journey times.
- B.114. Strategy 2 provides a slightly longer journey time (still significantly better than the do-min) because a larger number of people wish to remain in their cars from the A11 to Babraham in

order to use Babraham Park and Ride where a new bus link has been provided to Addenbrooke's in Strategy 2. This places additional pressure on Hinton Way roundabout.

- B.115. Strategy 3 is very similar to strategy 2 (bus lanes but no Hinton Way to CBC bus link) but it does not attract additional vehicles to Babraham Park and Ride and therefore the bus journey time on the A1307 between A11 and BRC is not affected.

Mode Shift



Estimated Costs

- B.116. The Board has already approved £13.9m investment for Phase 1.

- B.117. The estimated additional costs of Phase 2 on top of Phase 1 are:

	Estimated Cost
Strategy 1	£123.6 m
Strategy 2	£30.1 m
Strategy 3	£27.6 m

Benefit Cost Ratios

Strategy 1

BENEFITS (£M, 2010 values)	10-year appraisal	20-year appraisal	30-year appraisal
New bus journey users	£3.94 m	£7.69 m	£12.00 m
Existing public transport journey time saving	£6.72 m	£11.57 m	£12.15 m
Total revenue benefit	£54.50 m	£96.58 m	£185.13 m
Non-user benefits – road decongestion	£9.16 m	£18.07 m	£25.21 m
Non-user benefits – noise air quality, greenhouse gases, accident benefits and others	£3.20 m	£6.00 m	£6.46 m
Total present value of benefits	£77.51 m	£139.90 m	£240.95 m
COSTS (£M, 2010 values and prices)	10-year appraisal	20-year appraisal	30-year appraisal
Total present value of costs	£56.46 m	£56.46 m	£106.21 m
NET PRESENT VALUE (Benefits – Costs)	£21.05 m	£83.44 m	£134.74 m
BENEFIT - COST RATIO	1.4	2.5	2.2

Strategy 2

- B.118. This strategy offers a lower environmental impact than Strategy 1 as there is less land take, and less impact on the Greenbelt. The estimated high level BCR at this stage is 2.3 to 4.2. The strategy is lower cost, but also generates lower economic benefits, less than half those for Strategy 1

Strategy 3

- B.119. Overall Strategy 3 is the most cost-effective strategy. However, Strategy 3 has less impact on mode shift and reduction in car usage than Strategies 1 and 2. The estimated high level BCR at this stage is 2.0 to 3.7. The strategy is lower cost, but also generates lower economic benefits, around one third of Strategy 1, and 80% of Strategy 2.

The Financial Case

Risk Allowance

- B.120. As set out above the high level cost estimates include an optimism bias of 15% and a site specific assumption on utilities risk and land value.

Budgets/ Funding Cover

- B.121. Both Phases of the project will be delivered through the GCP. The GCP, one of a number of 'City Deals' agreed by central Government in 2013, is worth up to £500 million in funding to 2030 for transport infrastructure to boost economic growth.
- B.122. The GCP has produced a Future Investment Strategy, which serves as an overarching view of the growth and development delivery for 2020 and beyond. The Future Investment Strategy covers all work strands of the GCP, and highlights key delivery areas for infrastructure, housing and skills.
- B.123. £100m of government funding has been made available for transport improvements until 2020. A further fund of up to £400m will be available if initial investments are successful in supporting economic growth.
- B.124. The GCP will also generate local funding, for example through Section 106 agreements with developers, and explore private funding opportunities.
- B.125. Phase 2 of the project is likely to link in with the Combined Authority plans for a Mass Transit system for Cambridge. System wide "central" costs for mass transit such as vehicles, depots, power supply, vehicle maintenance, control rooms etc. have not been included in the Strategy 1 cost estimates as it is assumed these will be funded by the CA as part of CAM.

The Commercial Case

- B.126. Phase 2 comprises large scale transport infrastructure. This element of the scheme is at an early stage, and routes to procurement are still open. However, based on recent experience with major infrastructure delivery, the following is considered to be the most likely way forward.
- B.127. The procurement of the scheme through an Early Contractor Involvement (ECI) Two-Stage Design and Build Contract, using the New Engineering Contract Option C - Target Price with Activity Schedule. The NEC contract is the most widely used form of contract in construction and encourages good management and cooperation between the parties to the contract and Option C is considered to be the best choice to fairly apportion risk in respect of delivery and cost to those best able to manage it.
- B.128. In deciding on the final form of contract, a number of arrangements for the delivery of the scheme will be considered. Specific factors pertaining to the scheme, including construction risks, the stage that the project is at in its development and importantly, the level of risk in the project and the appetite to accept or transfer it to a contractor will be considered. The importance of understanding the risks in delivery and ensuring that the contractual arrangement places risks with the party best placed to deal with them will be a key consideration.

Sourcing Options

- B.129. The scheme is not within the scope of any current Cambridgeshire County Council (framework or service) contract, a factor, which together with the specialist nature of some elements of the work required, (e.g. liaison with Network Rail, and innovative transport), indicates that best value would be obtained through an individual tender.
- B.130. The scheme will be procured in line with Cambridgeshire County Council's procurement requirements and Procurement Regulations through a restricted OJEU tendering process. The latter will need to be reviewed once the consequences of Brexit are clearer. With the UK anticipated to leave the EU, the OJEU will not apply after the end of any transition period, but it is not clear what if anything will replace it.

The Management Case

- B.131. The powers to deliver the Phase 2 (Strategy 1) scheme is assumed at this early stage to be reliant on the Transport and Works Act (TWA) to secure deemed planning consent and Compulsory Purchase Order (CPO) powers for land assembly. At present the TWA Order powers need amending to suit schemes such as CAM which rely on optical or virtual guidance. However, other delivery options are currently being explored by GCP such as local Development Consent Orders.

Programme

- B.132. Key dates are given in Appendix D. The second phase consists of a strategic mass transit option that could be in the form of a segregated off-highway guided transit corridor which is accessible by CAM-like vehicles that are capable of being guided using new technology such as magnetic or optical guidance. The Phase 2 scheme would require land assembly and may involve CPO powers so would take longer to implement. The Phase 2 option would also be supported by a new outer Park and Ride site close to the A11 which requires further consultation to inform decision making on preferred site location. It is estimated that the Phase 2 package would be in place by 2026.

Key Stakeholder Engagement

- B.133. As the scheme develops from Outline Business Case, through detailed design and moves towards implementation, further LLF workshops will be held and key stakeholder meetings will continue with affected landowners and project partners. Future opportunities will also be made for statutory public consultation prior to planning submission. The Park and Ride proposals also require finalisation and the options available for this are being shortlisted based on progressing Strategy 1 as the preferred option will then be consulted on.

Risk Management Strategy

- B.134. The key delivery risks have been captured in a project risk register in accordance with the corporate guidance and key risks have been quantified in accordance with best practice.
- B.135. Risks are being addressed via early engagement with key stakeholders and ecology and heritage Phase 1 surveys have been commissioned in spring 2018 to understand in more detail the site specific risks and mitigation requirements prior to the development of works and land plans for the TWAO or Development Consent Order (DCO) submission.
- B.136. By their very nature, risks are uncertain both in timing and effect and indeed many of the risks can be complementary i.e. if a particular risk occurs then another risk will not therefore occur. A Quantified Risk Assessment (QRA) workshop will be undertaken with the project team at the completion of the updated Options Assessment Report.
- B.137. GCP recognises the importance of the project and the fact that some of the risks have potential to impact GCP at a corporate level. CCC procedures are followed to recognise projects that have such potential and monitor risks at Corporate and Departmental level. Currently, the corporate risk register contains a risk relating to the possibility of CAM scheme failure monitored at the GCP board level.

Appendix C - Figures

Figure 1 - Phase 2 - Strategy 1

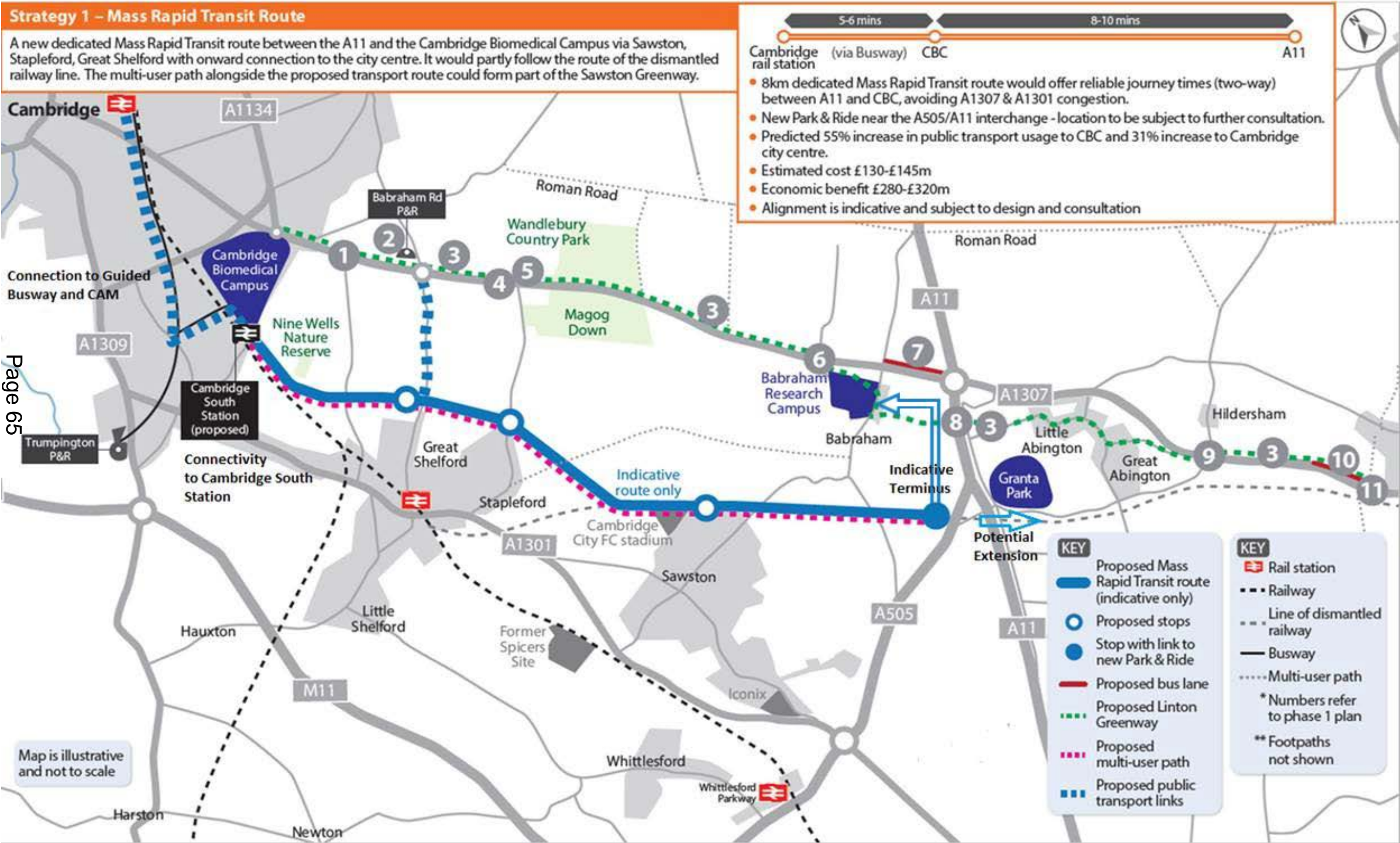


Figure 2 - Phase 2 - Strategy 2

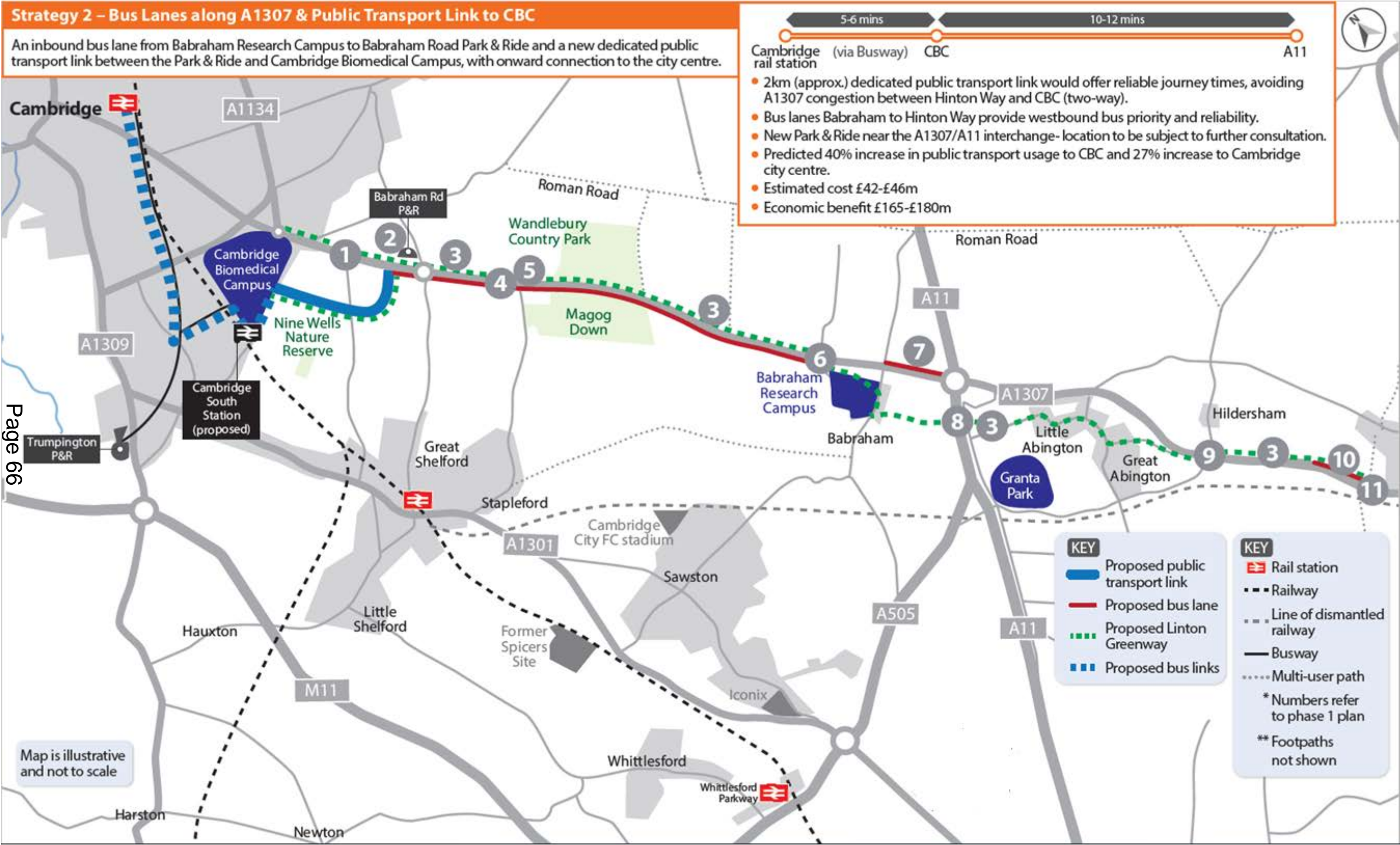
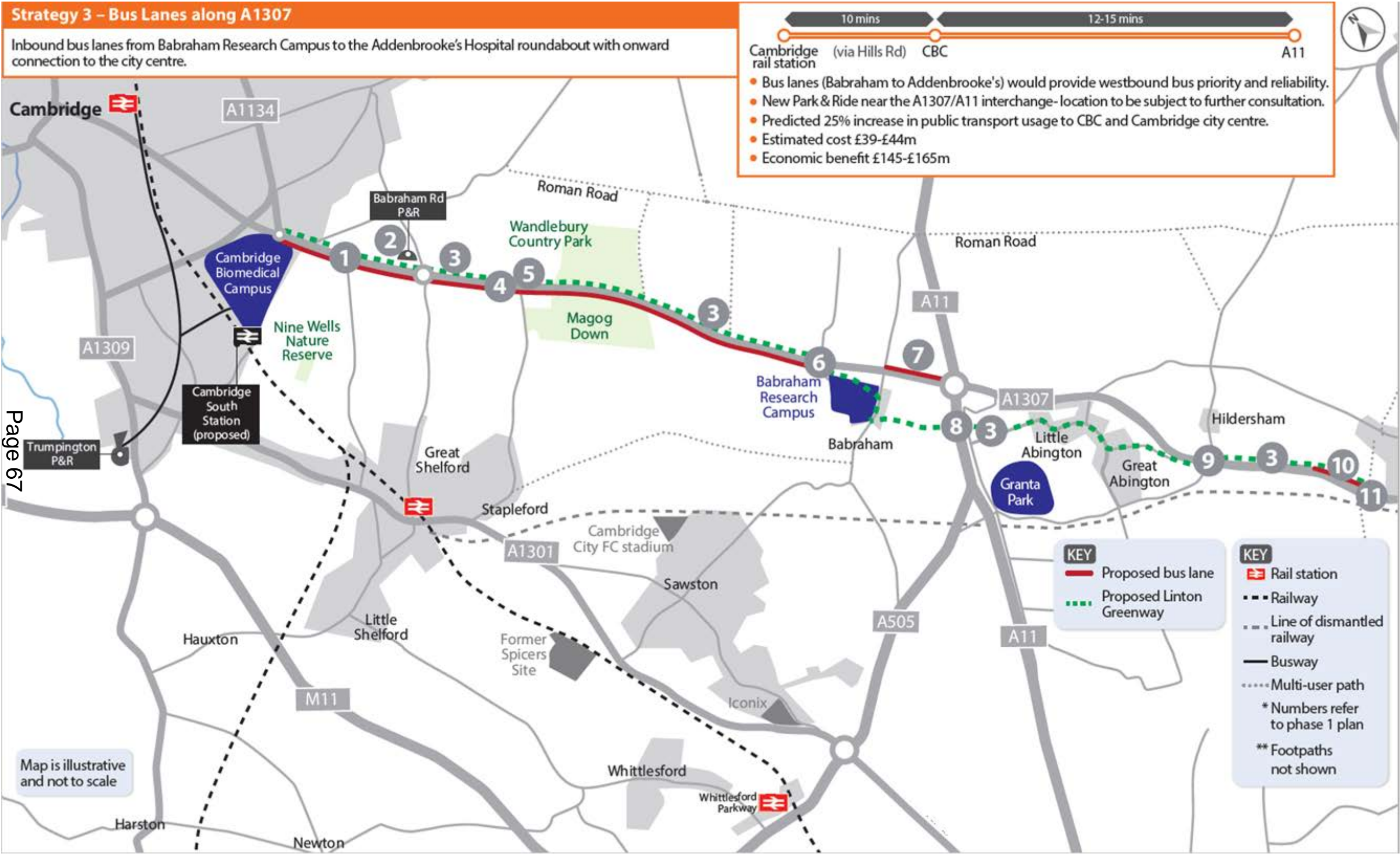


Figure 3 - Phase 2 - Strategy 3



Appendix D - Programme

D.1. The outline programme is:

PUBLIC CONSULTATION	May and June 2019
OUTLINE BUSINESS CASE	August 2019
PREFERRED OPTION	September/October 2019
COMPLETE STATUTORY PROCESS	September 2021
DECISION TO PROCEED	Late 2021
COMPLETION	Spring 2024

D.2. Coordinates with CAM programme for Strategic Outline Business Case at end 2018
Includes contingency for alteration to Transport and Works Act

Agenda Item 8



WEST OF CAMBRIDGE PACKAGE M11 J11 PARK AND RIDE)

Report To: Greater Cambridge Partnership (GCP) Executive Board 11th October 2018

Lead Officer: Peter Blake – GCP Director of Transport

1. Purpose

- 1.1. This report provides an update on progress with the West of Cambridge package.
- 1.2. The West of Cambridge area is one of the key routes in to Cambridge. It suffers from considerable congestion, particularly at the Cambridge end and the junction with the M11. There are some large development sites on this corridor and it provides a key access route to the Cambridge Biomedical Campus (CBC).

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - (a) Note the review of the West of Cambridge Park and Ride options;
 - (b) Agree to consult on increasing the capacity for park and ride to the West of Cambridge by either further expanding the existing site at Trumpington or providing a new site adjacent to Junction 11 of the M11 (ref figure 3);
 - (c) Obtain feedback from the public consultation on the access options and other improvements associated with any development, including regard to the Cambridge and Peterborough Combined Authority's (CPCA's) request that any new sites are temporary; and
 - (d) Include in the consultation strategic options for improving public transport reliability into the City Centre along Trumpington Road.

3. Officer Comment on Joint Assembly Feedback

- 3.1 There was a mixed reaction by the Joint Assembly, including the following:
 - Stressing the need for progress, as the problem was already urgent and Trumpington Road Park and Ride site is now at capacity most days.
 - There was considerable concern about what was meant by 'temporary' park and ride and especially if it was going to involve a segregated bridge over the M11.
 - Highlighted the need to articulate how this scheme would contribute to delivering modal shift.
 - Questioned the absence of data on origin and destination for the use of the current park and ride facility.
 - Concern that the proposals did not provide benefits to the villages of South Cambridgeshire.

- There was a need to tell a more compelling story about some sort of ten year evolving strategy for creating a strategic interchange network.

3.2 The paper has been updated accordingly to address these matters.

4. Key issues and Considerations

Context

- 4.1. Between 2011 and 2031 there are a planned additional 15,500 new homes and 20,000 new jobs in development locations to the west and south of Cambridge, at CBC, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe, West Cambridge, Cambourne and Bourn. A significant proportion of new residents and new workers will need to make trips between the north, west and south of Cambridge and interventions are required that will support them to make those trips in a way that minimises pressure on the existing network.
- 4.2. Cambridge faces transport supply side threats to its economic growth. Investments in transport infrastructure will be critical, ensuring transport network capacity constraints, high congestion levels and poor reliability issues are addressed to unlock the city's growth potential.
- 4.3. A range of existing and future transport problems, which have the potential to constrain economic growth to the south and west of Cambridge have been identified:
- Congestion on the A1309, between M11 Junction 11 and the Biomedical Campus and city centre. Peak period average speeds are less than 10mph on multiple sections of the road.
 - Congestion at M11 Junction 11, including the A10 approach from the south-west which experiences delays of approximately 16 minutes during the morning peak hour.
 - Higher private car mode share for journeys from the south and south-west.
 - Insufficient parking capacity at the existing Trumpington Park and Ride.
 - Congestion currently affecting Park and Ride bus services along the A1309.

Transport Case

- 4.4 At the present time 34,000 vehicles per day are using J11 from A10, M11 North & South and Cambridge between 0700 and 1900. In those 12 hours 13,600 were travelling from J11 towards Cambridge. The division of movements is as shown in **Figure 1** below:

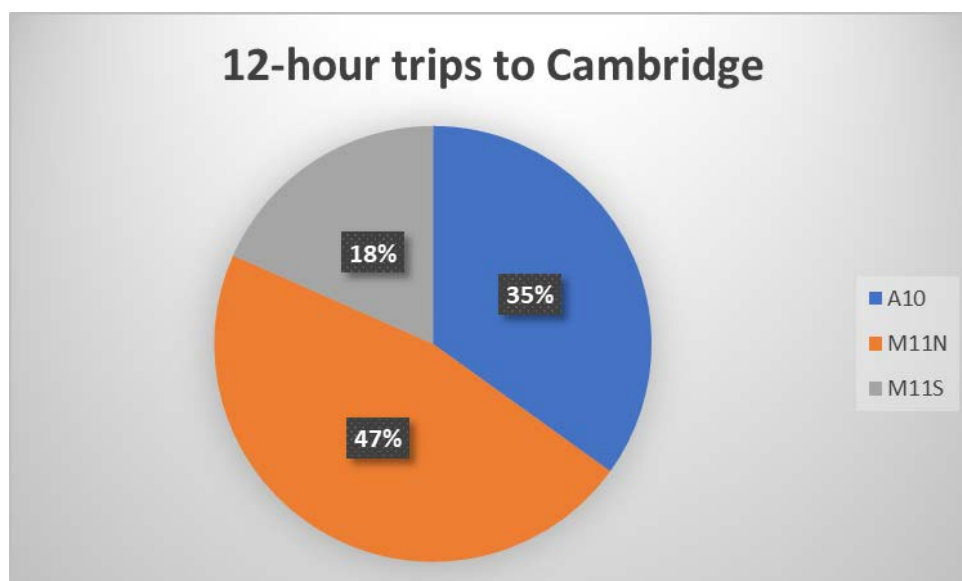


Figure 1 Traffic movements at Junction 11 of M11

- 4.5. Traffic using the Park and Ride was 11% of overall 12-hour trips along this corridor towards Cambridge. The current site is to be expanded to 1690 spaces, which are forecast to fill up almost as soon as they can be built. The traffic growth to 2031 with Local Plan developments requires more park and ride to mitigate the impact on the local network. Transport modelling demonstrates a potential increase in traffic using J11 by 2031 of 23% (AM peak), with the greatest increase coming from the south (M11S).
- 4.6. If the AM peak increases are repeated across 12 hours, the number of vehicles using J11 in 2031 would increase to 41,800. With no extra capacity at J11 this location would be at a standstill causing hard shoulder running and significant network issues.
- 4.7. A review of the demand for Park and Ride to the West of Cambridge has been undertaken to update the earlier estimates reported to the GCP Executive Board in November 2017. Table 1 below outlines the significant increase in park & ride capacity required at Junction 11.

Growth Scenario	Total number of Park and Ride spaces needed at J11		
	2021	2026	2031
Medium (committed developments)	1825	2049	2274
High (committed developments)	2194	3034	3874

Table 1 Potential Demand for Park and Ride at J11

- 4.8. The GCP delivery programme to increase park & ride capacity and improve the infrastructure for public transport is based on the policy framework established by the local planning and transport authorities. These include the emergent transport policy of the CPCA and in particular the compatibility of the project with the proposed Cambridge Area Metro (CAM) - a mass rapid transit scheme.
- 4.9. The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC) was prepared in parallel with the submitted Local Plans and adopted 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 corridor as a key part of the integrated land use and transport strategy, responding to levels of planned growth. The Local Plan policies for the strategic development sites along the corridor requires high quality public transport (HQPT) to link new homes to employment and services in and around Cambridge.

Cambridgeshire and Peterborough Combined Authority

- 4.10. The CPCA was established in March 2017 and is led by an elected Mayor and Board comprising representatives from 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.
 - Delivering outstanding and much needed connectivity in terms of transport and digital links.
- 4.11. The CPCA is responsible for the Local Transport Plan. The existing Local Transport Plan 2011 to 2026 remains the existing key transport policy framework at this time which emphasises the need for new developments to be supported by sustainable transport measures such as HQTP.

- 4.12. In December 2017 Steer Davies Gleave delivered an options appraisal report jointly funded by the CPCA and the GCP on CAM. This favoured a mass transit system in Cambridge based on innovative rubber tyred trams.
- 4.13. On 30 January 2018 the CPCA agreed to fund further development of the CAM to Strategic Outline Business Case. CAM was formally adopted by the GCP on 8 February 2018. The CPCA resolved also to *“liaise with the Greater Cambridge Partnership (GCP) to ensure GCP’s current and future plans for high quality public transport corridors were consistent and readily adaptable to the emerging proposition for a CAM network.”*
- 4.14. The potential CAM network is set out in **Figure 2** and includes an alignment toward Junction 11 of the M11 and the Park & Ride site.

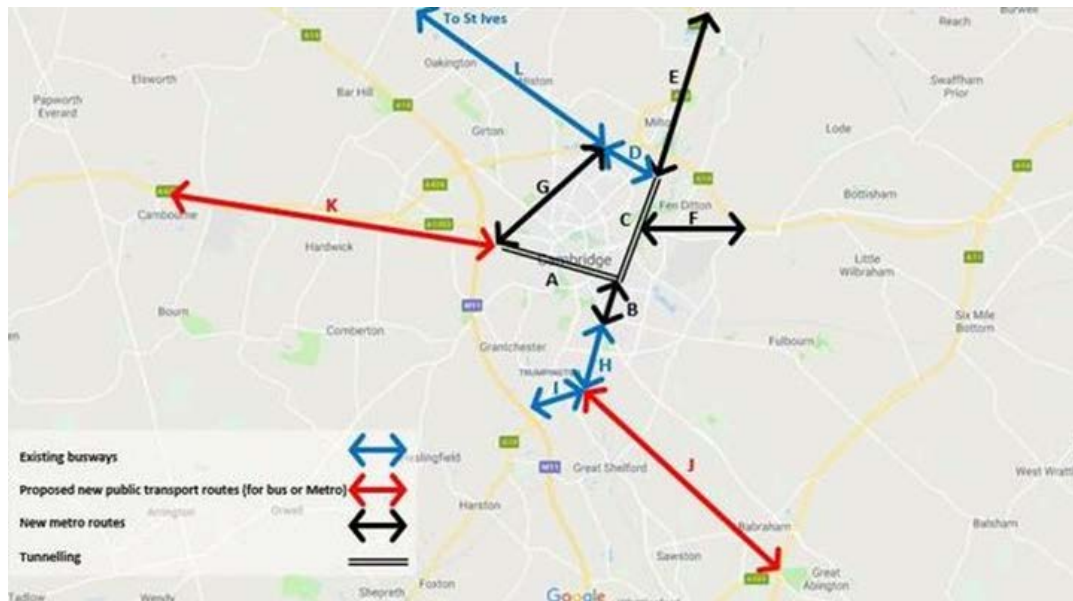


Figure 2– Potential CAM network

- 4.15. The CPCA and GCP have subsequently undertaken a review of alignment between the West of Cambridge scheme and the emerging CAM proposals. The review has concluded that the West of Cambridge scheme is aligned, subject to detailed work on potential Park and Ride proposals. The changes to park and ride referred to are:

“The park and ride elements of the above projects will be implemented as temporary solutions to reflect the MITSS (Mayoral Interim Transport Statement) aspiration to connect the Metro stops with the wider population through innovative transit solutions and not the private car. This includes providing more infrastructure to support greater use of cycle and footpaths, and put in place measures that move away from reliance on private cars for short term and commuter journeys.

5. Work to Date

- 5.1. In early 2016 the GCP undertook a consultation on the initial ideas for the Western Orbital strategy. This consultation addressed a number of wide ranging concepts including alignments of a future bus priority route and park and cycle projects. These elements of the Western Orbital strategy have subsequently been reprogrammed as West of Cambridge measures and subsequent work has focused on Park and Ride improvements at J11. A further phase of work will develop options to improve reliability of public transport services along the corridor and link with the emerging CAM concept.
- 5.2. In the 2016 consultation the majority of respondents supported the concept of a new Park and Ride, with the greatest support expressed for a new Park and Ride site at the Junction 11 exit of the M11 (70.9% of respondents supported or strongly supported this option).

5.3. In September 2017 the GCP Executive Board agreed to increase the capacity of the Trumpington Park and Ride site by 290 spaces to address short term capacity constraints at this site in the context of the expansion of the CBC). Following pre-application discussions with the Local Planning Authorities, an application for 279 spaces was submitted in April and is expected to be determined in the near future.

5.4. In November 2017 the GCP Executive Board agreed to:

“Proceed with a Full Outline Business Case for a new Park and Ride site west of Junction 11 of the M11 and associated access/bus priority measures North West, as outlined in Appendix 1 of the report. The Park and Ride site to be based on the emerging Travel Hub concept”.

5.5. In March 2018 the GCP Executive Board made the following decisions:

“(1) AGREED unanimously that, in respect of any new Park and Ride at M11 Junction 11 and associated public transport/vehicle access on and off the M11 and A10, further analysis should be undertaken and opinions sought and brought back to a future meeting of the Joint Assembly and Executive Board, in the form of an Outline Business Case for these or better options, for further discussion and a decision at that time whether or not to proceed. Any Public Consultation will be deferred until after that decision.

Such analysis should include, as a minimum:

- (a) The rationale for the scheme, including who it would serve and why there is a need for change from existing provisions;
- (b) Traffic modelling along the A10 and M11 including air and noise pollution;
- (c) Dovetailing with the study currently being undertaken on the need to provide better transport links to Addenbrooke’s, the new Papworth Hospital and the growing number of jobs at CBC together with patients and visitors;
- (d) Dovetailing with the potential interventions at Foxton, being greater car parking to serve the train station and/or a bridge/underpass for the A10 road to avoid the level crossing;
- (e) Dovetailing with the emerging plans for a new train station at Cambridge South;
- (f) Dovetailing with the emerging plans for the CAM; and
- (g) A compare-and-contrast exercise as between (i) no new Park and Ride; (ii) a new Park and Ride immediately west of Junction 11; and (iii) expansion of the existing Trumpington Road Park and Ride, either multi-level or on a larger site footprint; (iv) alternative transport options

and such opinions should be sought, as a minimum, from:

- (h) Harston and Hauxton Parish Councils and Trumpington Residents’ Association;
- (i) Addenbrooke’s, the new Papworth Hospital and the CBC; and
- (j) The Mayor for Cambridgeshire and Peterborough and/or the CPCA.

6. Further Work Following March Executive Board

- 6.1 As part of the business case further potential transport interventions have been assessed following the March Executive Board decision:

Traffic Modelling

- 6.2 Traffic modelling has been undertaken to assess the impact of growth on the J11 gyratory and immediate surrounding road network. A VISSIM (multi-modal traffic flow simulation software package) model has been produced to help understand and illustrate traffic flow in current traffic levels as well as to forecast the impact of expected levels of growth will be on the network. Existing problems on the M11 can also be observed that J11 does not cope well with the level of traffic flowing from the M11 in the peak periods. Congestion at J11 can cause queuing on the M11 carriageway and/or hard shoulders on the approaches which is a significant safety issue. Observed delays are manifested by queuing on the main carriageway for significant distances in some cases beyond the existing agricultural bridge. Slower speeds (40 – 60mph in free flowing traffic) are observed on the main carriageway as a result of this queuing to leave the motorway.
- 6.3 The overall modelling methodology uses observed data such as Automatic Number Plate Recognition (ANPR) and traffic counts, the transport model for strategic movements, and a local VISSIM model to look at the operation of specific junctions.
- 6.4 A VISSIM Model has been built around the location of J11 (A1309/A1134 as far as Fen Causeway and A10 to London Road) to understand the specific movements in and around J11 and along the A10/A1309 corridor. This gives a greater understanding of the vehicle movements and interactions in this area. This model is validated against 2018 traffic counts. This also shows the level of expected demand for Park and Ride in 2031 with local plan growth.
- 6.5 An assessment of the current situation and vehicle movements has been taken from traffic surveys and ANPR. The data shows that the Trumpington site is currently full by lunch time 3 or 4 times a week.
- 6.6 The base model is then factored up to a forecast year of 2031, using the traffic growth generated from the Local Plan. That growth includes housing developments and business growth at the designated sites in the Local Plan. As a result the movements at J11 grow by approximately 23% (AM peak) with more vehicles from the development areas (a greater share being in the South).
- 6.7 If the AM peak increases are repeated across 12 hours, the number of vehicles using J11 in 2031 would increase to 41,800. With no extra capacity at J11 this location would be at a standstill causing hard shoulder running and significant network issues.
- 6.8 The modelling demonstrates that forecast increase in growth and traffic at J11 and the surrounding network further exacerbates such issues and demonstrates the need for intervention at that location.

Foxton Park and Ride

- 6.9 A potential rail-based Park and Ride adjacent to Foxton rail station has been considered. The recent increase in train frequencies has increased spare passenger capacity on this line with up to 3000 extra spaces into Cambridge now provided, although some of this additional capacity will be used by passengers boarding trains west of Foxton.

6.10 A new rail based park and ride:

- Would not attract M11 users for Cambridge due its distance from J11.
- Has potential to intercept northbound journeys on the A10 during the morning peak benefiting A10 northbound.
- Is likely to attract London bound travellers from Cambridge direction increasing A10 traffic.
- Has limited attractiveness of rail destinations in Cambridge for commuting due to location of city station.

Whittlesford

6.11 An enhanced rail-based Park and Ride at Whittlesford Parkway close to M11 Junction 10 has also been considered. A new rail based park and ride:

- Could have reduced potential capacity due to crowding issues along this line could reduce potential capacity of future rail based Park and Ride.
- Provides no benefit to A10 or M11 southbound traffic for Cambridge.
- Has potential to intercept M11 northbound journeys but also to attract London bound travellers.
- Has limited attractiveness of rail destinations in Cambridge for commuting due to location of city station.

Foxton Level Crossing

6.12 A potential level crossing bypass at Foxton is currently being assessed. The Foxton level crossing and J11 Park and Ride project teams have been working closely to identify joint issues. The predicted increase in vehicular capacity east of the current level crossing is likely to increase traffic flows on the A10, which if unmitigated will create additional congestion at J11 and CBC. The Foxton level crossing project is due to be reported to the GCP Executive Board in December 2018.

Cambridge South Station

6.13 The proposed new rail station at Cambridge South, serving the Biomedical Campus, aims to improve connectivity between the emerging 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.

6.14 A new station is likely to remove some car trips from the M11 and A10 corridors whose destination is CBC and offer significant benefit for both inward commuters/ visitors to the campus with good rail access and for outward commuters from Trumpington and surrounding areas.

Summary of Alternative Transport Options

6.15 A review of the travel hub options at Foxton and Whittlesford, the Foxton Level Crossing review and the Cambridge South Station scheme demonstrates that additional Park and Ride capacity and future public transport improvements continues to be required around J11 of the M11 given the forecast growth in traffic conditions across the local network.

6.16 Additional Park and Ride capacity is required in the vicinity of Junction 11 to encourage a change of mode, from car to public transport, to reduce the impact of increasing traffic on an already heavily constrained network. Capturing traffic close to the motorway junction minimises the impact of congestion, journey time delays and reducing resilience on the local

road network. Promoting alternate modes, such as public transport and cycling, at that point maximises the capacity of the local network to deliver for south and west Cambridge.

7. Option Appraisal of Park and Ride Locations at Junction 11

- 7.1 Table 2 below outlines the review of the potential options for developing additional Park and Ride capacity at Junction 11. In particular it includes an assessment of alignment with the emerging requirement from the CPCA that Park and Ride facilities are temporary in nature.
- 7.2 The review concludes that whilst it is technically possible to provide additional temporary capacity at the existing Trumpington site, planning considerations and the need for extensive abortive work mean that it may not be practical to pursue such an option. Temporary proposals also limit the amount of off-site works to be included in any proposals, in particular access roads into and out of the site.

	Option	Total Spaces	Additional Spaces	Total construction cost ***	Cost per additional space	Transport - Key Issues	Planning/ environmental - Key Issues	Time	Constructability	Strategic Fit	Mayoral Interim Transport Strategy Statement (MITSS)
1	Do nothing (Current planned Trumpington surface level extension)	1614	274	Site = £3m	£11k	<ul style="list-style-type: none"> Only meets Low Growth Demand in 2021 	<ul style="list-style-type: none"> Loss of attenuation pond 	1Year	<ul style="list-style-type: none"> Temporary loss of spaces during construction 	<ul style="list-style-type: none"> Would have little impact on project strategic objectives 	<ul style="list-style-type: none"> Not Applicable
2	Additional Trumpington Extension (2021 High Growth Demand)	2194	854	Site = £20m Slip road, J11 & access costs = £4m <i>Total = £24m</i>	£28k	<ul style="list-style-type: none"> Junction 11 & A1309 traffic flows remain high Location not ideal for intercepting trips to CBC 	<ul style="list-style-type: none"> Decking – moderate adverse impact (visual, noise, air qual) Potential loss of ground level spaces for mitigation Part Green Belt 	3-4 years	<ul style="list-style-type: none"> Disruption to the site operation and capacity during construction. Stats affected by foundations. Confined working area. 	<ul style="list-style-type: none"> Meets high growth scenario to 2021 only Limited benefits for project strategic objectives (re. traffic flow, mode share etc) 	<ul style="list-style-type: none"> The whole of the site is already surfaced and has an existing building. Temporary car parking would need to be decked A temporary deck would be unlikely to get planning approval without significant screening

	Option	Total Spaces	Additional Spaces	Total construction cost ***	Cost per additional space	Transport - Key Issues	Planning/ environmental - Key Issues	Time	Constructability	Strategic Fit	Mayoral Interim Transport Strategy Statement (MITSS)
3	Additional Trumpington Extension (2021 High Growth Demand) plus remaining 2031 High Growth Demand at new NW J11 site	3874	2534	<p>Sites = £32m</p> <p>Slip road, J11 & access costs for sites = £14m £30m**</p> <p><i>Total = £46m - £62m</i></p>	£18k-24k	<ul style="list-style-type: none"> Junction 11 & A1309 traffic flows remain high Impacts on A10 dependent on design specifics for new site 	<ul style="list-style-type: none"> Decking (as above) For new site, slight adverse landscape impact Potential visual impact if new cross-M11 bus link provided Green Belt 	4-5 years	Combination of above and below	<ul style="list-style-type: none"> Meets high growth scenario to 2031 Better fit with project strategic objectives (re. traffic flow, mode share etc) Potential CAM tie-in, capturing external trips at J11 	<ul style="list-style-type: none"> The whole of the site is already surfaced with an existing building. Temporary car parking would need to be decked and include a new temporary site A temporary deck could be removed. A temporary deck would be unlikely to get planning approval without significant screening The new site would be smaller and possibly less viable

	Option	Total Spaces	Additional Spaces	Total construction cost ***	Cost per additional space	Transport - Key Issues	Planning/ environmental - Key Issues	Time	Constructability	Strategic Fit	Mayoral Interim Transport Strategy Statement (MITSS)
4	New site at NW J11 (2031 High Growth Demand)	3874	2534	<p>Site = £12m</p> <p>Slip roads, Structures & access infrastructure = £14m - £30m**</p> <p><i>Total = £28m - £42m</i></p>	£11k-16k	<ul style="list-style-type: none"> Intercepts A10 traffic – reduces flows across J11 Impacts on A10 dependent on design specifics for new site Easier for car access from A10 & M11 northbound 	<ul style="list-style-type: none"> Slight adverse landscape impact Potential visual impact if new cross-M11 bus link provided Green Belt 	4-5 years	<ul style="list-style-type: none"> Disruption to the road network during construction. Approvals from HE required. Coverings that can be removed easily. Reducing the depth of construction of the tarmacked areas could reduce costs. No central buildings or waiting facilities could reduce costs Landscaping and other physical works will be kept to a minimum could reduce costs, but may impact on likelihood of planning approval 	<ul style="list-style-type: none"> Meets high growth scenario to 2031 Strong fit with project strategic objectives (re. traffic flow, mode share) Potential CAM tie-in, capturing external trips at J11. 	<ul style="list-style-type: none"> Only the core of the sites will be tarmacked The remainder of the areas may consist of temporary ground Reduced access arrangements would reduce costs

	Option	Total Spaces	Additional Spaces	Total construction cost ***	Cost per additional space	Transport - Key Issues	Planning/ environmental - Key Issues	Time	Constructability	Strategic Fit	Mayoral Interim Transport Strategy Statement (MITSS)
5	Additional Trumpington Extension (2031 High Growth Demand)	3874	2534	Site = £40m Slip road, J11 & access = £4m <i>Total = £44m</i>	£17k	<ul style="list-style-type: none"> Junction 11 & A1309 traffic flows remain high 	<ul style="list-style-type: none"> Decking – more than one new level required – large adverse noise, air qual, visual impacts Part Green Belt 	4-5 years	<ul style="list-style-type: none"> Significant disruption to the site during construction requiring alternative temporary provision. Confined working areas mean this is technically challenging to deliver. 	<ul style="list-style-type: none"> Meets high growth scenario to 2031 Does not work towards meeting project objectives 	<ul style="list-style-type: none"> A temporary structure might not be able to be provided to accommodate such a number of car parking spaces. Significant screening would be needed to mitigate a temporary structure of such scale.

Note: Indirect cost NOT added to the cost (Prelims, Design, Testing and commissioning, Project Management and risk)

* Depends on new site option selected

***Based on Strategic Outline Business Case costs 2Q 2018

TABLE 2: consideration of options

8. Consultation on Park and Ride Options

8.1. The purpose of consultation within the business case process is to gather public views on options and identify further issues and constraints in order to present a full outline business case to the GCP Executive Board. It is now proposed to consult the public on the further details of the Park and Ride:

- The principle of a Park and Ride expansion at J11 (previously consulted on in 2016) of the M11 given that more detail can now be provided on the specific need and location of a site and potential further expansion of the existing site.

Site selection

- Extension of the existing Trumpington Park and Ride site car parking capacity,
- The specific site of a Park and Ride proposed to the NW of J11 of the M11 as set out in Figure 3

Vehicular Access

- Potential access options for each site

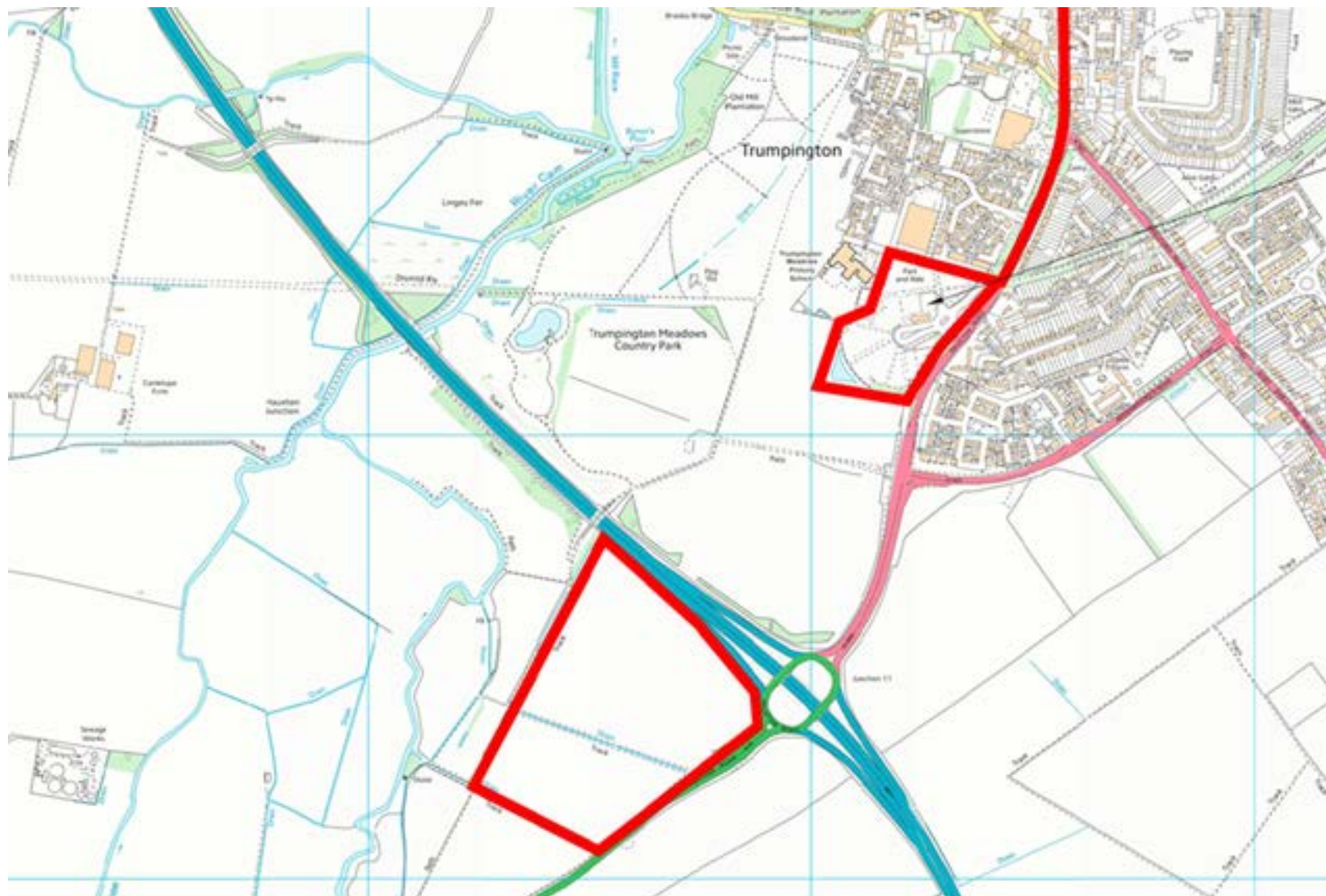


Figure 3 – Site location plan for public consultation

8.2. It is intended to develop these themes into a range of packages of measures which can be shortlisted, with input from the Engagement Group¹ to identify a series of specific options for public consultation. This process will include discussion with:

- Harston and Hauxton Parish Councils and Trumpington Residents' Association;
- Addenbrooke's, the new Papworth Hospital and the CBC; and
- The Mayor for Cambridgeshire and Peterborough and/or the CPCA.

Trumpington Road

8.3. As set out in the report of November 2017, there is a strategic argument for considering potential public transport priority improvements along Trumpington Road to enhance public transport reliability into the City Centre in support of extending Park and Ride provision. It is therefore proposed to consult the public on this principle suggesting a series of possible public transport priority interventions between the existing Park and Ride site and the edge of the city centre in areas set in **Figure 4** below:

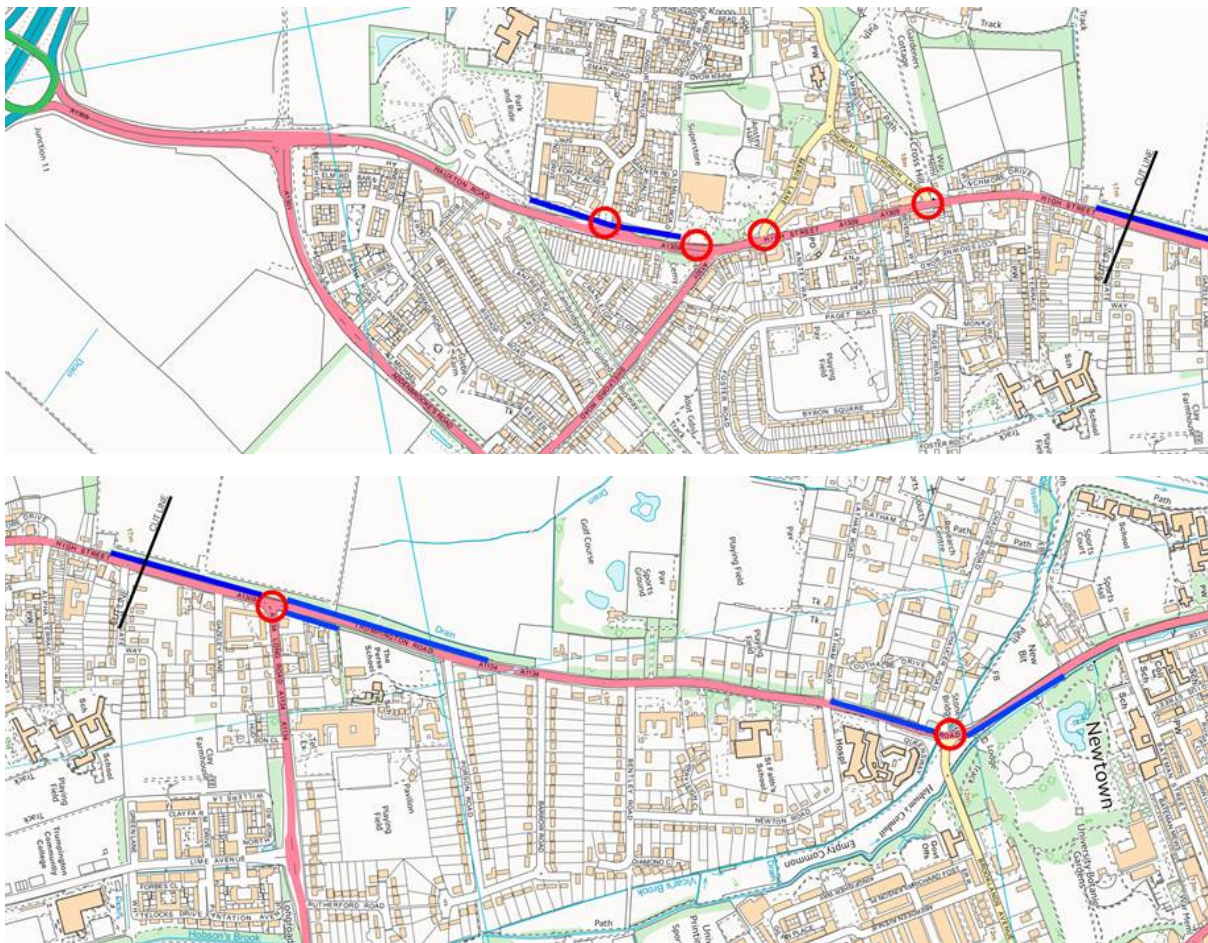


Figure 4: Potential Public Transport Priority Interventions, Trumpington Road

8.4. Proposals to enhance public transport reliability into the City Centre which are complementary to all Park and Ride expansion options would be provided in the consultation including more input from the Engagement Group and also via more site specific engagement with stakeholders along Trumpington Road and adjoining areas.

Coach Parking

- 8.5. Coach parking is essential to supporting the buoyant visitor economy of Greater Cambridge. Attractive parking options and easy access to the City Centre could mitigate some of the parking problems resulting from coaches in Cambridge. The potential for coach parking should therefore be explored as part of the development of the project.

9. Next Steps and Milestones

- 9.1. This report has identified a number of potential themes for inclusion in the public consultation in autumn 2018 for the J11 Park and Ride. The public consultation forms part of the ongoing business case development work. As part of this process, options would be further refined or integrated with other options to deliver the optimal recommended scheme.
- 9.2. The proposed timetable for the West of Cambridge business case development work is as set out in Table 3 below:

Activity	Target completion date <i>*Subject to statutory permissions</i>
Public consultation on Options (including public transport priority)	October – December 2018
Final Option recommendation to GCP Executive Board	Summer 2019
Detailed design and other preparatory tasks for planning process	2019 - 2020
Obtain relevant planning powers to construct*	Early 2020
Scheme completion*	2021

Table 3 – Key Milestones

Agenda Item 9



BETTER PUBLIC TRANSPORT PROJECT – WATERBEACH TO SCIENCE PARK AND EAST CAMBRIDGE CORRIDORS

Report To: Greater Cambridge Partnership Executive Board 11th October 2018

Lead Officer: Peter Blake – GCP Director of Transport

1. Purpose

- 1.1. The A10 Waterbeach to Science Park and East Cambridge corridors are two key radial routes in to Cambridge. They suffer considerably from congestion during peak times, particularly at the Cambridge end. There are also sites of planned or potential large development, such as Waterbeach barracks, Science Park expansion, and developments to the east of the City.
- 1.2. The corridors have been identified by the Greater Cambridge Partnership's (GCP's) Executive Board, as a priority project for developing public transport, walking & cycling improvements, linked to the development of proposals for a regional rapid mass transit solution.

2. Recommendations

- 2.1 The Executive Board is recommended to:
 - (a) Approve the commencement of work on the A10 Waterbeach to Science Park and East Cambridge corridors.
 - (b) Endorse the approach to align the high quality public transport corridors with the Cambridge Area Metro (CAM) concept.

3. Feedback from Joint Assembly

- 3.1 The Joint Assembly was supportive of this proposal but commented on the need to look at wider catchment area, taking into account cross boundary issues and journeys into Cambridge from a wider area. These comments have been addressed in the report.

4. Context

Strategic Case

- 4.1 The GCP is seeking to deliver a world class transport system for the Greater Cambridge area. This includes a vision for a public transport system that:
 - Offers a genuine alternative to the car.
 - Is rapid, reliable and, where possible, segregated from general traffic.
 - Is an integrated network of bus, rail and mass transit services, including timetable, ticketing and information.

- Focuses on better serving the key employment centres outside of the city centre: Cambridge Science Park, Cambridge Biomedical Campus, West Cambridge and the cluster around Cambridge Airport.
 - Is both affordable and feasible to deliver and sustain.
- 4.2 Between 2011 and 2031 significant additional new homes are planned and an increase in jobs in development locations to the north and east of Cambridge, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe and Waterbeach.
- 4.3 Work is already underway on developing and delivering proposals for two key corridors; the A428 Cambourne to Cambridge and the A1307 Cambridge South East corridor. The Executive Board will be asked to give its approval to commence work on developing proposals for the A10 Waterbeach to Cambridge Science Park and Newmarket Road corridor into Cambridge from the east; including public engagement. **Figure 1** below outlines the Waterbeach to Cambridge Science Park corridor. **Figure 2** outlines the East Cambridge corridor.

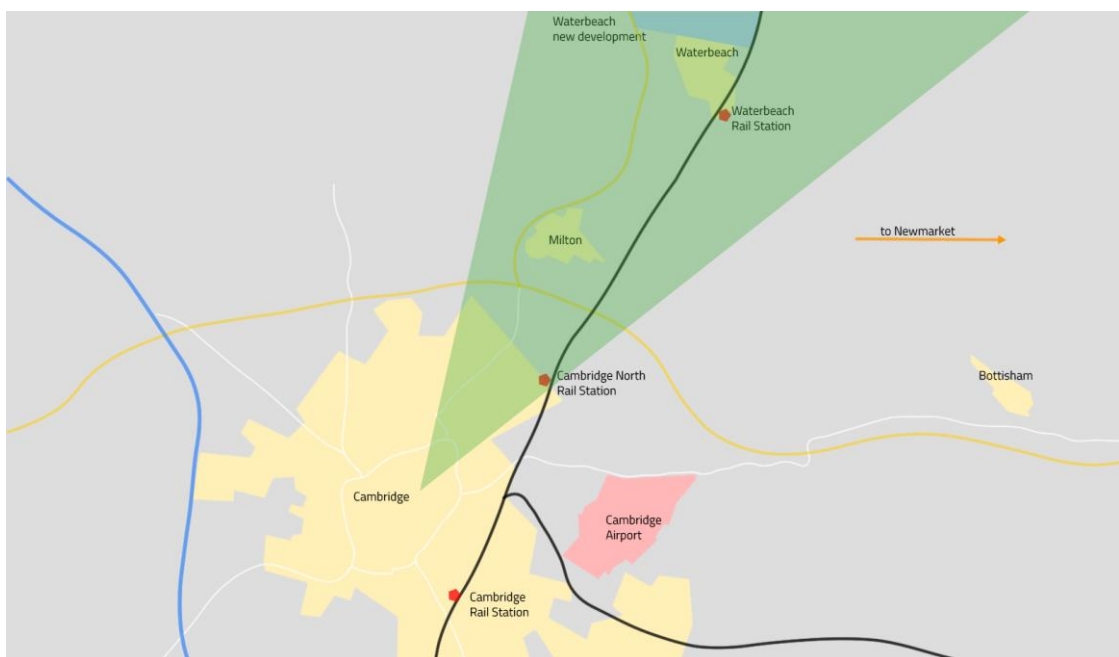


Figure 1 – Waterbeach to Cambridge Science Park corridor

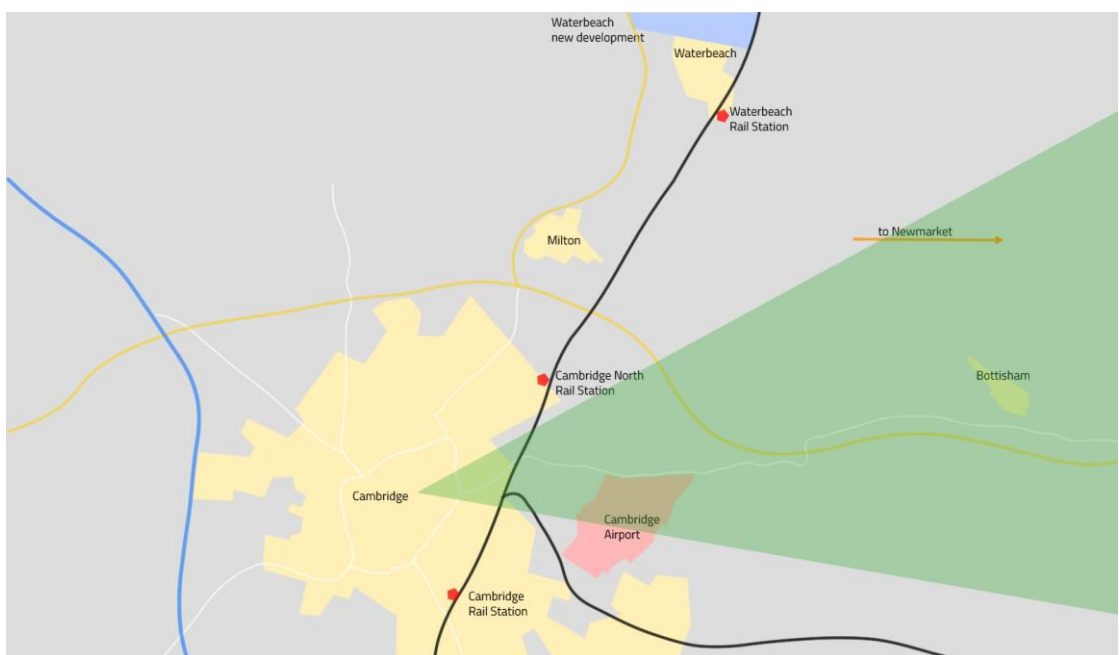


Figure 2 – East Cambridge corridor

- 4.4 The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the emergent transport policy of the Cambridgeshire and Peterborough Combined Authority (CPCA) and in particular the compatibility of the project with the proposed Cambridge Area Metro (CAM) - a mass rapid transit scheme.
- 4.5 The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC), prepared in parallel with the submitted Local Plans, was adopted in March 2014 and 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 A10 Waterbeach and East Cambridge corridors as a key part of the integrated land use and transport strategy, responding to levels of planned growth. The corridors are identified as key growth areas identified in the submitted Local Plan. The Local Plan policies for the strategic developments sites along the corridor requires High Quality Public Transport (HQPT) to link new homes to employment and services in and around Cambridge.

Cambridgeshire and Peterborough Combined Authority

- 4.6 The CPCA was established in March 2017 and is led by an elected Mayor and Board comprising representatives from 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.
- 4.7 The CPCA is responsible for transport infrastructure improvement and the Local Transport Plan. The existing Local Transport Plan 2011 to 2026 remains the existing key transport policy framework at this time which emphasises the need for new developments to be supported by sustainable transport measures such as HQTP.
- 4.8 In December 2017 Steer Davies Gleave delivered an options appraisal report jointly funded by the Combined Authority and the GCP on high quality rapid transit schemes. This favoured a mass transit system in Cambridge based on innovative rubber tyred trams.
- 4.9 On 30 January 2018 the Combined Authority agreed to fund further development of the CAM Metro to Strategic Outline Business Case. CAM was formally adopted by the GCP on 8 February 2018. The Combined Authority resolved also to *"liaise with the Greater Cambridge Partnership (GCP) to ensure GCP's current and future plans for high quality public transport corridors were consistent and readily adaptable to the emerging proposition for a CAM Metro network."*
- 4.10 The potential CAM network is set out in **Figure 3** and includes an alignment towards both Waterbeach and Newmarket.

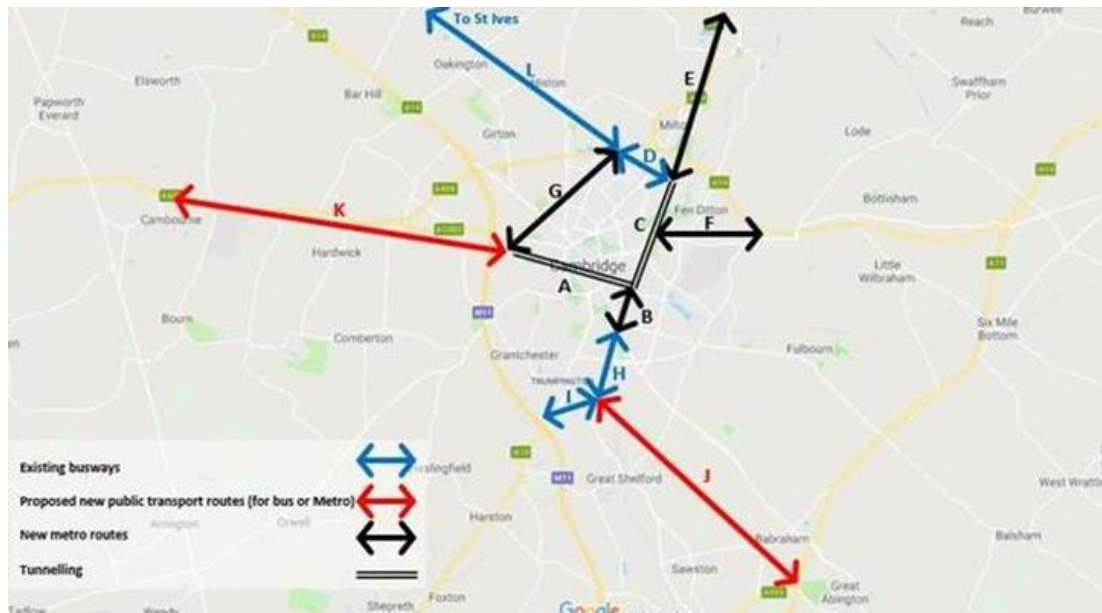


Figure 3– Potential CAM network

- 4.11 The Combined Authority and GCP have subsequently undertaken a review of alignment between GCP schemes scheme and the emerging CAM. The review has concluded that the A10 Waterbeach to Cambridge is aligned, subject to detailed work on potential Park and Ride proposals as it follows the A10 Study Area Report. The eastern Cambridge corridor was not subject to review at this stage.
- 4.12 The findings of this review means that the schemes must continue to align and be future proofed so it can tie into any future CAM network. In exploring consistency of the options it is considered that the scheme developed by GCP will need to deliver:
- A high quality public transport system using rapid transit technology.
 - 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, will easily accessible, environmentally friendly fully electric vehicles (or similar).
 - Fully integrated solution, including ticketing and linkages with the wider public transport network to maximise travel opportunities.

- 4.13 An officer CAM Programme Board is now meeting monthly where the development of schemes for these corridors can be discussed to ensure continued integration with the delivery of a rapid mass transit network.

5. Developing a Business Case

- 5.1 There is a need to commence work on developing proposals for improving high quality public transport, walking & cycling options along these two key corridors. The business case will be developed from five 'cases' for investment in line with HM Treasury guidance and the Department for Transport's Transport Assessment Guidance.
- 5.2 The Executive Board report will seek approval to commence work including scoping of options, catchment area appraisal and to bring outline proposals back to the Executive Board for their consideration.

6. Public Consultation

- 6.1 The projects will be subject to public consultation and proposals for consultation will be brought to a future Executive Board.

7. Technical Work

- 7.1 The technical work will include understanding the current context and development proposals, which together set out the need for intervention include:

- Population and housing growth.
- Employment growth.
- The increasing need for travel.
- Levels of car ownership.
- The existing quality of transport infrastructure.
- Existing congestion levels.

- 7.2 Based on these issues the project objectives are:

- To achieve improved accessibility to support the economic growth of Greater Cambridge.
- To deliver a sustainable transport network / system that connects areas along the corridors.
- Contribute to enhanced quality of life, relieving congestion and improving air quality within the surrounding areas along the corridor and within Cambridge City Centre.

8. Next Steps and Milestones

- 8.1 This report is to seek approval to commence work on the A10 Waterbeach to Cambridge Science Park and East Cambridge corridors.
- 8.2 Outline proposals and timeline, including proposals for public consultation, will be brought back to the Executive Board for approval.
- 8.3 Officers will work with the Combined Authority through the CAM Programme Board on the development of the proposals to ensure alignment with the delivery of the wider CAM network.

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Agenda Item 10



PLACE-BASED PUBLIC ENGAGEMENT STRATEGY

Report to: Greater Cambridge Partnership Executive Board

11th October 2018

Lead Officer: Beth Durham – Head of Communications

1. Purpose

- 1.1 Greater Cambridge is experiencing significant growth and the Greater Cambridge Partnership (GCP) is bringing forward a package of investment to support this. It will support the creation of 44,000 new jobs, 33,500 new homes and hundreds of training opportunities over the coming years. These changes will bring lasting benefits to the city region, Cambridgeshire and the wider UK.
- 1.2 Public engagement is a vital part of ensuring that this work is understood, supported and is ultimately successful.
- 1.3 This paper updates on proposals to refresh GCP's Communications and Engagement strategy building upon experience to date, external reviews including by The Consultation Institute, stakeholder feedback and in analysing the geography of multiple additional transport schemes. It proposes that in 2018-19 GCP transitions to a place-based engagement model.

2.0 Recommendations

- 2.1 The Executive Board is recommended to:
 - (a) Endorse the proposed adoption of a place based engagement strategy as outlined in the report.
 - (b) Approve the standard terms of reference for the Local Liaison Forums (LLFs) (clause 4.3 applies to any new LLFs only).

3.0 Officer Comments on Joint Assembly Feedback

- 3.1 The Joint Assembly was supportive of the proposals, but stressed the need to exercise some caution to ensure the positive aspects of current practice were not lost. Members valued the input from LLF Chairs and others and hoped this would continue. This has been taken into account in the following proposals.

4.0 Key Issues and Considerations

- 4.1 External quality assurance reviews of the GCP's approach to community engagement and consultation, and its use of LLFs, were undertaken in 2017. The Consultation Institute, the primary UK body implementing best practice in this area, suggested ways for improving and enhancing community involvement with a view to securing greater support and legitimacy for the GCP

programme. The reports provided a series of recommendations (**Appendix 1: GCP Communication Reviews Action Plan**).

- 4.2 As a result of changes already made, the GCP has continued to develop a proactive, accessible and broad approach to engagement. It is now regularly engaging with more people and new audiences. (**Appendix 2: GCP Quarter 1 Engagement Update**).
- 4.3 In 2018-19, the GCP enters its busiest engagement period to date with multiple planned public consultations and engagement exercises, running both simultaneously and consecutively, to support development of planning and transport infrastructure schemes.
- 4.4 In addition, looking forward, we can see new schemes entering into the public realm. More projects have the potential to increase levels of confusion and/or consultation fatigue resulting in disengagement.
- 4.5 Earlier engagement approaches frequently led to dialogue between GCP and the same people about the same issues. Whilst it is important to engage with those who want to speak to us, it can lead to limited resources being depleted with not enough left to engage with those not currently aware or engaged – the ‘silent majority’. This leads to a huge swathe of the Greater Cambridge population not engaged with the vital work of GCP and with particular demographics frequently under-represented, for example younger residents, commuters and particular social-economic grades.
- 4.6 Informal dialogue with local stakeholders shows support for engagement that meets the following objectives:
- Presents the ‘big picture’ for economic growth in Greater Cambridge and the long-term benefits of GCP investment, placing scheme-specific information in context and as part of an integrated strategy
 - Is accessible and inclusive, encouraging the sharing of a range of different views
 - Achieves efficiencies in time and resource and avoids duplicated effort
 - Retains the benefits of local knowledge as demonstrated in the LLF model
 - That elected members as the democratically accountable community representatives continue to play a central role.
- 4.7 It is proposed that existing local authority meeting structures are utilised as far as possible, for example Cambridge City Council’s Area Committees. Where these do not exist, GCP will work with local members and Parish Councils to arrange something similar.
- 4.8 Recognising that interest in the GCP programme extends beyond the geographical footprint of Greater Cambridge, every effort will be made to ensure GCP remains accessible to stakeholders from all areas.

5.0 Options and Emerging Recommendations

Place-Based Engagement

- 5.1 A place-based approach puts the stakeholder at the heart of GCP's communications and engagement. By communicating the long-term benefits which GCP investment will bring to a particular area, we can shift the narrative away from viewing each project in isolation.
- 5.2 Regular geographically-based engagement will ensure the GCP can provide relevant and tailored updates on the broader programme, all relevant schemes for that area and respond to any specific concerns or issues in that area.
- 5.3 A calendar of place-based engagement events, with the involvement of key partner agencies as far as possible, has the potential to provide a helpful 'one-stop-shop' for local members and residents to be kept informed, engaged and involved.
- 5.4 Face-to-face engagement can take a number of different forms including formal public meetings, deliberative events or workshops, pop-up exhibitions or one-to-one surgeries, or a combination of these. This should be supplemented by segmented and focused messaging using a range of channels, including e-mail, digital and social, to build broader awareness and confidence in the GCP programme.
- 5.5 To ensure the GCP remains accessible to all, this approach should continue to be complemented by other means of stakeholder engagement including with the business community and the trial Community Sounding Group.
- 5.6 Analysing the distribution of existing and proposed GCP schemes, we recommend a North, South, East, West, Central approach. While some projects traverse the geography, most fit within geographic segments as follows:

Greater Cambridge North – Milton Road, Histon Road, Chisholm Trail, Greenways, public transport route north (A10 towards Waterbeach).

Greater Cambridge East – Greenways, public transport route east (towards Newmarket)

Greater Cambridge South – Cambridge South East Transport Study, Greenways, M11 Junction 11 Park and Ride, Cambridge South Station, CBC study.

Greater Cambridge West – Cambourne to Cambridge, Greenways, A10 Royston to Cambridge foot and cycleway.

Cambridge Central – City Access, cycling various

- 5.7 It is proposed that meetings are held in these areas at least twice per year and at alternate venues in Cambridge and South Cambridgeshire, with scheme-specific engagement incorporated as appropriate.
- 5.8 The transition should be monitored and evaluated with a review of the approach after 12 months.
- 5.9 A suggested calendar of place-based events can be found at **Appendix 3: GCP engagement calendar 2018-19** and **Appendix 4** a summary of GCP's proposed communication and engagement strategy 2018-19.

Local Liaison Forums

- 5.10 The review of LLFs undertaken by The Consultation Institute in 2017 recommended that any existing LLFs should not be abandoned but reviewed at the final design stage at which point GCP should review and revise its approach for future scheme engagement.
- 5.11 A subsequent workshop with LLF Chairs and Vice Chairs identified a small number of issues which, if addressed, could significantly improve people's experience of engagement with GCP in this way. It was agreed that revising and standardising the Terms of Reference for existing LLFs would be beneficial. A revised and standardised LLF ToR for consideration can be found at **Appendix 5**.
- 5.12 One specific recommendation is that community feedback (typified currently by LLF reports) is submitted as part of decision-making reports to the Executive Board, alongside Joint Assembly feedback. This has the dual benefit of negating the requirement for multiple community meetings within a very short time period (post paper publication but prior to the Joint Assembly meeting), plus giving residents and other stakeholders longer to consider and articulate their views. It is proposed that feedback follows the Joint Assembly approach of summarising the discussion, key issues and fairly reflecting both majority and minority views and be presented to the Executive Board by the LLF Chair or nominated representative. This should not preclude, however, LLFs/community representatives providing emerging feedback to the Joint Assembly.
- 5.13 It proposed that the role of existing LLFs, as separate entities, are reviewed at the end of the detailed design period and before the start of any construction works, with the option of maintaining separate forums or subsuming existing forums into the wider Community Forum model. Currently, this has implications for the Chisholm Trail LLF.
- 5.14 It is proposed that no new LLFs are developed at this time but to offer scheme-specific engagement as required, and at appropriate times, as part of the place-based model and for community feedback arising, as suggested, recorded for inclusion in relevant Board papers.

6.0 Next Steps and Milestones

- 6.1 Further engagement with local members and existing LLF chairs/vice chairs and development of a full place-based community engagement calendar for 2018/19 from October 2018.

GCP engagement and LLF review – Action plan

Summary

In 2017, the Greater Cambridge Partnership commissioned [external reviews](#) on its approach to community engagement and consultation and to the use of traditional Local Liaison Forums for community involvement on the development of major infrastructure schemes.

The following action plan sets out the recommendations made in the respective reviews and GCP action.

Recommendation	Action	Owner	Status
Engagement & Consultation			
1. Future transport consultation exercises are pre-empted by broader engagement and an advertising campaign that advances the overall messages of the Partnership	Launch public awareness drive	Beth Durham	GCP's Our Big Conversation public engagement exercise carried out September – November 2017 Learning from this adopted as part of on-going communications & engagement strategy
2. Adopt tackling peak-time congestion as a benchmark for future engagement exercises whilst a) Adopting targeted approach to social media b) Fewer + high footfall, weekend exhibitions.	a) Adopt best practice approach to engagement/consultation b) Increase use of targeted social media engagement c) Implement revised approach to face-to-face events	Beth Durham	a) Best practice adopted for subsequent engagement and consultation exercises including improved use of consumer insight analysis (Moasic) to identify and target key audiences. Subsequent consultation (Cambourne to Cambridge, 2017) quality assured as meeting good practice by The Consultation Institute. Each exercise

			<p>evaluated and reviewed for continuous improvement.</p> <p>b) Targeted social media engagement now used on regular basis as part of an integrated plan to positive effect.</p> <p>c) Key recommendation now sees GCP using existing or high footfall locations for face to face engagement across seven day week, including social/sport/leisure events and venues, community fairs, transport hubs etc.</p>
3. Provide a greater lead-in time to adequately plan and secure stakeholder buy-in prior to public consultation.	Plan and manage stakeholder engagement prior to public consultation exercises	GCP Programme Team (all)	<p>A governance review of the GCP structure was undertaken and recommendations implemented in 2017. This allows for early Assembly/Board and partner involvement in policy formation prior to publication & consultation.</p> <p>Each scheme works to a stakeholder engagement plan which is continuously updated, to ensure regular and tailored engagement with stakeholders. Draft consultation materials are now with focus groups and/or key stakeholders and the Community Sounding Group prior to publication and feedback taken on board as far as possible.</p>

4. Introduce public engagement at the earliest scoping stages of a project.	Implement improved pre-consultation engagement	Central programme Team/Transport Team	New schemes from 2017 onwards projects have been subject to pre-consultation engagement, to seek feedback and to build understanding and support. This approach has been adopted as best practice. Examples include: Our Big Conversation (City Access); Greenways, Rural Travel Hubs, Making Space for People
5. Prioritise social media and digital advertising channels for future publicity and engagement.	Prioritise social media and digital advertising channels for future publicity and engagement	Beth Durham	Digital channels now form an integral part of all engagement and consultation exercises which are tailored to each scheme/theme; the approach is regularly evaluated and tested to ensure information remains accessible through a range of channels. Website traffic and social media engagement has increased and public access to the decision-making process has improved through the introduction of live-streaming of key meetings.
Local Liaison Forums			
1. The existing LLFs should continue to be 'owned' by the elected representatives for the areas covered by schemes and to appoint their own chairs	Update ToR to clarify, embed and standardise role of elected representatives	Beth Durham	Post-review engagement held with LLF Chairs/Vice Chairs in December 2017 and May 2018. Agreement for standardised ToR. Further engagement required on fresh place-based approach.

2. To avoid confusion and duplication with the Joint Assembly's formal advisory role it would seem most appropriate for LLFs to advise the Transport Portfolio Holder and senior lead officer.	Update ToR to standardise and confirm reporting mechanism for LLFs into scheme/decision-making	Executive Board	Reporting mechanisms for Community Forums being updated as part of community engagement review; for Board decision September/October.
3. It seems questionable whether Board and Assembly members should also be LLF members because in practice they end up having to consider advice which they themselves are a party to. In such instances (i.e. where a local ward councillor is an Assembly or Board member) observer membership may be more appropriate.	Update ToR to confirm LLF membership options for existing Assembly/Executive Board members	Executive Board	Confirmed existing JA/EB members should only have observer status on LLFs or, alternatively relinquish JA/EB role; for Board decision September/October.
4. The specific objectives of each scheme should be prominently published. Constraints on the use of the Government's Partnership money need to be clearly communicated to all members of the forums. In this context, there may be merit in Board members attending meetings, where	Prominently publish scheme objectives. Board members to consider attending community meetings	Beth Durham Transport Team Executive Board	Scheme objectives prominently published on website, marketing literature and JA/EB reports On-going work to standardise community engagement presentations to ensure objectives made prominent. Board attendance at some community meetings.

appropriate, to help clarify the objectives of the Partnership.			
5. LLF agendas should be developed in close cooperation with senior officers, who should be able to highlight departures from the terms of reference to the Transport Portfolio Holder. LLF chairs should rule out of order proposals which fall outside of the project scope as defined in their terms of reference.	Update ToR to clarify and standardise roles and responsibilities	Beth Durham	Post-review engagement held with LLF Chairs/Vice Chairs in December 2017 and May 2018. Agreement for standardised ToR. Further engagement required on fresh place-based approach. Reporting mechanisms for Community Forums being updated as part of community engagement review; for Board decision September/October.
6. Where they have the potential to meet Partnership objectives and are consistent with the agreement with Government, alternative proposals developed by LLFs should be examined carefully, but proportionately, alongside options developed by Council officers and the results of that analysis published and debated. Where appropriate they should be included in public consultations and opinion research.	GCP to consider community-generated proposals	Peter Blake	GCP regularly explores viable, policy compliant suggestions for Local Liaison Forums and includes these, as appropriate, in public consultation proposals.
7. In practice certain interests and views may come to dominate others. Skilful facilitation and chairing may	Meeting with LLF Chairs/Deputies to discuss	Beth Durham	LLF workshop held May 2018 – Chairs/Vice Chairs reported no training required; option remains available.

be required in order to maintain wide participation and to keep debate flowing. The Council should discuss with LLF chairs what support and training it could offer to assist them in carrying out their functions.			
8. LLF chairs and officers should work together to improve the way meetings are run. Officer support for meetings should be reviewed to ensure that those attending are well-prepared and have the skills to respond to the challenges that come their way. Papers should be sent out well in advance of meetings, with sufficient time allowed to agree agendas in good time. Complaints about inadequate venues, lack of microphones and lack of evidence should be investigated and, where necessary, addressed.	Meeting with LLF Chairs/deputies Updated ToR to address issues outlined	Beth Durham	Dedicated business support officer recruited to increase administrative capacity/consistency November 2018 LLF workshop held May 2018 to agree requirements Updated ToR on-going as part of community engagement review. For Board approval September/October. High quality projector and audio equipment, including microphones, purchased as part of GCP events kit.
9. The Board should continue to carry out formal consultation on schemes, should welcome representations from stakeholders and should consider commissioning opinion research to obtain the fullest representation of the	Consider opinion research to obtain widest possible representation of views. Make consultation results available to LLFs	GCP programme team County Council Research Team	Implemented. Opinion research commissioned where considered appropriate (eg Our Big Conversation, Cambourne to Cambridge) GCP/County Council exploring procurement of market research supplier

views of the community and to act as a 'reality check' on the advice it is receiving from the LLFs. The results of these consultations and of this opinion research should be made available to the LLFs to inform their deliberations.			
10. Mechanisms should be developed to bring together people with opposing views in an attempt to resolve differences and build a consensus.	Explore channels for bringing together range of views	Programme Team Executive Board	A number of mechanisms have been introduced by GCP to bring together people with opposing views. Of relevance to major infrastructure projects are the standard use of facilitated workshops on key issues.
11. Consideration should be given to how to widen future debates about Greater Cambridge's problems and how best to address them and how a fuller opportunity can be provided to local communities to initiate scheme proposals for inclusion in future local transport plans.		For member/leadership discussion & agreement	GCP initiated a broader discussion on the challenges and opportunities brought about by the Greater Cambridge growth story as part of the Big Conversation in autumn 2017. GCP members and senior officers regularly involved in local discussions and debates. Pre-consultation engagement on new schemes has been introduced to provide greater local communities input. Development of new LTP will be managed by the Combined Authority in 2018-19.
12. A full review of LLFs should be carried out once the detailed design of the		Joint GCP/CCC issue	For future Board decision

<p>schemes has been agreed. This should enable the Board to conclude whether to ask the LLFs to continue to advise through the delivery and review stages and how LLFs can play an effective role in relation to future schemes.</p>			
<p>13. Council-run workshops with external facilitators have generally been seen as successful. The benefits of independent charring should be considered when setting up LLFs to support future schemes.</p>		<p>For member/leadership discussion & agreement</p> <p>Value for money discussion required</p>	<p>Independent charring/facilitation remains an option as agreed with Chairs.</p>

GCP comms update

Q1 April - June 2018

Includes pre-election period March 26 – May 3 2018

Consultation & engagement

3

Public consultations

- Histon Road
- Barton Greenway
- Haslingfield Greenway



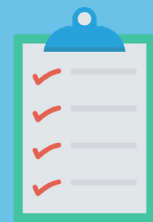
17 public meetings
approx. **800** conversations



7,967 emails sent

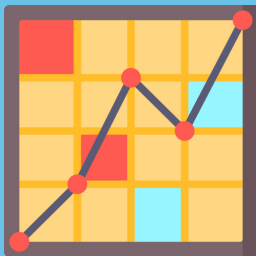


23,800 leaflets distributed



1,746 survey responses

Web & social



17,702 website visits
30,514 unique pageviews



2,740 followers across
three social media channels



Avg **1,406** people
reached per post

In the news



65 media mentions

Cycling to get £4.6million of 'quick win' improvements

£6 million scheme will transform Cambridge's Histon Road

Travel app paving the way for greener transport modes

Electric buses could be on the way for Cambridge

Two new resident parking schemes will be established in central Cambridge



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Month	Sep-18		
Week Beginning	10/09/2018	17/09/2018	24/09/2018
Community Forum	GREATER CAMBRIDGE (SOUTH) South Area Committee (10) Presentation + Mini Exhibition	CAMBRIDGE CENTRAL/GREATER CAMBRIDGE (WEST) West Central Area Committee (20) Opportunity to present on Greenways - PENDING	
	Milton Rd Consultation (17/9)		
Scheme Engagement	(12) LLF CSETS	(17) M11/Junction11 briefing + LLF C2C, Comberton	
	Cambridge Cycle Parking TRO Consultation		
EB/JA		(20) Joint Assembly - C2C - CSETS - City Access - M11/Jn11 P&R - Engagement strategy	
Themed Engagement		(20) Business conference, Stow-cum-Quy. LH opening. Future transport/agile worki (22) Cargo Bike Festival, Cambridge	(26) Milton Rd Consultation, St George's Church

Month	Oct-18				
Week Beginning	01/10/2018	08/10/2018	15/10/2018	22/10/2018	29/10/2018
		Waterbeach Greenways Consultation			
Community Forum		GREATER CAMBRIDGE (NORTH) Meeting + mini exhibition – Launch Greenways consultations/RTH/on- going Milton Rd; opportunity to present plans for transport interventions north, north east (including A10) WATERBEACH - PENDING	GREATER CAMBRIDGE (WEST) Opportunity for broader update on West of Cambridge interventions. CAMBOURNE - PENDING		
Scheme Engagement					
EB/JA	(11) Executive Board - C2C - CSETS - City Access - M11/Jn11 P&R - Histon Road - Engagement plan				
		Oakington Rural Travel Hub Consultation			
Themed Engagement				(23) MR consultation, Chesterton	
		Fulbourn Greenways Consultation			

Month	Nov-18			
Week Beginning	05/11/2018	12/11/2018	19/11/2018	26/11/2018
Community Forum		(16/17) GREATER CAMBRIDGE (SOUTH) - Greenways - Foxton, RTH, on-going consultations SOUTH CAMBS LOCATION TBC – PENDING		GREATER CAMBRIDGE (WEST) West Area Committee (27) - PENDING
	MELBOURN GREENWAY CONSULTATION COMBERTON GREENWAY CONSULTATION			
Scheme Engagement				
	M11/JN 11 P&R CONSULTATION			
EB/JA		(15) Joint Assembly - Chisholm Trail - Foxton Level Crossing - Rural Travel Hub		
Themed Engagement				

Month	Dec-18				
Week Beginning	03/12/2018	10/12/2018	17/12/2018	25/12/2018	31/12/2018
				C h r i s t m a s / N e w Y e a r P e r i o d	
Community Forum		GREATER CAMBRIDGE (NORTH) North Area Committee (13) – PENDING			
Scheme Engagement					
EB/JA	(6) Executive Board - Chisholm Trail - Foxton Level Crossing - Rural Travel Hubs				
Themed Engagement					

Month	Jan-19				Feb-19			
Week Beginning	07/01/2019	14/01/2019	21/01/2019	28/01/2019	01/02/2019	11/02/2019	18/02/2019	25/02/2019
							H a l f T e r m	
Community Forum		GREATER CAMBRIDGE (EAST & CENTRAL) East/Central Committee Opportunity to discuss City Access and future proposals for Newmarket Road - PENDING				GREATER CAMBRIDGE (SOUTH) – CSETS, update CBC, Greenways, City Access SOUTH CAMBRIDGESHIRE VENUE - PENDING		
Scheme Engagement								
			BIG CONVERSATION #2 ENGAGE					BIG CONVERSATION #2 ENGAGE
EB/JA								(27) Joint Assembly - C2C - Milton Road
Themed Engagement								

Month	Mar-19				Apr-19					
Week Beginning	04/03/2019	11/03/2019	18/03/2019	25/03/2019	01/04/2019	08/04/2019	15/04/2019	22/04/2019	29/04/2019	
	GREENWAYS X 4					E a s t e r H o l i d a y P e r i o d				
Community Forum										
Scheme Engagement										
	ERSATION #2 ENGAGE									
EB/JA			(20) Executive Board - C2C - Milton Road							
	CAMBRIDGE SOUTH EAST CONSULTATION									
Themed Engagement										

Month	May-19				Jun-19				Jul-19		
Week Beginning	06/05/2019	13/05/2019	20/05/2019	27/05/2019	03/06/2019	10/06/2019	17/06/2019	24/06/2019	01/07/2019	08/07/2019	16/07/2019
Community Forum											
Scheme Engagement											
EB/JA					(6) Joint Assembly - M11/Jn 11 P&R - Big Conversation			(27) Executive Board - M11/Jn 11 P&R - Big Conversation			
Themed Engagement											

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**GREATER
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Growing and sharing prosperity
— Delivering our City Deal —

COMMUNICATING GREATER CAMBRIDGE'S FUTURE

**GREATER CAMBRIDGE PARTNERSHIP
COMMUNICATIONS STRATEGY 2018-19**

GREATER CAMBRIDGE IS EXPERIENCING SIGNIFICANT GROWTH AND PARTNERS ARE BRINGING FORWARD A PACKAGE OF INVESTMENT TO SUPPORT THIS.

These changes will bring lasting benefits to the city region, Cambridgeshire and the UK, and support the creation of 44,000 new jobs, 33,500 new homes and hundreds of training opportunities over the coming years.

The Greater Cambridge Partnership is working with partners to support vital improvements in infrastructure, public transport, travel and smart technology, and in housing development and skills provision.

Public engagement is a vital part of ensuring that this work is understood, supported and is ultimately successful. That's why we have developed a comprehensive communications approach, which looks at how best to engage our stakeholders and give them every chance to have a say about our activity.

This document summarises our communications strategy.



OUR VISION AND AMBITION

Our strategy is shaped by Greater Cambridge Partnership's vision and ambitions for the future.

OUR VISION:

Working together to grow and share prosperity and improve quality of life, now and in the future.

OUR AMBITIONS:

- ✓ **Transport:** Creating better and greener transport networks to connect people to their homes, jobs, study and opportunity.
- ✓ **Housing:** Accelerating housing delivery and homes for all.
- ✓ **Skills:** Inspiring and developing our future workforce to enable businesses to grow.
- ✓ **Smart:** Harnessing and developing smart technology.
- ✓ **Economy and environment:** Maximising sustainable growth - balancing economic growth with protecting the environment.

Rules of engagement: Our communications approach

The scale and pace of the activity we are undertaking means it is vitally important that we communicate with everyone who is interested in, or impacted by, the plans.

We aim to:

- ✓ **Inform** stakeholders to build awareness of our plans.
- ✓ Ensure everyone can **engage** in a two-way discussion: we're listening to your views and **responding** to queries or concerns.
- ✓ **Inspire** residents, commuters and businesses in and around the region to support the vision of an economically vibrant Greater Cambridge.

Delivering our priorities in 2018-2019:

Informing: Building upon recent improvements, we are developing communications which reach our stakeholders, so we can keep them informed and engaged. In 2018-19, these will include:

- ✓ Regular public meetings, briefings and engagement events, targeting a range of audiences, and attending pre-existing events such as business events and pop-up information stands.
- ✓ Providing updates by email to stakeholders who have agreed to stay in touch with us.
- ✓ Up-to-date online content, social media posts and updates in local and regional news outlets.
- ✓ Comprehensive public engagement and consultation programmes to support the development or delivery of specific schemes.

Engaging: We appreciate how much knowledge is held within our local community. We want to tap in to this wisdom and experience and give our stakeholders the chance to influence how they travel to and from their places of work or study and where they spend their leisure time.

We also know that the improvements we are suggesting mean that it can get quite complicated for some people, some of the time. For these reasons, we want to ensure we communicate with a wide variety of people who live and work in Greater Cambridge and beyond. We won't just sit and wait for our stakeholders to come to us. We are committed to going to the places they spend their time to meet with them and find out their views.

Whatever method we use to communicate, we will always give people an opportunity to feedback on our activity.

Responding: We will respond openly and honestly to any questions or feedback we receive, working to Cambridgeshire County Council's Customer Service Standards. As well as meeting people at events and at our Community Forums, we have set up Facebook, Twitter, Instagram and LinkedIn accounts - which have thousands of followers so that we can engage in online conversations about our work. If our stakeholders want to send us a message, an email, call or meet us at an event, we will be happy to chat, listen and answer queries.

Inspiring: We are working to improve the quality of life for those living and working in Greater Cambridge. With the rise in population of the area, it is important we act now. We need stakeholders' help to support this work. Our communications will help us do this by enabling people to understand and visualise what the future could look like or help them, with or without the improvements we propose.

Who we are talking to:

The improvements which will be brought by the work we will be carrying out will benefit a wide range of people.

In order for our communications to reach the people we want to speak to, we will use the most relevant and effective channels to meet the needs and preferences for each stakeholder group. This includes local residents, commuters, businesses, community groups and elected members (e.g. parish, district, county councillors and MPs).

We are very aware that many of those who will benefit from the improvements also live slightly further afield, for example in satellite towns and villages. It will be important to liaise with employers in the area to give messages to their staff and use innovative ways of communicating to commuters as the pass through specific areas.





How we communicate

Reaching out to people: Projects are happening across Greater Cambridge. To ensure all stakeholders can get a full picture of what is happening where they work, live or visit, we will increasingly carry out 'place-based' communications in local areas across the city region.

We will communicate about the following existing projects in these areas:

Greater Cambridge (North) – A10, Milton Road, Histon Road, Chisholm Trail, Greenways and City Access

Greater Cambridge (East) – Newmarket Rd, Greenways and City Access

Greater Cambridge (South) – Cambridge South East Transport Study, Greenways, Chisholm Trail, M11/Junction 11 Park & Ride, Cambridge South Station

Cambridge Central – City access, cycling projects, Making Space for People

Greater Cambridge (West) – Cambourne to Cambridge, M11/Junction 11 Park & Ride, Greenways, A10 Royston to Cambridge foot and cycleway

Some of our projects cross-over all areas including our proposals to reduce congestion and improve sustainable travel and public transport in Cambridge, for more Rural Travel Hubs in South Cambridgeshire, our plans to make travel 'smarter' using technology, and our support for the Mayor and Combined Authority's development of a new metro system.

We will hold regular community forums in these areas, which give the public the chance to hear updates from the teams that work on the projects in the area, ask questions and talk things through with us. We will use pre-existing meeting structures where possible, allowing stakeholders to gain an update about their area in one place. In areas where existing meetings are not currently held, we will find a similar, alternative option.

We will also communicate in the following ways across the city region:

- ✓ Through our website – www.greatercambridge.org.uk - where details of all our events can be found
- ✓ Holding our own community meetings and events and attending relevant events held by other bodies.
- ✓ Placing pop-up information stands at central community locations, including high streets, well frequented community buildings and public spaces.
- ✓ Signage or information at relevant commuting hot spots, like bus stops, Park & Rides, train stations, roads, and on buses.
- ✓ On our Facebook page (@GreaterCam) through Twitter (@GreaterCambs), Instagram (@greatercam) and LinkedIn (Greater Cambridge Partnership)
- ✓ Through local, regional, broadcast and online media.
- ✓ Using bespoke leaflets.

As well as communicating in and around your local area, we will also continue to inform and ask for relevant stakeholder opinions on specific projects. For example, we will hold project-specific workshops and meetings, as well as running consultations to gather information and views from local stakeholders before making key decisions.

Plain-speaking: our commitment to clarity

It's important to us that everything we say is accessible and easily understood by all. If any of our communications are needed in an alternative format, we will provide this as soon as possible. We will always act ethically and lawfully.

Finding out what our stakeholders think, listening to their ideas and answering their questions is vital. We will be open, honest and transparent in our conversations and will respond as quickly and accurately as possible to queries.



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Greater Cambridge Partnership

Local Liaison Forum Terms of Reference

1. Forum Scope and Function

- 1.1. GCP Local Liaison Forums (LLFs) are community forums used by the GCP as an interface between the community and its major infrastructure projects. They exist to keep local members and residents informed, engaged and involved in scheme development.
- 1.2. The LLFs act as a conduit through which scheme updates, local issues, opportunities and concerns, which are relevant to the scheme specific scope, can be considered.
- 1.3. GCP officers will be available at all LLF meetings to give updates and answer questions.
- 1.4. The LLF will limit discussion and advice to that within the boundaries of the GCP and/or scheme aims and objectives.
- 1.5. The LLF can seek information on project development and delivery when required.
- 1.6. The LLF may offer advice and put forward suggestions to the Project Managers, as considered appropriate.
- 1.7. It should be noted that LLFs do not, in isolation, necessarily form representative community opinion and will be complemented by other forms of stakeholder engagement by GCP.

2. GCP Governance Structure

- 2.1. The LLF does not have any decision-making powers in relation to the development and delivery of projects.
- 2.2. Local views are an important factor in delivery of any major infrastructure scheme and a summary report should be made available following each LLF providing an over-view of the key issues discussed and reflecting both majority and minority views raised ('most people took the view that..' or 'a few people felt that..'). Consensus is not required and, as such, there is no requirement to take a formal vote on any issue or for formal resolutions.
- 2.3. The LLF report will be published alongside the advice received from the Joint Assembly in GCP Executive Board reports for decision-making purposes, and be presented at the Executive Board meeting by the LLF Chair or Vice Chair as deputy.
- 2.4. The LLF Chair/Vice Chair may wish to provide emerging views to the Joint Assembly discussion.
- 2.5. Formal closure of an LLF lies with the GCP Executive Board.

3. Chairs/ Vice-Chairs

- 3.1. LLF members will appoint a Chair and Vice Chair from amongst elected representatives for the area. These roles will be appointed on an annual basis or following the resignation of the appointed person. Should a Chair or Vice chair step down from their elected position or lose their elected seat, a new Chair or Vice Chair will be appointed.
- 3.2. The Chair and Vice Chair are responsible for keeping the meeting to time and topic and maintaining an open, fair and orderly atmosphere that encourages freedom of speech from all.
- 3.3. The Chair and Vice-Chair are also responsible for signing off the summary report following each CF for the Executive Board and, where relevant, to present it to the Executive Board.

4. Forum Membership Criteria

- 4.1. The following representatives are invited to join each LLF:
 - All local authority Members from wards within the geographical scope of the scheme.
 - A representative of local Parish Councils within the geographic scope area of the scheme.
- 4.2. The Chairs/Vice Chairs may list members from other organisations or interest groups as forming part of the LLF and as considered appropriate although, in the interests of remaining accessible to all, no request for membership should be denied and all views expressed taken into consideration.
- 4.3. Board and Assembly members are not to be members of the LLF, although they may attend as an interested party.

5. Forum Administration (including meeting frequency)

- 5.1. LLF events should be held at relevant junctures to support development of the scheme aid the decision-making process. This will be determined by the GCP programme. A suitable date within a given time period will be agreed between the LLF Chair/Vice Chair and GCP Project Manager and Event Co-ordinator. Meeting dates should not be promoted without confirmation from all parties.
- 5.2. LLFs will be held in public and can take a number of different forms, to be agreed between GCP Officers and with the Chair/Vice Chair. This could include:
 - a) Formal public meetings where members of the public will be provided with an opportunity to speak or participate in the meetings at the discretion of the Chair.
 - b) Deliberative events and workshops where facilitators work with groups of people in the same place, at the same time, to consider and shape topics and issues.
 - c) Pre or post-meeting drop-in events or community surgeries.

- 5.3. While every effort will be made to meet reasonable request for access/resource, GCP resource is limited and the format may be determined by requirement and value for money considerations.
- 5.4. Where possible, and to reduce duplicated effort, meetings will be held to coincide with existing meeting structures.
- 5.5. Papers for meetings, including the agenda, should be distributed to all interested parties and published online (on the project web page), at least 5 working days prior to the start of the meeting.
- 5.6. Any feedback on venues, facilities, compliance with these Terms of Reference or any other issues should be raised with the GCP Communications lead, who will investigate with the GCP Communications Team, CF chair and, where necessary, address.
- 5.7. At each LLF, the specific objectives of each scheme and constraints on the use of the Partnership budget will be made clear at the outset.
- 5.8. Board members and Senior GCP Officers will aim to attend meetings on a regular basis and when appropriate, to communicate the objectives of, and key updates on, GCP.
- 5.9. Relevant available data held by GCP, for example, results of consultations and opinion research, should be made available to the LLFs to inform their discussion.
- 5.10. All documents relating to the LLF meeting will be published on the GCP website as soon as practicable after the event.

6. Forum Agenda

- 6.1. Each meeting should have an agenda, developed and agreed in advance by the GCP in close cooperation with Chair and Vice-Chair of the CF and senior officers.
- 6.2. Agendas will not contain proposals which fall outside of the geographical scope of the scheme.
- 6.3. The Chair will sign the minutes of the proceedings at the next suitable meeting as the first agenda item. The Chair will move that the minutes of the previous meeting be signed as a correct record, with matters arising to be raised.

7. Roles and Responsibilities

- 7.1. The GCP commits to ensuring its officers work in close partnership with local members to achieve effective engagement and to providing relevant meeting resource and materials including, but not limited to:
 - Subject experts and relevant officers/consultants
 - Administrative support
 - Relevant supporting materials in accessible format

- Suitable venues and audio-visual access.
- 7.2. Chairs and Vice Chairs are expected to work in close partnership with the relevant GCP Project Manager and administrative support to support effective engagement and to actively encourage wide community participation, including from people or groups traditionally under-represented.
- 7.3. Attendees are asked to be respectful of all views expressed at LLFs. Bad language, aggression or intimidating behaviour will not be tolerated. The Chair, Vice Chair and Senior GCP Officers have the right to ask people to leave should they not adhere to this policy.
- 7.4. In the event LLFs do not comply with the ToR as set out, the GCP reserves the right to withdraw its support and resource.

DRAFT

Agenda Item 11



QUARTERLY PROGRESS REPORT

Report To: Greater Cambridge Partnership Executive Board

11th October 2018

Lead Officer: Niamh Matthews – Head of Strategy and Programme

1. Purpose

- 1.1. To update Executive Board members on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2. To update the Executive Board on the A10 Melbourn to Royston Cycle Link and the Arbury Road Cross City Cycling Scheme and to ask the Executive Board:
 - (a) To agree to include the A10 Melbourn to Royston Cycle Link as part of the Melbourn Greenway's consultation in late October 2018.
 - (b) To agree that officers should formally explore funding options for the scheme with neighbouring Local Authorities.

2. Feedback from Joint Assembly

- 2.1 The Joint Assembly noted the report and in doing so gave feedback on digital wayfinding and made suggestions about the way data was presented in future reports.

3. Programme Finance Overview (to 27th September 2018)

- 3.1 The table below gives an overview of the 2018/19 Budget as agreed at the July Executive Board. Operations and Programme budgets have been combined to give a clearer overview of all GCP spend.

Funding type	2018/19 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	**Forecast Variance (£000)	Status*		
					Previous ¹	Current	Change
Infrastructure Programme and Operations Budget	29,918	7,434	26,918	3,000	-		-

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

***Forecast Variance against 2018/19 budget*

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

Housing & Strategic Planning

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ forecast	Status		
				Previous	Current	Change
Housing Development Agency – new homes completed	250	2016 - 2018	301			↔
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	851			↔

**Based on housing commitments as at 30th September 2018. On rural exception sites and 5 year land supply sites in the rural area

4. Breakdown of Housing Development Agency completion locations and tenure types:

Scheme Name	Local Authority	Ward / Area	Actual Affordable Completions 2016/17	Actual Affordable Completions 2017/18	Tenure Breakdown**
Colville Road	City Council	Cherry Hinton	25	0	25 AR
Water Lane	City Council	Chesterton	0	14	14 AR
Aylesborough Close	City Council	Arbury	20	0	20 AR
Clay Farm	City Council	Trumpington	0	104	78 AR & 26 SO
Homerton	City Council	Queen Edith's	39	0	29 AR & 10 SO
Fen Drayton Road	SCDC	Swavesey	20	0	20 AR
Horseheath Road	SCDC	Linton	4	0	4 AR
Hill Farm	SCDC	Foxton	15	0	15 AR
Ekin Road	City Council	Abbey	0	6	6 AR
Hawkins Road	City Council	Kings Hedges	0	9	9 AR
Fulbourn Road	City Council	Cherry Hinton	0	8	8 AR
Uphall Road	City Council	Romsey	0	2	2 AR
Bannold Road	SCDC	Waterbeach	0	11	11 AR
Cambridge City Housing Company	City Council	Arbury & Chesterton	0	24	24 AR
Total New Homes			123	178	

** AR – Affordable Rent
SO – Shared Ownership

5. Delivering 1,000 Additional Affordable Homes

- 5.1. The methodology agreed by the Executive Board for monitoring the 1,000 additional homes means that only when housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements, can any affordable homes on eligible sites be considered as 'additional' and count towards this target. As reported to the Executive Board previously, the Greater Cambridge housing trajectory published in both Councils' Annual Monitoring Reports (AMRs) in December, shows a comprehensive assessment of planned housing delivery and actual completions (taking into account developer updates). The Greater Cambridge housing trajectory published in December 2017 shows that it is not 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 until 2020/21.
- 5.2. Until 2020/21, affordable homes on eligible sites being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings. Therefore it is estimated, based on current information, that any affordable homes on eligible sites anticipated to be delivered from 2020/21 can be counted towards the delivery of the 1,000 additional affordable homes. The date at which it is anticipated that there will be a surplus in terms of housing delivery over and above that required to meet the housing requirements in the Local Plans will be reviewed annually, taking account of anticipated housing delivery as set out in the Greater Cambridge housing trajectory.
- 5.3. The table in section 4 shows that on the basis of known planning permissions and planning applications with a resolution to grant planning permission, 851 affordable homes on eligible sites are likely to be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 85% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.
- 5.4. There has also been a change in circumstances in South Cambridgeshire in relation to five year supply, which has implications on the future contribution to the target from 'five year supply' sites. On 21 May 2018, South Cambridgeshire District Council published an update on its five year housing land supply that demonstrates that it can deliver a five year housing land supply for 2018-2023 of 5.0 years. On 3 September 2018, the two Councils published the Inspectors' Reports on their Local Plans. The Inspectors concluded that both Local Plans are 'sound' and they have now been adopted. With the publication of the Inspectors' Reports, significant weight can be given to the Inspectors' conclusions when considering planning applications, and therefore the Councils can demonstrate 5.8 years supply for 2018-2023. As a result 'five year supply' sites are no longer being permitted by the Council and therefore any future 'five year supply' sites are likely to be limited to any sites that are allowed on appeal.
- 5.5. Overall the housing trajectory (published in December 2017) shows that 38,080 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,580 dwellings more than the housing requirement of 33,500 dwellings. There remains 13 years of the period to 2031 outstanding 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. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

Skills

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

Indicator	Target/ profile	Progress	Status		
			Previous	Current	Change
Secondary school/UTC's KS3 & KS4 events	34	36			↔
Special needs events	4	4			↔
Post 16 (KS 5) events run in schools/UTC's	15	8			↔
Business School Brokerage Service	1	1			↔
Multi-school events - Opps Ahead / Primary School Fair/ARU	2	2			↔
Apprenticeship events/interactions (students + parents)	43	43			↔
Apprenticeship CPD (no of schools)	3	3			↔
Business Apprentice Employer Interaction (B2B)	3	3			↔
Local Labour Market Information	10	10			↔

Update on current Form the Future activity

6. Update on GCP Apprenticeship Service

- 6.1. The GCP Apprenticeship tender was launched on Monday 27th August and closed on 27th September. The details of the tender opportunity can be found here - <https://procontract.duenorth.com/Advert?advertId=c44649c4-49a5-e811-80ed-005056b64545>
- 6.2. As previously agreed by the Executive Board, the Apprenticeship Service will work to bridge the gap between employers and prospective apprentices as well as to engage with schools and parents. Subject to the quality of tender, the Service will be operational from late 2018/early 2019.
- 6.3. Officers will update the Executive Board and Joint Assembly as to progress with awarding the contract.

Smart Places

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

Project	Target completion date	Forecast completion date	Status		
			Previous	Current	Change
Establishment of an Intelligent City Platform (ICP)	Completed				↔
ICP Early Adopters	Completed				↑
Digital wayfinding	Launch event completed				↑
MotionMap	Launch event completed				↔
First steps to Intelligent Mobility	Completed				↔
Phase 2	2020	2020			↔

7. Travel Information Applications

7.1 Following the successful travel information event on 20th June 2018 to formally mark the launch of the Digital Wayfinding devices pilot, the MotionMap app and Smart Panel pilot, the focus has been on wider deployment and improvements in response to user feedback. A further round of publicity to raise the profile of the travel information applications is being planned for the autumn, hoping to reach a wider audience with the summer break over.

7.2 Digital Wayfinding

- Large digital screens are now live at the Station Gateway and Trumpington Park and Ride. The new devices provide travel information including real-time bus information, walking routes into town (where applicable) and give visitors access to onward travel information.
- The Trumpington Park and Ride device allows ticket purchase via Chip and Pin and, if under £30, via contactless. The software is also mobile wallet compatible for Apple Pay and Android Pay if the Client Merchant account supports it. There is also the option to dispense rail tickets.
- Evaluation of usage is ongoing and will be used to improve and add additional features where agreed as appropriate. We are working with Visit Cambridge and the BID to ensure a unified traveller experience.
- Sites for additional devices are also being identified, for example assisting bus travellers at the Emmanuel and Drummer streets interchange.

7.3 MotionMap Travel App

- Downloads of the MotionMap app from the Apple store and GooglePlay have now exceeded 1150. A release is planned over the next two months to address the main feedback from app users.

7.4 SmartPanels

- This project has developed content from the Intelligent City Platform (iCP) using real time bus and other data to provide valuable information for travellers. The content of the screens is configurable so that information about buses and trains is relevant to the location of the screen. The screens are capable of showing buses as they make their way to nearby bus stops so that travellers can plan accordingly.
- SmartPanels are now operational at 7 sites, with interest expressed by 12 organisations including firm interest from Trinity College, ARM and potentially a further 7 SmartPanel locations for AstraZeneca.

7.5 Further Developments

- In addition to further improvements and deployment of the three travel applications described above, further work is ongoing to extend both data applications and real time data sources to enable the Smart Cities agenda.
- The programme has conducted an 'Expression of Interest' (EoI) in relation to pedestrian and cycling sensors since we have limited data about these modes as present. The EoI resulted in useful insights into current and emerging technologies, and a specification is being prepared with the aim of conducting one or more live trials to obtain significantly improved data which will help to shape future schemes.

8.0 Autonomous Vehicles (AVs)

- 8.1 Following the successful C-CAV3 (Centre for Connected and Autonomous Vehicles, funding round 3) bid for government and industry funding for the development of autonomous public transport solutions, a new project is underway. The project will develop AVs to run out of hours on the Cambridgeshire Guided Busway to the Cambridge Biomedical Campus and Trumpington Park and Ride. The project will result in 5 or 6 vehicles running a trial service.
- 8.2 A project initiation meeting was held in July and an outline plan has been agreed which will see the initial vehicle pilot underway in mid-2019 and the trial service commencing by end 2019. Work is ongoing to agree the detailed delivery plans and collaborative work with the industry partner.
- 8.3 A consortium bid (with industrial partners and in collaboration with Milton Keynes) has been submitted for the next round of funding, known as "C-CAV4". The Cambridge aspect of the bid proposes extending the C-CAV3 scheme by running the larger AV shuttles around the CBC campus and investigating the use of shared vehicles bringing commuters from the outlying villages to the Park and Ride travel hub, with the aim of encouraging people to reduce private car usage.

Transport

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

9 Transport Delivery Overview

Project					Delivery stage		Target completion date	Forecast completion date	Status		
									Previous	Current	Change
Tranche 1											
Ely to Cambridge Transport Study			Completed								
A10 cycle route (Shepreth to Melbourn)			Completed								
Greenways Development			Design	2018	2018			↔			
Greenways Quick Wins			Construction	2020	2020			↔			
Histon Road			Design	2022	2019			↔			
Rural Travel Hubs			Design	2019	2019			↔			
Milton Road			Design	2021	2020			↔			
Chisholm Trail cycle links	Phase 1	Construction	2020	2020			↔				
	Phase 2	Design	2022	2022			↔				
Cambourne to Cambridge / A428 Corridor			Design	2024	2024			↔			
City Centre Capacity Improvements [“City Centre Access Project”]			Design	2020	2020			↔			
Cambridge Southeast Transport Study (formerly A1307)			Design	2025	2024			↔			
West of Cambridge Package			Design	2021	2021			↔			
Greater Cambridge Rail Study			Design	2018	2018			↔			
Cambridge South Study			Design	2019	2019			↔			
Electric Vehicle Charging			Project Initiation	2021	2021	n/a		n/a			
City Centre Space & Movement			Policy & Strategy Document	2019	2019	n/a		n/a			
Travel Hubs			Project Initiation	2021	2021	n/a		n/a			
Travel Audit – South Station and biomedical campus			Baseline Study	2019	2019	n/a		n/a			
Residents Parking Implementation			Project Initiation	2021	2021	n/a		n/a			
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2018			↔				

	Hills Road / Addenbrooke's corridor	Completed	2017	2018			↔
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2018			↔
	Arbury Road corridor	Construction	2018	2018			↔
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔

10 Transport Finance Overview (to September 2018)

Project	Total Budget (£'000)	2018-19 Budget £'000	2018-19 Outturn £'000	2018-19 Variance £'000	2018-19 budget status		
					Previous	Current	Change
Histon Road bus priority	7,000	224	330	+106			↓
Milton Road bus priority	23,040	800	330	-470			↔
Chisholm Trail	9,269	5,320	2,320	-3,000			↓
Cambourne to Cambridge / A428 corridor	59,040	2,900	2,900	0			↔
Programme management & Early scheme development	3,200	800	800	0			↔
Cambridge Southeast Transport Study (formerly A1307)	39,000	1,397	2,350	+953			↓
Cross-City Cycle Improvements	8,934	4,500	4,000	-500			↔
West of Cambridge package of interventions (formerly Western Orbital)	5,900	600	1,200	+600			↓
Ely to Cambridge Transport Study	2,600	892	32	-860			↔
City Centre Access Project	9,638	3,995	3,345	-650			↔
Greenways	500	244	244	0			↔
Greenways Quick Wins	4,650	3,000	3,000	0	n/a		n/a
Cambridge South Station	1,750	925	925	0			↔
Electric Vehicle Charging	100	25	25	0			↔
City Centre Space & Movement	150	150	150	0			↔
Travel Hubs	700	75	75	0			↔
Travel Audit – South Station and biomedical campus	150	62	62	0			↔
Residents Parking Implementation	1,191	219	219	0			↔
Total	178,812	26,128	22,307	-3,821			↓

The explanation for variances is set out below.

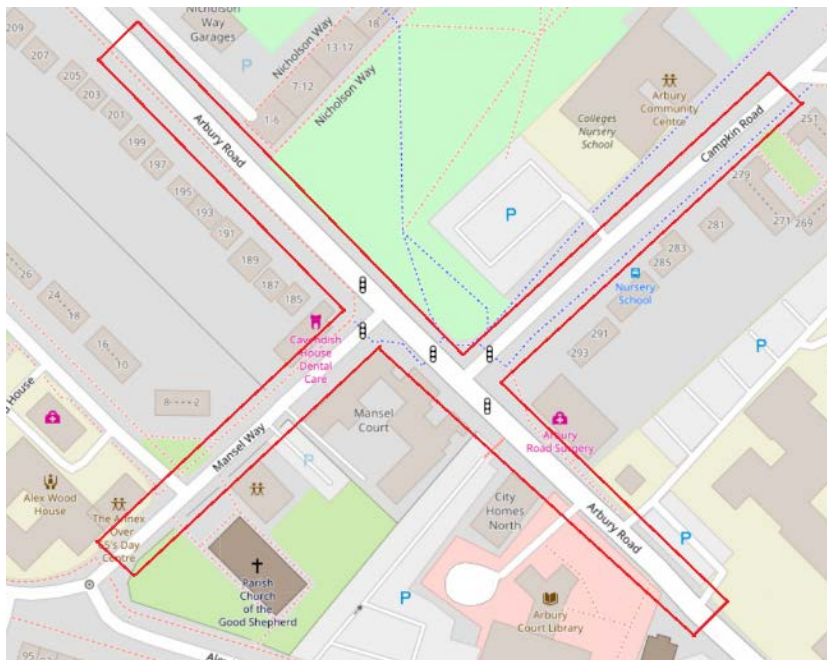
- 10.1 **Histon Road – Bus Priority**
The forecast outturn spend is £106k more than originally planned due to the project moving forward more quickly than it has been planned, bringing forward additional costs and therefore impacting forecast outturn.
- 10.2 **Milton Road – Bus Priority**
The forecast outturn spend is £470k less than originally planned with construction costs now going into 2019/20. This forecast to the end of the financial year assumes final preliminary design is agreed by the Board in June 2019. Detailed design and mobilisation with construction starting in mid-2020.
- 10.3 **Chisholm Trail**
Underspend of £3 million is forecast for 2018/19 against the original spend profile due to delays in discharging pre-commencement planning conditions. Construction work on Chisholm Trail Phase One and the Abbey-Chesterton Bridge is likely to commence in October 2018, later in the financial year than originally planned.
- 10.4 **Cambourne to Cambridge / A428 Corridor**
To be confirmed in line with Combined Authority review.
- 10.5 **Cambridge Southeast Transport Study (formerly A1307)**
The £953k variance is due to revised forecasts, based on a formal proposal by consultants for design development of Phase 1 and Phase 2, and extended survey work, including Phase 2 walkovers.
- 10.6 **Cross-City Cycle Improvements**
The forecast outturn spend is £500k less than originally planned as some expenditure will go into 2019/20 to cover final contractor bills, and any minor alterations and amendments being made to completed schemes. All schemes now under construction or complete.
- 10.7 **West of Cambridge Package of Interventions (formerly Western Orbital)**
The forecast outturn has increased to £1.2m (from £600k) to reflect the requirement to complete the Trumpington Extension works in 2018/19.
- 10.8 **Ely to Cambridge Transport Study**
The study is now complete and all technical reports received. No further consultant costs are anticipated. The forecast £32k spend in the 2018/19 financial year represents the final consultant invoice for completion of the study.
- 10.9 **City Access Programme**
As several work streams in the City Access programme have been delayed or put back to allow for other work to be completed, the budget is expected to be underspent this year. At this stage the anticipated underspend is in the region of £650k against the overall budget of £3,995k. This includes all workstreams under City Access including City Centre Spaces and Movement and Residents Parking Implementation.
- 10.10 **Greenways**
£244k is the remaining budget for development of the 12 routes, all of which should be spent during the 2018/19 financial year.
- 10.11 **Greenways Quick Wins**
The Executive Board approved the programme of Quick Wins on 4th July 2018. Design and preparation work is well underway, with Phase 1 of Sawston to Stapleford improvements complete as well as some of the resurfacing work. The £3 million budget is expected to be spent during 2018/19.

10.12 **Cambridge South Station**

No spend has been incurred to date. The Feasibility Study will be carried out by the end of March 2019, meaning that the £925k budget is expected to be spent during the remainder of the 2018/19 financial year.

11. **Arbury Road Update**

- 11.1 In June 2016 the Executive Board gave permission for the construction of the (Cross City Cycling) Arbury Road scheme, including a trial closure of Mansel Way at the junction with Arbury Road. The aim of the closure was to prevent rat-running along Mansel Way and Alex Wood Road, and to encourage more journeys, especially to Arbury Court, by sustainable modes.
- 11.2 As detailed design progressed, officers changed their view on the benefits of the trial closure as it became apparent that a large proportion of people visiting Arbury Court were doing so by car, and there was a concern locally that any restrictions on motor traffic might impact upon the shopping area which has recently undergone a major revamp.
- 11.3 It is now considered that a better option would be to remove the traffic signals at the Mansel Way/Arbury Road junction, along with the removal of the right filter lanes into both Mansel Way and Campkin Road. This will enable the continuation of the high quality cycle lanes currently being built to go through both junctions, and to still allow vehicular access to Arbury Court from all directions.
- 11.4 These proposals have been modelled and the likely impacts are that Arbury Road East and Mansel Way are predicted to experience slightly higher delays through the junction, but Arbury Road West is expected to experience fewer delays. Journey times for the Citi 1 bus service will therefore benefit from the changes. Officers have modelled the designalisation, together with the removal of the right filter lanes.
- 11.5 Local Members have been closely involved in the Arbury Road project, and are supportive of the proposals.



Plan 1 Area referred to above

12. *A10 Melbourn to Royston*

- 12.1 At the Executive Board meeting in November 2017, County Councillor van de Ven and two local residents came to speak in favour of extending the A10 Cambridge to Melbourn foot and cycle route, to link to Royston. Officers were asked to undertake some work on a business case for further consideration.
- 12.2 Linking to Royston would include a new foot and cycle bridge crossing the A505, as well as a new 2km path on the A10. This is likely to cost around £3.3 million and requires the procurement of a small plot of privately owned land, submission of a planning application, and collaboration with Hertfordshire County Council (HCC), as one side of the new bridge would land in Hertfordshire. A new bridge is unlikely to impact on longer term plans to introduce a dual carriageway on the A505 from Royston to the A11, as this section is already a dual carriageway.
- 12.3 An outline business case has been compiled, including some narrative around benefits. This is supplemented with a consultant report which attempts to quantify the economic benefits against the likely costs.
- 12.4 The Benefit Cost Ratio (BCR) figure produced by the consultant is 0.29:1, which in Department for Transport (DfT) terms represents poor value for money. For comparison purposes an identical piece of work was undertaken for a new cycle route linking Oakington (The Busway) with Cottenham, one of the proposals for 'Quick Wins'. The BCR for this was 1.44:1.
- 12.5 HCC has already funded a feasibility study and confirmed that it would adopt the bridge for maintenance.
- 12.6 In order to look more closely at the BCR and to link the project more broadly to the wider transport work of the GCP, officers will be asking the Executive Board to agree to include the A10 Melbourn to Royston Cycle Link as part of the Melbourn Greenway's consultation in October 2018.
- 12.7 As part of that process, officers will also be asking the Executive Board to agree that officers should formally explore a range of funding options for the scheme with neighbouring Local Authorities.

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:

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

Executive Board: 6 December 2018		Reports for each item to be published: 26 November 2018	Report Author	Key Decision	Alignment with Combined Authority
A428 Cambourne to Cambridge	Decision on interim outline business case following public consultation and business case development.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Histon Road	To consider results of the public consultation and give approval to any proposed modifications to the final preliminary design for Histon Road and to approve the outline business case as a basis the detailed engineering design and final business case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
City Access and Bus Service Improvements	Update on progress, intelligent signals review delivery plan and to give approval to engage on demand management principles and measures.		Peter Blake	Yes	CA LTP Passenger Transport / Walking & Cycling / Streetscape Strategy

Foxton Level Crossing and Travel Hub	Present options and give approval for public consultation.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Output of Studies into Rail Capacity and Cambridge Biomedical Campus	To provide an update and information on the output of studies.		Peter Blake	No	CA LTP Passenger Transport/ Interchange Strategy
Rural Travel Hubs and Rural Bus Service Improvements	To provide an update on rural Travel Hubs Pilot projects.		Peter Blake	No	CA LTP Passenger Transport Strategy
GCP Future Investment Strategy	To agree prioritised list for future investment.		Rachel Stopard	Yes	CA Prospectus/ 4-year plan
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A
Executive Board: 20 March 2019		Reports for each item to be published: 8 March 2019	Report Author	Key Decision	Alignment with Combined Authority
Chisholm Trail Cycle Links	To approve construction of phase 2 of the scheme subject to planning permission.		Peter Blake	Yes	CA LTP Walking & Cycling Strategy
Newmarket Road	Update on work to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy

A10 Waterbeach to Science Park	Update on work to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A
Executive Board: 27 June 2019		Reports for each item to be published: 17 June 2019	Report Author	Key Decision	Alignment with Combined Authority
West of Cambridge Package (M11 J11 Park and Ride)	Full Outline Business Case for P&R Expansion at J11.		Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
A428 Cambourne to Cambridge	Update on Progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Cambridge South East Transport study	Update on Progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
City Access	Update on progress to date and report back on public consultation results.		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A

Executive Board: 3 October 2019		Reports for each item to be published: 23 September 2019	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A
Executive Board: 12 December 2019		Reports for each item to be published: 2 December 2019	Report Author	Key Decision	Alignment with Combined Authority
A10 Waterbeach to Science Park	Update on progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Newmarket Road	Update on progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
City Access	Update on progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP quarterly progress report	To monitor progress across the GCP workstreams 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
6 December 2018	26 November 2018	15 November 2018	5 November 2018
20 March 2019	8 March 2019	27 February 2019	15 February 2019
27 June 2019	17 June 2019	6 June 2019	24 May 2019
3 October 2019	23 September 2019	12 September 2019	2 September 2019
12 December 2019	2 December 2019	21 November 2019	11 November 2019

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