



24 February 2016

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

Councillor Lewis Herbert	Cambridge City Council (Chairman)
John Bridge OBE DL	Greater Cambridge Greater Peterborough Enterprise Partnership
Councillor Francis Burkitt	South Cambridgeshire District Council
Councillor Steve Count	Cambridgeshire County Council
Professor Nigel Slater	University of Cambridge

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**, which will be held in **THE COUNCIL CHAMBER at SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **THURSDAY, 3 MARCH 2016** at **2.00 p.m.**

AGENDA

	PAGES
1. Election of Vice-Chairman To elect a Vice-Chairman of the City Deal Executive Board.	
2. Apologies for absence To receive any apologies for absence.	
3. Minutes of the previous meeting To confirm the minutes of the previous meeting held on 15 January 2016 as a correct record.	1 - 12
4. Declarations of interest To receive any declarations of interest by Members of the Executive Board.	
5. Questions by members of the public To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	13 - 14
6. Reports and recommendations from the Joint Assembly Councillor Tim Bick, Chairman of the Joint Assembly, will be in attendance to present the recommendations from the meeting of the Joint Assembly held on 12 February 2016.	15 - 20
7. Greater Cambridge City Deal financial monitoring To consider a report by Chris Malyon, Chief Finance Officer (Cambridgeshire County Council).	21 - 24

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| 8. | Greater Cambridge City Deal Partnership budget 2016/17
To consider a report by Chris Malyon, Chief Finance Officer
(Cambridgeshire County Council). | 25 - 48 |
| 9. | Cambridge and South Cambridgeshire Local Plans
To consider a report by Tanya Sheridan, City Deal Partnership Director. | 49 - 54 |
| 10. | A428/A1303 Better Bus Journeys Scheme - public consultation
outcomes and next steps
To consider a report by Graham Hughes, Executive Director
(Cambridgeshire County Council). | 55 - 66 |
| 11. | The Chisholm Trail
To consider a report by Graham Hughes, Executive Director
(Cambridgeshire County Council). | 67 - 74 |
| 12. | A1307 Haverhill to Cambridge: Approval to consult on transport
improvement concepts
To consider a report by Graham Hughes, Executive Director
(Cambridgeshire County Council). | 75 - 88 |
| 13. | Southbound bus priority slip road - Junction 11, M11
To consider a report by Graham Hughes, Executive Director
(Cambridgeshire County Council). | 89 - 92 |
| 14. | Smart Cambridge - 'Smart Technology City Management Platform'
To consider a report by Graham Hughes, Executive Director
(Cambridgeshire County Council). | 93 - 98 |
| 15. | City Deal Workstream update
To consider a report by Tanya Sheridan, City Deal Partnership Director. | 99 - 104 |
| 16. | Greater Cambridge City Deal Forward Plan
To consider the City Deal Executive Board's Forward Plan. | 105 - 108 |

Agenda Item 3



GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

Minutes of the Greater Cambridge City Deal Executive Board held on
Friday, 15 January 2016 at 2.00 p.m.

PRESENT:

Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Ray Manning	South Cambridgeshire District Council (Vice-Chairman)
Councillor Ian Bates	Cambridgeshire County Council
John Bridge OBE	Greater Cambridge Greater Peterborough Enterprise Partnership
Professor Nigel Slater	University of Cambridge

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

Councillor Tim Bick	Cambridge City Council and Chairman of the Joint Assembly
Andy Williams	AstraZeneca

Officers/advisors:

Andrew Limb	Cambridge City Council
Glen Richardson	Cambridge City Council
Graham Hughes	Cambridgeshire County Council
Jeremy Smith	Cambridgeshire County Council
Stuart Walmsley	Cambridgeshire County Council
Aaron Blowers	City Deal Partnership
Tanya Sheridan	City Deal Partnership
Alex Colyer	South Cambridgeshire District Council
Graham Watts	South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Steve Count (Cambridgeshire County Council). Councillor Ian Bates was in attendance as his substitute.

2. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 3 December 2015 were confirmed and signed by the Chairman as a correct record.

3. DECLARATIONS OF INTEREST

No declarations of interest by Members of the Board were made.

4. QUESTIONS BY MEMBERS OF THE PUBLIC

The following questions or statements from members of the public, together with responses by Members of the Board or officers, were noted as follows:

1) Dorcas Fowler

Dorcas Fowler spoke as a resident of Milton Road and said that the ideas put forward for Milton Road as part of the City Deal scheme were premised on the assumption that large numbers of people in the new developments, such as Waterbeach, would be adding to peak traffic. She asked what evidence there was of growth of jobs in the City Centre as opposed to the periphery, such as on the Addenbrooke's site.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, made the point that people visited Cambridge for a variety of reasons and said that there was significant congestion both in the City Centre and radial routes, meaning that several issues would need addressing to improve access in and out of Cambridge.

Mr Hughes said that a significant amount of new employment sites were planned as part of Cambridge City and South Cambridgeshire District Councils' respective Local Development Plans. Some of these sites were located on the periphery, but it was not always possible for people to travel around Cambridge to access them efficiently, resulting in people travelling through the City itself. He also referred to the CB1 Cambridge Railway Station, which had seen a considerable rise in employment numbers.

Mr Hughes believed that there would be continued employment growth in the Greater Cambridge area, which he said was reflected in the proposals put forward as part of the City Deal package.

2) Barbara Taylor

Barbara Taylor stated that proposals for structural changes to Milton Road and Histon Road were based on an initial technical study by external consultants and said that they would have been given a brief when they were commissioned by the City Deal Executive Board to undertake the work. She asked where the brief had been published.

Mr Hughes said that the brief would be made available on the Greater Cambridge City Deal website.

3) Lynn Hieatt

Lynn Hieatt referred to the Government's official guidance on transport modelling and appraisal and the emphasis made throughout the City Deal programme that proposals for transport infrastructure must be evidence-based. She said that, given the proposals for Milton Road, Histon Road and the A428 Madingley Road corridor had at their centre the introduction of separate bus-only lanes, residents were asking for the evidence that these measures were necessary and would work. She asked for examples of where bus-only lanes had been successful and questioned when and where this evidence would be published.

Mr Hughes reflected on a number of examples he had given in the past in response to other public questions submitted to the Executive Board and Joint Assembly in respect of successful bus lane schemes. He said that there were plenty of examples from around the world where significant changes to networks had led to a higher quality of service, with

better reliability and frequency which in turn generate more patronage and usage as a result. He gave the guided busway as an example in Cambridgeshire, the introduction of which saw a very dramatic growth in patronage locally.

Mr Hughes confirmed that, whichever options were chosen for the transport infrastructure schemes cited as part of this question, provision for buses would be of very high quality and consist of appropriate technologies for the area.

Tanya Sheridan, City Deal Programme Director, highlighted that statistical information regarding the guided busway was set out in a performance report scheduled for consideration by the County Council's Economy and Environment Committee on 19 January 2016.

4) Michael Page

Michael Page referred to the public consultation on the Milton Road City Deal scheme and referred to the options that had been included in the consultation document, which he said had omitted some of the options originally included in the consultant's draft options report. He therefore asked by what process the first two options proposed by the consultants had been removed, on what evidence this was based and what steps the Board was prepared to take to consider all of the original options.

Mr Hughes explained that the consultant's draft options report consisted of a wide range of options for the scheme at Milton Road. In reviewing the draft options and in working with internal teams, as well as with the consultants themselves, officers, in making a recommendation to the Board, put forward a consultation document that included what they felt would lead to an effective consultation process for the scheme. The consultation had been supported by the Joint Assembly and subsequently approved by the Executive Board.

In addressing the question regarding what evidence was used to determine which options were presented, Mr Hughes said that the experience of officers and their knowledge of how that specific section of the network operated, together with how the scheme could build the different elements together, was the ultimate determining factor in officers providing a recommendation to the Board. He made the point that a significant number of the recommendations made to decision-makers in respect of schemes such as this were based on the experience of officers.

Councillor Lewis Herbert reminded members of the public that any alternatives submitted to the options set out in the consultation document would be carefully considered when analysing the responses to the consultation, emphasising that people's views would be listened to as part of the process.

5) Gabriel Fox

Gabriel Fox referred to the recent call for evidence in respect of congestion and Dr Steve Melia, Senior Lecturer in Transport and Planning at the University of the West of England, who had been invited to provide expert input and had advised that the best examples of sustainable urban transport often had a 'wow factor', which was largely absent in the United Kingdom. Gabriel Fox stated that Bus Rapid Transit was one of the fastest growing urban transport solutions with hundreds of successful installations worldwide, including more than a dozen in the United Kingdom, with several more under construction.

She asked the Executive Board if it agreed with Dr Melia on the importance of a 'wow factor' and whether the Board would be prepared to provide competitive grant funding for one or two projects to assess the viability of a Bus Rapid Transit system for Cambridge.

Councillor Lewis Herbert, in providing an initial response, said that the Board welcomed innovative proposals.

Tanya Sheridan, City Deal Programme Director, said that Bus Rapid Transit and high quality public transport was already part of the Transport Strategy for Cambridge and South Cambridgeshire. She agreed that Bus Rapid Transit was a cheaper and better way of delivering public transport services where existing railway lines were not already in place, but highlighted that there were space constraints in Cambridge and also emphasised the need to protect other user groups and modes of transport.

Councillor Herbert acknowledged the question regarding grant funding, saying that he would give the issue some further consideration and provide a response in writing.

6) Edward Leigh

Edward Leigh asked officers to refer him to the modelling that had been done on future traffic flows on and within the inner ring road and, in particular, was interested to know what modelling had been undertaken on the impact of increasing road capacity on radials with the introduction of new bus lanes.

Mr Leigh had estimated that the number of bus arrivals in the City at peak times in 2031 would be between 250 and 300 buses per hour on the eight major radials. He thought it was highly unlikely that Drummer Street or any of the connecting streets could accommodate that frequency of bus movements in addition to over 10,000 people an hour disembarking in the City Centre. This suggested to him that bus operators would have to use a ring-and-spoke routing model, where buses circulated the City Centre but did not traverse it, which he said would have some advantages over the current hub-and-spoke routing model. However, he noted that this would make the inner ring road the most crucial part of the bus route network and questioned whether this had been studied or modelled. Mr Leigh suggested that what was needed to support this model was Smart Traffic Management and Inbound Flow Control, rather than new bus lanes. He therefore asked how it made sense to commission engineering consultants to propose bus priority schemes on isolated parts of the outer road network before having a clear understanding of the capacity constraints at the centre of the network.

Mr Hughes reported that a huge amount of modelling had taken place and continued to take place with regard to traffic flow in the City Centre and on radial route networks. As part of the Long-Term Transport Plan development, significant work had been undertaken around the ring road which had fed into the Local Development Plan processes of Cambridge City and South Cambridgeshire District Councils. Links to this modelling work would be made available on the Greater Cambridge City Deal website.

Mr Hughes referred to Mr Leigh's estimations for bus capacity in 2031 and said that forecasting undertaken by consultants a few years ago resulted in similar projections, suggesting 200 to 220 buses per hour. He also said the point Mr Leigh raised regarding the criticality of the ring road was one consistently shared by officers as well as the Joint Assembly and the Executive Board in debating the issue.

Mr Hughes said that the City Centre's core scheme had moved traffic onto the ring road which resulted in the ring road itself becoming particularly congested. This meant the ring road was a key problem, with blocked junctions subsequently impacting radial routes and

causing congestion and gridlock. He said that Smart Traffic Management would no doubt be a component of proposals introduced to change the way in which the network operated, but emphasised that it would take something more than solely Smart Traffic Management to solve the issue. The call for evidence sessions saw a number of innovative ideas come forward and it was hoped that they could be developed into packages that would contribute to an effective solution. He acknowledged that the ring road needed addressing but emphasised that this had to be via a system-wide approach.

7) Robin Pellew

Robin Pellew reported that Cambridge Past, Present and Future strongly endorsed the recommendation for the production of an Environmental Design Guide for City Deal transport infrastructure schemes. It urged that a statement of design principles was prepared, incorporating both social and environmental issues as a standard consideration in the planning of all City Deal transport infrastructure projects, with the aim of creating a high quality public realm.

Mr Pellew said that his organisation was becoming increasingly concerned about the manifest disconnect between the various infrastructure engineering projects the City Deal was now pursuing and the search for an appropriate demand management scheme to alleviate congestion across the whole City. He reflected that the City Deal had a duty to proceed on an evidence-led basis, but because no evidence had been forthcoming, Cambridge Past, Present and Future did not know whether there would be a need for the scale of heavy engineering proposed for the Milton and Histon Road schemes once effective demand management measures were in place.

He added that reassurance that the outcomes from the consultant's review of the call for evidence would in some way be included into these engineering projects at a future date, in his organisation's view, was not good enough. He therefore called on the City Deal Executive Board to defer the current consultations on radial road projects until, firstly, a comprehensive transport strategy had been produced that included a better balance between demand management and infrastructure engineering and, secondly, until the necessary social and environmental design guidelines had been agreed for all transport infrastructure projects.

Mr Hughes made the point that whatever came out of the process that had been started by the call for evidence sessions would be reported to the Executive Board well before any final decisions were scheduled to be taken on those transport infrastructure schemes where consultation had already commenced, such as the A428 Madingley Road corridor scheme. He confirmed, therefore, that it would be possible for these things to come together and ensure that they were not misaligned.

He said that significant improvements were needed to bus infrastructure, principally on the radial routes, to get the very large numbers of people living in the areas surrounding Cambridge into the City Centre in a way that did not cause the same problems that currently existed with regard to congestion. His professional opinion was that some sort of demand or congestion management system would be the answer, but this had to include much better facilities for buses and cyclists. Schemes were therefore being developed to ensure that provision for buses and cyclists, in particular, were of very high quality, which would be reflected in their final designs.

Councillor Herbert confirmed that options as part of a City-wide package would be presented to the Executive Board in June for consideration, which would be before any final decisions were made on transport infrastructure schemes thereby reiterating the point that any outcomes following the call for evidence sessions could be combined if

necessary.

8) Mal Schofield

Mal Schofield referred to the minutes of the Executive Board meeting held on 3 December 2015 in relation to the Western Orbital technical report and a study of home addresses of commuters to the Biomedical Campus that had been carried out by employers. This showed a concentration in the CB23 and CB24 postcode areas, which it was claimed implicitly strengthened the case for a Western Orbital bus route. He asked for confirmation of the statistics and fuller context for this commentary and questioned whether it was not more urgent to support an alternative travel mode such as cycling. He felt that commuters in the areas cited would, in a majority, have their needs better served by a Park and Cycle facility adjacent to Barton Road, providing a cross-city commute of less than 20 minutes.

Mr Hughes reminded the Board that the Western Orbital scheme was at a very early stage. The basis of the question in respect of the Western Orbital scheme focussed on use of the Biomedical Campus, but Mr Hughes said that another key element was orbital capacity and the ability to distribute traffic around Cambridge rather than it going into the City Centre. He extended an offer to Mr Schofield for representatives of his team to meet with him outside of the meeting regarding the specifics of the work that they had carried out in this respect.

Mr Hughes also took this opportunity to remind Board Members that all schemes needed to consist of a viable business case before the Executive Board would be able to make any decisions on them, and reiterated that, in respect of the Western Orbital scheme, there was a lot of work to do. He did believe, however, that there would be a valid case as part of the Western Orbital scheme to allow traffic to move around the City.

Jeremy Smith, Head of Transport and Infrastructure Policy and Funding at Cambridgeshire County Council, reported that the study referred to in the question had been commissioned by AstraZeneca, noting that the results showed interesting statistics in respect of maximising use of public transport for cyclists and pedestrians. In terms of the CB23 postcode, Mr Smith reminded the Board that a significant number of new houses were proposed for development in that area and that Papworth Hospital would soon be moving, with its staff consequently and subsequently seeking to access the campus too. He reiterated the point that there was currently no reliable or timely public transport option that could guarantee efficient travel from the CB23 area to the Biomedical Campus.

9) Councillor Susan van de Ven

Councillor van de Ven updated the Board on efforts that had been undertaken to realise the Cambridge to Royston A10 cycle link.

It was noted that the northern half of the route had won funding from the Department for Transport's Cycling Ambition Grant. The core cycle link between Harston and Foxton was completed a few weeks ago, with minimum disruption, in the space of about ten weeks. Councillor van de Ven said that, even in winter, this had been described as transformative for people who were finding cycling to Cambridge much quicker than driving.

She reported that the southern half of the corridor that included Melbourn and Royston was without funding, consisting of two components. The first was a bridge over the A505 roundabout near Royston. It was noted that Hertfordshire County Council had completed its feasibility study with a conclusive costed option for a bridge and the Greater Cambridgeshire Greater Peterborough Enterprise Partnership had also indicated that it

was keen to help find a funding solution. The second component was the cycle link in and out of Melbourn, consisting of approximately two miles and was entirely Cambridgeshire County Council owned land.

Councillor van de Ven was pleased to report that the A10 Corridor Cycling Campaign had organised fundraising for a community contribution towards the missing Melbourn to Royston link and exceeded its initial target of £1,000 managing to raise £1,500. Employees at several local businesses were now planning fundraising to add to that community contribution. She closed by saying that this scheme had demonstrated how quickly A10 cycle links could be delivered and how instantly transformative small links a mile or two in length could be for people needing to get to work. She therefore urged the Executive Board to keep in mind the relatively small amount of funding needed to complete the A10 scheme.

Councillor Herbert said that the Executive Board would review how the first wave of City Deal funding had been spent at the end of the first tranche programme.

John Bridge, representing the Greater Cambridge Greater Peterborough Enterprise Partnership, committed to take this issue back to the Enterprise Partnership as a separate issue and establish what help it could provide.

10) Robin Heydon

Reflecting on the increase of the number of people driving to work in Greater Cambridge between 2001 and 2011 being 6.9%, Mr Heydon reported that the increase in the number of people cycling to work in the same timespan had increased by 34%. He said that the numbers for Cambridge were even more dramatic, with almost a 36% increase in the number of people cycling to work and a decrease of 2.5% in the number of people driving to work.

He added that these increases should be considered in the context of the working population increasing by over 10,000 people. If these population increases were extrapolated out to 2031, then he claimed that the number of people cycling to work in Greater Cambridge could be almost 42,000 people, compared to 75,500 people driving to work without taking into account that the available space for cars was severely limited already.

Mr Heydon reported that the Cambridge Cycling Campaign believed that the only way to enable 38% of people to cycle to work in 2031, reducing the pressure on roads, was to provide world-class bicycle infrastructure. He therefore asked the Executive Board to recognise the valuable contribution that cycling made to Greater Cambridge, to the productivity of its businesses, to the health of the population and to reducing congestion in the region. He also asked the Board to make a clear commitment that world-class bicycle infrastructure must be included in all City Deal infrastructure projects.

Councillor Herbert questioned the definition of 'world-class' and said that different people would probably have a different perception as to what this should represent. He added, however, that the Board would commit to providing a far higher standard of cycling provision as part of transport infrastructure schemes to that which was already in place. He was of the opinion that cycling was a central part of transport in Cambridge and he appreciated the expertise that the Cycling Campaign was able to provide.

Mr Hughes explained that there was already a significant amount of investment going into cycling with lots of work taking place, citing the Chisholm Trail as an example which would see a £10 million investment to link employers in and around Cambridge. He felt that

schemes such as this would help address the issues set out in Mr Haydon's question. Mr Hughes added that all transport infrastructure schemes, such as the A428 Madingley Road corridor scheme and the Histon Road and Milton Road schemes for example, would include high quality cycling and walking provision as part of them. He reminded the Board, however, that the schemes had to balance the needs of all users and different modes of transport.

5. REPORTS AND RECOMMENDATIONS FROM THE JOINT ASSEMBLY

Councillor Tim Bick, Chairman of the Joint Assembly, presented his report on the recommendations and key issues raised further to the meeting of the Assembly held on 17 December 2015.

Councillor Bick outlined the content of a public question that did not relate to any items on the agenda for the meeting of the Assembly, which focussed on engagement between the City Deal and other key external agencies such as Highways England and Network Rail. Officers had agreed to provide and circulate an 'engagement map', which would assist with understanding the type of engagement that took place with agencies such as these, and on what subjects.

The Joint Assembly had received a presentation from Glenn Richardson, Urban Design and Conservation Manager at Cambridge City Council, and Andrew Cameron, Director of Urban Design at WSP Parsons Brinkerhoff consultancy on opportunities for public realm and landscaping enhancement within the City Deal. Further to public questions received that related to this item, the Joint Assembly supported the development of an Environment Design Guide for City Deal infrastructure schemes. It requested that officers be asked to identify what could be included in an Environmental Design Guide for City Deal transport infrastructure schemes, setting out what such a guide could consist of together with the estimated cost and officer time associated with developing the document. The Executive Board supported this approach as a statement of environmental principles that should apply to City Deal transport infrastructure schemes.

It was agreed that Councillor Bick would introduce his report on the Joint Assembly's recommendations in relation to the tackling congestion call for evidence item under item 6 at this meeting.

At the request of the Executive Board, Mr Richardson provided Members with a version of the presentation the Joint Assembly had received at its meeting on 17 December 2015. As part of the presentation, the following points were noted in respect of creating streets and how space could be allocated:

- streets were persistent, hardly ever changed in their nature and held urban areas together, creating a sense of community;
- street layout and dimensions remained constant over many centuries, with buildings changing rather than the streets they were built around;
- roads facilitated movement and divided communities, whereas streets defined a place and helped create communities. It was therefore streets rather than roads that the City Deal should be aiming to provide in residential areas.

Numerous visual examples, both national and international, were shown which provided before and after perspectives of where trees, greenery and sustainable urban drainage systems had been incorporated as part of street improvements. This included indications of rationalisation of space, areas showing plenty of room for movement for all users, the greening of major arterial routes and ease of pedestrian movement.

Visual examples were also shown of successful models of sharing space on streets in terms of motorised vehicles, cyclists and pedestrians and highway features that were not 'over-engineered'. These included pedestrian first crossing points, gateways, courtesy crossings, pedestrian orientated design, two-way cycle paths, segregated cycle paths and median zones.

In terms of addressing use of the street and adding trees and greenery, a number of scenarios were given of the different options available using a 20 metre right of way as an example. Scenarios included:

- 'do-maximum' consisting of pedestrian access, cycleways bus lanes, and motor vehicle access all with two-way access with no trees or greenery;
- the addition of trees on one side, with reduced width cycle lanes to compensate;
- trees on both sides of the street with bus access only in one direction;
- a tree-lined street with two-way cycle lane segregated from the street, with bus access only in one direction;
- shared footpath and cycleway, reduced width running lanes and a median strip.

Specific examples were also presented of how trees and greenery could be introduced into the urban street setting, with photographs of a street where this had taken place in Cambridge being shown.

The Executive Board:

- (a) **NOTED** the report by the Chairman of the Joint Assembly.
- (b) **NOTED** the presentation on opportunities for public realm and landscaping enhancement within the City Deal.
- (c) **SUPPORTED**, in principle, the production of an Environmental Design Guide to be used as a statement of environmental principles that should apply to City Deal transport infrastructure schemes.

6. TACKLING CONGESTION: CALL FOR EVIDENCE

Consideration was given to a report which provided an initial summary of submissions received in response to the tackling congestion call for evidence sessions that had recently been held and sought agreement to the means of assessment of the submissions received through the Cambridge Access Study or, where more relevant, through individual City Deal schemes. Jeremy Smith, Head of Transport and Infrastructure Policy and Funding at Cambridgeshire County Council, presented the report and informed the Executive Board that a further seven responses had been received in addition to the 77 responses set out in the report. The main areas of focus had been captured in Appendix 1 of the report and were separated into the following categories:

- demand management and fiscal measures;
- technology;
- public transport infrastructure and service improvements;
- infrastructure improvements for active modes;
- highway capacity enhancements;
- behavioural change.

Mr Smith highlighted that officers had not yet had the opportunity to carry out any qualitative analysis of the information at this stage, but reported that all submissions were

available for viewing on the Greater Cambridge City Deal website. The report set out a proposed assessment criteria to be used with regard to the call for evidence submissions and proposals. This would ensure that analysis supported City Deal objectives and consisted of the following criteria:

- fairness;
- effectiveness;
- value for money;
- economic impact;
- dependencies and broader benefits;
- implementation.

Councillor Lewis Herbert, Chairman of the Executive Board, took this opportunity to thank those who had contributed to the sessions.

Councillor Ian Bates proposed an amendment to recommendation (b) of the report, to replace the word 'or' with 'and'. This was unanimously supported.

Councillor Tim Bick, Chairman of the Joint Assembly, presented the Assembly's recommendations following consideration of the same report at its meeting on 17 December 2015. He highlighted those issues raised as part of public questions received in respect of the item, as set out in his report, together with a list of comments made by Assembly Members in debating the contents of the officer's report.

Councillor Bick reported that officers were asked to clarify whether demand management was part of the strategy for the City Deal, further to which Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, had confirmed that demand management had been part of the County Council's strategies for the last ten years and was part of the current Long-Term Transport Strategy. At the Assembly meeting he added that it was part of the City Deal strategy and had featured in the original pitches to Government, but also stated that a strategy based solely on demand management or solely on the provision of alternatives would not work and that a successful programme for the City Deal had to consist of both in order to alleviate Cambridge's congestion problems.

The Joint Assembly supported the recommendations set out in the report, subject to:

- the addition of the words 'subject to the inclusion of an additional criterion to assess environmental impact and design' to recommendation (b);
- the replacement of 22 July 2016 with 16 June 2016 in recommendation (c).

The Executive Board unanimously supported these amendments.

Councillor Bick highlighted that Claire Ruskin, Member of the Joint Assembly representing Cambridge Network, had offered to facilitate the continuation of the successful public engagement that had been achieved as part of this process through the Cambridge Network, to ensure that public interest, momentum and impetus could be maintained.

Councillor Herbert referred to Appendix 1 of the report, which he said was a good categorisation of the range of elements raised as part of responses to the call for evidence sessions. He proposed an additional paragraph to the recommendations set out in the report, as follows:

'That the City Deal officer team bring forward plans for an early City-wide and City Centre package of congestion cutting measures informed by the call for evidence, covering each of the elements in table 2 of the report as well as continuing investigation on other options.'

John Bridge, representing the Greater Cambridge Greater Peterborough Enterprise Partnership, felt that it was too early to comment on how demand management may or may not feature as part of the City Centre congestion project moving forward. He highlighted that a detailed report assessing the outcomes of the responses received to the call for evidence sessions would be submitted to the Executive Board in June 2016 and was of the opinion that committing to anything at this stage would be premature.

Councillor Ray Manning, representing South Cambridgeshire District Council, reflected on comments made by the Joint Assembly about congestion charging and referred to a Notice of Motion approved by the District Council in February 2009. This confirmed that the Council, at that time, did not support the proposal of a congestion charge or working place parking charge as this was against the best interests of the residents of South Cambridgeshire. He made the point that he would support demand management, but that he would not be supportive of fiscal measures until other measures had been tried and tested.

The Executive Board:

- (a) **NOTED** the summary of evidence received and the emerging key themes.
- (b) **AGREED** the criteria for assessment of the ideas and proposals submitted to reduce congestion by reducing traffic volumes, managing traffic differently and managing access as part of the Cambridge Access Study, including any further ideas submitted by 31 December 2015, subject to the inclusion of an additional criterion to assess environmental impact and design.
- (c) **NOTED** that the work referred to in resolution (b) would be brought back to the Executive Board on 16 June 2016, including an assessment of impacts of potential City Centre measures on other elements of the City Deal programme.
- (d) **AGREED** that, where proposals relate to additional infrastructure that would be better considered as part of either an existing or future corridor study (i.e. one of the tranche 1 or prospective future City Deal schemes), that those proposals be taken forward through those routes rather than through the Cambridge Access Study.
- (e) **AGREED** that the City Deal officer team bring forward plans for an early City-wide and City Centre package of congestion cutting measures informed by the call for evidence, covering each of the elements in table 2 of the report as well as continuing investigation on other options.

7. **WORKSTREAM UPDATE**

The Executive Board considered a report which provided an update on each stream of the Greater Cambridge City Deal.

Tanya Sheridan, City Deal Programme Director, presented the update and reported that Claire Ruskin of the Cambridge Network had offered to attend a future meeting of the Executive Board to provide an update on delivery, to date, of the Cambridge Promotion Agency.

It was also noted that an appointment was anticipated to be made in the near future to the Communications Manager vacancy.

The Executive Board **NOTED** the update.

8. GREATER CAMBRIDGE CITY DEAL FORWARD PLAN

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

The Meeting ended at 4.00 p.m.

Agenda Item 5

Questions by the public and public speaking

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

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

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Agenda Item 6

Chairman's report of the Greater Cambridge City Deal Joint Assembly meeting held on 12 February 2016

General Report

We received the following questions which did not correspond to an agenda item:

Dr Anthony Eva asked the Assembly to ensure that transport plans were tested against CO2 emission targets for 2030 and beyond. We pointed out that the entire City Deal's strategy was predicated on enhancing connectivity through sustainable modes: public transport, cycling and walking, but acknowledged that the powering of public transport still left an important question open. Bob Menzies confirmed that a lot of work was going on to speed the emergence of cleaner buses. He also stated that the Access Study Report about the city centre which would be published in June would refer to carbon impact.

Cambridge City Councillor Markus Gehring asked why demand management measures suggested at the Call for Evidence could not be integrated with the consultation processes for specific transport infrastructure schemes where they could be of some use. He also raised concern about the quality of the diagrams in the consultation document for the Western Orbital corridor scheme. Bob Menzies said that all demand management options put forward in the Call for Evidence were still being considered as further work was needed to better understand their impact. The Board had agreed at the outset that it wanted to engage wherever possible with the public at an early conceptual stage on transport infrastructure schemes which would be prior to the definition of actual routes.

Jim Chisholm, referring to the ideas surfaced in the Call for Evidence, identified a choice between transport infrastructure schemes which were likely to bring more traffic into the city and spending a smaller sum on leading edge technology - and asked whether the latter would be better. Tanya Sheridan stated that everything submitted as part of the Call for Evidence would be examined and reported in June and Bob Menzies confirmed that consequent decisions would be delivered in parallel if necessary.

Mike Sargeant asked if members of the Assembly would visit Milton Road to see the issues that had arisen from residents. We endorsed his suggestion that members did familiarise themselves, if they were not already, and recommended that he contact members of the Assembly outside the meeting.

1. Recommendations on reports to the Board

2(a) Greater Cambridge City Deal Financial Monitoring

This was noted.

2(b) Greater Cambridge City Deal Partnership Budget 2016/17

Members noted the request for greater provision in the operational budget but were unanimously of the opinion that more detail was needed about what this would be spent on before agreeing with it, and they introduced this proviso in their recommendation to the Board.

Some members were looking for a return of unspent funding from the constituent councils' New Homes Bonus, but it was agreed after explanation that this would be premature before knowing of the future of this funding stream to the councils, about which the government was consulting on changes. After this a number of different options may need to be considered going forward.

Chris Malyon stated that it had always been the expectation that the City Deal grant from government would be supplemented by local funding sources to meet capital spending costs. It was however unwise to specify amounts of Section 106 developer contributions to the programme budget where negotiations had not been completed. He did however agree to provide a broad expectation of sources of funding the current gap between City Deal grant funding for Tranche 1 and the forecast cost of Tranche 1 projects.

A discussion took place on apparent slippage of some transport schemes. Bob Menzies said that for good reasons start and finish times of construction did not necessarily coincide with payment schedules and it was important not to identify slippage by spending projections. The Assembly agreed to request a reconciliation between the two so that members could satisfy themselves of this, to which officers agreed.

The Assembly recommended that the Board(with modifications in bold):

- (a) Notes the briefing note appertaining to the future of New Homes Bonus.
- (b) Approves the budgetary provision for the 2016/17 operational budget, **subject to more information being made available on the further spending items, including the City Deal Programme's staffing structure.**
- (c) Requests that more detailed proposals be brought forward in respect of the additional investment in Housing and Intelligent Mobility.
- (d) Approves the provisional profiling for the remainder of Phase 1 of the programme, **subject to the inclusion of reconciliation in respect of the apparent slippage of some schemes.**
- (e) Agrees that the unallocated New Homes Bonus pooled resource be retained to facilitate the successful delivery of Phase 1 of the programme.
- (f) Considers a further report on the strategy for the redistribution of unallocated monies before the end of the year.

2(c) A428/A1303 Better Bus Journeys Scheme – Public Consultation Outcomes and next steps

We received one public speaker on this item. **Lynn Hieatt** requested an acknowledgement of the number of instances that contributions to the consultation process had complained about the process itself. Bob Menzies accepted that some people had made this point and this had been recorded. But he considered that this did not constitute a flaw in the exercise which had been very successful in its purpose of identifying issues with the various concepts that had been put to the public, which had been its purpose, not to act as a voting referendum. It had also elicited a number of hybrid and alternative options. The engagement exercise had achieved a high level of participation. Both the issues raised and the alternatives would be evaluated and mitigation measures weighed before recommending next steps.

In considering the officers' report, a discussion took place about the statement that the consultation had taken place in accordance with the consultation principles of the Greater Cambridge City Deal partnership. Members were not aware of these principles having been adopted and we agreed to seek clarification in a future agenda item at the Assembly so that any decision could be subject to full public scrutiny.

Opinion was expressed that options put to consultation took insufficient account of Smart City proposals and congestion reduction measures which regrettably continued to be considered separately, which the Board will want to note.

We thanked the contributors to the consultation exercise.

The Joint Assembly noted the responses to the consultation on the A428/A1303 bus infrastructure improvement scheme, including the alternative and hybrid options suggested and recommended that the Executive Board includes these and other comments received in the ongoing development and assessment appraisal to allow the Board to select a recommended option or options in September 2016.

2(d) The Chisholm Trail

We received two public statements relating to this item.

Rob King, who runs a local logistics business specialising in urban delivery by bicycle, and **Edward Leigh** both commended the Chisholm Trail project and encouraged consideration of more such schemes for high quality cycleways in the future.

In discussion, reference was made to the value to business of the Chisholm Trail indicated by Rob King's contribution and it was suggested that added economic benefit be carefully studied and tracked to assist the evaluation of future such schemes.

The Assembly requested periodic progress reports on the process of land acquisition and agreement with Network Rail.

The Joint Assembly recommended that the Executive Board:

- (a) Notes the results of the public consultation.
- (b) Gives approval to submit a planning application based on the widths and path types as set out in the report and the route proposed as shown in Plan 1 of the report.
- (c) Supports the continuation of land negotiations.
- (d) Gives approval to use Compulsory Purchase Orders if needed.

2 (e) A1307 Haverhill to Cambridge: Approval to Consult on Transport improvement concepts

Jeremy Smith updated his written report by acknowledging that a more comprehensive look would be necessary before it was advisable to discount major road interventions between the A11 and Haverhill, but that this should not impede consultation on the other concepts described from taking place independently as recommended as part of the City Deal programme. The Assembly agreed unanimously to reflect this in recommendation (b) below.

In response to questions about the proposed discounting of a re-opening of the railway to Haverhill from the City Deal project, Bob Menzies explained that the feasibility study, that had been previously committed, was among the background papers and that amongst extensive ongoing engagement with the rail industry on this issue and others, the Board had met the Chair of Network Rail.

In discussion, a variety of points were raised by Assembly members, which are drawn to the attention of the Board:

- The impact of growth in Sawston and the potential for a route via Sawston to be included among the concepts
- The need to improve the diagrams supporting the consultation as they were likely to leave the public unclear whether they were looking at a concept or a precise proposal
- The importance of the overall vision of the scheme being made more clear and who it was intended to serve
- Focus on cycling and walking should not be lost within this scheme and openness should be retained for a specific link to this end
- The potential challenge for any of the offroad concepts, if eventually selected, to be achieved within the Tranche 1 timescale
- The importance of relating bus infrastructure investment to the way operators will run services on the infrastructure (noting current tariff disincentives to bus usage to Granta Park)

In respect of this last point, the Assembly decided to meet representatives of the bus operators to better understand the possibility of obtaining service commitments in the context of infrastructure investment in bus priority.

Officers committed to us that the proposed consultation copy would be shared with members of the Assembly and Board prior to publication.

The Joint Assembly noted the findings summarised in the report and the Draft Concepts Report and recommended that the Executive Board:

- (a) Discounts from further consideration as part of the Greater Cambridge City Deal reopening the railway to Haverhill and providing a Busway all the way to Haverhill. ***(The Joint Assembly agreed to remove from the recommendation contained within the report reference to major road interventions).***
- (b) Approves for public consultation the illustrative concepts set out in the report to provide improved Park and Ride linked to Bus Rapid Transit between Fourwentways and Cambridge, and cycling and walking measures along the corridor.
- (c) Agrees to receive a report recommending a preferred set of measures, informed by public consultation and the conclusion of appraisal and assessment work, in late 2016.

2 (f) Southbound Bus Priority Slip Road – Junction 11, M11

Informed by the officers' report on the issues and risks associated with this, the Assembly recommended to the Board not to pursue it as an independent project at this stage.

A number of members spoke of the importance of better public transport connectivity to the Bio-Medical Campus from the west and the fact that change in this junction could make a positive contribution.

There was no dissent within the Assembly from this view. However the majority of members considered that it could only deliver value as part of a wider Western Orbital scheme and they felt that it might not be consistent with the particular orbital scheme that is selected. This could result either in wasted money, if premature development work had to be aborted, or committing the City Deal to a particular version of the orbital project ahead of properly evaluating the different ways the orbital could be achieved. On the information provided by officers, protection of this scheme as a potential future option did not appear to require any further development work at this stage.

It was also noted that uncertainties over planning issues were likely to frustrate significant overall progress on a standalone scheme anyway at this stage and that outside the broader orbital context actual usage by buses may be low or non-existent.

The Joint Assembly:

- (a) Noted the outcome of the high level risk assessment and the progress made on the proposal for a bus only slip road at Junction 11 of the M11.
- (b) ***Recommended that the Executive Board integrates the scheme into the developing Western Orbital proposals to ensure that it is considered within this wider strategic context.***

8 Members of the Joint Assembly voted in favour of (b) above, as apposed to 7 Members voting in favour of recommendation (ii) set out in the report.

2 (g) Smart Cambridge – 'Smart Technology City Management Platform' Investment

This report was welcomed and much positive support was expressed.

- (a) Recommended that the Executive Board approves the investment of £300,000 to develop a first stage 'smart technology city management platform' for Greater Cambridge.
- (b) ***Requested a progress report in six months.***

2 (f) City Deal Workstream Update

The Assembly welcomed the appointment of a Strategic Communications Manager and noted the report.

2 (g) Greater Cambridge City Deal Forward Plan

Observing the number of major agenda items scheduled for the Assembly meeting on 2nd June, we decided to make this an all-day meeting. The Forward Plan was noted.

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Agenda Item 7



Report To: Greater Cambridge City Deal Executive Board

3 March 2016

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

Greater Cambridge City Deal Financial Monitoring

1. Purpose

- 1.1 The primary purpose of this report is to provide the Executive Board with the financial monitoring position for the period ending 31 January 2016.

2. Recommendations

- 2.1 It is recommended that the Executive Board note the financial position as at 31 January 2016.

Joint Assembly recommendations

The Joint Assembly noted the financial position as at 31 January 2016.

3. Reasons for Recommendations

- 3.1 The Executive Board will be receiving regular financial monitoring reports that set out expenditure against budget profiles.

4. Financial Position for the period ending 31 January 2016

4.2 Programme

- 4.2.1 Attached as an Appendix to this report are the programme costs incurred to the end of January 2016.
- 4.2.2 A summary of the expenditure as at the end of January against the profiled budget for the period is set out in the table below:-

Project Description	Budget to date £	Expenditure to date £	Variance £	2015-16 Budget £
Histon Road Bus Priority	172,050	143,032	-29,018	183,850
Milton Road Bus Priority	204,000	125,561	-78,439	203,400
Chisholm Trail	100,000	142,480	42,480	160,000
A428 to M11 Bus Priority	213,000	186,690	-26,310	350,000
City Centre Capacity Improvements	185,000	216,615	31,615	194,386
A1307 Bus Priority	228,873	135,763	-93,110	262,350

Cross-City Cycle Improvements	147,000	145,034	-1,966	194,000
Western Orbital	110,000	101,522	-8,478	160,000
City Deal	0	19,858	19,858	0
A10 North Study	0	0	0	100,000
Total	1,359,923	1,216,556	-143,367	1,807,986

4.3 Operations

4.3.1 Although a full year provision was made for budgetary purposes for a number of activities it was always known that the full year impact would not be incurred in 2015/16. This is partly due to recruitment timelines, partner organisation governance processes, and lead-in times for some activities. Any underspend at year end will be considered as part of an outturn report in order to determine whether the resources not utilised during the period are required in 16/17.

4.3.2 The actual expenditure incurred as at the end of January is as follows:-

Activity	Budget £000	Budget to date £000	Actual £000	Variance £000
Programme Central Co-Ordination Function	150.0	125.0	74.0	-51.0
Strategic Communications	60.0	50.0	1.3	-48.7
Economic Assessment	10.0	0.0	0.0	0.0
Smarter Greater Cambridge	20.0	0.0	0.0	0.0
Inward Investment & Account Management	60.0	60.0	60.0	0.0
Housing	200.0	0.0	0.0	0.0
Skills	131.0	47.5	47.5	0.0
Miscellaneous	0.0	0.0	0.0	0.0
Total	631.0	282.5	182.8	-99.7

6. Implications

6.1 Financial and other resources

The outcome in delays in incurring expenditure for which budgetary provision has been made in 2015/16 will be dealt with as part of the outturn report.

6.2 Staffing

The recruitment of the communications post has now taken place and the successful candidate will be commencing their employment in the near future. It is anticipated that recruiting to roles within the Housing Development Agency will commence shortly.

6.3 Risk Management

There are no implications that directly result from this report.

7. Background Papers

- a) Capital Programme report at January Joint Assembly meeting and subsequent meeting of the Board
- b) Partnership Budget report at March Joint Assembly meeting and subsequent meeting of the Board

Report Author: Chris Malyon, Chief Finance Officer
Cambridgeshire County Council
01223 699796

Project Description	Works Budget	Expenditure (Cumulative)													
		Spend	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Out-turn
City Deal - Histon Road Bus Priority	183,850	Profile	4,400	13,150	38,450	73,850	120,550	130,050	143,550	157,750	163,650	172,050	179,450	183,850	184,000
		Actual	0	52	4,409	34,338	65,505	66,058	107,626	132,285	137,509	143,032			143,032
City Deal - Milton Road Bus Priority	203,400	Profile	4,400	14,100	43,700	83,200	134,700	145,300	160,200	177,300	196,000	204,000	212,000	216,000	203,000
		Actual	52	52	5,381	40,392	75,463	98,919	110,967	113,996	117,817	125,561			125,561
City Deal - Chisholm Trail	160,000	Profile	0	0	14,000	16,000	18,000	30,000	32,000	76,000	85,000	100,000	130,000	160,000	160,000
		Actual	0	1,950	3,900	18,516	21,906	37,734	92,061	112,962	133,625	142,480			142,480
City Deal - A428 to M11 Bus Priority - Madingley	350,000	Profile	5,000	15,000	25,000	35,000	50,000	65,000	85,000	153,000	173,000	213,000	270,000	350,000	350,000
		Actual	0	375	375	375	375	62,705	137,489	163,776	179,828	186,690			186,690
City Deal - City Centre Capacity	194,386	Profile	0	12,000	42,000	82,000	124,000	140,000	160,000	175,000	180,000	185,000	190,000	194,386	194,000
		Actual	0	15,760	27,760	89,320	181,089	181,089	206,477	214,615	214,615	216,615		0	216,615
City Deal - A1307 Bus Priority	262,350	Profile	0	0	57,583	97,290	133,586	140,125	154,814	182,960	195,794	228,873	262,350	262,350	262,000
		Actual	0	0	0	18,639	59,323	59,323	98,355	135,763	135,763	135,763		0	135,763
City Deal - Cross City Cycle Improvements	194,000	Profile	0	0	1,000	10,000	20,000	30,000	61,000	92,000	123,000	147,000	171,000	194,000	194,000
		Actual	0	0	165	16,276	16,276	16,276	51,234	89,495	128,928	145,034		0	145,034
City Deal - Western Orbital	160,000	Profile	2,000	4,000	6,000	21,000	23,000	38,000	68,000	83,000	98,000	110,000	135,000	160,000	160,000
		Actual	15,388	40,711	45,889	47,455	56,938	61,796	92,074	97,076	101,522	101,522		0	101,522
City Deal		Profile	0	0	0	0	0	0	0	0	0	0	0	0	0
		Actual	0	41	278	1,407	2,383	7,443	13,103	14,495	19,858	19,858		0	19,858
A10 North Study (Tranche 2)	100,000	Profile													100,000
		Actual	0	0	0	0	0	0	0	0	0	0	0	0	0
OVERALL TOTAL	1,807,986	Profile	15,800	58,250	227,733	418,340	623,836	718,475	864,564	1,097,010	1,214,444	1,359,923	1,549,800	1,720,586	1,807,000
		Actual	15,440	58,940	88,157	266,718	479,258	591,344	909,387	1,074,464	1,169,466	1,216,556	1,216,556	0	1,216,556

Agenda Item 8



Report To: Greater Cambridge City Deal Executive Board 3 March 2016

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

Greater Cambridge City Deal Partnership Budget 2016/17

1. Purpose

To agree the programme and operational budgets for 2016/17 financial year and to agree the continued pooling of New Homes Bonus (NHB) for 2016/17 and to consider how the unallocated resources should be utilised.

2. Recommendations

It is recommended that: -

- a) The briefing note appertaining to the future of NHB be noted.
- b) The budgetary provision for the 2016/17 operational budget be approved.
- c) Subject to approval of recommendation b) more detailed proposals be brought forward in respect of the additional investment in Housing and Intelligent Mobility.
- d) The provisional profiling of the remainder of Phase1 of the programme be approved.
- e) That the unallocated NHB pooled resource be retained to facilitate the successful delivery of Phase 1 of the programme.
- f) A further report on the strategy for the distribution of unallocated monies be considered by the Board before the end of the year.

Joint Assembly recommendations

The Joint Assembly recommended that the Executive Board:

- (a) Notes the briefing note appertaining to the future of New Homes Bonus.

- (b) Approves the budgetary provision for the 2016/17 operational budget, subject to more information being made available on the further spending items, including the City Deal Programme's staffing structure.
- (c) Requests that more detailed proposals be brought forward in respect of the additional investment in Housing and Intelligent Mobility.
- (d) Approves the provisional profiling for the remainder of Phase 1 of the programme, subject to the inclusion of reconciliation in respect of the apparent slippage of some schemes.
- (e) Agrees that the unallocated New Homes Bonus pooled resource be retained to facilitate the successful delivery of Phase 1 of the programme.
- (f) Considers a further report on the strategy for the redistribution of unallocated monies before the end of the year.

3. Reasons for Recommendations

Financial governance plays an important role in ensuring that resources are allocated effectively in order to deliver the anticipated outcomes of any programme. The City Deal Partnership is a large and complex programme that will support the successful delivery of a major growth programme in the Greater Cambridge area. It is therefore essential that appropriate resources are allocated to both the programme itself and the activities that are required to successfully support its delivery. The recommendations contained in this report will provide the resources necessary to support the delivery of Phase 1 of the programme and place the Partnership in the optimum position to secure further funding for Phase 2.

4. Background

The Greater Cambridge City Deal Partnership will be incurring significant costs in the delivery of a number of major transport improvement schemes for the area. Individual projects will be supported through grant but the programme requires additional funding from locally derived sources as the level of grant is insufficient to cover the costs of the agreed programme of infrastructure investments. At this stage the 2016/17 spend can be predicted with a reasonable level of confidence however as the timeline extends towards beyond the next financial year the projections are subject to a numerous issues that could affect the expenditure profile. Any changes to the projected profile will therefore be subject to the annual budget process but should it be necessary, requests for variations to the budget will be brought to the Board for their approval within the year.

This report also provides clarification on the NHB resource that is being contributed by the three local authorities, through a pooling arrangement, to support the delivery of the programme. The report covers the announcement in the Provisional Grant Settlement that was published in mid-December and sets out a set of budget proposals for both the operational budget and a revised profiling of Phase 1 of the programme.

5. Programme Expenditure

The Executive Board of 28 January 2015 agreed a programme of priority capital schemes for the first five years of the Greater Cambridge City Deal partnership. The programme is significantly in excess of the grant that is available. This reflects that the grant resources will be supplemented by additional funding from developer contributions, resources and other funding streams many of which are yet to be identified. Furthermore there is a possibility that some of the projects within the programme will not progress either to the level outlined or within the originally anticipated timeline.

Officers have made an effort to refine the costs associated with the programme and to create a realistic profile of the likely expenditure of the individual projects. The Board is asked to consider the programme. Whilst there is clearly a direct link between expenditure and activity the two will not exactly mirror each other and therefore this should not be seen as a reflection of the actual work that will be delivered on the ground. Contractual payments associated with works of this nature often take months and sometimes years to be fully finalised after the actual work has been completed.

The proposed programme for the current financial year and the remaining four financial years of phase 1 of the City Deal is set out in Appendix A to this report. The resources required to support the delivery of the projects in the programme significantly exceed the grant funding available through the City Deal Programme. This was a conscious decision as it has always been known that City Deal grant funding would need to be supplemented through local resources including Section 106 monies, New Homes Bonus, Growth Funds etc.

Given the time lag from project conception to actual spend this is not an issue in cash terms until 2019. However over the coming two financial years if it is not possible to identify when, or whether, additional funding is likely to materialise the Board will need to consider whether to re-balance the phasing between tranche 1 and tranche 2, to seek contributions from other sources, or to reduce the overall programme.

5.1 Match funding

A key source of generating the aforementioned additional funding for schemes is developer contributions. These are routinely sought in order to mitigate the impacts of development through Section 106 contributions from those undertaking those developments. Therefore where the impacts of these developments can be mitigated by City Deal schemes, contributions are being sought and will be allocated to the City Deal programme. It is not possible to say exactly how much match funding this will yield, as this depends on the nature and scale of developments and when they come forward. Also, it is important not to prejudice negotiations with developers through the specific inclusion of our assumptions appertaining to these developments.

Table 1 below summarises contributions received in signed or engrossed S106s, or for which heads of terms are agreed and we can say with reasonable confidence will be secured shortly.

Development	Contribution (£'000)	City Deal scheme
ARM	400	Fulbourn Road
ARM	200	Fulbourn Road / Cherry Hinton High Street
Science Park applications	1,300	Milton Road North
Capella	88	Long Road / Hills Road
CB1	500	Chisholm Trail (Station to Mill Road)
Granta Park	100	A1307 cycle crossing / route improvement
Total	2,588	-

5.2 New Homes Bonus

2016-17 NHB Allocations – National Picture

When setting the 2015/16 operational budget it was agreed by the three local authorities that a proportion of the NHB appertaining to the Greater Cambridge area would be pooled in order to support the delivery of the Programme. For 2015/16 this was 40% of the total received and for 2016/17 and beyond this increased to 50%.

At the time there was significant doubt that NHB would survive, at least in its current form, the 2015 Comprehensive Spending Review and therefore the Board were prudent in the allocation of the funds at their disposal. The future of NHB is set out below in more detail.

The Provisional Grant Settlement that was published in December set out the Government's position for the forthcoming financial year and also included a consultation document regarding the potential future shape and size of the funding stream for 2017 and beyond.

The DCLG has published provisional allocations for 2016/17, the sixth year of the scheme. The provisional total NHB grant for 2016/17 is £1.461bn. Payments include the grant awarded in years 1 to 5 as well as year 6. DCLG has also published their own NHB gross payment calculator based on the provisional 2016/17 allocations which can be found on their website.

NHB from 2017-18 Onwards

In his statement, Mr Clark said the New Homes Bonus would be retained 'indefinitely, but with some changes, on which I am consulting'. DCLG has published a consultation paper on options for reforms, setting out a number of proposals, as follows:

- Withholding the Bonus from areas where an authority does not have a Local Plan in place
- Abating the Bonus in circumstances where planning permission for a new development has only been granted on appeal
- Adjusting the Bonus to reflect estimates of deadweight
- A reduction in the number of years for which the Bonus is paid from the current 6 years to 4 years

A note summarising the content of the consultation is attached as an Appendix B to this report.

City Deal and Pooled Resources

In January 2015 the City Deal Board considered the proposal to pool NHB derived within the City Deal area. This was to provide some financial capacity to support the delivery of the programme and to provide a resource to support initiatives that could not be funded from within the programme budget. The basis of the pooling arrangement was that each Council would contribute 40% of their NHB appertaining to the City Deal area for 2015/16 and 50% of sums from 2016/17. The provisional forecast of the sums identified at that point are set out below.

Authority	2015/16 £000	2016/17 £000	2017/18 £000	2018/19 £000
Cambridge City Council	1,986	3,009	3,085	3,352
South Cambridgeshire District Council	1,683	2,727	2,960	3,219
Cambridgeshire County Council	917	1,434	1,511	1,643

Leading in to the CSR there was significant speculation that NHB would not survive. Although a consultation document has been published that could lead to significant changes in the future the funding and distribution methodology remains untouched for 2016/17. This does therefore give a window of opportunity for the City Deal Partnership to continue with the policy that it adopted a year ago. Given the potential future changes it would be prudent at this stage to plan on the availability of this resource for the forthcoming financial year only. This could be reviewed once the outcome of the NHB consultation process is known.

Given the financial challenges facing all the local authority partners, this level of commitment should not be understated.

The NHB figures contained within the provisional Grant Settlement would create contributions from the three local authorities for 2016/17 as follows.

Authority	2016/17 £000
Cambridge City Council	3,162
South Cambridgeshire District Council	2,630
Cambridgeshire County Council	1,448

The Board will recall that having made provision for the operational costs for the five years of phase 1 of the programme, a residual sum of £2.2m remained available for other purposes from the NHB pooled in 2015/16. When added to the 2016/17 resource this would create a potential resource of nearly £9.5m.

6. Operational Budget

There are a number of activities that play a supportive, but important, role in the long term success of the overall City Deal Programme. The level of investment in these activities will however be significantly influenced by the Board's appetite for promotion and engagement in the broader issues that will contribute to the wider success of the City Deal programme.

The 2015/16 budget to support these functions was as follows:-

Activity	Cost £000
Programme Central Co-ordination Function	150
Strategic Communications	60
Skills	131
Economic Assessment	10
Smarter Greater Cambridge	20
Cambridge Promotions Agency	60
Housing	200
Total	631

Although provision was made for a full year this was against the backcloth that job descriptions had to be written, evaluated, and recruited to, which would lead to delays in the utilisation of those budgets that were staffing related. One of the posts in particular has required a couple of recruitment campaigns and therefore will result in a favourable variance in the operational budget at the year end.

It should also be noted that budgetary provision was only agreed for the above functions for two years, at this point last year, albeit the Board did recognise that there was a need for support throughout the duration of the Programme.

The Programme Director has now been in post for around three months and has had an opportunity to review the resources that she feels are necessary to effectively support the successful delivery of the Programme. As a consequence it is proposed to increase the programme management and strategic communications budgets in order to enable better communication and coordination of the programme, outreach work, programme assurance and support for the Board and Assembly.

Additional provision is also requested in respect of legal advice. There is a risk that given the nature of the decisions that the Board will be taking that at least some may provoke a legal challenge. It would therefore be prudent to make provision for legal advice as part of the management of the risk of successful challenge.

A small contingency budget of about £20k is also requested in order to cover a plethora of potential issues that may arise in any particular financial year. This would cover activities such as ad-hoc consultancy, and items of provision for ad-hoc pieces of research that may be required.

In addition the Programme Board has been assessing areas of activity it is believed will facilitate the overarching objectives of the City deal Programme. As a consequence of this work some provisional proposals are set out below for the Board's consideration. Work is

still on-going defining some of these activities and more detailed proposals will be brought forward if the Board believes these proposals should be developed further.

Housing – there are significant stresses in the Greater Cambridge housing market. A small amount of funding is sought to better understand the demands and to, collectively with City Deal partners, define distinct housing products that could potentially meet this need. Funding is also sought to develop new partnership models to tackle these issues. Once these studies have reported, they may indicate opportunities for further work and/or investment to tackle housing market issues and to create an improved supply chain.

Intelligent mobility – running in parallel with the existing hard infrastructure schemes which form part of the City deal programme there is an opportunity to establish a workstream which will deliver the first steps towards “Intelligent Mobility” with four interlinked work packages. These are in addition to and complementary to the “Smart City Platform” proposal which is currently being submitted to the Executive Board:

- 1) Research, data based modelling & visualisation
- 2) Integrated ticketing
- 3) Digital Wayfinding
- 4) Exploring the potential of autonomous vehicles

Although City Deal funding would be required to establish these workstreams it is likely as the work progresses that central government and/or EU funding opportunities would be available to bid for.

Were the Board to agree to the above proposals the operational budget for the remaining four years of Phase 1 would be as set out in the table below:-

	2016/17 Budget	2017/18 Budget	2018/19 Budget	2019/20 Budget
	£	£	£	£
Programme Central Co-ordination & Communications				
- Staffing	281,200	284,800	285,800	286,600
- Legal advice including programme assurance	25,000	25,400	25,900	26,400
Other costs:	20,000	20,000	20,000	20,000
- General	80,000	80,000	80,000	80,000
- Communications Hired Services				
Total	406,200	410,200	411,700	413,000
Skills	131,000	131,000	131,000	131,000
Economic Assessment	10,000	10,000	10,000	10,000
Smarter Greater Cambridge	200,000	80,000	0	0
Cambridge Promotions Agency	90,000	10,000	10,000	10,000
Housing Delivery Agency	200,000	200,000	0	0
Affordable Housing	50,000	0	0	0
Intelligent mobility	200,000	130,000	0	0
Housing & Transport Enabling Fund	0	0	0	0
	1,287,200	971,200	562,700	564,000

7. Pooled Resource

As highlighted earlier in this report although the NHB position has been clarified for the 2016/17 financial year there is uncertainty over the future of the funding stream. What has been made clear in the Provisional Grant Settlement is that an element of the quantum is to be redistributed to support the growing demands on health and social care. It would therefore be inappropriate for the Board, at this point, to make commitments beyond the resource envelope that it has at its disposal. This does however still provide the Board with significant flexibility.

If the Board agree the projected operational budget set out in section 6 above a sum of £7.8m would remain uncommitted by the end of Phase 1 of the Programme. This is summarised in the table below.

Activity	15/16 £000	16/17 £000	17/18 £000	18/19 £000	19/20 £000
NHB Pooled Contributions	4,586	7,240	0	0	0
Resources Brought Forward	0	3,880	9,863	8,917	8,371
Total Resources Available	4,586	11,120	9,863	8,917	8,371
Expenditure	706	1,257	946	546	557
Funding Carried Forward	3,880	9,863	8,917	8,371	7,814

8. Investment Resources

If the additional requests for funding as set out in this report are approved it will result in a relatively significant resource that is available for other purposes. The Programme Board, having discussed the matter, would propose a cautious approach to the allocation of this resource given the uncertainties that have been highlighted in this report. This would result in funds not being fully allocated but being retained in reserve, to manage the risk of the NHB funding stream significantly reducing in future years and creating some capacity for funds to be used as match funding and if necessary to deliver the agreed programme. Further investment opportunities may arise in addition to those outlined above which would provide the ability to take additional action to tackle the housing and transport related barriers to growth.

In addition this budget report does also highlight that the overall programme still requires additional funding to be identified. When first discussing the City Deal with Government local resources that were available to support delivery of the Programme did include New Homes Bonus and therefore the sum could be used to support the delivery of the Programme. Alternatively any unallocated funds could be returned to the local authorities proportionate to their contributions that they have made.

10. Implications

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

Financial

The financial implications are set out in body of the report.

Legal

The agreement of a funding methodology does not set a legally binding agreement. This position can therefore be reviewed at any point.

Staffing

Funding has been made available to support the staffing implications of managing the operational functions to support the delivery of the Programme.

Risk Management

There is a risk that insufficient funds will be identified in order to cover the current shortfall in the resources required to deliver the Programme as highlighted in the report. This will be monitored on an on-going basis and reported to the Board as the position gains greater clarity.

11. Consultation responses

The three local authorities that are pooling their New Homes Bonus have been fully engaged in the development of the proposals contained in this report.

11. Background Papers

January 2015 – 2015-20 prioritised infrastructure investment programme

January 2015 – Funding of City Deal non-project costs

March 2015 – Greater Cambridge City Deal Partnership Budget

Report Author: Chris Malyon – Chief Finance Officer
Cambridgeshire County Council
01223 699796

PROJECT	Total Cost	Forecast Spend 2015/16	Forecast Spend 2016/17	Forecast Spend 2017/18	Forecast Spend 2018/19	Forecast Spend 2019/20	Later Years
	£000	£000	£000	£000	£000	£000	£000
Years 1-5 Delivery							
Milton Road bus priority	23,040	203	297	3,000	7,540	12,000	
Madingley Road bus priority	34,560						
Histon Road bus priority	4,280	184	280	954	2,516	346	
A428 to M11 segregated bus route/A428 corridor Park & Ride	24,480	350	500	750	10,000	35,000	12,440
Cross-city cycle improvements	4,000	194	900	2,100	706	100	
City centre capacity improvements	3,000	194	300	700	856	950	
A1307 corridor to include bus priority / A1307 additional Park & Ride	39,000	262	500	2,000	1,000	10,000	25,238
Chisholm Trail cycle links	8,400	160	1,040	2,500	4,100	600	
Year 6-10 programme development	9,000	160	1,090	1,600	3,000	3,150	
Programme management and early scheme development-*Note 2	9,500	*	2,000	3,000	3,000	1,500	
Year 1 to 5 reserve scheme development	5,000	100	500	1,300	1,500	1,600	
Total	164,260	1,808	7,407	17,904	34,218	65,246	37,678

Note: Madingley Road bus priority/A428 to M11 segregated bus route/A428 Corridor are combined.

Note: First year Programme Management and early scheme development budget included within Tranche 1 approved scheme costs.

Background

The New Homes Bonus was first introduced in 2011/12. For each newly built house or conversion in their area local authorities are rewarded with the national average council tax for the relevant band. Long-term empty properties which have been brought back into use have also been included in the reward and there is a premium for affordable homes. Each year's grant is paid for 6 years.

In two-tier areas the New Homes Bonus (NHB) grant is split 20% upper tier/80% lower tier. In 2016/17, the sixth year of the scheme, payments are expected to be in the region of £1.4bn – £1.275bn is top-sliced off the local government settlement, the remainder is from DCLG.

In 2014 the Government reviewed the incentive and found that half of planners saw it as a powerful incentive and that 75% of authorities are "net gainers". This is unsurprising since the funding is removed pro rata to grant funding (i.e. the funding came primarily from upper tier authorities) but that 80% of the upside is allocated towards planning authorities (lower tiers).

The 2015 Spending Review announced that the Government wanted to move £800m by the end of the parliament from the New Homes Bonus to support adult social care. The proposed changes would not be introduced until 2017-18. This is to ensure that local authorities have sufficient time to reflect the proposed changes in their forward planning.

Headlines

The consultation seeks views on options on changes to the New Homes Bonus in order to better reflect authorities' delivery of new housing. It also seeks views on reducing the number of years for which NHB is allocated. The consultation runs for 12 weeks from 17 December 2015 to 10 March 2016.

The options are broadly:

- Withholding the NHB from areas where an authority does not have a Local Plan;
- Abating the NHB in circumstances where planning permission for a new development was only granted on appeal;
- Adjusting the NHB to reflect estimates of deadweight; and
- Reducing the number of years that NHB is paid from 6 to 4 years.

There are no plans to change the split between upper and lower tiers in two-tier areas.

Options for Change

1. Reduction in the number of years for which the NHB is paid

The current scheme makes payments for 6 years. The Government's preferred option is for this to reduce to 4 but they are also considering reducing it further to just 3 or 2 years.

One option to reduce the number of years would be to pay 5 years' worth of NHB in 2017/18 and then 4 years in 2018/19 onwards. The following tables demonstrate the potential savings (based on the total provisional 2016/17 NHB amount being a good indication of all future years).

Current Scheme	2016/17	2017/18	2018/19	2019/20	2020/21
Year 1 – 2011/12	£ 199				
Year 2 – 2012/13	£ 233	£ 233			
Year 3 – 2013/14	£ 236	£ 236	£ 236		
Year 4 – 2014/15	£ 249	£ 249	£ 249	£ 249	
Year 5 – 2015/16	£ 251	£ 251	£ 251	£ 251	£ 251
Year 6 – 2016/17	£ 293	£ 293	£ 293	£ 293	£ 293
Year 7 – 2017/18		£ 293	£ 293	£ 293	£ 293
Year 8 – 2018/19			£ 293	£ 293	£ 293
Year 9 – 2019/20				£ 293	£ 293
Year 10 – 2020/21					£ 293
Net Cost	£ 1,461	£ 1,555	£ 1,615	£ 1,672	£ 1,716

Transition - 5 years, then 4 years

	2016/17	2017/18	2018/19	2019/20	2020/21
Year 1 – 2011/12	£ 199				
Year 2 – 2012/13	£ 233				
Year 3 – 2013/14	£ 236	£ 236			
Year 4 – 2014/15	£ 249	£ 249			
Year 5 – 2015/16	£ 251	£ 251	£ 251		
Year 6 – 2016/17	£ 293	£ 293	£ 293	£ 293	
Year 7 – 2017/18		£ 293	£ 293	£ 293	£ 293
Year 8 – 2018/19			£ 293	£ 293	£ 293
Year 9 – 2019/20				£ 293	£ 293
Year 10 – 2020/21					£ 293
Net Cost	£ 1,461	£ 1,322	£ 1,130	£ 1,172	£ 1,172
SAVING	£ -	£ 233	£ 485	£ 500	£ 544

No Interim - Straight to 4 years					
	2016/17	2017/18	2018/19	2019/20	2020/21
Year 1 – 2011/12	£ 199				
Year 2 – 2012/13	£ 233				
Year 3 – 2013/14	£ 236				
Year 4 – 2014/15	£ 249	£ 249			
Year 5 – 2015/16	£ 251	£ 251	£ 251		
Year 6 – 2016/17	£ 293	£ 293	£ 293	£ 293	
Year 7 – 2017/18		£ 293	£ 293	£ 293	£ 293
Year 8 – 2018/19			£ 293	£ 293	£ 293
Year 9 – 2019/20				£ 293	£ 293
Year 10 – 2020/21					£ 293
Net Cost	£ 1,461	£ 1,086	£ 1,130	£ 1,172	£ 1,172
SAVING	£ -	£ 469	£ 485	£ 500	£ 544

The following tables show the savings to be made of moving to 3 years and 2 years, each with no transitional arrangements.

3 Years					
	2016/17	2017/18	2018/19	2019/20	2020/21
Year 1 – 2011/12	£ 199				
Year 2 – 2012/13	£ 233				
Year 3 – 2013/14	£ 236				
Year 4 – 2014/15	£ 249				
Year 5 – 2015/16	£ 251	£ 251			
Year 6 – 2016/17	£ 293	£ 293	£ 293		
Year 7 – 2017/18		£ 293	£ 293	£ 293	
Year 8 – 2018/19			£ 293	£ 293	£ 293
Year 9 – 2019/20				£ 293	£ 293
Year 10 – 2020/21					£ 293
Net Cost	£ 1,461	£ 837	£ 879	£ 879	£ 879
SAVING	£ -	£ 718	£ 736	£ 793	£ 837

2 Years					
	2016/17	2017/18	2018/19	2019/20	2020/21
Year 1 – 2011/12	£ 199				
Year 2 – 2012/13	£ 233				
Year 3 – 2013/14	£ 236				
Year 4 – 2014/15	£ 249				
Year 5 – 2015/16	£ 251				
Year 6 – 2016/17	£ 293	£ 293			
Year 7 – 2017/18		£ 293	£ 293		
Year 8 – 2018/19			£ 293	£ 293	
Year 9 – 2019/20				£ 293	£ 293
Year 10 – 2020/21					£ 293
Net Cost	£ 1,461	£ 586	£ 586	£ 586	£ 586
SAVING	£ -	£ 969	£ 1,029	£ 1,086	£ 1,130

Consultation Question 1: What are your views on moving from 6 years of payments under the Bonus to 4 years, with an interim period of 5 year payments?

Consultation Question 2: Should the number of years of payments under the Bonus be reduced further to 3 or 2 years.

Currently the allocations are calculated in terms of Band D – there have been some concerns that by favouring higher band homes above those falling into lower bands (i.e. a band H home is worth 2 band D homes, whilst 3 band A homes would be equivalent to a Band D) could result in some skewing of allocations in favour of areas with high house prices.

It is not clear in the consultation but the assumption must be that rather than use Band D equivalent some areas would like the distribute NHB on the basis of the absolute number of houses. This change would be to the detriment of many county areas with northern metropolitan districts being the prime beneficiaries.

Consultation Question 3: *Should the Government continue to use this approach? If not, what alternatives would work better?*

2. Reforms to the incentive

The consultation paper suggests 3 ways in which the “incentive impact” could be improved:

- Withholding some or all of NHB allocations in areas where no Local Plan has been produced in accordance with the Planning and Compulsory Purchase Act 2004¹;
- Reducing payments for homes built on appeal;
- Only making payments for delivery above a baseline representing deadweight.

It could also be an option for the DCLG to only use the improved incentives whilst keeping the current 6 year payments. The DCLG estimate that in-year payments of NHB could fall from £293m to £168m by sharpening the incentives.

Local Plans

The Government’s preferred option is that from 2017/18 onwards local authorities with no Local Plan in place will not receive NHB payments for the years under which that remains the case. Previous years’ NHB payments will be unaffected. In 2016/17 DCLG estimate this change alone could have freed up £34m for other priorities.

Once a plan was put in place and adopted then the authority would become eligible for NHB payments for the current year in addition to any previous years which had been withheld due to the Local Plan not being in place.

Another option would be for a share (50%) of payments to be made in situations where the plan is published but has not yet been submitted to the Secretary of State.

Consultation Question 4: *Do you agree that local authorities should lose their Bonus allocation in the years during which their Local Plan has not been submitted? If not, what alternative arrangements should be in place?*

The Government are also considering reflecting the need for Local Plans to remain up to date by abating (reducing) payments of NHB depending on how old the current plan is. The DCLG recognise the additional complexity that this would bring.

Consultation Question 5: *Is there merit in a mechanism for abatement which reflects the date of the adopted plan?*

The Government is not proposing to link the NHB payments to plans prepared by County Councils in two-tier areas. They do however assert that in their role to deliver essential infrastructure the County Council could impact on the ability of the District Council to produce their Local Plan. The Government are consulting on whether, in two-tier areas, where a plan has not been published, there should be a corresponding percentage reduction in the payment available to County Councils.

¹ 83% of local planning authorities have a published Local Plan and 66% of planning authorities have an adopted Local Plan. Such documents are often referred to as a “Core Strategy” or a “Local Plan”

Reducing Payments where Developments were Granted Permission on Appeal

The Governments' preferred approach is to use existing data collected by the Planning Inspectorate as the basis for these adjustments.

Consultation Question 6: *Do you agree to this mechanism for reflecting homes only allowed on appeal in Bonus payments?*

The proposal is for the NHB to be reduced in these situations but not entirely withheld; for two reasons.

- 1) not all refusals of permission are the result of authorities opposing development and;
- 2) NHB is intended as a benefit to the community and they should not be penalised for poor decisions made by their local planning authority

Any reduction would be applied for the whole 6 years of the NHB payment (or however long the term ends up being). The consultation asks whether payments should be reduced by half or totally ...or some other percentage.

The DCLG predict that this option would have saved £17m in 2016/17.

Consultation Question 7: *Do you agree that New Homes Bonus payments should be reduced by 50%, or 100%, where homes are allowed on appeal? If not, what other adjustment would you propose, and why?*

Any reduction will need to be based on a proxy value until it is known what bands the houses will fall into. The preferred option is to use the standardised flat rate reduction in payments – e.g. the national average NHB figure for Band D properties. Another option considered, and later rejected for simplicity, was to use the average council tax for the existing housing stock to avoid over-penalising authorities with high percentages of stock in lower bands.

Consultation Question 8: *Do you agree that reductions should be based on the national average Band D council tax? If this were to change (see question 2) should the new model also be adopted for this purpose?*

Removing Deadweight

The NHB is currently paid on all new housing regardless of whether or not it would have been built without an incentive. Removing this deadweight from the calculation of NHB would allow payments to be more focussed on local authorities demonstrating a stronger commitment to growth. The DCLG do not provide an estimate of the potential savings these proposals could have saved.

The proposal is to set a baseline of 0.25% - set because it is lower than the average housing growth over the years prior to the introduction of the NHB to ensure that not too many authorities fall outside of the NHB.

Consultation Question 9: *Do you agree that setting a national baseline offers the best incentive for the Bonus?*

Consultation Question 10: *Do you agree that the right level for the baseline is 0.25%?*

The alternative is to set varying baselines based on local historic growth but the DCLG say that this could reward those authorities who had previously only achieved low growth whilst penalising those that had done well.

Under the current proposals there is a risk that a sudden surge in house building could push the NHB over budget. In a situation such as this the DCLG could increase the threshold to allow the NHB to be brought back in budget. Changes to the baseline would only be implemented where there was concern that budgets would be breached and would be included in the annual consultation on provisional allocations.

Consultation Question 11: *Do you agree that adjustments to the baseline should be used to reflect significant and unexpected housing growth? If not, what other mechanism could be used to ensure that the costs of the Bonus stay within the funding envelope and ensure that we have the necessary resources for adult social care?*

Consultation Question 13: *Do you agree that county councils should not be exempted from adjustments to the Bonus payments?*

City Deal Programme Management Budget

Some members of the Greater Cambridge City Deal Joint Assembly asked for more detail on the 2016/17 Programme Central Co-ordination and Communications Budget. This note supplies an explanation of the requested changes between 2015/16 and 2016/17, to supplement Chris Malyon's report on the Greater Cambridge City Deal Partnership Budget.

The Board is requested to:

- Note the detail and explanation of the requested budget changes
- Agree the increased staffing budget
- Agree in principle the communications hired services budget, subject to further information when the Communications Strategy is refreshed
- Agree to the creation of 2 reserves, for legal and professional advice and for small projects to implement Board decisions – these would not be annually recurring items of expenditure.

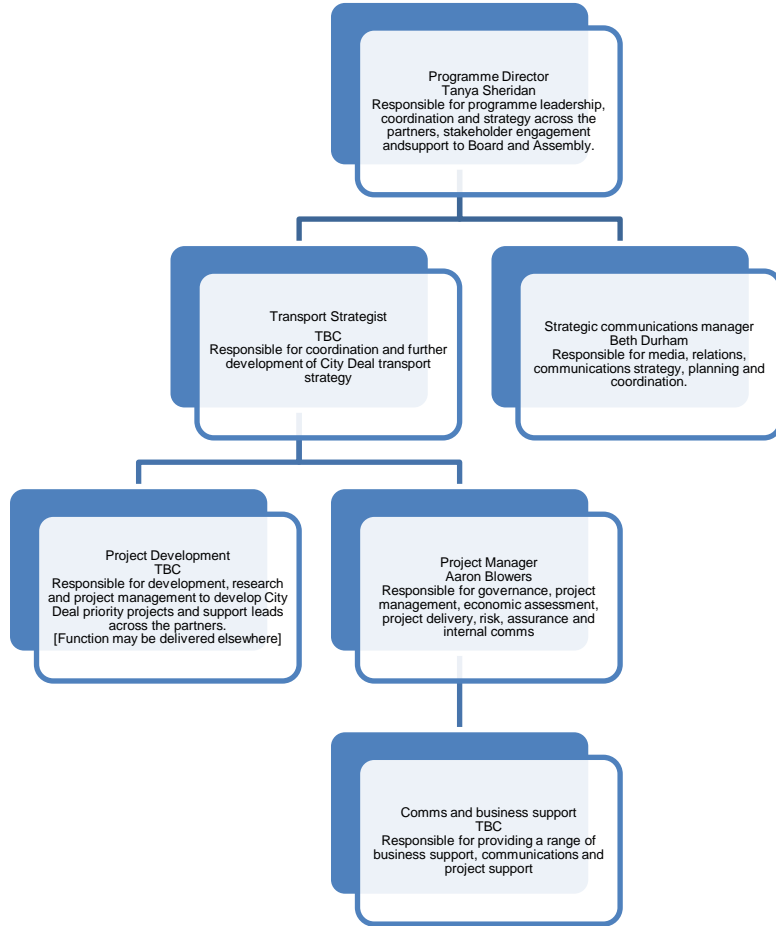
Item	2015/16 budget (£000)	2016/17 budget (£000)	Explanation of difference
Staffing	150	281	<p>The 2015/16 budget was for two posts: Programme Director and a Project Manager.</p> <p>The 2016/17 budget adds three additional posts:</p> <ul style="list-style-type: none"> • a Strategic Communications Manager – this role was one of the initial three proposed, alongside the Programme Director and Project Manager and has now been recruited. The costs of this post were covered in the 2015/16 communications budget. • a Project and Communications Support role, to provide a broad range of business support to the Executive Board, Assembly, Programme Management Team and Officers across the partnership. Much of this support has to date been provided on a temporary basis by the three Partner Councils, but in the light of their reductions in business support, they are not in a position to do so on an ongoing basis. Support is needed to manage administrative processes eg. IT, finance, information management, arrange and coordinate multi-person meetings, disseminate information, maintain the

			<p>website and other channels, support the Director in engaging with the many stakeholders and help handle and direct correspondence.</p> <ul style="list-style-type: none"> • A Project Development role, to assist with project development and research work on key workstreams, notably skills and housing. The job holder would work with experts across the five GCCD partners and draw on academic research and other evidence to assess ideas and proposals, make recommendations and coordinate the work and input of officers across the GCCD partners.
Communications: communications implementation of hired services for implementation of communications strategy	60	80	<p>The 2015/16 budget allocation included the Strategic Communications Manager post. For 2016/17, the costs of this post have been included in the staffing and programme coordination budget. The 2016/17 budget is to cover the non-staffing costs of the activities envisaged in the communication strategy agreed by the Shadow Board in November 2014 http://scambbs.moderngov.co.uk/documents/s78157/Communications%20Strategy.pdf .</p> <p>The need to increase the budget is to satisfy a clear public and business appetite for more information and engagement on what the GCCD as a whole – as opposed to individual transport projects – is seeking to achieve, and for a coordinated approach. This is a provisional estimate, subject to review by the Strategic Communications Manager and final approval when the Communications Strategy is refreshed. While we aim to use free channels, stakeholders' events and in-house resources where possible, professional communications materials and events do have costs:</p> <ul style="list-style-type: none"> • Public and business events, seminars and workshops, to engage and get broader input, including printed materials, organisation, venue hire etc. • Website improvement • Use of films, graphics, video walkthroughs and visualisations to explain key parts of the programme – these would need to be produced and published, requiring budget • More use of social media to involve and engage on the programme as a whole.
Two new reserves are also requested, to be called-upon if necessary (these do not need to be annually recurring budgets)			
Professional advice - Legal advice and	n/a	25	Given the nature of the decisions the Board is taking and the commitment to consider a Combined Authority or other Governance structure, it is expected that legal advice will be needed. The GCCD is a complex, multi-million pound programme with significant risks and

programme assurance			multiple work strands. Some external programme assurance (possible an English Partnerships Programme Health check) is considered prudent, to make sure the programme is properly set up to deliver.
Contingency for small projects the Board decides on	n/a	20	A contingency budget is warranted. This will enable the Programme Director to implement Executive Board decisions that have modest but unplanned costs (such as environmental design guidance) without having to go back to the Board to seek agreement to the expenditure before proceeding, which could take three months.

City Deal Programme team – Organisation chart

Note the Transport Strategy role is to funded from the transport grant, but hosted in the Programme Management team



Agenda Item 9



Report To: Greater Cambridge City Deal Executive Board
Lead Officer: City Deal Programme Director

3 March 2016

City Deal and the Cambridge and South Cambridgeshire Local Plans

Purpose

1. To approve a position statement clarifying the role that the City Deal has in supporting the delivery of the development strategy in the submitted Local Plans.

Recommendations

2. It is recommended that the Executive Board approves and endorses this position statement.

Reasons for Recommendations

3. Representations made to the recent consultations undertaken on proposed modifications to the Cambridge and South Cambridgeshire Local Plans (“the Local Plans”) have suggested a lack of clarity over the funding and delivery of strategic transport infrastructure that the Local Plans identify as necessary to deliver the development strategy, in particular the new settlements provided for within the Plans. As such, it is considered helpful for the City Deal Executive Board to agree a position statement setting out the role of the City Deal in supporting the delivery of the development strategy contained in the Local Plans so as to provide clarity, in light of the representations which have been made, to the Local Plan Inspectors who are examining the Local Plans.

Background

4. Cambridge City Council and South Cambridgeshire District Council have recently completed a joint consultation on proposed modifications to their submitted Local Plans in response to the preliminary conclusions of the examination Inspectors, as set out the Inspectors’ letter to the Councils of 20 May 2015. The consultation was supported by a range of additional evidence. The representations which have been received through the recent consultation, which ended on 25 January 2016, together with both Councils’ proposed formal response will be considered by meetings of the Joint Strategic Transport and Spatial Planning Group, South Cambridgeshire District Council’s Planning Portfolio Holder and Cambridge City Council’s Development Plan Scrutiny Sub Committee. These meetings will all be held on 14 March, with Special Council meetings of both Councils to be held on 23 March 2016. Submission to the Inspectors of the further work, including representations, additional evidence and proposed modifications, if approved, will then follow by the end of March 2016.

5. The examination Inspectors' preliminary conclusions as set out in the letter of 20 May 2015 raised the matter of the deliverability of sustainable new settlements in the context of the development strategy, with particular reference to delivery of infrastructure provision and sustainable transport options. Whilst the Councils have since undertaken further work in respect of these issues, representations received during the consultation continue to suggest there to be lack of clarity over the funding and delivery of strategic transport infrastructure that the Local Plans identify as necessary to deliver the proposed new settlements and in particular those north of Waterbeach and at Bourn Airfield. This reflects issues raised by some participants during the Local Plan examinations, raising doubt over the confidence that the Local Plan Inspectors can place on the role of City Deal in delivery of those schemes.

Considerations

6. The City Deal aims to support continued economic growth in the successful Greater Cambridge area. The City Deal document¹ Executive Summary (page 1) says: "The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the Cambridge Phenomenon. It acknowledges the region's strong track record of delivering growth and seeks to support those existing, and new, businesses in achieving their full potential." It says that the Deal will "accelerate delivery" of housing identified in the Local Plans.
7. As part of that objective, the City Deal will support delivery of the strategy set out in the Cambridge and South Cambridgeshire Local Plans through investment in transport infrastructure, housing delivery and skills. Likewise, the Cambridge and South Cambridgeshire Local Plans will support the City Deal commitments by speeding the delivery of new homes and jobs. Such action is consistent with a key objective of City Deal, namely the delivery of transport schemes necessary to support continued economic growth, including through improved network connectivity and by supporting the sustainable development strategy included in the submitted Cambridge and South Cambridgeshire Local Plans.
8. The City Deal document¹ recognises that Cambridge City Council and South Cambridgeshire District Council, along with Cambridgeshire County Council as the Transport Authority, "have worked closely together on new local plans and associated transport strategy and have aligned plan making processes to achieve the benefits of what amounts to a single overarching development, infrastructure and delivery strategy for Cambridge" (City Deal document¹ page 7). Furthermore, as part of the City Deal arrangements, the Councils have agreed to prepare a joint Local Plan and Transport Strategy starting in 2019.
9. The City Deal has secured a commitment for up to a total of £500 million of Government funding. The £100 million that has already been secured as the first tranche of funding, is a large sum that has enabled studies to be commissioned and initial consultations held on major transport schemes and will thereafter fund these capital works.
10. The City Deal Executive Board has agreed a list of infrastructure schemes for delivery over its 15 year period, drawn from the Transport Strategy for Cambridge and South Cambridgeshire (January 2015, see Appendix 1). Amongst those included in the list are those schemes identified in the submitted Cambridge and South Cambridgeshire Local Plans as necessary to support the sustainable development strategy, as shown

¹ Greater Cambridge City Deal Document - <https://www.gov.uk/government/publications/city-deals-greater-cambridge>

in Appendix 1. This forms part of the City Deal commitment to accelerate the delivery of planned homes in accordance with the Local Plans.

11. On the basis of an assessment of a combination of positive economic impact and deliverability a number of schemes have been prioritised for Tranche 1 (shown in Appendix 1) to be delivered in the first five years of the City Deal 2015-2020. Options have now been developed for all the Tranche 1 schemes. Tranche 1 includes those schemes that will facilitate the early delivery of development in the A428 corridor (including Cambourne West and Bourn Airfield). Indeed, the Tranche 1 schemes and implementation programme demonstrate the commitment of City Deal to fund and deliver transport schemes that will support the delivery of major developments identified in the Local Plans even where this may be in advance of, and help facilitate, the grant of planning permission for those developments. It is expected that appropriate contributions towards the costs of the transport schemes that has already been incurred will be recovered subsequently from those developments, through the grant of planning permission and accompanying planning obligations in accordance with the approach set out in paragraph 14 below. Moreover, work has already started on the process of identifying the schemes to be included in Tranche 2 for delivery during 2020-2025.
12. It is recognised that the anticipated total cost of proposed schemes exceeds the sums identified through City Deal funding for Tranche 1. However, City Deal funding is not the only anticipated source of funding for Tranche 1 schemes and other sources of funding for those schemes is expected. In particular, it is anticipated and expected that City Deal monies will be supplemented by funding from other sources, including section 106 contributions (as discussed below) and from the Growth Fund. £9 million has already been secured in principle from the Growth Fund towards public transport improvements in the A428 corridor. Growth Deal funding is secured via the Greater Cambridge Greater Peterborough Enterprise Partnership, which is also a City Deal partner, therefore demonstrating a joined up approach to infrastructure funding in the Greater Cambridge area.
13. The City Deal partnership is confident about the funding and delivery of schemes identified in Tranche 1 and thereafter. The City Deal is investing in infrastructure schemes to ensure continued economic growth. The delivery of housing and employment is an important part of ensuring continued economic growth in the Greater Cambridge area, and thus the achievement of the City Deal objectives. Therefore, and consistent with this, in the event that the need to do so arises, the City Deal Board will consider favourably the prioritisation of those schemes that deliver the infrastructure to support housing and employment growth within the Local Plans. The list of schemes will be kept under review and amended as required as the programme rolls forward to ensure it best meets infrastructure priorities in the area.
14. Furthermore, in terms of additional funding for infrastructure schemes, appropriate developer contributions are of course expected from those strategic developments provided for in the Local Plans that require particular infrastructure schemes as part of their delivery. These will be sought by City Deal partners in their role as local and county planning authorities. Through the planning process, those promoting strategic developments will be required to make appropriate, proportionate and reasonable contributions to on and off site infrastructure, including transport infrastructure, and affordable housing, guided by development viability, so as to secure the delivery of new settlements that are sustainable. It is the intention that such developer contributions as are secured through the planning process will be added to the City Deal funding, which is directed to securing the delivery of the required infrastructure to meet the objectives of the Local Plans development strategy, including the

objective of delivering a substantial amount of housing, including affordable housing, at the new settlements.

15. The City Deal partners are wholly committed to delivery of the infrastructure programme for the benefit of existing and future residents and businesses through the provision of an enhanced transport network that provides good quality connectivity between homes and jobs, including supporting and securing new development provided for in the Local Plans through the delivery of key infrastructure schemes.

Options

16. The position statement reflects the City Deal aims of approach and no options are necessary.

Implications

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

Consultation responses and Communication

18. Consultation has been undertaken with the City Deal partners.

Background Papers

No background papers were relied upon in the writing of this report.

Report Author: Tanya Sheridan – City Deal Programme Director
Telephone: 01223 457480

Appendix 1 – Greater Cambridge City Deal Prioritised Transport Schemes

PROGRAMME AREA (Bold = related major development)	SCHEME	2015-20 PRIORITISED INFRASTRUCTURE INVESTMENT PROGRAMME
A428 corridor (Cambourne West, Bourn Airfield)	A428 to M11 segregated bus links	YES
	A428 corridor Park & Ride	YES
	Madingley Road bus priority	YES
	Bourn Airfield/Cambourne busway	
A1307 corridor	A1307 bus priority	YES
	Additional Park & Ride capacity – A1307	YES
Pedestrian and cycle networks – City	Chisholm Trail links (cycle links parallel to the railway line north of Cambridge Station)	YES
	Chisholm Trail bridge	YES
	City centre capacity improvements	YES
	Cross-city cycle improvements	YES
Pedestrian and cycle networks – inter-urban	Bourn Airfield/Cambourne pedestrian/cycle route programme	
	Saffron Walden and Haverhill pedestrian/cycle route programme	
	Cambridge to Royston cycle link	
	Waterbeach pedestrian/cycle route programme	
Cambridge radials – Milton Road / Histon Road	Histon Road, Cambridge bus priority	YES
	Milton Road, Cambridge bus priority	YES
Cambridge radials – Hills Road	Project Cambridge, Hills Road	
Cambridge radials – Newmarket Road	Newmarket Road bus priority phase 1, Elizabeth Way to Abbey Stadium	
	Newmarket Road bus priority phase 2, Abbey	

	Stadium to Airport Way	
	Newmarket Road bus priority phase 3, Airport Way Park & Ride	
A10 corridor south	Foxton level crossing and interchange	
	Hauxton Park & Ride	
	Hauxton -Trumpington busway	
Cambridge Orbital	Ring road bus priority – Addenbrooke’s to Newmarket Road	
	Newmarket Road to Cambridge Science Park Station busway	
	Western Orbital	
A10 corridor north (Waterbeach, Cambridge Northern Fringe East)	A10 dualling and junctions	
	A14/A10 Milton Interchange	
	Waterbeach Park & Ride	
	Waterbeach Barracks to North Cambridge busway	
	Waterbeach new station	

Agenda Item 10



Report To: Greater Cambridge City Deal Executive Board

3 March 2016

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

A428/A1303 Better Bus Journeys Scheme – Public Consultation Outcomes and Next Steps

Purpose

- 1 This report summarises the outcome of the consultation on high level options for bus and cycle infrastructure improvements along the Cambourne to Cambridge corridor. Further more detailed analysis of the public consultation response can be found in **Background Paper 1**. Links to all Background Papers are provided on the final page of this report.
- 2 The public consultation generated significant public interest including 2193 survey responses, 8 letters, 123 email submissions and key stakeholder representations. These responses included alternative proposals or variations to the options which will be fully assessed as part of the ongoing work. A summary of all the representations is provided in **Background Paper 2**. A petition was also received with over 3600 signatures opposing Option 1 South. There was significant support for transport improvement along the corridor.
- 3 This initial public consultation is one of a number of considerations which form part of the development and assessment of the high level options. This work identifies the constraints and investment requirements to inform an outline business case to ensure the most effective use of public investment. This work will be drawn together in a report containing recommendations to be presented to the Executive Board in September 2016.

Subject to the Board's decision in September the next stages will then be:

- (i) to consult the public on that option(s) in early 2017; and then
- (ii) bring forward a single scheme to the May 2017 Executive Board, which will be asked to progress that scheme through the planning process.

Recommendations

4. The Board is asked to:-
 - i. Note the responses to the consultation on the A428/A1303 bus infrastructure improvement scheme, including the alternative and hybrid options suggested, and to include these and other comments received, in the ongoing development

and assessment appraisal to allow the Board to select a recommended option or options in September 2016. The process and timetable set out in Table 2 below would then be followed.

Joint Assembly recommendations

The Joint Assembly noted the responses to the consultation on the A428/A1303 bus infrastructure improvement scheme, including the alternative and hybrid options suggested and recommended that the Executive Board includes these and other comments received in the ongoing development and assessment appraisal to allow the Board to select a recommended option or options in September 2016.

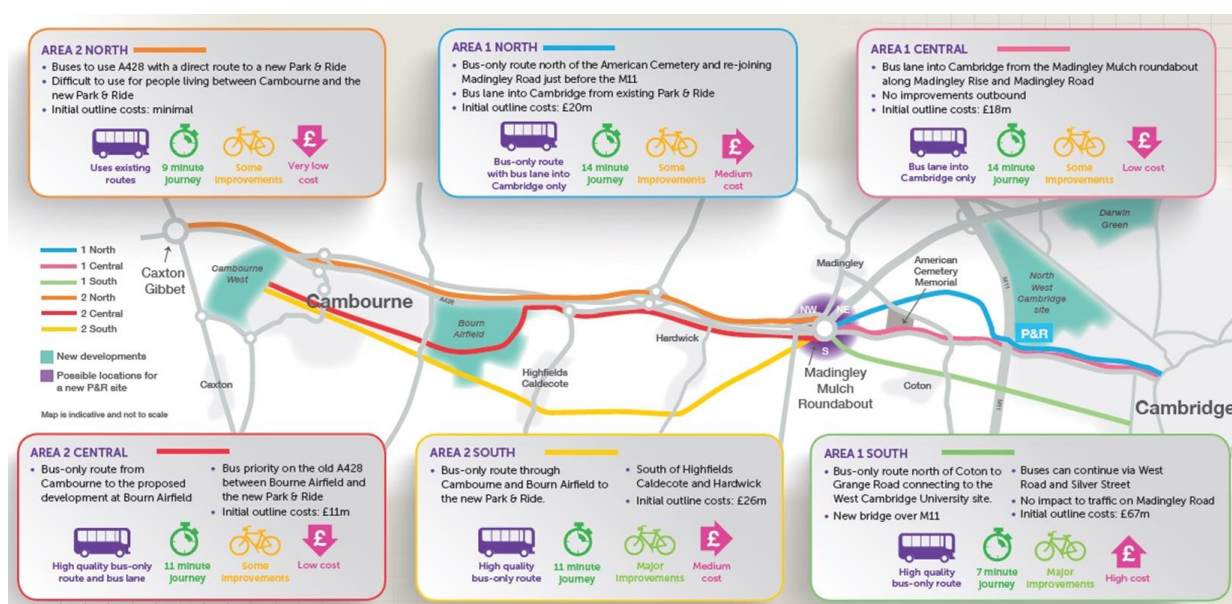
Reasons for Recommendation

- 5 To progress with the project

Summary of the project and the consultation

- 6 The concepts presented in the consultation provide for better bus journeys by means of new or improved transport infrastructure. This contributes towards the Greater Cambridge City Deal’s priorities by supporting the operation of fast, frequent and reliable bus services from the areas of housing growth along the A428 corridor to the major employment locations within Cambridge and its western approaches. The Transport Strategy for Cambridge and South Cambridgeshire and the submitted Local Plans also support the need for transport proposals along the corridor which currently suffers from heavy congestion, slow journey times and furthermore is anticipated to have increased future travel demand as a result of development plans.
- 7 The public consultation for this initial stage of the option development process was held between 5th October and 23rd November 2015. For reference the options are set out in Figure 1.

Figure 1: The 6 Options Published for Consultation



- 8 The consultation was carried out in accordance with the consultation principles of the Greater Cambridge City Deal partnership and encouraged public engagement, achieving a very good level of response that identified a wide range of views and ideas. A detailed quantitative and qualitative analysis of the consultation responses is set out in Background Paper 1. In addition, all written representations received during the public consultation are available on the Greater Cambridge City Deal website.
- 9 The consultation was held at an early stage of option development and based on concepts rather than detail proposals both to ensure that all ideas, opportunities and constraints that may impact the delivery and operation of a future scheme can be fed into the appraisal and assessment process, and to obtain a broad view of the public support for the proposals.
- 10 A number of alternative and hybrid options were put forward by members of the public in response to the consultation. Table 1 sets out how it is proposed to incorporate the evaluation of these alternatives into the assessment process. An initial assessment of the alternative proposals is provided in Background Paper 2.
- 11 It is important that all the options are objectively considered through the appraisal and assessment process, which will now be undertaken before a recommended option(s) is selected.

Background

- 12 In June 2015, the Executive Board agreed to consult on six conceptual options. These options had already undergone a feasibility assessment. The consultation used nominal routes, ('North', 'Central' and 'South') in order to engage the public as widely as possible with the issues and link them to the key City Deal transport objectives. The routes were divided into east and west of Madingley Mulch roundabout in line with the prioritisation of the eastern section of the route in Tranche 1 City Deal funding. In addition, a possible Park & Ride was proposed and included in the consultation.
- 13 The public consultation was in line with the Department for Transport major scheme development method. This method seeks to prioritise public investment in schemes that deliver the greatest economic impact by use of standard criteria for appraising transport proposals. This provides a well-tested means of identifying the overall costs and benefits for each option that informs an 'outline business case' that is used to provide recommendations to the Greater Cambridge City Deal Board for its recommended option(s). The consideration of a recommended option(s) may also include external factors to the business case including wider Greater Cambridge City Deal strategic issues. Once selected the recommended option(s) undergoes a 'full business case' involving more detailed assessment and further consultation, the objective being the final recommendation of a defined and detailed scheme for implementation with a clear case for public investment.
- 14 As part of the consultation 7,840 leaflets including the options map and reply paid survey were sent out to areas immediately in and around the corridor and 20,238 postcards signposting people to the online survey were sent out to a wider catchment area. The distribution area is set out in Background Paper 1. Upon further request an additional 600 leaflets and postcards were sent out by direct mail.

- 15 The postcode analysis of responses (see Background Paper 1) confirmed the expectation that those people closest to the corridor were more likely to respond to the survey and therefore supported the strategy of focusing limited resources on providing the printed material to the corridor itself. The consultation material was also made available at a number of locations around the Greater Cambridge area.
- 16 In terms of Facebook and Twitter, the main objectives were toward raising awareness of the consultation through the use of links and also informally through 'likes' and the 'following' the relevant Twitter account. A summary of how people heard about the consultation is set out in Background Paper 1.
- 17 In addition 4 member and stakeholder briefings were held in advance of the consultation and during the consultation itself a series of roadshows were held to allow people to ask specific questions and raise issues of concern. 300 people were recorded as having attended the exhibitions. The Coton exhibition attracted a very large attendance which was not fully recorded in the attendance log.

Considerations

- 18 The public consultation provided the opportunity for respondents to submit additional proposals. These will be reviewed as part of the ongoing technical assessment. Initially some proposals have been identified as out of scope of this project although they may be considered through other City Deal projects. Those within scope will be included in the ongoing option appraisal and assessment before recommendation of a recommended option. Initial analysis is found in Background Paper 2 and Table 1 sets out a summary:

Table 1 – Proposals Received and initial response

Categorisation	Proposal received	Response to proposal
<i>These proposals were considered to be clearly aligned to the core objectives of the project to improve bus infrastructure between Cambourne and Cambridge</i>	Substituting proposed P&R at Madingley Mulch with a P&R at Scotland Farm	Considered as part of further evaluation of all concepts
	Specific objections to Madingley Mulch P&R	Considered as part of further evaluation of all concepts
	Route north of Cambridge Road and bridge across M11	Considered as part of further evaluation of Concept 1 Central and 1 North
	Alternative options east of J13 M11	Considered as part of further evaluation of all concepts
	Tidal bus lane for Option 1 Central	Considered as part of further evaluation of Concept 1 Central
	Option 1 central and 1 north with a route through West Cambridge	Considered as part of further evaluation of Concept 1 Central and 1 North
	Smart Traffic Management	Considered as part of further evaluation of all concepts
	Transport Hubs at Cambourne, Bourn and between Highfields and Caldecote	Considered as part of further evaluation of all Tranche 2 concepts
	Additional P&R north of Cambourne	Considered as part of further evaluation of all Tranche 2 concepts
	Closing Madingley Rise to through-traffic	Considered as part of further evaluation of all concepts
<i>These proposals were considered to be outside of the core objectives of the project but may form part of parallel initiatives either within Greater Cambridge City Deal or wider proposals taken forward by other agencies</i>	<i>A428 Upgrade and connection to A14</i>	<i>Highways England related matter to be considered as part of their A428 route strategy</i>
	<i>Development of cloverleaf junction at Girton</i>	<i>“Highways England related matter to be considered as part of their A428 route strategy</i>
	<i>Construction of Park and Ride site at Barton</i>	<i>Western Orbital scheme considered P&R concepts to west of Cambridge</i>
	<i>Construction of Park and Ride sites at Girton, Huntingdon Road or Bar Hill</i>	<i>Would form part of future P&R study subject to Highways England upgrading Girton interchange</i>
	<i>Relocate Madingley Road P&R to north west of J13</i>	<i>Location of P&R along the M11 corridor itself is part of the Western Orbital scheme considerations however assessment of any new P&R along the A428 corridor will need to consider the impacts on the existing P&R at Madingley Road</i>
	<i>Include Northampton Street in the Core Traffic Scheme, limiting through traffic</i>	<i>Forms part of City Centre Access and Citywide demand management study considerations</i>
	<i>Madingley Village Road Closures / Existing Traffic Management Arrangements</i>	<i>Not directly part of A428/A1303 scheme but any impacts on Madingley Village would be mitigated as part of a Recommended option proposal</i>
	<i>Development policy closer to the City</i>	<i>Forms part of Local Plan considerations</i>
	<i>Congestion charge policy</i>	<i>Forms part of City Centre Access and Citywide demand management study considerations</i>

- 19 The summary of other comments, including key stakeholder comments, are found in Background Paper 1 and are provided in full in the Background Papers 3 and 4. The following provides a brief summary of the main points raised and is not exhaustive. The comments are organised by subject area under which they will be considered in the ongoing technical assessment process.

Transport and accessibility related issues:

People expressed the following concerns:

- The overall need for the levels of investment discussed is not clear and congestion is limited to short periods in the morning and evening peak
- Bus based solutions will not have sufficient capacity to deal with proposed passenger growth along the corridor
- Bus journey time benefits across the route will be lost due to congestion in the city centre and inner ring road
- On road bus measures will impact cycling and pedestrian safety and accessibility
- Lack of regulation of bus services and fares means that new infrastructure investment will not be effectively utilised
- Tram or other rail based schemes will present a better long term option for Cambridge
- Corridor options are not joined up with other emerging proposals across the City Deal programme

Economy and growth:

People expressed the following concerns:

- No evidence that proposals will increase housing or growth along corridor
- Proposals are insufficient or not ambitious enough to address the scale of growth envisaged in Local Plan
- Potential cost of schemes is prohibitively expensive given the likely benefits
- Major negative impact on local business during construction of scheme

Planning:

People expressed the following concerns:

- Routes through green belt or close to sites of special scientific interest will harm the ecological balance of those areas which will result in planning refusal
- Restrictive covenants in the areas in question will prevent or seriously delay off road alignments coming forward

Property Considerations:

People expressed the following concerns:

- No agreements in place for use of private property in these concept proposals and this will delay or make scheme unfeasibly expensive
- Negative impact on property values due to cumulative negative impacts of bus infrastructure

Ecology:

People expressed the following concerns:

- Negative Impact on specific habitats and wildlife due to the impact of new off road infrastructure

Heritage:

People expressed the following concerns:

- Additional bus infrastructure close to areas of cultural, historical or archaeological importance will cause damage and or detract from the enjoyment and setting of these assets to the long term harm of Cambridge.

Landscape and visual:

People expressed the following concerns:

- Routes or associated infrastructure will be a negative visual intrusion on areas of natural beauty

Air Quality:

People expressed the following concerns:

- Off road alignments will result in negative air quality impacts and increased pollution.

Lighting:

People expressed the following concerns:

- Lighting on alignments close to areas of ecological importance will be disruptive and damage local biodiversity
- Lighting on rural sections on options should be sufficient to allow for safe walking and cycling at night

Noise and Vibration:

People expressed the following concerns:

- Movement of buses through areas currently not used for these purposes will increase noise to the detriment of local residents and wildlife

Water Quality, Flood Risk and Drainage:

People expressed the following concerns:

- Construction on land not currently used as roadway will have impacts on balance of flood risk in the area

Ground Conditions:

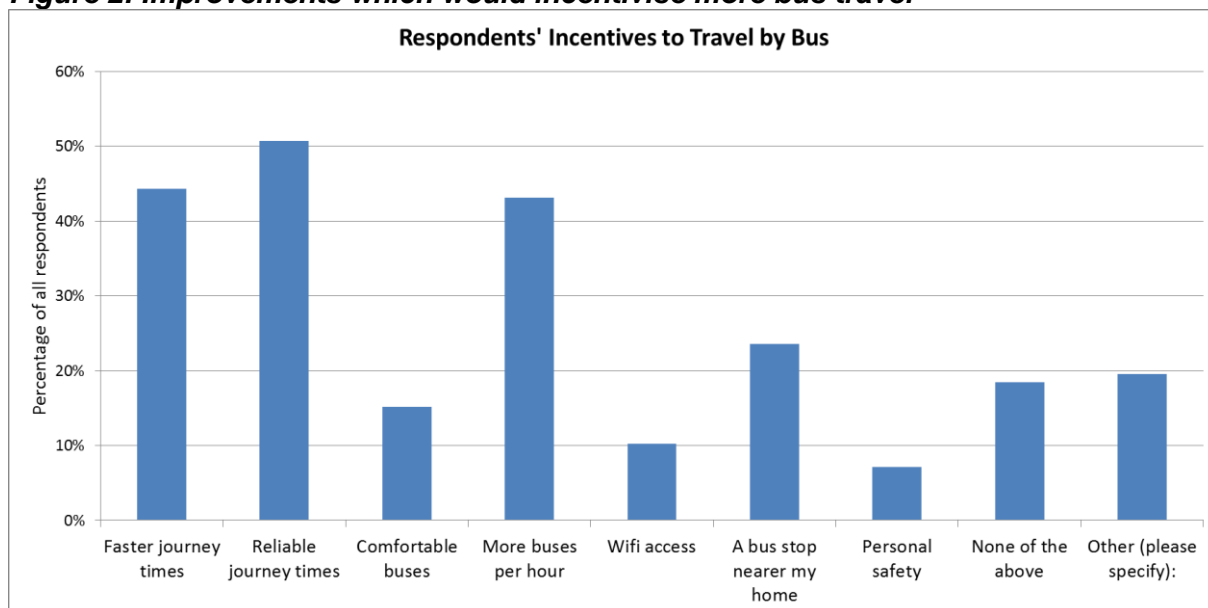
- No comments received but this will form part of the ongoing assessment

Waste:

- No comments received but this will form part of the ongoing assessment

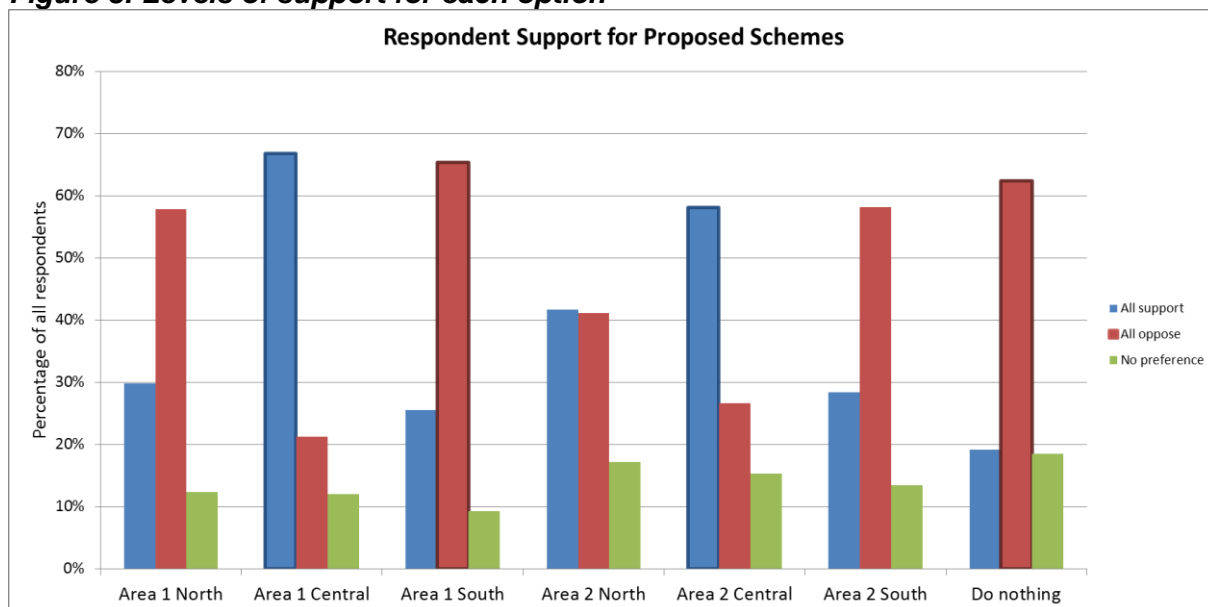
- 20 In summary, whilst important, these issues do not raise any additional new risks or constraints which would otherwise fall outside the ongoing appraisal and assessment methodology.
- 21 Over 77% of respondents indicated their usual mode of travel was by car as a driver. A quarter indicated they travel by bus, similar to the percentage indicating they would cycle (23.4%). The public were asked what would incentivise them to use the bus or use it more often. The responses are summarised in **Figure 2**.

Figure 2: Improvements which would incentivise more bus travel



- 22 Most respondents agreed that the provision of fast, reliable and frequent journeys was most likely to persuade them to make use of buses. This is consistent with surveys of passengers on the Busway.
- 23 Over 66% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme
- 24 Figure 3 summarises the overall levels of support for each option based only on the quantitative analysis.

Figure 3: Levels of support for each option



- 25 Over 60% of respondents supported the need for public transport improvements along the corridor and less than 20% considered that nothing needed to be done.
- 26 In terms of the options themselves, overall there was a high level of support for the central alignments on the existing highway alignment and high level of

opposition to the segregated options, in particular those to the south of the corridor.

27 For Tranche 1 the following key points are highlighted:

Area 1 North:

- Significant (almost 60%) levels of opposition,
- Concerns included impact on the possible visual setting of American Cemetery,
- Environmental concern over the degree of impact on green belt areas particularly the '800' wood

Area 1 Central

- High levels (Almost 67%) of support
- Concerns include environmental impact on Madingley Rise and Madingley Road
- Concern regarding potential impact on existing cycling facilities
- Concerns in relation to property and land take along Madingley Road

Area 1 South

- Highest level of opposition of around 65%
- Concerns include environmental impact on Coton and West Fields.
- High cost was also mentioned as a consideration

28 For Tranche 2 the following key points are highlighted:

Area 2 North:

- Similar levels of support and opposition (around 40%)
- Concerns included long term effectiveness of this option in terms of serving new developments

Area 2 Central

- High level of support and lowest level of opposition
- Impacts on Old St Neots Road are of concern

Area 2 South

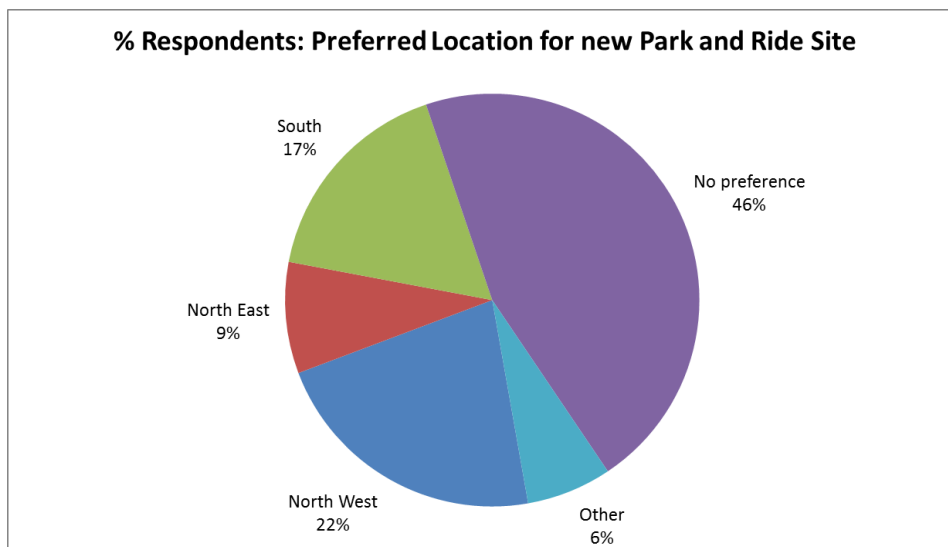
- Lowest level of support
- Concerns include environmental impact between Cambourne and Madingley Mulch
- High cost was also mentioned as a consideration

29 Further analysis of the location of respondents by postcode and their support or opposition to each option has been undertaken with details provided in Background Paper 1. This analysis suggests that levels of opposition to proposals may reflect concerns about how a potential scheme could impact the immediate area in which people live.

30 46% of respondents supported a new Park & Ride at Madingley Mulch roundabout and 28% opposed this.

31 The consultation also asked respondents to indicate any preference for the site of a Park & Ride (P&R) facility around the Madingley Mulch roundabout. The results are summarised in Figure 4.

Figure 4: Recommended location of P&R at Madingley Mulch



32 Most respondents have no preference for a location. Of those who do express a preference the North West to the roundabout has most support. Additional comments received included concerns on the environmental and traffic impacts of a P&R around Madingley Mulch as well as proposals for alternative sites such as closer to Cambourne at Scotland Farm.

Next Steps

33 The public consultation forms part of the ongoing assessment of options. As anticipated the public consultation has generated new and alternative proposals which will help inform this process.

34 Further technical work by consultants to complete the assessment will inform the City Deal Board report in September 2016. This will include the following:

- Additional 'desktop' assessment of transport and access impacts of existing options and new concepts
- Further strategic modelling refinement to look at the modal shift and travel time issues
- Further environmental assessments such as landscaping and ecological impacts
- Production of outline business case for whole route options as modified by any additional concepts setting out the cost and benefits

35 Members should note that the outline business case work may suggest that more than one option is taken forward for more detailed development.

36 The recommended option could be a combination or hybrid of the existing options and also include new ideas gained through the consultation. It will also take into account the outcomes of the City Centre Access and Citywide demand management study that will be considered by the Board in June.

37 The level of detail presented at recommended option stage in September 2016 will be greater than that of the high level concepts set out in this consultation but without detailed alignments. Further detailed development will then be undertaken prior to the next consultation in early 2017.

- 38 The milestones for the project are set out in Table 2. The target dates assume that all recommended option will requires some formal planning consent process The duration of this consent period will determined by the extent of the powers required to deliver the recommended scheme and this will be a consideration in the recommendation of a recommended option,

Table 2: Summary of key stages in project

Stage	Target Completion Date
Report to GCCD Board on recommended options for determination of recommended option (s) for further development and consultation	September 2016
Refinement of recommended option (s) detail to ensure sufficient public information available during next consultation	End 2016
Consult on recommended option(s)	Early 2017
Report to GCCD Executive Board on recommended option (s) consultation and to seek authority to commence statutory processes required for a recommended scheme for example Planning Permission or a Development Consent Order, and to commence procurement.	May 2017
Substantially advanced statutory Approvals	April 2018
Report to GCCD Board on final scheme for authority to construct	June 2018
Start construction of scheme	August 2018
Substantially complete construction	September 2020

Options

- 39 The recommended approach is for officers, now informed by the public consultation, to complete the ongoing assessment and appraisal process in line with the recognised Department of Transport method in order to provide a recommended option recommendation report in September 2016.
- 40 Ruling out any of the existing options or parts of options at this stage would not be recommended as it would not be in line with the standard major scheme development approach and therefore could result in prematurely rejecting the most advantageous options. Moreover the recommended option must be robust and defensible both in terms of future consultations and any possible challenge throughout the process of obtaining statutory approvals. Such challenges could delay the project timetable.

- 41 It is possible to re-introduce discounted or out of scope ideas for more detailed assessment at this stage before proceeding to a recommended option.
- 42 This option is not recommended because earlier discounted ideas have already undergone an assessment process using established criteria. Discounting this assessment process would undermine the basis of the scheme development methodology and therefore also leave any future recommended option open to similar questioning on first principles. In addition this would delay the process of achieving a recommended option as further unplanned technical work would need to be undertaken. Out of scope ideas will also result in unplanned extension of the technical assessment processes and introduce more risk to the project.

Implications

- 43 In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -
- Financial: Resources are allocated as part City Deal Tranche 1
 - Legal: There are no legal implications in this report.
 - Staffing: Project management undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.
 - Risk; A project risk register has been developed.
 - Equality & Diversity There are no equality or diversity implications in this report.
 - Climate Change: There are no climate change implications in this report.
 - Community Safety: There are no community safety implications in this report.

BACKGROUND PAPERS

1: CAMBOURNE TO CAMBRIDGE BETTER BUSES CONSULTATION REPORT – CAMBRIDGESHIRE RESEARCH GROUP

2: INITIAL ASSESSMENT OF ALTERNATIVE COMPONENTS PROPOSED DURING CONSULTION OCTOBER NOVEMBER 2015 – WS AITKINS

3: WRITTEN COMMENTS (RECEIVED VIA E-MAIL, POST, FACEBOOK AND FROM EXHIBITIONS)

4: DATA EXTRACT FROM ONLINE SURVEY

LINK TO BACKGROUND PAPERS

www.gccitydeal.co.uk/cambourne-to-cambridge

Report Author: Ashley Heller - Team Leader, Public Transport Projects, Major Infrastructure Delivery, Cambridgeshire County Council.
Telephone: 01223 728137

Agenda Item 11



Report To: Greater Cambridge City Deal Executive Board

3 March 2016

Lead Officer: Graham Hughes, Cambridgeshire County Council

Workstream ref.: 14 – Chisholm Trail cycle links

The Chisholm Trail

Purpose

1. In January 2015 the Greater Cambridge City Deal Executive Board agreed that The Chisholm Trail should be part of the City Deal prioritised programme. In August 2015 the Board gave approval to consult on the proposed route. This report summarises the results of the consultation, and suggests the next steps for the project.

Recommendations

2. The Board is asked to:
 - a) Note the results of the public consultation;
 - b) Give approval to submit a planning application based on the route proposed, with the widths and path types as per the table below and shown in **Plan 1**.

Section	Width	Type of provision
Coldhams Lane to Newmarket Road, and onwards to the new bridge over river Cam	3.5 metres	Shared use path
Coldhams Lane to Cambridge rail station	Up to 5 metres	Segregated where possible

- c) Support the continuation of land negotiations; and
- d) Give approval to use Compulsory Purchase Orders (CPOs) if needed.

Joint Assembly recommendations

The Joint Assembly recommended that the Executive Board:

- (a) Notes the results of the public consultation.
- (b) Gives approval to submit a planning application based on the widths and path types as set out in the report and the route proposed as shown in Plan 1 of the report.
- (c) Supports the continuation of land negotiations.

- (d) Gives approval to use Compulsory Purchase Orders if needed.

Reasons for Recommendation

- a) Safer, direct and more convenient largely off-road route for cycling and walking;
- b) Improved access and reliability of journey times to employment areas, educational establishments, retail sites and residential centres;
- c) Links into a network of existing cycle routes;
- d) Minimal impact on motor traffic and public transport journey times;
- e) Provision of safe, convenient, direct, non-car access to the main Cambridge railway station and to the new Cambridge North rail station;
- f) Create more capacity for sustainable trips along the rail corridor;
- g) Links to strategic priorities for City Deal Cross City cycle improvements;
- h) All of the above contributing to a positive economic impact; and,
- i) Enhancement of the environment, streetscape and air quality, as well as improved access and linkages to open spaces.

Scheme progress

- 3. The background to the project, and the strategic and policy basis for progressing the scheme are set out in a previous report to the Executive Board which can be seen at this link: www.tinyurl.com/hxcv7ms . **Plan 2** shows the proposed route.
- 4. Since the project was considered by the Executive Board in August 2015, discussions have been progressing with the landowners, including Network Rail, and signs are encouraging that some form of agreement can be made in each case.
- 5. For the sections of land north of Newmarket Road there is a view from landowners that the route should be very much a 'greenway' to fit with local surroundings, and a path width of 3.5 metres has been provisionally agreed. As a result of discussions in advance of the consultation, the proposed location of Newmarket Road underpass moved slightly further east due to concerns raised by Cambridge Past Present and Future who own the adjacent land. They are supportive of the principle of the trail, but reserve their support or otherwise for the specific route, until heritage and ecology reports have been completed and discussions have been concluded with their own Board of Trustees and Historic England.
- 6. In anticipation of a planning application, discussions on a number of issues have taken place with specialists. Of particular note is the fact that flood mitigation for any imported materials or adjustment of levels needs to be designed in for some lengths of the route.
- 7. To complete the Chisholm Trail a crossing over the River Cam is needed. The Abbey-Chesterton Bridge was approved by the County Council's Economy and Environment Committee in November 2015 to proceed to a planning application. The delivery of this bridge, subject to gaining planning consent and the necessary land, is anticipated in 2018.

Consultation

- 8. The Consultation started on 19th October 2015 and continued for six weeks until 30th November. A leaflet and questionnaire were distributed to 10,500 homes, along with other publicity placed in libraries and GP surgeries. Details were sent via Parentmail to a number of schools, and details were sent to stakeholders and statutory

consultees. As the consultation launched there was a briefing and Q & A session organised for elected representatives, and another for stakeholders.

9. Four drop in sessions were held at venues near to the proposed trail, in the electoral wards of Romsey, East Chesterton, Abbey and Petersfield. Officers also presented details of the scheme at the City Council's East Area Committee and South Area Committee meetings. The Project Team utilised other opportunities to engage with the public including Fen Ditton Parish Newsletter, Cambridge Regional College's open day, a presentation at a meeting of Cambridge Cycling Campaign and the team had a stall at Stourbridge Fair.
10. The proposals were also discussed at Cambridgeshire County Council's monthly Cycling Stakeholder Group meeting which includes representatives from Cambridge Cycling Campaign, Sustrans, CTC Cambridge, Addenbrooke's, Cambridge University, Cambridge City Council and South Cambridgeshire District Council. The proposals were reviewed by the County and City Walking and Cycling Liaison Group.
11. In addition to the consultation events, officers have met with a number of other interest groups, landowners, developers and tenants along the proposed route.

Consultation results

12. 1,457 consultation responses were received. In addition 10 written responses were received. The results can be seen at: www.tinyurl.com/hxcv7ms .
13. Over 90% of those responding supported some form of mostly off road walking and cycling route to link the north and south of the city. 86% supported the specific route and 84% said that they would probably or definitely use the route.
14. When broken down into sections there was support of over 83% for each of the five sections, with the most support for the length linking to the existing station. The most opposition seems associated with the lengths north of Coldhams Common.
15. Over 74% of survey respondents expressed a preference for segregating the path. A majority felt that paths should be wider, with four metres wide being preferred to the option of 3.5 metres wide across Coldhams Common. 15% felt that paths should be kept as 1-2 metres in width though .
16. There was support to light the entire route, with a slight preference for column lighting with LEDs (as installed on the Busway), as opposed to ground level stud lights.
17. The most popular additional features were tree planting with 76% supportive, and cycle parking, habitat creation and benches all attracting over 60% support. 48% supported the provision of historical/environmental display boards, whilst just 38% supported public art.
18. Where the trail follows quiet roads such as Brampton Road and York Street there was good support in the consultation to improve these in terms of resurfacing, tree planting and cycle parking, although further consultation with local residents will need to be carried out to finalise the details.

Summary

19. There was a good response to the consultation with generally positive support for the proposed route, with some concerns expressed about impacts on green space.

20. The consultation revealed strong support to provide a wide, segregated path. The main objections to the route of the trail are around the impact of widening existing paths on Coldhams Common, and creating new paths on Ditton Meadows and to the north of Newmarket Road. Segregated paths if sufficiently wide can help to reduce conflict between path users, but require tactile paving, solid white lines and more signage than shared use paths, hence making for more street clutter and a more urban feel. Landowners too favour a more modest width.
21. Given the opposition and concerns around urbanisation of green spaces, the views of landowners, issues of flood mitigation and the ethos of the route as more of a 'greenway', it is recommended that in the more rural length north of Coldhams Lane the path width be 3.5 metres, and that this should be shared use rather than segregated. Other paths on Cambridge commons are shared use, and tend to be up to 3.5 metres wide, such as the tree lined avenue route across Jesus Green.
22. In the lengths south of Coldhams Lane it is recommended that the path be as wide as practicable, up to five metres in width, and segregated where possible. The amount of land available on Network Rail land, and land due to be developed will depend upon what can be negotiated.
23. To further minimise environmental impacts on green spaces, it is recommended that stud lighting be used, with column lighting to be used in more urban lengths.
24. The proposal to include public art in the project was not well supported, though is likely to be a requirement of the planning application. It is proposed to combine public art into some of the more popular additions proposed such as seating, cycle parking or interpretation boards, rather than consider standalone public art.
25. CPOs are not needed at present, but the Board is asked to approve the use of these powers in case land negotiations in one or more cases prove not to be fruitful.
26. £8.4m of City Deal funding has been allocated to project. This is still felt to be an appropriate budget given the extensive engineering work required on some elements such as Newmarket Road underpass, the difficulties of construction access, and the likelihood of having to relocate statutory undertakers and Network Rail apparatus.
27. It is recommended that the City Deal Board endorses the officer recommendation to proceed with the project, based upon the route proposed in the consultation.
28. Environmental impacts will be tested as part of the planning process.
29. The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Route profiling and outline phasing	Complete
3	Public consultation and exhibitions	Complete
4	Land negotiations and Planning Application Submission	Summer 2016
5	Board approval to construct scheme	Autumn 2016
6	Land negotiations, detailed design and preparation of contract documents	Summer 2016 to Summer 2017

7	Finalise necessary land and permissions. Mobilise contractor.	Summer 2017 to Autumn 2017
8	Construction of standalone phases (those north of Coldhams Lane first, as they are not dependant upon development sites)	2017 to 2020

30. South of Coldhams Lane the delivery of The Chisholm Trail on the route alignment consulted on is dependent upon the development of Ridgeons on the east side, and the development of the City Council depot site on the west side. North of Coldhams Lane, subject to obtaining land and agreements, the route can be delivered without any development site dependencies, so is likely to be delivered first.

Risks, Implications and Next Steps

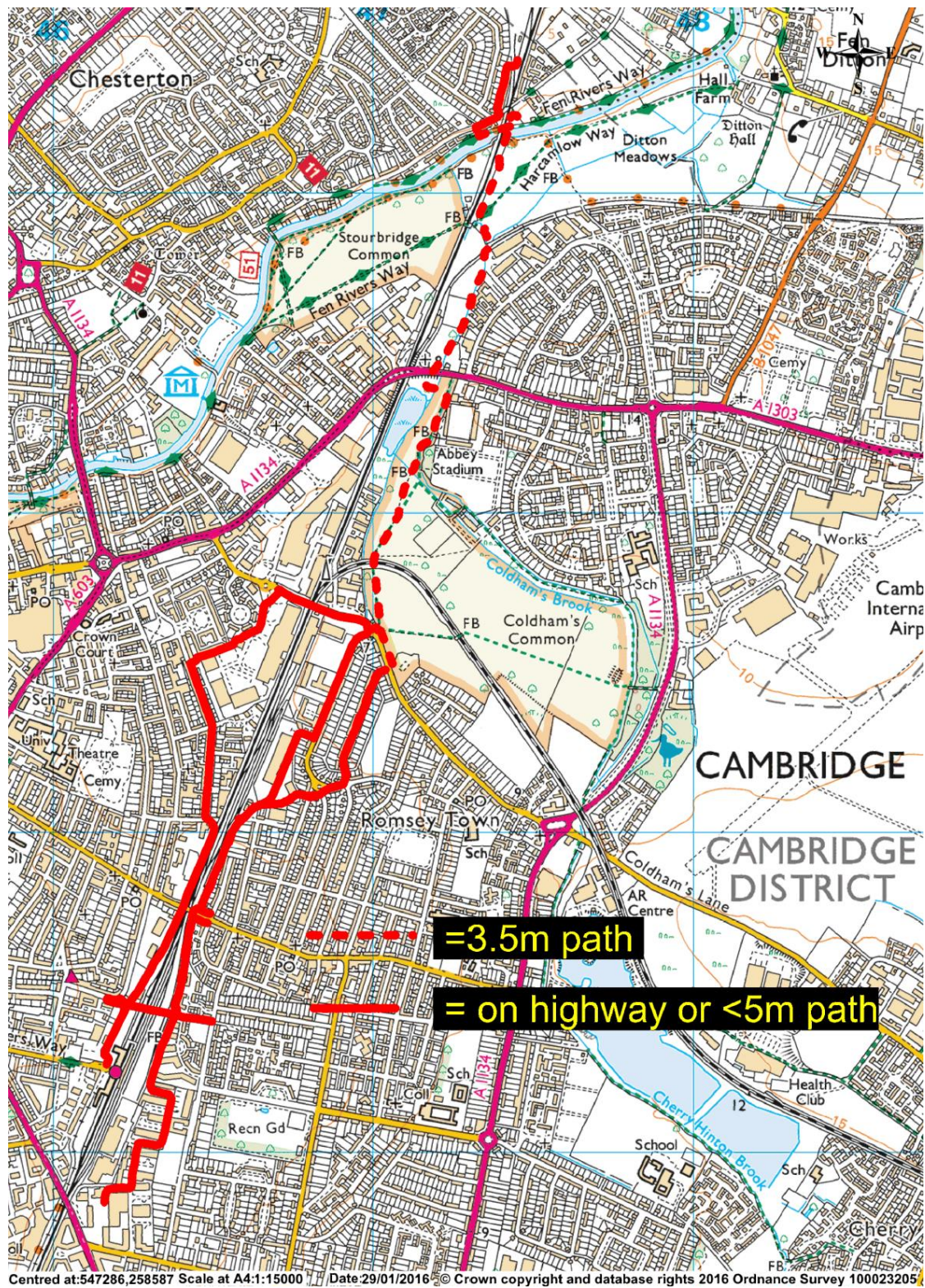
31. The key project risk in terms of delivery within budget and completion by April 2020 is failure to secure all of the necessary land. There are no significant implications.
32. The next steps are:
- Prepare planning application
 - Continue land discussions
 - Continue to engage with stakeholders

Background papers

No background papers were relied upon in the writing of this report.

Report Author: Graham Hughes – Executive Director: Economy, Transport and Environment, Cambridgeshire County Council Tel 01223 715660

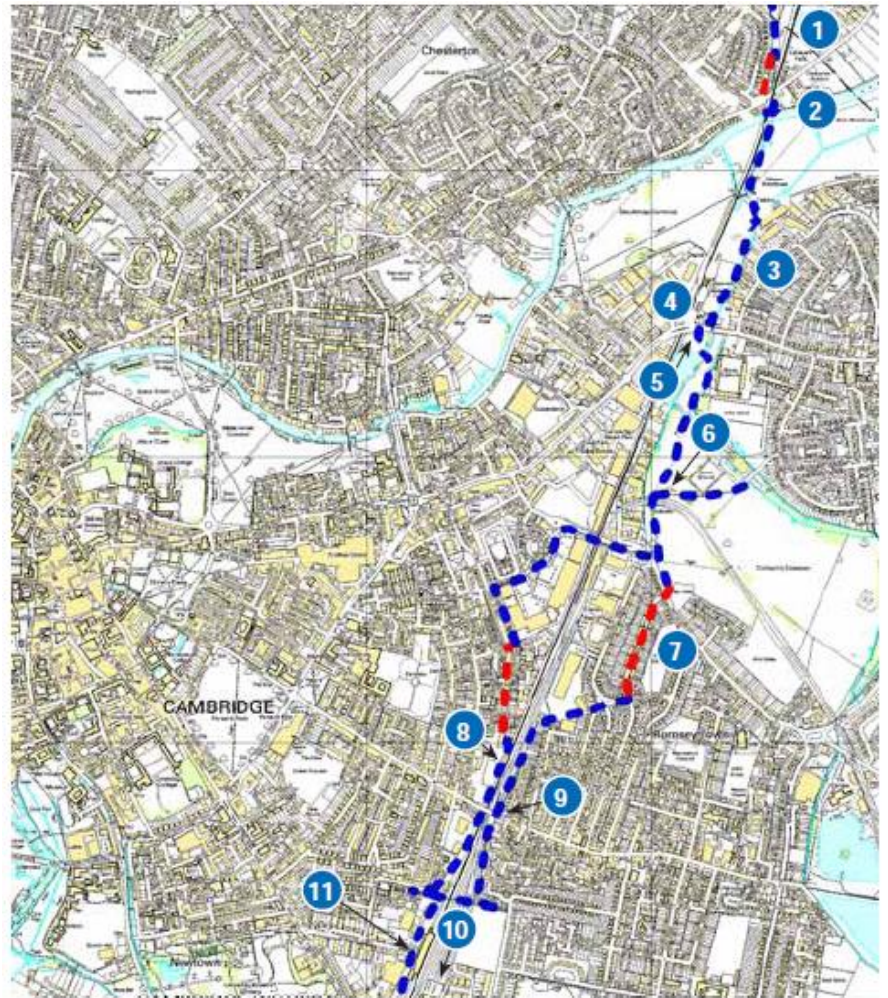
PLAN 1 – Proposals for path width and type of provision



PLAN 2 – Proposed route

The outline of the route can be described as follows:

1. Planned link to new rail station at Chesterton and The Busway cycle and pedestrian route to St Ives.
2. New bridge over the Cam alongside the mainline railway bridge (a separately funded project).
3. Cambridge, Past, Present and Future's lands make the crucial link between Coldham's Common and Ditton Meadows.
4. The Leper Chapel (Chapel of St Mary Magdalene) would become a focus of the route and enhanced by landscaping.
5. New access under Newmarket Road.
6. Existing underpass under Ipswich Line.
7. From Coldham's Common along Brampton Road or Cromwell Road and through the planned Ridgeon site development.
8. The route to the west of the railway line crossing the existing cycling bridge, links through the Beehive Centre, along Ainsworth Rd and along the edge of the City Council's Mill Road Depot.
9. Pass under Mill Road side arches on both sides of the railway, thereby avoiding dangerous crossings.
10. Along the railway line to the Carter Bridge from Devonshire Road to Rustat Road.
11. From Carter Bridge to The Busway via the main Rail Station



Map showing the proposed route of the Chisholm Trail from Cambridge Central Station to the planned Cambridge North Station at Chesterton

KEY

- On quiet roads
- - - Traffic free sections and paths

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Agenda Item 12



Report To: Greater Cambridge City Deal Executive Board 3 March 2016

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

A1307 Haverhill to Cambridge: Approval to consult on transport improvement concepts

Purpose

1. This report sets out the high level transport improvement concepts which have emerged from initial study work undertaken on the A1307 corridor. It explains the background to the development of measures and seeks authority to undertake public consultation on these high level concepts to inform the development of preferred proposals.
2. A Consultation Strategy is appended to this paper. Following consultation, the information gleaned will be used in the assessment and appraisal of the options to allow a preferred set of measures to be presented for approval.

Recommendations

3. It is recommended that the Executive Board:
 - a. Notes the findings summarised in this report and set out in the Draft Concepts Report.
 - b. Discounts from further consideration as part of the Greater Cambridge City Deal reopening the railway to Haverhill, providing a Busway all the way to Haverhill or major road interventions.
 - c. Approves for public consultation the illustrative concepts set out in this report to provide improved Park and Ride linked to Bus Rapid Transit between Fourwentways and Cambridge, and Cycling and Walking measures along the corridor.
 - d. Agrees to receive a report recommending a preferred set of measures, informed by public consultation and the conclusion of appraisal and assessment work in late 2016.

Joint Assembly recommendations

The Joint Assembly noted the findings summarised in the report and the Draft Concepts Report and recommended that the Executive Board:

- (a) Discounts from further consideration as part of the Greater Cambridge City Deal reopening the railway to Haverhill and providing a Busway all the way to Haverhill.

- (b) Approves for public consultation the illustrative concepts set out in the report to provide improved Park and Ride linked to Bus Rapid Transit between Fourwentways and Cambridge, and cycling and walking measures along the corridor.
- (c) Agrees to receive a report recommending a preferred set of measures, informed by public consultation and the conclusion of appraisal and assessment work, in late 2016.

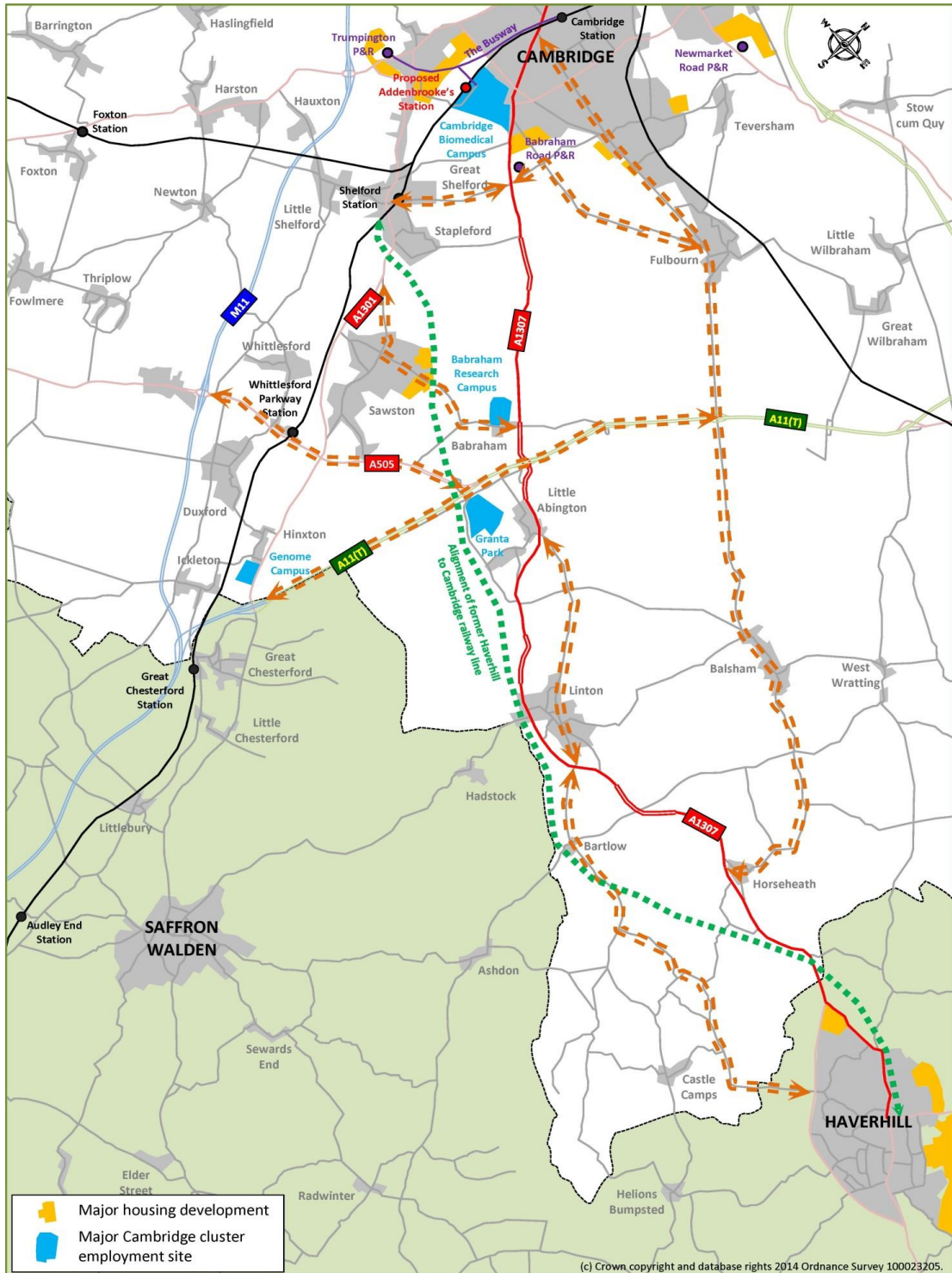
Reasons for Recommendations

- 4. It was agreed at the Greater Cambridge City Deal Executive Board of 28th January 2015, that the A1307 corridor should form part of the City Deal Tranche 1 prioritised programme. Measures in this corridor support the City Deal aim of investing in transport infrastructure to achieve efficient, convenient and reliable movement between residential development and employment sites.
- 5. Initial technical work has identified a number of high level concepts that are proposed to be taken forward for public consultation. The consultation will help with the selection of a preferred set of measures for detailed development. Further concepts have been considered, but are not recommended to be taken forward due to their:
 - not addressing the problems in the corridor, or
 - not being deliverable in City Deal timescales, or
 - not being affordable or justifiable in financial terms at this time.

Background

- 6. The need for transport improvements on the A1307 corridor is set out in the Third Cambridgeshire Local Transport Plan (LTP3), the LTP: Long Term Transport Strategy and in the Transport Strategy for Cambridge and South Cambridgeshire. WSP|Parsons Brinkerhoff were commissioned to undertake initial study work to consider the wider transport requirements on the corridor and identify interventions that might be delivered through City Deal. The study area is shown in Figure 1.

Figure 1 The Haverhill to Cambridge Corridor



The A1307 is shown in red and various routes that interact with it for trips into Cambridge and to major employment sites on the corridor shown in orange.

7. The study area is between the edge of Cambridge (Addenbrooke's Hospital) and the junction of the A1307 with the A1017, north-west of Haverhill. Housing growth is clearly identified at either end of the corridor, on Cambridge's southern fringe and at Haverhill. Major expansion of employment is planned at the Cambridge Biomedical Campus, Babraham Research Campus, Granta Park, and at the Genome Campus.
8. The A1307 road between Haverhill and Cambridge is over 20km in length and suffers from congestion during peak periods at the Cambridge end, at the junction with the

A11 (Fourwentways) and around Linton. This causes unreliability in journey times. There are a number of other travel and transport issues along the corridor such as road safety hotspots and in places, a lack of joined up high quality pedestrian and cycle infrastructure.

9. WSP|Parsons Brinkerhoff's initial Audit Report provides further detail on transport conditions on the corridor and can be accessed from:
<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/12>.
10. Committed and future growth in the corridor includes:
 - Haverhill – up to 4,260 homes (2009-2031).
 - Granta Park – up to 3,200 new jobs.
 - Babraham Research Campus – up to 1,000 new jobs.
 - Cambridge Biomedical Campus – around 6,000 new jobs in the next 3-5 years, with further growth to follow.

Other proposals have recently been publicised, such as by the Wellcome Trust, that will need to be considered as both they and the City Deal proposals are developed.

Project Objectives

11. The project has the following key objectives:
 - a. To identify a variety of options which will improve the reliability, safety and speed of movement along this corridor, and ultimately reduce the number of vehicles driving into the city of Cambridge to include:
 - i. Rail option (the re-opening of the Haverhill to Cambridge section of the Colchester to Cambridge line)
 - ii. Segregated Bus rapid transit options (such as busway).
 - iii. Bus priority options.
 - iv. Road capacity / performance improvements.
 - v. Additional Park & Ride / interchange capacity.
 - b. To investigate whether combinations of schemes will provide the greatest benefit
 - c. To ensure provision for cyclists and pedestrians is inherent in all proposals (and where appropriate, consideration of other non-motorised users, such as equestrians).
 - d. To generate options capable of holding traffic levels at today's levels in Cambridge
 - e. To consider the potential for enhancing the environment, streetscape and air quality in this corridor
 - f. To assess the impacts on existing residents and highway capacity for each option
 - g. To identify areas along the corridor, and measures, where safety for all modes of travel can be improved
 - h. To improve the connectivity with surrounding villages and places of employment along the corridor

Considerations

12. WSP|Parsons Brinkerhoff's Draft Concepts Report and its appendices can be accessed from the Greater Cambridge City Deal website
<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/12>.
13. Included in the Appendices to the Draft Concepts Report are a number of supporting reports providing additional high level information on road, rail and bus rapid transit options for the corridor, which are not recommended for taking forward for consultation, or indeed as part of the City Deal programme.

14. The potential for congestion to worsen is significant in this corridor, with considerable development planned at both ends, as well as expansion of the high-tech cluster in the middle.
15. An initial budget estimate of £39M was allocated to this project from the first tranche of City Deal funding by the Executive Board in January 2015.
16. The assessment work to date is in line with the Department for Transport technical scheme appraisal methodology (known as WebTAG).

This approach:

- Allows for clearly unfeasible options to be sifted out at an early stage;
- Allows for early public consultation;
- Avoids abortive work on detailed design for proposals which are clearly unacceptable;
- Provides a robust basis for identification of preferred option(s);
- Ensures that the shortlisted schemes are all potentially deliverable from a technical perspective.

Options assessment

Discounted strategic options

17. The Project Brief and objectives set out that comprehensive road capacity, rail and Bus Rapid Transit (BRT) options should be explored as part of this study, along with smaller scale interventions targeted at problem areas on the corridor.
18. Three major transport interventions were subject to a high level assessment to understand estimated costs and likely benefits in terms of passenger numbers, journey time improvements and vehicle flows. These were:
 - **Reopening the railway line between Haverhill and Cambridge.**
Capital cost £390-650M. Benefit to cost ratio assessed as 0.59 – 0.99, representing poor value for money. Costs much higher than the £39M City Deal allocation.
 - **Introducing a Bus Rapid Transit route between Haverhill and Cambridge.**
Capital cost £150-200M. Benefit to cost ratio assessed as 1.27, representing low value for money. Costs much higher than the £39M City Deal allocation.
 - **Several road options, including dualling and provision of a Linton bypass.**
Capital cost £15-£100M. Benefit to cost ratios assessed as 0.26 – 0.3, representing poor value for money. Costs of dualling options much higher than the £39M City Deal allocation.
19. The high level assessment of these three strategic interventions concluded that there is not a viable business case for them in the context of the City Deal programme, or in the South Cambridgeshire Local Plan period to 2031.
20. While there is considerable public interest in re-opening the railway line even at its higher value the benefit to cost ratio is significantly lower than that for other rail projects being pursued such as Cambridge North station, the Wisbech line re-opening, Soham station, and East-West Rail.
21. Although it is not proposed to continue with these options as part of the City Deal, they may be viable in the future under different development scenarios and would need to be re-considered at that time.

Concept shortlist

22. As set out in the Draft Concepts Report, a long list of measures was drawn from a variety of sources, including the Project Team, stakeholder engagement, previous work in the area and site visits.
23. Alongside the assessment of the major scheme options, the long list of measures was subject to further assessment and sifting against the project objectives, and refined to produce a 'Concept short list'.
24. These 'concepts' have been developed to address the issues noted above and to meet the Project Objectives set out in paragraph 11. Given the poor business case for major interventions in the corridor these focus on the area between the A11 at Fourwentways and Cambridge, in order to provide alternatives to the car for those travelling to Cambridge or to the major employment sites in this area.
25. The concepts largely fall into three major themes. These are:
 - a) Park and Ride
 - b) Bus Rapid Transit
 - c) Walking and cycling

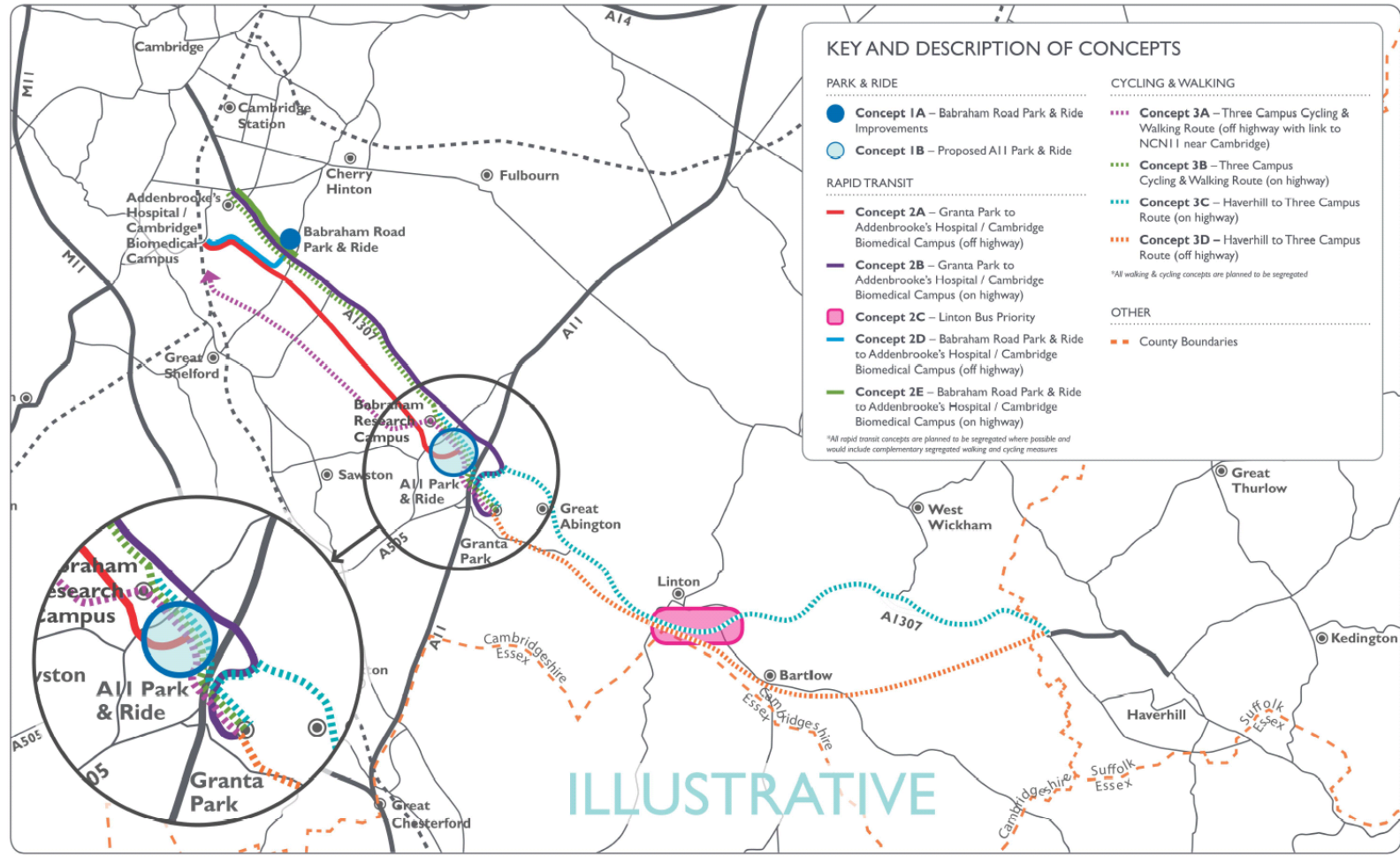
A fourth category covers public realm, road safety and bus stop accessibility measures.
26. Figures 2 and 3 detail and show the full concept short list, and further detail is included in Chapter 5 of the WSP|Parsons Brinkerhoff [Draft Concepts Report](#).

Figure 2 Summary of concepts for the A1307 Haverhill to Cambridge corridor

Identification	General Description
Park & Ride	
Concept 1A	Babraham Road P&R improvements
Concept 1B	Proposed A11 P&R
Bus Rapid Transit	
Concept 2A	Granta Park to Addenbrooke's (off highway)
Concept 2B	Granta Park to Addenbrooke's (on highway)
Concept 2C	Linton bus priority
Concept 2D	Babraham Road P&R to Addenbrooke's (off highway)
Concept 2E	Babraham Road P&R to Addenbrooke's (on highway)
Cycling & Walking	
Concept 3A	Three Campus cycling & walking route (off highway with link to NCN11 near Cambridge)
Concept 3B	Three Campus cycling & walking route (on highway)
Concept 3C	Haverhill to Three Campus route (on highway)
Concept 3D	Haverhill to Three Campus route (off highway)
Other Schemes – Public Realm & Road	
Public realm improvements	
Bus stop accessibility improvements	
Bus service improvements	
Road safety improvements	

Figure 3 Map showing concepts for the A1307 Haverhill to Cambridge corridor

A1307 (HAVERHILL TO CAMBRIDGE) CORRIDOR – CONCEPT SHORT LIST



Costs

27. At this stage of project development it is not possible to provide more than an indicative cost range for each concept, as shown in Table 5.1 of the Draft Concepts Report. These indicative costs illustrate that:
- The Park & Ride concepts, new bus lanes / bus improvements through Linton, on highway rapid transit links, cycling and walking improvements, bus stop accessibility and road safety improvements could be funded within the initial project budget estimate.
 - The off highway rapid transit concepts would be likely to require additional funding.
28. At the next stage in the scheme development process, a full assessment would need to consider a number of other costs, such as land purchase and compensation claims.
29. The more expensive options would not be deliverable in Tranche 1 of the City Deal programme, in terms of both available funding and programme, but it is recommended that these are not discounted as options for consideration for this corridor at this stage as they could be delivered early in Tranche 2. The arbitrary funding structure of City Deal should not constrain the consideration of solutions for the corridor.
30. As set out in the Project Objectives, we will need to understand which combination of measures will provide the greatest benefit. This work is planned to be undertaken following the first stage of public consultation, and before the selection of a preferred option.

Traffic modelling

31. Modelling work of the concepts has been undertaken using the current Cambridge Sub-Regional Model (CSRM) and associated SATURN highway model. This has been supported by other data sources, including traffic counts, 2011 Census information, bus journey time and Traffic Master data.

Programme

32. Timescales for the project through to consultation on preferred options are detailed below.
- **First round of public consultation, from June 2016.**
Consult to inform further assessment and appraisal of Concept shortlist.
 - **Complete the assessment and appraisal of concepts, autumn / winter 2016.**
Work informed by the results of the first round of public consultation.
 - **Recommend preferred option(s), February / March 2017.**
The Executive Board will be asked to agree a preferred option or options to be developed in greater detail prior to a second round of public consultation.
 - **Consult on preferred option(s) from June 2017.**
33. A detailed programme for the further stages of scheme development and delivery will be developed and shared based on the preferred option(s) that emerge from further technical work following the first round of public consultation. Depending on the types of schemes and measures emerging as a preferred option(s), it is likely that there will be a number of different delivery timescales within the overall A1307 delivery programme. As noted in paragraph 29, it is likely that some schemes would not be deliverable in Tranche 1, but could be delivered in Tranche 2.

Consultation and Engagement

34. A Project Team including colleagues from Cambridge City Council, South Cambridgeshire District Council and Suffolk County Council have been involved in the issues identification, options development and sifting exercises.
35. In July 2015, three informal high level stakeholder drop-in sessions were held at Linton Village Hall, Babraham Research Campus and Granta Park to seek stakeholder views on the issues and problems for traffic and travel in the A1307 corridor. Feedback from these sessions, along with views from senior figures at the Cambridge Biomedical Campus has informed the process for identifying schemes and measures.
36. The appendix to this report sets out a process for a first round of public consultation. It can be summarised as follows:
 - Key stakeholder briefing sessions
 - Local and wider Member engagement
 - Staffed public exhibitions at key venues along the corridor, including project information being made available at community venues, on relevant bus services and at the Babraham Road P&R site.
 - A focus on encouraging on-line responses to facilitate a more cost and time efficient exercise.
37. Subject to GCCD Executive Board approval, consultation will commence in June 2016.

Key emerging issues

38. Ahead of proposed consultation, the following key issue is brought to the attention of the Executive Board.

Discounted options

39. There is strong support among local Members, action groups, and local residents in Cambridgeshire and over the county border in Suffolk, for both major road and rail solutions for the A1307 corridor. These were assessed as having poor (Benefit to Cost Ratio less than 1.0) value for money.
40. At this stage the consultants have only undertaken a high level assessment of the major road, rail and Bus Rapid Transit options, but given the results noted above and in paragraphs 17-19, there is considered to be little merit in undertaking further detailed assessment of them within the City Deal programme.

Implications

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

Financial and other resources

42. The scheme development and implementation is funded from the City Deal funding stream.

Legal

43. There are no significant implications at this stage.

Staffing

44. There are no significant implications at this stage.

Risk Management

45. A full project risk register forms part of the Project Plan.

Equality and Diversity

46. There are no significant implications.

Climate Change and Environmental

47. The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

Community Safety

48. The options presented should help to reduce road casualties and improve road safety in the A1307 corridor.

Background Papers

WSP|PB Draft Stage 1 Audit Report

WSP|PB Draft Stage 2 Options Report

<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/12>.

Local Transport Plan 3

[Local Transport Plan \(LTP\) - Transport plans and policies - Cambridgeshire County Council](#)

Long Term Transport Strategy

[Long term transport strategy - Transport plans and policies - Cambridgeshire County Council](#)

Transport Strategy for Cambridge and South Cambridgeshire

[Cambridge City and South Cambs transport strategy - Transport plans and policies - Cambridgeshire County Council](#)

Report Author: Graham Hughes - Executive Director: Economy, Transport & Environment
Telephone: 01223 715660

APPENDIX: SUMMARY OF PUBLIC CONSULTATION PLAN

AIMS

To engage with key stakeholders, the public and all interested parties in the consultation on high level concepts for improved sustainable travel conditions along the A1307 corridor.

To ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.

To provide unbiased, appropriate, timely, and clear information in plain English on the transport improvement concepts proposed for the corridor.

ENGAGEMENT

Public Consultation is planned to run between June and July 2016, subject to Executive Board approval, including:

- Briefings for local representatives including Parish Councils
- Briefings for key stakeholders, including interest groups and businesses
- Press release/social media/web presence using www.greatercambridgecitydeal.co.uk
- Online survey/questionnaire
- Staffed public exhibitions at venues along the A1307 corridor
- Information displays in shelters at bus stops along the corridor
- Direct mail/e-mail, schools' parent-mail
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges
- Post-consultation
- Analyse results
- Advertise outcomes through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

KEY MESSAGES

The key messages for the A1307 corridor will be layered over the background of the vision for the Greater Cambridge City Deal (GCCD) as a whole. The vision will be a strong part of the consultation information so that people know how this project fits with other priorities for the City Deal.

- The GCCD brings together 5 organisations in a ground-breaking new partnership to create the conditions necessary to unlock the economic potential of Greater Cambridge.
- The City Deal aims to secure hundreds of millions of pounds of additional funding for investment in transport infrastructure to support high quality economic, employment and housing growth over the coming decades. £100m of funding will be made available in the five years from April 2015. If certain conditions are met, we will be able to secure up to a further £200m from April 2020 onwards and up to a final £200m from April 2025 onwards.
- Significant new investment for transport infrastructure will be brought to the area through the Greater Cambridge City Deal. Funding will be used to make it easier to get to work, and to move between the business and research centres. More sustainable transport

methods will be prioritised by increasing road space for pedestrians, cyclists and public transport users and enabling more people to use public transport for at least some of their journey.

- The City Deal will aim to deliver the development strategy for Greater Cambridge contained in the submitted Cambridge and South Cambridgeshire Local Plans and the supporting transport infrastructure identified in the Transport Strategy for Cambridge and South Cambridgeshire.
- The City Deal will provide a huge boost for the local economy, and will kick start development and the creation of jobs by significantly improving accessibility and journey times.
- The Haverhill to Cambridge improvements aim to deliver high quality passenger transport, in terms of reliability, frequency and speed, complemented with good quality cycling and pedestrian facilities.
- High quality sustainable transport improvements will improve access to the major employment sites in the corridor and into Cambridge.
- The consultation is the start of the delivery process and there will be further opportunities to comment as the project is taken forward.

ONLINE QUESTIONNAIRE/SURVEY

A questionnaire will be provided which will seek views for respondents using a sliding scale of support to assess how well each project objective is being met. This will inform a future process to bring together the best combination of measures as a coherent preferred option.

STAKEHOLDERS

The consultation will seek to ensure that all users of the A1307 corridor have the opportunity to have their say. Whilst the use of online techniques will be the main focus for responding, the consultation process will need to be sufficiently flexible to respond to the needs of those with disabilities.

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Agenda Item 13



Report To: Greater Cambridge City Deal Executive Board

3 March 2016

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

Southbound Bus Priority Slip Road J11, M11

Purpose

- 1 This report sets out a high level risk assessment on the issues that impact the inclusion of a southbound bus priority slip road at J11 of the M11 in Tranche 1 of the City Deal programme.

Recommendations

- 2 The Board is asked to:-
 - i. Note the outcome of the high level risk assessment and the progress made on the proposal for a bus only slip road at J11 of the M11;
 - ii. Agree to proceed with the further development of the proposal to assess its final viability for inclusion in the Tranche 1 City Deal programme.

Joint Assembly recommendations

The Joint Assembly:

- (a) Noted the outcome of the high level risk assessment and the progress made on the proposal for a bus only slip road at Junction 11 of the M11.
- (b) Recommended that the Executive Board integrates the scheme into the developing Western Orbital proposals to ensure that it is considered within this wider strategic context.

Reasons for Recommendations

- 3 Members wish to see progress within Tranche 1 on a new slip road on the M11 at J11 to support bus access into the Bio-medical Campus but this is not a City

Deal programmed scheme. Officers have carried out a high level initial assessment and have set out the issues and risks in this report. While risks do exist, there are no definitive reasons not to progress the scheme further in terms of understanding its costs and benefits. This will involve scheme development costs that could be met from the allocation for Tranche 2 scheme development.

Background

- 4 In December 2015 the Joint Assembly requested that officers consider the likelihood of bringing forward a public transport scheme at J11 of the M11 in Tranche 1 of the City Deal to allow buses priority access off the junction where there is currently queuing in the morning peak. This would support the wider City Deal objectives of supporting growth by encouraging public transport access to a key location for new jobs at the Bio Medical Campus.
- 5 This idea could form part of a potential western orbital bus priority scheme to the west of Cambridge which is also undergoing early consultation in February 2016 although the orbital project is not currently programmed for construction in Tranche 1 of the City Deal.
- 6 Any stand-alone scheme would need to demonstrate a positive 'business case' to justify public investment. Working up this business case involves significant further investigation. As such this early risk assessment is focused wholly on the issues around quick implementation and does not address the details of a business case as this would be further work following this report.

Issues

- 7 *Highways England (HE)* - Any proposal, given its interface with the motorway network, requires HE consent. The idea of scheme has been discussed with HE in principle. They have not indicated any fundamental objection but have stressed the importance of testing proposals against their policy on such matters and furthermore for considering the detailed operational and safety impacts. A more detailed response from HE would only be forthcoming once a specific design was proposed.
- 8 *Trumpington Meadows* - Any proposal would need to cross land currently under planning consideration for new housing and leisure facilities. A pre-application enquiry is with South Cambridgeshire District Council and the proposal is on green belt land not designated for development in the Local Plan. Detailed discussion with the developer is constrained by the role of the County Council in the planning process. However in their scheme promotion role, officers have had informal engagement with the applicant. At this stage based on early master plan layouts for the site seen by officers, there is some potential for integrating bus infrastructure through a future development and linking into the Park & Ride at Trumpington. At this stage there is no fundamental objection to doing so from the developer.
- 9 *Bus operational issues* - Currently no bus route runs off J11 of the M11. Initial informal engagement with bus operators suggests no commercial case for operating such a service because outside of the peaks they consider there would be little passenger demand. However if third parties agreed to subsidise a service this could allow for its operation. Given the costs of running bus services this would require substantial investment. However if such a service were established, the provision of a bus only slip road could benefit its reliability and journey time.

- 10 *Western Orbital* - Any potential wider scheme would be closely linked to infrastructure at J11. Detailed planning on alignments would need to be undertaken to ensure that abortive work did not take place. The early consultation on the Western Orbital options would facilitate the likelihood of integration between the two schemes.

Risks

- 11 *Highways England* - The process of obtaining actual approval for any scheme could be lengthy. Experience of other schemes suggests that the process of arriving at approval from HE could substantially lengthen implementation timescales.
- 12 *Trumpington Meadows* - Third party land will be needed, and agreement on such land will be linked to the owners' aspirations for the site. Given that the site is not in the Local Plan there is considerable uncertainty as to the outcome of the planning process and its duration. There is therefore a significant risk of substantial delay in obtaining access to the land.
- 13 *Bus Operational Issues* - The likelihood of a commercial service is low and the details of any subsidised service are currently unknown. It is likely that any party subsidising a bus service will wish to see a long term plan for it to become self financing. There is a risk that no bus service comes forward or that if it did come forward, it would be so limited that the facility at J11 would not be justified.
- 14 *Western Orbital* – It may be more efficient to construct any slip road at J11 as part of a larger scheme. Alternatively delaying or removing the Western Orbital scheme altogether could impact the viability of a stand alone scheme at J11. In particular the issues of delay for any bus service using the motorway and exiting it at J13 could make any service that used J11 unreliable therefore impacting patronage and costs. As such there is a viability and cost risk of moving forward at J11 without a full understanding of the Western Orbital context.

Next Steps

- 15 Ordinarily the next step would be the production of an outline business case for a scheme at J11. This would include the following high level work:
- Environmental assessment
 - Traffic modelling
 - Assessment of land costs and construction costs
 - Outline engineering design
 - Bus operational assessment

This work could be achieved by the September cycle of City Deal Assembly and Board meetings which could then inform a decision whether or not to consult publically on a proposal.

Options

- 16 The high level risk assessment identifies both opportunities and risks with taking forward this scheme. The next stage of outline business case development will involve further resource expenditure however there are no overriding reasons not to take forward the scheme for further work.

- 17 Alternatively Members can integrate the scheme into the developing Western Orbital proposals to ensure that it is considered within this wider strategic context.

Implications

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

- Financial: Currently there are no resources allocated to this scheme
- Staffing: Project management undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.
- Risk; A project risk register has been developed.

Background papers

No background papers were relied upon in this report.

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Agenda Item 14



Report To: Greater Cambridge City Deal Executive Board

3 March 2016

Lead Officer: Graham Hughes – Cambridgeshire County Council

Smart Cambridge – ‘Smart Technology City Management Platform’ Investment

Purpose

1. In November 2015 the City Deal board gave outline approval to the investment of up to £280,000* to implement a Smart Technology City Management Platform. This report sets out the more detailed investment proposal.

(*The board allocated £20,000 per year in March '15 for the next two years, the investment totals £300,000, including the 15/16 allocation but not the 16/17 allocation)

Recommendations

2. The board is recommended to approve the investment of £300,000 to develop a first stage ‘smart technology city management platform’ for Greater Cambridge.

Joint Assembly recommendations

The Joint Assembly:

- (a) Recommended that the Executive Board approves the investment of £300,000 to develop a first stage ‘smart technology city management platform’ for Greater Cambridge.
- (b) Requested a progress report in six months.

Reasons for Recommendations

3. The purpose of the ‘Smart Technology City Management Platform’ is to create an initial IT infrastructure that can evolve and develop to support Greater Cambridge as a Smart City and to facilitate the development of applications which will support the work of the City Deal. A schematic for the platform is included at Appendix A. In summary the components include:

- A data network, specifically designed to support “Internet of Things” technology.
- A data hub, (a software platform which will collate, combine and process a range of data sets to provide additional insights/information/visualisation as well as application development for both the City Deal Partners and 3rd parties)
- An array of sensors which will enable automated detection and monitoring of a range of measures including air quality, traffic, cycle and pedestrian movements around the city.

Background

4. In Aug 2015 the City Deal Board approved the inclusion of a 'smart city' work-stream into the City Deal programme.
5. The paper proposed an initial one-year developmental phase for the Smart Cambridge programme which will identify and implement smaller scale and pilot solutions which will be primarily but not exclusively focused on transport and smart city technology infrastructure. The 'smart technology city management platform' forms part of this work and will underpin both the current pilots and enable the development of further projects in support of the City Deal objectives.

Investment Outputs and Outcomes

6. Investment in the 'City Management Platform' will deliver the following:
 - The technical architecture to support wayfinding at the station gateway via digital screens. Recent work carried out as part of the Cambridge Stations Travel Plan has demonstrated that the provision of accurate onward travel information in a digital format is a high priority for customers using the station, especially for those arriving at Cambridge for the first time. The screens will make the transition from train to bus/bike/walking easier as well as allowing travellers to get visitor information.
 - The provision of a "Motion Map". This initial application will give the travelling public accurate, accessible and reliable information about the different transport options for their journeys, giving a greater degree of confidence in using the public transport network as well as encouraging walking and cycling as modes, encouraging and facilitating a shift away from a reliance on private cars. Although initially this will focus on Greater Cambridge, in future this could be deployed across a much wider area.
 - The capability to combine existing and new data sets to create a baseline of how the various transport modes operate across the city from which the effects of future interventions can be measured. This will build on the data currently used for the transport monitoring framework to strengthen the "before and after" monitoring of City Deal schemes. This will help option appraisal and to evidence the effectiveness of schemes to Government, Members and the public.
 - Supporting policy making and scheme development by providing granular data about the transport network as well as tools that allow analysis and visualisation. As well as being used for scheme development purposes the visualisations can be used in engagement with local communities to help communicate complex information.

Proposed Investment

7. A number of local and regionally based technology companies have offered in kind resources to assist in the establishment and development of the city management platform. These contributions are in addition to the sums set out below but are subject to their own commercial governance and therefore have not been included in the costings below. City Deal funded components and outline indicative costs are set out in the following table:

Component	Description	Cost £
City Data	Provision of hardware and software to store data and enable development of software tools to allow analysis of data, give developers access and a data search function.	150,000
Data integration activities	Data set identification and analysis to enable a range of data sets to be integrated into the hub from existing and future sources, across a range of transport modes.	26,000
Communication network	Installation of base stations to transmit the communication network and software development work	20,000
Sensors	Sensor purchase and Initial deployments	36,000
Applications	Develop and implement initial version of Motion Map and initial visualisation tools.	68,000
Total		300,000

Considerations

8. Investment in early stage, innovative technology will support Greater Cambridge in becoming a leading 'smart city' but as with any new technology there are inherent delivery and outcome risks as standards and technology continue to rapidly evolve.
9. The technology required to implement the platform is currently still in development and not yet available on a large scale commercial basis. Furthermore it is anticipated that elements of the platform will be co-funded by one or more commercial partners as a means to "test-bed" their products. Further investigation is needed to finalise an appropriate sourcing/procurement method which is swift, efficient and enables private funding to be utilised effectively whilst remaining compliant with public funding procurement regulations.
10. As outlined above, there is some proposed private sector investment into the 'city management platform' which would enhance the outcome but which has not yet been finalised. However it is anticipated that a scaled down version of the platform could be delivered even if additional private sector funding is not forthcoming.
11. It is anticipated that if successful the technology and applications developed as part of the 'City Deal' could be scaled across a wider area in future. In particular the project will explore how the City Management Platform and other 'Smart Technology' can support the establishment and ongoing success of the many new communities being planned in Cambridgeshire, including the significant development at Northstowe.

Financial and other resources

12. In March this year the City Deal Executive Board agreed an allocation of £20,000 per year for two years - the proposal is to utilise the 15/16 allocation to invest in the platform. The 16/17 allocation will be retained for other projects.
13. Staff time to support the development of the platform will be drawn from existing resources, including the Connecting Cambridgeshire Programme.

Risk Management

14. The investment in early stage, innovative technology will support Greater Cambridge in becoming a leading 'smart city' but as with any new technology there are inherent delivery and outcome risks as standards and technology continue to rapidly evolve.

Equality and Diversity

15. Smart technology offers opportunities to engage with citizens via different mechanisms which can support greater citizen engagement from population groups usually less likely to engage with Councils.

Climate Change and Environmental

16. The platform will support projects which encourage modal shift away from cars and will have a positive impact on air quality.

Background Papers

No background papers were relied upon in the writing of this report.

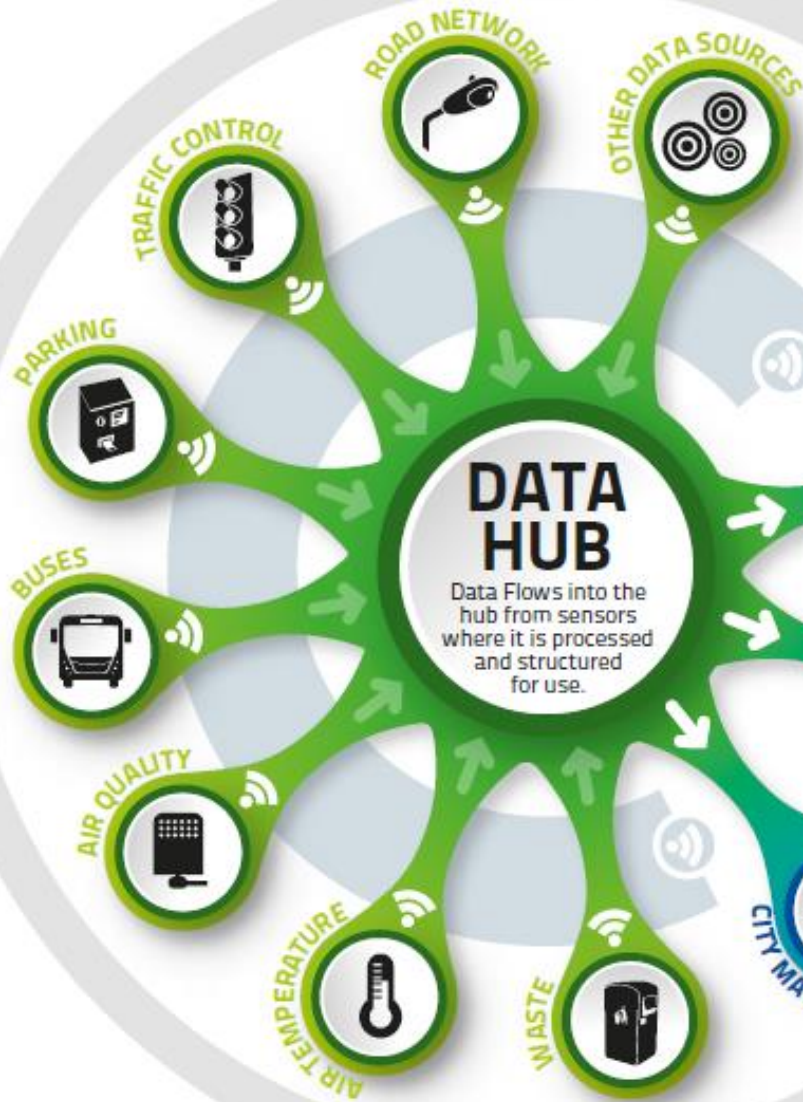
Report Author: Noelle Godfrey – Connecting Cambridgeshire Programme Director
Phone: 01223 5041

Greater Cambridge Smart City Management Platform



Low Power Long Range Network

This is the communication layer that transfers data from sensors to the hub. The technology allows it to cover most of Greater Cambridge.



3rd PARTY DEVELOPERS

Apps for the public to use.

Web based applications and analytics using combined data.

ANALYTICS AND VISUALISATION

Use data to create analysis to support policy, delivery and engage citizens by presenting data in a 'friendly' way.

CITY MANAGEMENT



Glossary

Data Hub
This includes storage for data on either the Cloud or server(s) and software to collate and analyse data.

Platform
A group of technologies that is used as a base on which other applications, processes or technologies are built.

Open Data
Open data is data that anyone can access, use and share.

'Internet of things'
Connection of physical objects to the internet which allows them to exchange information and be more joined up.

Low Power Long Range Network
Usually called a Wide Area Network used for sending small packages of data over a wide area.

Open Standards
Enables different systems to talk to each other and open to all.

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Greater Cambridge City Deal Executive Board

3 March 2016 – City Deal progress report

Workstream	Update	Upcoming milestones
INFRASTRUCTURE PROGRAMME		
Create and deliver an infrastructure investment programme that draws together national and local funding streams to invest in infrastructure that will drive economic growth in the area.		
<p>A1307 corridor to include bus priority / A1307 additional Park & Ride Achieve faster and more reliable bus journey times between Haverhill, Cambridge and key areas in between, through bus priority at key congestion points on the A1307 and provision of an outer Park & Ride site on the corridor.</p>	<ul style="list-style-type: none"> Initial technical work has been undertaken that has identified a number of high level concepts that are proposed to be taken forward for public consultation. 	<ul style="list-style-type: none"> June: Anticipated start of public consultation (subject to approval to progress).
<p>A428-M11 segregated bus route / A428 corridor Park & Ride / Madingley Road bus priority Ensure that bus journeys between Cambourne and Cambridge are direct and unaffected by congestion by providing high quality bus priority measures between the A428/A1303 junction and Queen’s Road, Cambridge and one or more Park & Ride or rural interchange sites on the corridor.</p>	<ul style="list-style-type: none"> Following consultation, further technical work is due to be undertaken by consultants to establish the costs and benefits of the existing options and of hybrid suggestions received through the consultation exercise. 	<ul style="list-style-type: none"> 25 August / 8 September: Joint Assembly / Executive Board to select a preferred option for each of the projects along the corridor for Full Business Case preparation and detailed design, to be subject to further consultation.
<p>Chisholm Trail cycle links A high quality strategic cycle route from Cambridge Station in the south of the city through to the new [Cambridge North] Station, providing connections between the Science and Business Parks in the north and the commercial hub around Cambridge Station and the Biomedical Campus.</p>	<ul style="list-style-type: none"> Discussions are continuing with all landowners along the proposed route. Continuing to meet and seek agreements with Network Rail. Liaising with the two developers along the proposed route to ensure the route interfaces with their plans. Undertaking ecological, heritage, topographical and other surveys. 	<ul style="list-style-type: none"> Summer: (Subject to Executive Board approval) Land negotiations and submission of planning application.

	<ul style="list-style-type: none"> • Early discussions with contractors and consultants on potential delivery issues. 	
<p>City centre capacity improvements Improve the reliability of, and capacity for public transport, cycling and walking movements in the city centre through a variety of potential measures to relieve congestion and manage the city's transport network.</p>	<ul style="list-style-type: none"> • The Executive Board on 15 January agreed the criteria for assessment of the ideas and proposals submitted to reduce congestion. • Officers are considering responses received within the context of those criteria. 	<ul style="list-style-type: none"> • 2 June / 16 June: Joint Assembly / Executive Board to review the outcomes of the Cambridge access study and decide on next steps for tackling congestion and access in Cambridge.
<p>Cross-city cycle improvements Facilitate continued growth and an increased proportion of cycling trips in Cambridge, lifting cycling levels to around 40% by enhancing the connectivity, accessibility and safety of the cycling network.</p>	<ul style="list-style-type: none"> • Public consultation on options for the programme of improvements closed on 15 February 2016, with around 900 responses received. 	<ul style="list-style-type: none"> • 2 June / 16 June: Joint Assembly / Executive Board to consider detailed schemes, informed by public consultation, and potentially to approve delivery of schemes.
<p>Histon Road bus priority / Milton Road bus priority Ensure that bus journeys along Histon and Milton Roads are direct and unaffected by congestion through the provision of high quality on-line bus priority measures between the Histon and Milton Interchanges and Cambridge city centre.</p>	<ul style="list-style-type: none"> • Public consultation on options for the schemes closed on 15 February 2016, with around 1,000 responses received for the Histon Road scheme and around 1,300 received for the Milton Road scheme. 	<ul style="list-style-type: none"> • 2 June / 16 June: Joint Assembly / Executive Board to consider the outcomes of public consultation and select a preferred option for each corridor, to be developed in greater detail.
<p>Tranche 2 programme development Develop a prioritised programme of infrastructure investments, informed by an analysis of their anticipated economic impacts, to be delivered during the tranche 2 period (2020/21-2024/25).</p>	<ul style="list-style-type: none"> • Following the Executive Board decision in December, work on a study of the A10(N) corridor is ongoing, with engagement from development promoters along the corridor. • Consultation on the Western Orbital initial options began on 8 February. 	<ul style="list-style-type: none"> • 21 March: Consultation closes on the Western Orbital. • Autumn 2016: Initial sift and assessment of the long-list of schemes. • Winter 2016: Agreement of initial priorities for preparatory work on tranche 2 schemes to develop to 'options assessment' stage.
OTHER WORKSTREAMS		

<p>Communications Communicate the vision and aims of the City Deal to a range of audiences</p>	<ul style="list-style-type: none"> • Strategic Communications Manager will start on 29 February. 	<ul style="list-style-type: none"> • Refresh and further develop communications strategy.
<p>Economic development and promotion Enhance the alignment of public and private sector partners in Greater Cambridge to enhance the attractiveness and promotion of the Greater Cambridge economy to high-value investors around the world, and align appropriate activities that support existing businesses to develop.</p>	<ul style="list-style-type: none"> • The LEP's 'Signpost2Grow' service, which gives local businesses access to a wide range of business support, advice, grants and events aimed at helping businesses to grow and develop, has been launched (see http://signpost2grow.co.uk for more information). • The Cambridge Promotions Agency Steering Group met in January to consider the achievement of objectives in 2015 – the goals for the first six months of operation were all met. The report is available on request. 	<ul style="list-style-type: none"> •
<p>Finance Manage and monitor the delivery of the infrastructure investment programme and relevant City Deal-related expenditure, and bring together appropriate local funding streams to complement and enhance the delivery of City Deal objectives.</p>	<ul style="list-style-type: none"> • Government is currently consulting on changes to the New Homes Bonus, which would reduce the number of years the payment is made for, withholding from Authorities without a Local Plan and abating it where planning permission is granted on appeal. 	<ul style="list-style-type: none"> • February/March: Joint Assembly advice and Executive Board decision on City Deal budget for 2015/16.
<p>Governance Create a governance arrangement for joint decision making between the local Councils that provides a coordinated approach to the overall strategic vision, including exploring the creation of a Combined Authority to allow the Councils to collaborate more closely to support economic development.</p>	<ul style="list-style-type: none"> • The Cities and Local Government Devolution Bill, which contains among others a provision to allow a County Council to join a Combined Authority for a part of its area, received royal assent on 28 January. • Discussions around a prospective devolution deal, which could have significant implications for City Deal governance, are ongoing. 	<ul style="list-style-type: none"> •
<p>Housing Explore the creation of a joint venture to drive quicker delivery of 2,000 of the affordable new homes envisaged in the draft Local Plans, potentially drawing in</p>	<ul style="list-style-type: none"> • The fee structure for the HDA is currently being firmed up with the Councils. 	<ul style="list-style-type: none"> • By end March: Establish a Member Reference Group and produce a business plan for the HDA for 2016/17 that indicates the number of schemes that the HDA will delivery and its

land holdings from the partners and external investment to deliver more affordable housing, and deliver 1,000 extra new homes on rural exception sites.		operational costs.
Payment-by-results mechanism Implement a payment-by-results mechanism where Greater Cambridge is rewarded for prioritising and investing in projects that deliver the greatest economic impact over 15 years, commencing in 2015-16.	<ul style="list-style-type: none"> Officers are working with counterparts from several city-regions around the UK to undertake a combined procurement exercise for the economic assessment panel, which will serve the city-regions' payment-by-results mechanisms up to 2021. 	<ul style="list-style-type: none"> June: Economic assessment panel anticipated to start its work.
Skills Create a locally responsive skills system that maximises the impact of public investment, forges stronger links between employers and skills providers, and drives growth across Greater Cambridge, including delivering 420 additional apprenticeships in growth sectors over five years.	<ul style="list-style-type: none"> 'Form the Future' is delivering the City Deal skills service. 	<ul style="list-style-type: none"> March: City Deal Joint Assembly sub-group to meet to review progress
Smart/digital Explore, in partnership with academic and business expertise, technological opportunities to complement the aims of the infrastructure investment programme and improve the functioning of the Greater Cambridge economy, finding smart solutions to a series of issues constraining the economic growth potential of the area and positioning the area as a Smart Cities leader.	<ul style="list-style-type: none"> Following Executive Board approval in principle of £280,000 investment to implement a Smart Technology City Management Platform, an investment business case has been prepared and is being presented to this meeting (see 'Smart Cambridge' report). A workshop was held involving a range of Members and stakeholders on the Smart Technology City Management Platform on 12 February, before the Joint Assembly meeting. 	<ul style="list-style-type: none"> 3 March: Executive Board decision on Smart Technology City Management Platform.
Strategic planning Underpin and accelerate the delivery of the Cambridge City and South Cambridgeshire Local Plans, including undertaking an early	<ul style="list-style-type: none"> Public consultation on proposed Local Plan modifications closed on 25 January. 	<ul style="list-style-type: none"> March: Subject to Councils' decisions, Councils to submit the further work and proposed modifications to the Inspectors and examination resumes.

review of the Local Plans beginning in 2019 to take into account the anticipated changed infrastructure landscape, and work towards developing a combined Local Plan that includes other relevant economic levers.		
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Greater Cambridge City Deal Executive Board Forward Plan of decisions

Notice is hereby given of:

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

A 'key decision' is one that is likely:

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

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
Meeting date: 16 June 2016		Reports for each item to be published: 8 June 2016	
Histon Road – consultation results and selection of preferred measures	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Milton Road – consultation results and selection of preferred measures	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Cross-city cycling – scheme detail and approval to deliver	To consider detailed schemes informed by public consultation, and to approve delivery of the schemes.	Graham Hughes	Yes

Cambridge Access and Capacity Study	To review the outcomes of the Cambridge access study and decide on next steps for tackling congestion and access in Cambridge.	Graham Hughes	No
Annual skills review	To note progress made in 2015/16 on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Annual housing review	To note progress made in 2015/16 on delivering the housing workstream and consider any issues arising.	Alex Colyer	No
2015/16 end of year financial monitoring report	To note financial information from the 2015/16 financial year.	Chris Malyon	No
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 22 July 2016		Reports for each item to be published: 14 July 2016	
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 8 September 2016		Reports for each item to be published: 31 August 2016	
<p>Selection of preferred options for schemes along the A428 corridor and coming in to western Cambridge:</p> <ul style="list-style-type: none"> • Madingley Road • A428-M11 • Bourn Airfield / Cambourne busway 	To select a preferred option for each of the three schemes for Full Business Case preparation and detailed design, to be subject to further consultation once prepared before being brought back to the Executive Board.	Graham Hughes	Yes

Western Orbital – consultation results	To consider the outcomes of the public consultation on the initial options.	Graham Hughes	No
2016/17 Quarter 1 financial monitoring report	To note financial information from April-June 2016.	Chris Malyon	No
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 13 October 2016		Reports for each item to be published: 5 October 2016	
Chisholm Trail – approval of construction	To approve construction of the scheme.	Graham Hughes	Yes
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 17 November 2016		Reports for each item to be published: 9 November 2016	
A1307 corridor to include bus priority – consultation results and selection of preferred option	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Six-monthly report on skills	To note progress on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Six-monthly report on housing	To note progress on delivering the housing workstream and consider any issues arising.	Alex Colyer	No
2016/17 Quarter 2 financial monitoring report	To note financial information from July-September 2016.	Chris Malyon	No

City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 15 December 2016		Reports for each item to be published: 7 December 2016	
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No