

**GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**

**THURSDAY, 8 DECEMBER 2016**

**DECISIONS**

Set out below is a summary of the decisions taken at the Greater Cambridge City Deal Executive Board held on Thursday, 8 December 2016. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

If you have any queries about any matters referred to in this decision sheet please contact Patrick Adams (01954) 713408 or [patrick.adams@scambs.gov.uk](mailto:patrick.adams@scambs.gov.uk)

**1. WESTERN ORBITAL - PUBLIC CONSULTATION OUTCOMES AND NEXT STEPS**

The Executive Board **AGREED** to:

- I. Note the responses to the consultation on the Western Orbital bus infrastructure improvement scheme.
- II. the next steps as set out in this report for the ongoing strategic assessment of the Western Orbital scheme as part of the City Deal programme to support related potential Tranche 1 schemes.
- III. to take a key role in working with Highways England to establish clear priorities along the M11 corridor and for these discussions to form part of the next report on the Western Orbital, and arrange a meeting of City Deal Board and Assembly members and officers and local MPs with Highways England, the minutes of which will appear on the City Deal's website, to press the case for firm commitments from them to improve the M11 west of Cambridge including:
  - (a) Making that section of the M11 a "managed motorway" and seek a date for that, and
  - (b) Improving the motorway junctions, including priorities for junctions 11 and 13.
  - (c) Remodelling the Girton interchange.

**Other Options Considered:** The recommended approach was for officers, now informed by the public consultation, to undertake further strategic assessment of the Western Orbital scheme. This assessment will support the development of early related City Deal schemes informed by Highways England and planning considerations.

The Executive Board considered stopping any further assessment work on the Western Orbital given that it is not a Tranche 1 scheme. This would not allow for a full assessment of its impacts on other Tranche 1 schemes and therefore reduce the strategic oversight the Board may wish to have when making decisions on those other schemes.

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The Executive Board considered requesting that officers recommend a preferred option for the Western Orbital in 2017. This option would allow for full integration of the Western Orbital scheme into the Cambourne to Cambridge Better Bus Journeys scheme with benefits in terms of reduced development costs and improved timescales. However, given that the Western Orbital is not a Tranche 1 funded scheme, this may pre-empt wider considerations on future City Deal Tranches.

**Reason For Decision:** To support the implementation of the City Deal programme.

### 2. M11 JUNCTION 11: BUS ONLY SLIP ROADS

The Executive Board

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

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

**Reason For Decision:** Although identifying current constraints and further pressures on J11 due to development and its impact on traffic, the assessment showed that there was not a sufficient case for a stand-alone bus only south bound off slip road at Junction 11 of the M11 irrespective of the alignment. For the lower cost interventions any journey time benefits would be negligible in terms of bus priority and are not likely to encourage modal shift from cars to buses in line with City Deal objectives and business aspirations.

Additionally, it was considered although there was potential for third party funding of buses in the short term, there was insufficient evidence of any long term sustainable future bus routes that would use the south-bound slip road. This would place significant risk on the higher cost interventions which offer relatively greater journey time benefits but which were still low in terms of the entire length of the journey. As such a stand-alone scheme would, therefore, not offer a high quality public transport intervention as called for in the Local Transport Plan.

There was strong support from businesses for a 'quick win' intervention by the City Deal to enhance public transport infrastructure at J11. Astra Zeneca have stated that over 400 of its staff alone would use a bus service from Papworth to CBC calling at locations along the route. Astra Zeneca have indicated their readiness to financially support a bus service at 20 minute peak and 30 minute off peak frequencies along this route for a minimum of 3 years, dependent on the slip road being available for use early in 2018 to support a reliable bus service.

Evidence of existing private shuttle buses serving CBC suggests potential for better integration of these resources (estimated at £1m p.a.). The rapid expansion of the CBC site (with 2,000 new employees coming to CBC from December 2017 (Astra Zeneca) and April 2018 (Papworth), and planned growth of 6,000 new

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employees at the other science cluster sites over the next 3 years) may also impact future demand for public transport.

However the assessment in this report does not consider that the proposed off slip road as a stand alone measure will provide the benefits to public transport that will support the business aspirations for improved connectivity. Rather, the case for intervention at J11 to cater for future jobs growth is directly associated with the Western Orbital and should be based on a wider plan for usage of any new infrastructure that ensures its long term sustainability. This would be better considered as part of phased implementation of a future Western Orbital scheme.

The engineering and bus operational assessment undertaken demonstrates that the lower cost and less complex options with the highest overall benefit would not comply with HE safety standards or would not offer significant journey time benefit (which is most likely to promote modal shift).

The higher cost options, while offering slightly more journey time benefit have other risks including green belt impacts which reduce the likelihood of them being a 'low cost quick win' for the City Deal and satisfying business demands. The higher costs also reduce the overall benefit of these options. All stand-alone schemes would rely on a long term subsidised bus service to have any positive benefit well beyond the 3 years currently being suggested by businesses.

The Western Orbital is still under early development, having completed consultation on high level concepts in 2016 and is reported separately to the City Deal Executive Board. As part of the Western Orbital the proposal for a possible P&R at Hauxton on the west side of the M11 is well supported in public consultation and could have short term benefits. Such a possible P&R may benefit from using a priority access on the east side of the M11 via an existing or new overbridge. This would ensure that any priority access could double as both a slip road for buses and for P&R vehicles potentially improving the business case and long term transport benefit. There is also the consideration of enhancing capacity at the existing P&R site at Trumpington which may be an alternative or in addition to a new P&R. These options should be compared and contrasted as part of the Western Orbital work along with how a slip road may integrate into them.

### **3. TRANCHE 2 PRIORITISATION**

The Executive Board

#### **AGREED**

- (a) that the headline objectives for the Tranche 2 prioritisation exercise are:
- to prioritise transport infrastructure investments to prepare those which best meet the City Deal's strategic objectives for delivery when funding becomes available (City Deal strategic objectives, which include economic growth and maintaining quality of life, are set out at Annex 1);
  - to ensure that those investments support the growth strategy set out in the Local Plans and the supporting Transport Strategy for Cambridge and



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- South Cambridgeshire; and
  - To ensure the prioritisation is aligned to wider work by the Local Enterprise Partnership (LEP) on the Strategic Economic Plan (SEP) and of the Cambridgeshire and Peterborough Combined Authority.
- (b) To recognise dependencies between ongoing Tranche 1 work, the Local Plan examinations, the work of the Combined Authority, the Economic Assessment Panel, the Tranche 2 prioritisation exercise and Tranche 3 and agrees that potential alignment and synergies with the Cambridgeshire and Peterborough Combined Authority be explored;
- (c) that the previously used criteria and methodology should be reviewed and built on and that Board, Joint Assembly and other stakeholder input be sought on assessment criteria and methodology and the 'long list' through workshops in early 2017;
- (d) to note existing commitments to consider particular schemes through the Tranche 2 prioritisation process and confirms these;
- (e) Agrees to receive a further report in June recommending the prioritisation methodology and criteria and long list process, as well as the potential for synergies with the Combined Authority and other bodies;
- (f) officers should explore potential use of a proportion of future City Deal funding to:
- create a potential 'rolling fund' for investment in transport infrastructure/ measures to unlock early growth from which a future repayment revenue stream would follow (for example from s106 contributions) and /or
  - create a fund for smaller scale measures (likely to be those costing less than £500 000) that could be bid into to allow delivery of measures that unblock localised barriers to growth and provide strong economic benefits in line with City Deal objectives.
- These options would be brought back to the Board with the proposed long list in September 2017.
- (g) To endorse the outline timetable for recommending transport investment priorities for Tranche 2 and notes the key dependencies.

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

**Reason For Decision:** Early prioritisation of Tranche 2 measures will mean that, come 2020, the Greater Cambridge City Deal (GCCD) is in a strong position to deliver infrastructure for sustainable growth as funding becomes available. Doing this work now will also place the partners in a stronger place for securing funding from other sources including from potential future rounds of Growth Deal and private sector sources including developer contributions. At the same time, it



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will be important to align this project with other key transport infrastructure developments and to assess the opportunities the establishment of the Cambridgeshire and Peterborough Combined Authority may provide to leverage additional private sector investment and consider larger investments.

In line with overall GCCD objectives and commitments, these measures need to be prioritised based on their potential economic return, contribution to delivering Local Plan homes and jobs, and scheme deliverability. The Tranche 1 prioritisation process was designed to do just that, and provides a good starting point for the Tranche 2 process. It is however recommended that a number of subsequent developments should inform the process (there are discussed further in 'Background' below).

The long list of potential schemes that feed into the proposed prioritisation process requires review to ensure it is comprehensive yet focused on schemes meeting the City Deal's commitments and requirements and rooted in Local Plans and supporting transport strategies and policies.

Whilst these suggest some retiming of some of the interim steps proposed in the December 2015 paper on Tranche 2, the delivery of recommended priorities by Winter 2017/8 remains on track overall.

#### 4. DEPARTMENT FOR TRANSPORT CONSULTATION ON WEBTAG

The Executive Board **AGREED**

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

#### **Other Options Considered:** *Consultation response*

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

#### *Delegating responsibility for responding to consultations*

It is recommended that the Executive Board delegate the responsibility for turning the agreed principles into a response to this consultation to the City Deal Director, in consultation with the Chair and Vice-Chair of the Executive Board and the Executive Director for Transport, Economy and Environment.

The Executive Board could choose not to delegate this responsibility to the City Deal Director. For immediate purposes that would mean that it would not be possible to



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agree and submit a response to this particular consultation before the deadline. It could decide the delegation should be exercised in consultation with additional or different decision-makers.

**Reason For Decision:** The City Deal partners have committed to invest in the infrastructure, particularly transport infrastructure, that provides the greatest economic growth return, and have also committed to use the WebTAG methodology as a key part of that assessment. It is therefore strategically important for the City Deal to be influencing the development of WebTAG so that it is effectively aligned to support the City Deal Payment by Results mechanism. Our key message here is that we support the proposed changes, which are quite helpful in this respect, but would want to see flexibilities for high-growth areas like ours and to make sure WebTAG enables us to appraise transport schemes to assess which options have the greatest impact in fostering future economic growth.

The recommended principles set out in paragraph 13 have been drawn from discussion with relevant officers with expertise in the area of transport scheme appraisal and evaluation in particular, and reflect their expert advice.

It has not been possible to bring a full proposed response to this meeting because at the time of writing further information is still awaited from DfT. By 8 December officers will have been able to be involved in a clarification session, so a delegation is proposed to allow the outputs of that session to inform the detailed response, but to ensure that this response is framed around the principles agreed by the Executive Board.