

Report To: Greater Cambridge Partnership Joint Assembly 20th September 2018

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

1. Purpose

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

2. Context

Strategic Case

- 2.1 The GCP is seeking to deliver a world class transport system for the Greater Cambridge area. This includes a vision for a public transport system that:
 - Offers a genuine alternative to the car.
 - Is rapid, reliable and, where possible, segregated from general traffic.
 - Is an integrated network of bus, rail and mass transit services, including timetable, ticketing and information.
 - Focuses on better serving the key employment centres outside of the city centre: Cambridge Science Park, Cambridge Biomedical Campus, West Cambridge and the cluster around Cambridge Airport.
 - Is both affordable and feasible to deliver and sustain.
- 2.2 Between 2011 and 2031 significant additional new homes are planned and an increase in jobs in development locations to the north and east of Cambridge, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe and Waterbeach.
- 2.3 Work is already underway on developing and delivering proposals for two key corridors; the A428 Cambourne to Cambridge and the A1307 Cambridge South East corridor. The Executive Board will be asked to give its approval to commence work on developing proposals for the A10 Waterbeach to Cambridge Science Park and Newmarket Road corridor into Cambridge from the east; including public engagement. **Figure 1** below outlines the Waterbeach to Cambridge Science Park corridor. **Figure 2** outlines the East Cambridge corridor.

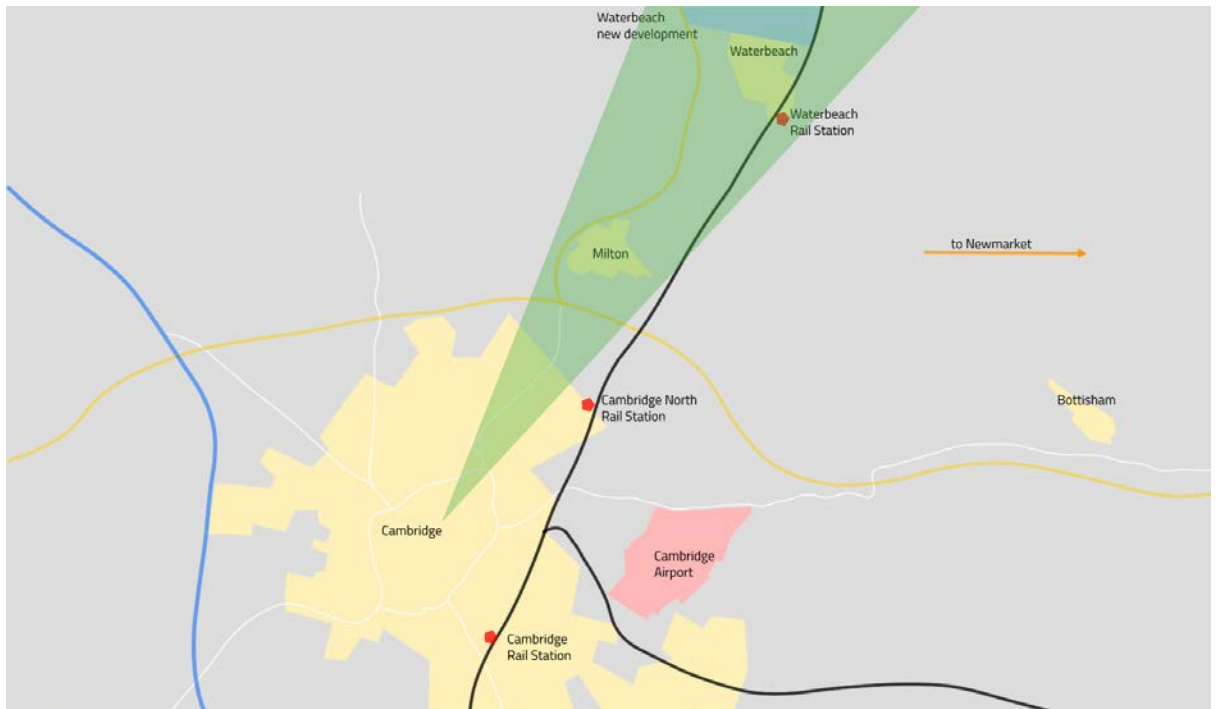


Figure 1 – Waterbeach to Cambridge Science Park corridor



Figure 2 – East Cambridge corridor

- 2.4 The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the emergent transport policy of the Cambridgeshire and Peterborough Combined Authority (CPCA) and in particular the compatibility of the project with the proposed Cambridge Area Metro (CAM) - a mass rapid transit scheme.
- 2.5 The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC), prepared in parallel with the submitted Local Plans, was adopted in March 2014 and provides a plan to manage the rising population and increasing demand on the travel network by shifting

people from cars to other means of travel; including public transport, walking and cycling. Policy within the TSCSC requires a range of infrastructure interventions on the A10 Waterbeach and East Cambridge corridors as a key part of the integrated land use and transport strategy, responding to levels of planned growth. The corridors are identified as key growth areas identified in the submitted Local Plan. The Local Plan policies for the strategic developments sites along the corridor requires High Quality Public Transport (HQPT) to link new homes to employment and services in and around Cambridge.

Cambridgeshire and Peterborough Combined Authority

- 2.6 The CPCA was established in March 2017 and is led by an elected Mayor and Board comprising representatives from the constituent local authorities. The key ambitions for the CPCA include:
- Doubling the size of the local economy;
 - Accelerating house building rates to meet local and UK need; and
 - Delivering outstanding and much needed connectivity in terms of transport and digital links.
- 2.7 The CPCA is responsible for transport infrastructure improvement and the Local Transport Plan. The existing Local Transport Plan 2011 to 2026 remains the existing key transport policy framework at this time which emphasises the need for new developments to be supported by sustainable transport measures such as HQTP.
- 2.8 In December 2017 Steer Davies Gleave delivered an options appraisal report jointly funded by the Combined Authority and the GCP on high quality rapid transit schemes. This favoured a mass transit system in Cambridge based on innovative rubber tyred trams.
- 2.9 On 30 January 2018 the Combined Authority agreed to fund further development of the CAM Metro to Strategic Outline Business Case. CAM was formally adopted by the GCP on 8 February 2018. The Combined Authority resolved also to *“liaise with the Greater Cambridge Partnership (GCP) to ensure GCP’s current and future plans for high quality public transport corridors were consistent and readily adaptable to the emerging proposition for a CAM Metro network.”*
- 2.10 The potential CAM network is set out in **Figure 3** and includes an alignment towards both Waterbeach and Newmarket.

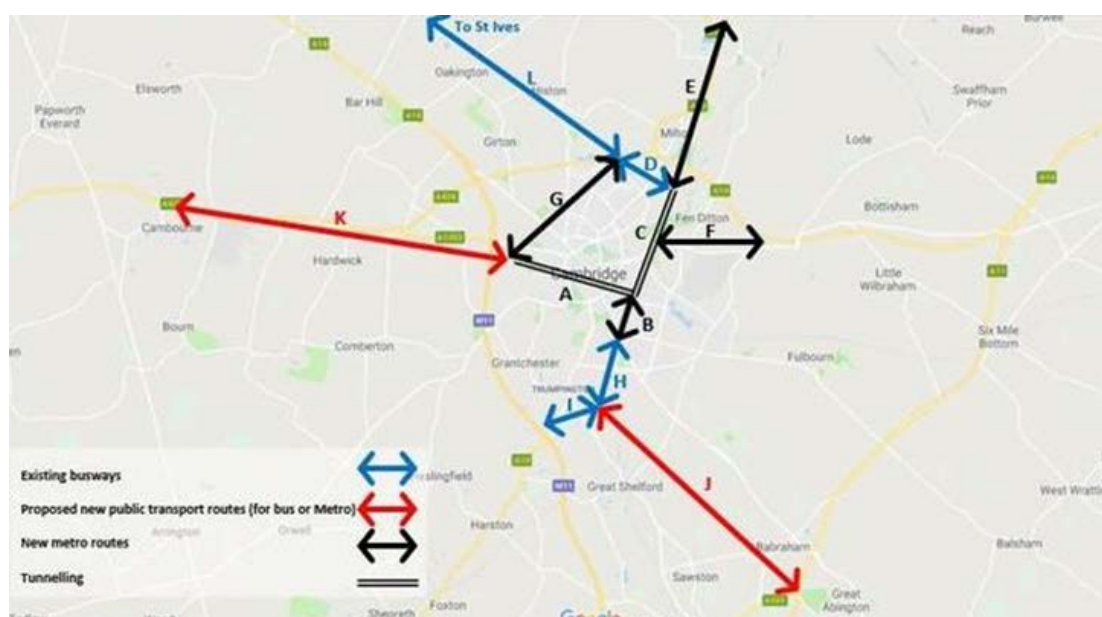


Figure 3– Potential CAM network

- 2.11 The Combined Authority and GCP have subsequently undertaken a review of alignment between GCP schemes scheme and the emerging CAM. The review has concluded that the A10 Waterbeach to Cambridge is aligned, subject to detailed work on potential Park and Ride proposals as it follows the A10 Study Area Report. The eastern Cambridge corridor was not subject to review at this stage.
- 2.12 The findings of this review means that the schemes must continue to align and be future proofed so it can tie into any future CAM network. In exploring consistency of the options it is considered that the scheme developed by GCP will need to deliver:
- A high quality public transport system using rapid transit technology.
 - High frequency, reliable services delivering maximum connectivity.
 - Continued modal shift away from car usage to public transport.
 - Capacity provided for growth, supporting transit-oriented development.
 - State of the art environmental technology, will easily accessible, environmentally friendly fully electric vehicles (or similar).
 - Fully integrated solution, including ticketing and linkages with the wider public transport network to maximise travel opportunities.
- 2.13 An officer CAM Programme Board is now meeting monthly where the development of schemes for these corridors can be discussed to ensure continued integration with the delivery of a rapid mass transit network.

3. Developing a Business Case

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

4. Public Consultation

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

5. Technical Work

- 5.1 The technical work will include understanding the current context and development proposals, which together set out the need for intervention include:
- Population and housing growth.
 - Employment growth.
 - The increasing need for travel.
 - Levels of car ownership.
 - The existing quality of transport infrastructure.
 - Existing congestion levels.
- 5.2 Based on these issues the project objectives are:

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

6 Next Steps and Milestones

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