



**QUARTERLY PROGRESS REPORT**

**Report To:** Greater Cambridge Partnership Joint Assembly 15<sup>th</sup> November 2018

**Lead Officer:** Niamh Matthews – Head of Strategy and Programme

**1. Purpose**

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

- A. Overview of cycling projects (Annex A).
- B. Skills procurement.
- C. Budget and budget changes.
- D. Overview of communication activity (Annex B).
- E. Joint Procurement of a transport consultancy framework (Annex C).

**2. Programme Finance Overview ( 2<sup>nd</sup> November 2018)**

2.1 The table below gives an overview of the 2018/19 Budget as agreed at the July Executive Board.

Funding type	2018/19 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	**Forecast Variance (£000)	Status*		
					Previous <sup>1</sup>	Current	Change
Infrastructure Programme	25,953	7,786	20,707	-5,246			
Operations Budget	3,790	1,126	3,790	-790			↔

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

*\*\*Forecast Variance against 2018/19 budget*

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

# Housing & Strategic Planning

## “Accelerating housing delivery and homes for all”

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

\*\*Based on housing commitments as at 5<sup>th</sup> October 2018. On rural exception sites and 5 year land supply sites in the rural area

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

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

\*\* AR – Affordable Rent  
SO – Shared Ownership

#### **4. Delivering 1,000 Additional Affordable Homes**

- 4.1. The methodology agreed by the Executive Board for monitoring the 1,000 additional homes means that only when housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements, can any affordable homes on eligible sites be considered as 'additional' and count towards this target. As reported to the Executive Board previously, the Greater Cambridge housing trajectory published in both Councils' Annual Monitoring Reports (AMRs) in December, shows a comprehensive assessment of planned housing delivery and actual completions (taking into account developer updates). The Greater Cambridge housing trajectory published in December 2017 shows that it is not anticipated that there will be a surplus in terms of delivery over and above that required to meet the housing requirements in the Local Plans until 2020/21.
- 4.2. Until 2020/21, affordable homes on eligible sites being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings. Therefore it is estimated, based on current information, that any affordable homes on eligible sites anticipated to be delivered from 2020/21 can be counted towards the delivery of the 1,000 additional affordable homes. The date at which it is anticipated that there will be a surplus in terms of housing delivery over and above that required to meet the housing requirements in the Local Plans will be reviewed annually, taking account of anticipated housing delivery as set out in the Greater Cambridge housing trajectory.
- 4.3. The table in the Housing and Strategic Planning section (item 3) shows that on the basis of known planning permissions and planning applications with a resolution to grant planning permission, 851 affordable homes on eligible sites are likely to be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 85% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.
- 4.4. Since May 2018, there has been a change in circumstances in South Cambridgeshire in relation to five year supply, which has implications on the future contribution to the target from 'five year supply' sites. On 21<sup>st</sup> May 2018, South Cambridgeshire District Council published an update on its five year housing land supply that demonstrated that it could deliver a five year housing land supply for 2018-2023. On 3<sup>rd</sup> September 2018, the Cambridge City Council and South Cambridgeshire District Council published the Inspectors' Reports on their Local Plans. The Inspectors concluded that both Local Plans are 'sound' and that the Councils can demonstrate 5.8 years supply for 2018-2023. The South Cambridgeshire Local Plan was adopted on 27<sup>th</sup> September 2018 and the Cambridge Local Plan was adopted on 18<sup>th</sup> October 2018. As a result 'five year supply' sites are no longer being permitted by the Council and a number of planning appeals on 'five year supply' sites have been dismissed by the Planning Inspectorate or withdrawn by the applicant. Therefore there has been no change in the last quarter in the number of affordable homes anticipated on eligible sites; it remains at 851 dwellings. Future additional eligible affordable dwellings will therefore be on rural exception sites.
- 4.5. Overall the housing trajectory (published in December 2017) shows that 38,080 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,580 dwellings more than the housing requirement of 33,500 dwellings. There remains 13 years of the period to 2031 outstanding during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

## Skills

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

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

Update on current Form the Future activity

### 5. Update on the GCP Apprenticeship Service

- 5.1. The GCP Apprenticeship tender was launched on Monday 27<sup>th</sup> August and closed on 27<sup>th</sup> September.
- 5.2. Four bids were submitted through Cambridgeshire County Council's procurement portal and they have now been scored and moderated. The outcome of the moderation was that the panel decided it could not recommend any of the submissions to be put forward to run the service. The quality of the bids was not strong enough to give the panel enough confidence to appoint any of the providers.
- 5.3. The outcome is clearly disappointing but officers are keen that we don't lose any further momentum. Officers are working with procurement colleagues to understand how the tender process can be adapted in order to get back out to the market as soon as possible.
- 5.4. Depending on the quality of the next round of tenders, officers are aiming to have appointed a provider by February/March 2019. Officers will keep with Joint Assembly and Executive Board up to date with the outcome of the process.

## Smart Places

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

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

### 6. Travel Information Applications

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

#### 6.2. Digital Wayfinding

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

#### 6.3. MotionMap Travel App

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

### 6.3. SmartPanels

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

### 6.4. Further Developments

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

### 7.0. Autonomous Vehicles (AVs)

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

# Transport

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

## 8. Transport Delivery Overview

Project	Delivery stage	Target completion date	Forecast completion date	Status			
				Previous	Current	Change	
<b>Tranche 1</b>							
Ely to Cambridge Transport Study	Completed						
A10 cycle route (Shepreth to Melbourn)	Completed						
Cambridge Southeast Transport Study (formerly A1307)	Design	2025	2024			↔	
Cambourne to Cambridge / A428 Corridor	Design	2024	2024			↔	
Milton Road	Design	2021	2020			↔	
City Centre Access Project	Design	2020	2020			↔	
Chisholm Trail cycle links	Phase 1	Construction	2020	2020			↔
	Phase 2	Design	2022	2022			↔
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2018			↔
	Hills Road / Addenbrooke's corridor	Completed	2017	2018			↔
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2018			↔
	Arbury Road corridor	Construction	2018	2018			↔
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔
Histon Road Bus Priority	Design	2022	2019			↔	
West of Cambridge Package	Design	2021	2021			↔	
Greenways Quick Wins	Construction	2020	2020			↔	
Ely to Cambridge Transport Study	Design	2019	2019			↔	
Cambridge South Station	Baseline Study	2018	2018			↔	
Residents Parking Implementation	Project Initiation	2021	2021			↔	
Greenways Development	Design	2018	2018			↔	
Rural Travel Hubs	Project Initiation	2021	2021			↔	

Travel Audit – South Station and biomedical campus	Baseline Study	2019	2019			↔
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## 9. Transport Finance Overview (to 2<sup>nd</sup> November 2018)

Project	Original Approved Total Budget (£'000)	Revised Total Budget (£'000)	Change (£'000)	2018-19 Budget £'000	2018-19 Outturn £'000	2018-19 Variance £'000	2018-19 budget status		
							Previous	Current	Change
Cambridge Southeast Transport Study (formerly A1307)	141,082	140,000	-1,082	1,397	2,350	+953			↔
Cambourne to Cambridge / A428 corridor	59,040	59,040	0	2,900	2,300	-600			↔
Milton Road bus priority	23,040	23,040	0	800	330	-470			↔
City Centre Access Project	9,638	9,888	250	3,995	2,525	-1470			↔
Chisholm Trail	9,269	9,269	0	5,320	2,320	-3,000			↔
Cross-City Cycle Improvements	8,934	8,934	0	4,500	4,000	-500			↔
Histon Road Bus Priority	4,280	7,000	2,720	224	330	+106			↔
West of Cambridge package (formerly Western Orbital)	5,900	5,900	0	600	1,200	+600			↔
Greenways Quick Wins	0	4,650	4,650	3,000	3,000	0			↔
Programme Management & Early Scheme Development	3,200	3,200	0	800	800	0			↔
Ely to Cambridge Transport Study	2,600	2,600	0	892	32	-860			↔
Cambridge South Station	1,750	1,750	0	925	925	0			↔
Residents Parking Implementation	1,191	1,191	0	219	219	0			↔
Rural Travel Hubs	700	700	0	75	70	-5			↔
Greenways Development	500	500	0	244	244	0			↔
Travel Audit – South Station and biomedical campus	150	150	0	62	62	0			↔
<b>Total</b>	<b>271,274</b>	<b>277,812</b>	<b>6,538</b>	<b>25,953</b>	<b>20,707</b>	<b>-5,246</b>			↔

The explanation for variances is set out below.

**10.1. Cambridge Southeast Transport Study (formerly A1307)**

The £953k variance is due to revised forecasts, based on a formal proposal by consultants for design development of Phase 1 and Phase 2, and extended survey work, including Phase 2 walkovers.

**10.2. Cambourne to Cambridge / A428 Corridor**

Currently the anticipated underspend is likely to be £600k as this project is still on hold whilst being reviewed by the Combined Authority. A further extended period of hold has been required until December 2018. Subject to this being agreed, consultation on Phase 2 options is programmed for early 2019, placing a further delay of 3 months in the programme.

**10.3. Milton Road – Bus Priority**

The forecast outturn spend is £470k less than originally planned with construction costs now moving into 2019/20. The programme looks to commence detailed design in spring 2019 with mobilisation with construction starting in mid-2020.

**10.4. City Access Programme**

As several work streams in the City Access programme have been delayed or put back to allow for other work to be completed, the budget is expected to be underspent this year. At this stage the anticipated underspend is in the region of £1,470k against the overall budget of £3,995k. This includes all workstreams under City Access including City Centre Spaces and Movement and Residents Parking Implementation.

The increase in the Revised Total Budget for City Access reflects the fact that the City Centre Spaces and Movement budget (£150K) and Electric Vehicle Charging (£100K) were previously shown as separate budget lines and have now been amalgamated into it.

**10.5. Chisholm Trail**

Underspend of £3 million is forecast for 2018/19 against the original spend profile due to delays in discharging pre-commencement planning conditions. The construction contract has now been let to Tarmac for work on Chisholm Trail Phase One and the Abbey-Chesterton Bridge, a little later in the financial year than originally planned.

**10.6. Cross-City Cycle Improvements**

The forecast outturn spend is £500k less than originally planned as some expenditure will go into 2019/20 to cover final contractor bills, and any minor alterations and amendments being made to completed schemes. All schemes now under construction or complete.

**10.7. Histon Road – Bus Priority**

The forecast outturn spend is £106k more than originally planned. This is due to the detailed design phase starting in this financial year, bringing forward additional costs and therefore impacting potential outturn spend. The overall budget has been increased to £7M following approval by the GCP Executive Board of the construction cost estimate of £6M. The forecast to the end of the financial year assumes that the final preliminary design is submitted to the Executive Board in December 2018 and that construction begins in 2019.

**10.8. West of Cambridge Package of Interventions (formerly Western Orbital)**

The forecast outturn has increased to £1.2m (from £600k) to reflect the requirement to complete the Trumpington Extension works in 2018/19. A public consultation on the further expansion of Park and Ride capacity in the area is now planned for November and December 2019. The planning hearing for the existing extension works was held in October 2018 by the Joint Planning Committee and the application was approved.

**10.9. *Ely to Cambridge Transport Study***

The study is now complete and all technical reports received. This project has an underspend of £860k as no further consultant costs are anticipated. The Combined Authority now has the responsibility of taking forward the recommendations.

**10.10. *Rural Travel Hubs***

An underspend is due to a change in scope of the Sawston hub. The Sawston hub has not gone to the stage of detailed design and consultation. Three feasibility studies are being undertaken on sites to the east, west and south of Sawston.

## Note to reader – RAG Explanations

### Finance tables

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

### Indicator tables

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

### Project Delivery tables

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

**EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS**

Notice is hereby given of:

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

A ‘key decision’ is one that is likely:

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

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

GCP Quarterly Progress Report	To monitor progress across the GCP workstreams, including financial monitoring information.	Niamh Matthews	No	N/A
<b>Executive Board: 20 March 2019</b>	<b>Reports for each item to be published: 8 March 2019</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
Foxton Level Crossing and Travel Hub	To consider options and give approval to proceed with public consultation.	Peter Blake	Yes	CA LTP Passenger Transport Strategy
Output of Studies into Rail Capacity and Cambridge Biomedical Campus	To receive an update and information on the output of the studies.	Peter Blake	No	CA LTP Passenger Transport/ Interchange Strategy
Milton Road	To consider results of the public consultation and give approval to any proposed modifications to the final preliminary design for Milton Road and to approve the outline business case as a basis for the detailed engineering design and final business case.	Peter Blake	Yes	CA LTP Passenger Transport Strategy
Rural Travel Hubs and Rural Bus Service Improvements	To receive an update on the Rural Travel Hubs Pilot project.	Peter Blake	No	CA LTP Passenger Transport Strategy
GCP Future Investment Strategy	To agree a prioritised list of projects for future investment.	Rachel Stopard	Yes	CA Prospectus/ 4-year plan
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams, including financial monitoring information.	Niamh Matthews	No	N/A

<b>Executive Board: 27 June 2019</b>		<b>Reports for each item to be published: 17 June 2019</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
West of Cambridge Package (M11 J11 Park and Ride)	To consider the full outline business case for the proposed Park and Ride Expansion at Junction 11.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy	
Chisholm Trail Cycle Links	To approve construction of phase 2 of the scheme, subject to planning permission.	Peter Blake	Yes	CA LTP Walking and Cycling Strategy	
City Access	To receive an update on progress to date and consider feedback from the public consultation exercise.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy	
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams, including financial monitoring information.	Niamh Matthews	No	N/A	
<b>Executive Board: 3 October 2019</b>		<b>Reports for each item to be published: 23 September 2019</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
A428 Cambourne to Cambridge	To consider a detailed scheme for progression to planning consent and powers for consent of the works.	Peter Blake	Yes	CA LTP Passenger Transport Strategy	
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams, including financial monitoring information.	Niamh Matthews	No	N/A	

Executive Board: 12 December 2019		Reports for each item to be published: 2 December 2019	Report Author	Key Decision	Alignment with Combined Authority
West of Cambridge Package (M11 J11 Park and Ride)	To consider detailed design proposals prior to seeking consent to obtain planning powers.	Peter Blake	No	CA LTP Passenger Transport Strategy	
A10 Waterbeach to Science Park	To receive an update on the project and, if necessary, provide a steer on next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy	
East Cambridge Corridor	To receive an update on the project and, if necessary, provide a steer on next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy	
City Access	To receive an update on the project and, if necessary, provide a steer on next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy	
GCP quarterly progress report	To monitor progress across the GCP workstreams, including financial monitoring information.	Niamh Matthews	No	N/A	

#### Corresponding meeting dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
6 December 2018	26 November 2018	15 November 2018	5 November 2018
20 March 2019	8 March 2019	27 February 2019	15 February 2019
27 June 2019	17 June 2019	6 June 2019	24 May 2019
3 October 2019	23 September 2019	12 September 2019	2 September 2019
12 December 2019	2 December 2019	21 November 2019	11 November 2019

## **Annex A. Cycling Projects Update**

A number of cycling projects have been approved as part of GCP Tranche One, and these are all well underway, with a total budget allocated of almost £24million. The projects support the ambitious target of 40% of all trips in Cambridge made by bike by 2023, and 20% of all trips made by bike in South Cambridgeshire by 2023. More people cycling supports public health, air quality and congestion reduction objectives. Improved cycling infrastructure generally brings benefits too for pedestrians.

### ***Cross City Cycling***

In June 2016 the Executive Board approved five cycling infrastructure projects for implementation in Cambridge, under the overall project name of 'Cross City Cycling', with a budget of £9.3m. The projects are on track to be completed by June 2019, and currently spend is over £6.5m

Arbury Road has been built in a series of phases and includes raised/stepped red cycle lanes, resurfaced footways, new zebra crossings, narrowed and resurfaced main carriageway, mini roundabouts removed in favour of new raised table junctions, and new hedge and tree planting. Works are currently underway near Mansel Way, which includes removal of a set of traffic signals. In due course improvements to cycling facilities in Arbury Road will provide a link between Histon Road and Milton Road, thus providing the spine of a high quality cycling network in north Cambridge.

Construction work in Fulbourn Road commenced early in 2018 to provide raised/stepped red cycle lanes and widened areas of shared use paths, to make cycling a safer and more attractive transport option for local residents, and for commuters heading to ARM and Capital Park. Additional land is being procured adjacent to the Robin Hood pub so that floating bus stops can be installed to improve cycle safety further. Funding for Greenways Quick Wins has allowed the Fulbourn Road improvements to be extended along Yarrow Road, to link Fulbourn Road to the Fulbourn Greenway.

The first phase of Links to Cambridge North Station was completed in early 2018 and comprised of new red advisory cycle lanes, as available space meant this was the only option. For the next phase under construction at present, there is much more space within the highway cross section and so kerb protected cycle lanes are being built, including new tree planting and verges, with parking retained, and resurfaced footways. Lots of issues have arisen relating to statutory undertakers plant needing relocating or protecting which has made for relatively slow progress on site, and extensive areas of temporary works, though once complete this will be amongst the very best examples of high quality cycling infrastructure in the city.

Construction work is also underway on the Links to East Cambridge and National Cycle Network Route 11 project in Fen Ditton. Footways and cycleways are being widened to improve the network for walking and cycling in this area, as well as adding new crossings. Works at Hills Road to extend the raised/stepped cycle lanes to the Addenbrooke's roundabout and to improve the Hills Road/Long Road junction, completed in early 2018.

### ***Chisholm Trail (and Abbey-Chesterton Bridge)***

The projects suffered considerable delay through the planning and planning condition discharge processes, which meant land deals needed to be extended, and further costs incurred.

With the finalisation of land deals relating to the works compound areas, the construction contract for Chisholm Trail Phase One and Abbey-Chesterton Bridge was let to Tarmac in October. Tarmac have been actively inputting on issues of buildability and value for nine months.

In the period leading up to Christmas, the activity on site will include setting up works compounds, building the haul road from the main compound (located off Ditton Walk) to the bridge, and other preparatory works. In 2019 the more significant construction works will commence on the new bridge and jetty. The programme duration is 18 months, with completion in April 2020. Some planning conditions still need to be discharged for The Chisholm Trail, so works around Newmarket Road will take place later in the programme.

Phase Two of The Chisholm Trail skirts the railway line on both the east (Romsey) and west (Petersfield) side from Coldhams Lane to Cambridge Station via quiet streets, land owned by Network Rail and new housing developments (Mill Road depot and Ridgeons). The Project Team are working closely with Network Rail/Govia Thameslink to bring forward the first section of Phase Two as part of the works being delivered when Mill road is closed in May 2019.

### ***Greenways***

£500,000 has been allocated for 2017/18 and 2018/19 to develop the 12 Greenway routes through public consultation, and to move towards agreed alignments and scope for each route. The first two route consultations completed recently, and three further consultations are now underway. Linton Greenway has been agreed as part of the South East Cambridge Transport Strategy consultation. The other consultations are on track to take place by the start of summer 2019, to enable the Executive Board to consider the recommendations in late summer 2019.

At the Executive Board meeting on 11<sup>th</sup> October 2018 it was agreed that proposals to improve the link between Melbourn and Royston would be included in the Melbourn Greenway. Officers will continue to engage with Hertfordshire County Council regarding a partnership funding arrangement as any new bridge over the A505 would site in both Cambridgeshire and Hertfordshire.

In response to feedback received at the early engagement events for the 12 Greenways, officers developed a 'Quick Wins' Programme of schemes that could be delivered over the next two financial years. A £4.65m package was approved by the Executive Board. The programme consists of new and improved links to Greenways, as well as improved sections of Greenways. Delivery has commenced on this work.

### ***Other Cycling Projects***

The Cycling Projects Team actively pursues funding opportunities to improve and enhance the cycle network in Cambridgeshire. Currently funding is in place from S106 developer

contributions, the Combined Authority, Highways England and various Department for Transport programmes.

A Local Cycling and Walking Infrastructure Plan (LCWIP) is being developed which will provide a prioritised list and map of future projects. The team are also one of just two local authorities feeding into a revised national cycling infrastructure design guide.