



27 July 2015

To: 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)
John Bridge	Cambridge Chambers of Commerce
Councillor Steve Count	Cambridgeshire County Council
Professor Jeremy Sanders	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 **SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **TUESDAY, 4 AUGUST 2015** at **2.00 p.m.**

AGENDA

	PAGES
1. Apologies for absence To receive any apologies for absence.	
2. Minutes of the previous meeting To confirm the minutes of the previous meeting held on 18 June 2015 as a correct record.	1 - 18
3. Declarations of interest To receive any declarations of interest from Members of the Executive Board.	
4. Public questions To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	19 - 20
5. Reports and recommendations from the Joint Assembly Councillor Roger Hickford, Vice-Chairman of the Joint Assembly, will be in attendance to present the recommendations for the meeting of the Joint Assembly held on 15 July 2015.	21 - 22
6. Chisholm Trail cycle links To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).	23 - 28
7. Cross-city cycle improvements To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).	29 - 40

- 8. Smarter Cambridgeshire workstream** **41 - 48**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).
- 9. Greater Cambridge City Deal Work Programme and schedule of meetings** **49 - 52**
To consider the Greater Cambridge City Deal Work Programme and schedule of meetings. Future meetings of the City Deal Executive Board are schedule to be held as follows:
- 9 September 2015 – 2pm (Cambourne)
 - 1 October 2015 – 2pm (Cambridge)
 - 3 November 2015 – 2pm (Cambridge)
 - 3 December 2015 – 2pm (Cambourne)
 - 15 January 2016 – 2pm (location to be confirmed)
 - 3 March 2016 – 2pm (location to be confirmed)
 - 8 April 2016 – 2pm (location to be confirmed)
 - 16 June 2016 – 2pm (location to be confirmed)
 - 22 July 2016 – 2pm (location to be confirmed)
 - 8 September 2016 – 2pm (location to be confirmed)
 - 13 October 2016 – 2pm (location to be confirmed)
 - 17 November 2016 – 2pm (location to be confirmed)
 - 15 December 2016 – 2pm (location to be confirmed)

Agenda Item 2



GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

Minutes of the Greater Cambridge City Deal Executive Board held on
Thursday, 18 June 2015 at 2.00 p.m.

PRESENT:

Members of the Greater Cambridge City Deal Executive Board:

John Bridge	Cambridge Chamber of Commerce
Councillor Steve Count	Cambridgeshire County Council
Councillor Lewis Herbert	Cambridge City Council
Councillor Ray Manning	South Cambridgeshire District Council
Roger Taylor	University of Cambridge

Members of the Greater Cambridge City Deal Joint Assembly and Executive Board substitutes in attendance:

Councillor Tim Bick	Cambridge City Council
Councillor Kevin Price	Cambridge City Council
Councillor Ian Bates	Cambridgeshire County Council
Claire Ruskin	Cambridge Network

Officers/advisors

Alan Carter	Cambridge City Council
Antoinette Jackson	Cambridge City Council
Andrew Limb	Cambridge City Council
Aaron Blowers	Cambridgeshire County Council
Graham Hughes	Cambridgeshire County Council
Stuart Walmsley	Cambridgeshire County Council
Neil Darwin	Greater Cambridge Greater Peterborough Enterprise Partnership
Alex Colyer	South Cambridgeshire District Council
Graham Watts	South Cambridgeshire District Council

1. ELECTION OF CHAIRMAN

Councillor Lewis Herbert was **ELECTED** as Chairman of the Greater Cambridge City Deal Executive Board for the 2015/16 municipal year.

2. ELECTION OF VICE-CHAIRMAN

Councillor Ray Manning was **ELECTED** as Vice-Chairman of the Greater Cambridge City Deal Executive Board for the 2015/16 municipal year.

3. CO-OPTION OF NOMINATIONS BY THE GREATER CAMBRIDGE GREATER PETERBOROUGH ENTERPRISE PARTNERSHIP AND THE UNIVERSITY OF CAMBRIDGE

The following nominations for co-option onto the Greater Cambridge City Deal Executive Board were **APPROVED**:

Greater Cambridge Greater Peterborough Enterprise Partnership:

John Bridge (Member)
Mark Reeve (Substitute)

University of Cambridge:

Professor Jeremy Sanders (Member until 31 December 2015)
Professor Nigel Slater (Member from 1 January 2016)
Roger Taylor (Substitute)

The following nominations for co-option onto the Greater Cambridge City Deal Joint Assembly were **APPROVED**:

Greater Cambridge Greater Peterborough Enterprise Partnership:

Claire Ruskin (Cambridge Network)
Sir Michael Marshall (Marshall Group)
Andy Williams (AstraZeneca)

University of Cambridge:

Anne Constantine (Cambridge Regional College)
Jane Ramsey (Cambridge University Hospitals)
Helen Valentine (Anglia Ruskin University)

4. APOLOGIES FOR ABSENCE

An apology for absence was received from Professor Jeremy Sanders. Roger Taylor attended the meeting as his substitute.

5. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 27 March 2015 were confirmed and signed by the Chairman as a correct record.

Councillor Simon Edwards also submitted his apologies for absence.

6. DECLARATIONS OF INTEREST

Roger Taylor, representing the University of Cambridge, in respect of the options set out in the report for item 9, declared that the University owned the freehold of the Madingley Road Park and Ride site and farmland in the areas of Madingley Mulch and Barton Road.

7. PUBLIC QUESTIONS

A number of questions were submitted from members of the public and local City and District Councillors, which all related to item 9 in respect of the A428/Madingley Road Corridor Scheme. Those questions asked, together with answers provided at the meeting, were noted as follows:

Question by Mal Schofield

Mr Schofield questioned reference in the minutes of the Board's previous meeting on 27 March 2015 where it stated that the traffic and transport demands of Cambridge were "very unique". He asked the Board whether it agreed with this statement.

He added that perhaps the only sense that Cambridge was different was its chosen dependency upon bus based public transport. The present guided busway was unique in that in its form it was a rarity in urban transport infrastructure. He said that the Board could be minded instead to take the best from international 21st century urban transport developments and commission a modest study to shortlist the most appropriate for Cambridge growth needs to 2050. Mr Schofield also felt that the Board should commission, in parallel, a corridor and gateway capacity management study before any substantial investment was considered. He cited Liverpool as an example of good practice and a city where lessons could be learnt in respect of public bus infrastructure.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, said that all of the key radial routes, and some others, into Cambridge suffered congestion during the peak periods and this frustrated the ability for buses to access the City Centre quickly and efficiently. This in turn reduced the incentive for people to use buses. He therefore felt that there was no need for a study as suggested, as the problem was very clear. The key task would be to start delivering improvements as soon as possible.

In terms of technology used, Mr Hughes confirmed that this would be considered on a case by case basis.

Mr Hughes explained that Cambridge was very different to Liverpool, the latter being a large metropolitan area with a significantly higher population with well established infrastructure links in and around the city. He supported the statement that Cambridge was unique in terms of its character when considered alongside the rural nature of the area surrounding it, compared to large metropolitan cities such as Liverpool.

Councillor Lewis Herbert, Chairman, reminded those present that the City Deal would provide significant opportunities to the Greater Cambridge area, but that there were restraints. The first tranche of schemes reflected a five year plan which had to deliver specific objectives to ensure that further tranches of funding could be accessed by Government.

Question by Edward Leigh

Mr Leigh felt that the Board had anticipated the conclusions of the consultation on Cambridge City access measures by commissioning only options based around new bus lanes or dedicated busways. He thought it had ignored or dismissed the possibility that direct measures, such as reducing parking capacity in the City Centre, could reduce congestion on city roads enough to allow buses to run to time on existing roads.

He asked the Board whether it would consider commissioning an option 1(d) for public consultation that comprised at least the following:

- 2.5m cycle lanes in both directions along Madingley Road, at least as far as the Park and Ride site;
- safe cycle and pedestrian crossing points at all junctions to permit easy and safe movement between sites north and south of Madingley Road;
- an upgraded cycle link to Madingley village;
- an extension of the Coton cycle path to Cambourne via Hardwick, Highfields and the proposed Bourn Airport development (if it went ahead).

Mr Leigh was aware of no good reasons not to commission such an option and was of the opinion that doing so would improve the breadth and quality of public debate. He added that the Cambridge Cycling Campaign had endorsed this approach.

Mr Hughes reiterated the point he made at the meeting of the Joint Assembly on 3 June 2015 that all of the schemes would build in high quality cycling and walking facilities. He said, however, that cycling and walking were not the total solution and it would be essential, therefore, that each of the corridors was provided with a bus, cycle and walking solution. He reminded Members of the Board that the City Deal was for the Greater Cambridge area and beyond and so it was essential that people making these longer journeys were provided with options which would need to be by bus. Mr Hughes was of the opinion that, essentially, the options set out in the report dealt with the suggestions Mr Leigh had put forward, as well as including bus access.

Question by Councillor Markus Gehring

Markus Gehring spoke as a Cambridge City Councillor representing the Newnham Ward.

Councillor Gehring did not understand why option 1(c) had been included as part of the proposed consultation, which he did not think was viable, and asked the Board to take a step back and give further thought to options that were actually deliverable. He asked the following questions:

- before a meaningful discussion of options (even at the high-level planning stage) is possible, shouldn't the entire bus road all the way to the City Centre be available in outline?;
- what in the Board's definition is a 'bus road'?
- what consideration is given to other sustainable transport options, especially in the light of climate change?;
- why was the map for option 1(c) revised?;
- are compulsory purchases envisioned?;
- what was your methodology to estimate the costs for a new bridge across the M11?;
- could the Board still opt for option 1(c) even if the consultation reveals serious shortcomings of this option?;

- I was told that when the North West Cambridge development was approved that assurances were given that the rest of the green belt between the University West Cambridge Site and Barton Road would remain untouched. How can these assurances be kept if option 1(c) is chosen?

Mr Hughes responded by saying that all of the options presented were possible and, as noted at the Assembly meeting, these were only indicative at this stage to elicit broad views before a single scheme or hybrid was chosen. The process of undertaking a public consultation in this manner was the same as would be carried out for any other major transport infrastructure scheme.

The key definition of a bus road was a route that only buses could use. The details of whether it was guided and, if so, what form of guidance would come later depending on circumstances. The main point was that the infrastructure was provided for buses only and so complete free running for the buses was guaranteed, which was the key to providing reliability and journey time benefits. Mr Hughes explained that it was not the bus that made it good or bad environmentally, but the method of propulsion. Once a bus road was built, it would be able to take vehicles of any form of propulsion whether that be electric, hybrid, regenerative braking or diesel. Cycling and walking would be built into all of the scheme proposals.

It was noted that there had been a slight error in the presentation of the map for option 1(c), so it was considered prudent to amend this. Mr Hughes emphasised, however, that the maps were only indicative.

Mr Hughes explained that a normal schedule of rates was used to calculate the cost of the bridge, alongside benchmarks for similar forms of structure. However, as the whole scheme and location of any bridge at this stage was indicative, the costs were very indicative too.

Councillor Herbert stated that the consultation would generate responses, which would help identify and shape preferred options to address the A428 and Madingley Road Corridor. Those options would then be worked up for a second stage of public consultation.

Question by Councillor Rod Cantrill

Rod Cantrill spoke as a Cambridge City Councillor representing the Newnham Ward.

Councillor Cantrill said that the discussion at the last Joint Assembly meeting highlighted the lack of detailed analysis undertaken on the possible options for the proposed bus route from the West into Cambridge. He felt that this was further emphasised by the comment from officers that the proposed Park and Ride at Madingley Mulch would not take place in parallel with the introduction of a bus route. He therefore asked the Board:

- to postpone the public consultation to allow for a more detailed analysis of the possible bus route options, setting out clearly the route each option would follow and to present the detailed analysis to the Board in October with a view to go out to public consultation at the end of the year;
- during this period for officers to meet with key stakeholders to get their input in to the current options proposed and any other route that could achieve the objectives of the scheme in a more efficient way;

- to establish what steps or funding would be required to move the Park and Ride to a new location in parallel with the introduction of the proposed bus route;
- to consider that the detailed analysis should include but not be limited to:
 - how the bus route would serve key employment areas to the north of the city and link into the science park station – all options in the report;
 - the impact of the route on existing cycle and pedestrian provision – options 1(a) and 1(b) in the report;
 - how the physical environment would change as a result of the route being introduced – all options in the report;
 - the viability of option 1(b), given the covenants that exist on the land surrounding the American cemetery;
 - whether a tidal bus lane system could be introduced – option 1(a) and 1(b) of the report;
 - the route of travel of the bus once it leaves the dedicated bus route as set out in option 1(c) – what steps do officers propose to remove traffic movements on the route to allow for a reliable service.

Councillor Cantrill, recognising that the City Deal was in its very early stages, was of the opinion that it had to win the confidence of residents and stakeholders in order to be credible for the Greater Cambridge area, as well as the wider region.

Mr Hughes reiterated that the options at this stage were only indicative. The reason for that was so that initial feedback could be given to guide decision making and further detailed scheme development. Given the cost of scheme development, it would not be possible to develop in detail each of the options set out in the report.

Mr Hughes said that the engagement mentioned in the question could be put forward as part of the consultation process, which was the point of carrying it out. He added that all of the detailed points noted in the question would be addressed as the scheme proposals were refined and developed.

Question by Stephen Coates

Mr Coates asked the following question:

Given that option 1(c) would blight the Coton Corridor with a new access road across the Great West Field, countryside that is key for the setting of Cambridge and given that the High Court prevented the land North and South of Barton Road being developed for landscape reasons in 2008, how can the University of Cambridge now use its position as one of five members of the City Deal Executive to promote a route for consultation (especially with little detail) that will so severely damage this critical landscape and thereby assist a major development of potentially over 3,500 houses that could secure Cambridge University and partners gains in excess of £1 billion? Why has this conflict of interest and the conflict in option 1(c) passing the University's two key town centre development sites (Silver Street, New Museums) not been disclosed by Cambridge University and challenged and fully investigated by the City Deal Joint Assembly who should hold them accountable?

Roger Taylor, representing the University of Cambridge, said that the mission of the University of Cambridge was to contribute to society through the pursuit of education, learning and research at the highest international levels of excellence. In pursuing that mission it directly made major contributions to the economy, social fabric and culture of the Greater Cambridge area and it also attracted other vital employers and activities. The future success of the University and the City were closely aligned and one could not

flourish without the other. It was therefore appropriate that the University had a voice through the City Deal Executive Board.

He added that the location of the University's sites were public knowledge and it would declare any interests that it had in property or developments that were being discussed or considered by the Board. The City Deal was intended to encourage and enable the major stakeholders in and around the city to be involved in key discussions. The elected Members remained the decision makers and as a matter of law neither the Local Enterprise Partnership nor the University could have a vote on any of the Board's decisions.

Councillor Herbert reflected that the University would sometimes have conflicts of interest due to land that it owned and its holdings, but made the point that so to did other partners on the Executive Board and Joint Assembly. He added that he welcomed the University's contributions to the City Deal process.

Councillor Steve Count, Leader of Cambridgeshire County Council, reported that the University had played a key part in negotiating the City Deal with the Government and that the University had never promoted its own interests as part of being represented on the Executive Board.

Councillor Ray Manning, Leader of South Cambridgeshire District Council, said that without the help and advice of the University the City Deal would not have materialised for Greater Cambridge.

Question by Stacey Weiser

Stacey Weiser, on behalf of Cambridge Past, Present and Future, asked whether the Board would consider postponing the public consultation for a few months to allow time for the strengthening of the evidence base on the route options. She was of the view that the suspension of the examination of the Local Plans meant that there was some flexibility in the timescale to allow for the collection of necessary information.

Mr Hughes responded by saying that this was an early stage consultation and that no decisions on routes were yet being taken. As noted at the Joint Assembly meeting, if different, better or hybrid options emerged from this consultation, then they could be taken on board. He was of the view that to delay the consultation at this stage would not increase consensus and therefore simply delay the overall delivery. It was vital for the economic health of the Greater Cambridge area that the schemes proposed for the first tranche of the City Deal were developed as quickly as possible, with full public consultation. For that reason, Mr Hughes said that it was important that the process started now. He confirmed that it was also not possible to develop more details for all of the options at this stage of the process as that would be extremely expensive.

Question by Councillor Aidan Van de Weyer

Aidan Van de Weyer spoke as a South Cambridgeshire District Councillor.

Councillor Van de Weyer was supportive of public transport as a means of enabling sustainable transport around Cambridge and South Cambridgeshire, particularly where routes consisted of segregation and no missing links. He asked what evidence the City Deal Executive Board had to make it believe that each of the three options for bus improvements along Madingley Road would bring the required benefits.

Councillor Van de Weyer also queried reference in the report to 'engagement with interested local Members' and sought clarity over what this entailed.

Mr Hughes said that there was much evidence nationally and internationally that journey time improvements and more importantly, reliability for public transport systems, would lead to increases in patronage. Journey times for buses on the A428 and Madingley Road Corridor were currently unreliable, unnecessarily long and offered no advantage over the private motor vehicle. If one of the proposed options proceeded, the intention was to address that issue. Each of the options had different levels of benefit in this respect, as discussed at the Joint Assembly meeting. Mr Hughes added that, generally, the higher impact options would ultimately have the greater benefits.

Mr Hughes reported that locally there was a very good example of how improvements in bus infrastructure could stimulate demands and thus achieve the proposed benefits. It was noted that the Busway now carried around 3.7 million passengers per year, above target. Many of those had not been using the bus before its introduction. The services were commercially operated and at the start of operation there were seven buses per hour from St Ives to Cambridge, whereas there were now 17. At peak hours buses were full and the frequency would be increased again soon. This demonstrated how improved infrastructure would drive passenger growth, reducing use of the private motor vehicle and thus achieving the City Deal objectives.

In terms of local Member engagement, it was proposed that this would be through Local Liaison Forums, which was usual practice for significant transport infrastructure schemes such as this and would ensure that local Members and key stakeholders were kept fully informed of developments as the scheme progressed.

The Chairman thanked members of the public and City and District Councillors for their questions.

8. REPORT AND RECOMMENDATIONS FROM THE JOINT ASSEMBLY

Councillor Tim Bick, Chairman of the Joint Assembly, reported that the Assembly had met on 3 June 2015. He submitted his report and recommendations from the Joint Assembly for each respective item on the agenda for this meeting, which it was agreed he would present at the relevant point of the meeting.

Councillor Bick took this opportunity to say that the Joint Assembly was trying very hard to make constructive contributions to the City Deal's work, which he hoped the Executive Board would take into account.

9. A428/A1303 MADINGLEY ROAD CORRIDOR SCHEME OPTIONS AND APPROVAL TO CONSULT

Consideration was given to a report which set out the high-level options that had emerged from the initial stages of the A428/A1303 corridor technical study.

Stuart Walmsley, Head of Major Infrastructure Delivery at Cambridgeshire County Council, presented the report which reflected on wide-ranging technical work that had identified six shortlisted options now proposed for public consultation. Three of the options were for the east of Madingley Mulch, with the remaining three relevant to the west of Madingley Mulch. The report set out conceptual plans and commentary for each option, together with a consultation strategy for consideration.

Councillor Tim Bick, Chairman of the Joint Assembly, provided the Board with a report following consideration of this issue at the meeting of the Assembly held on 3 June 2015. He reported that the Assembly had received questions from nine members of the public about this proposed scheme indicating points of view which, though answered at the meeting, represented a number of themes of which Assembly Members felt should be highlighted to the Board as follows:

- the funding of tranches 2 and 3 of the City Deal could be critical in enabling the Cambridge City and South Cambridgeshire Local Plans, given that it would make a key contribution to the sustainability of new and enlarged settlements detached from the city, about which the Planning Inspector had expressed concern;
- consultation on the scheme could be premature, as the sustainability of the new and expanded settlements such as those envisaged along the A428 corridor appeared to have been challenged by the Planning Inspectors examining the two Local Plans. It was the Assembly's view that no inconsistency arose in relation to the kind of improvement represented by option 1 because it was needed even in current conditions. Greater clarity about the Local Plans was likely to be available before a decision was made about the funding improvements represented by options 2 as the funding had been deferred to tranche two of the programme.

Councillor Lewis Herbert, Chairman of the Executive Board, responded to these two points which he summarised as being the securing of funding for further tranches of the City Deal and the interrelationship between the City Deal and the City and District Councils' Local Plans. He was of the view that the Board had made its decision around the programme for tranche one of the funding believing the schemes within it to be deliverable that would meet the necessary objectives. If the funding from tranches two or three did not materialise, the partner Councils would be required to fund schemes themselves. Councillor Herbert reminded the Board, therefore, that it fell on partners to ensure delivery of these immediate schemes within the tranche one programme.

In respect of the Local Plans, Councillor Herbert said that the Inspectors had suspended the examination to request that the two Councils provide more information on housing numbers, sustainability and the balancing of development on the edge of the city and how that impacted on the evidence base. In terms of the impact of the City Deal on the Local Plans, he indicated that if no transport solutions were in place then this itself would raise a question of unsustainability, which was why the principle of addressing the A428 and Maddingley Road Corridor was so important.

Councillor Bick reported that the Joint Assembly's consideration and discussion echoed a number of the points raised in the public statements about the strengths and weaknesses of particular options, but it was the Joint Assembly's overwhelming view that all options should go forward for consultation to enable public input before further filtering was undertaken. He added that, as the City Deal presented a rare opportunity to make a significant investment in this area which it was hoped would deliver an enduring benefit, it was important to ensure that bold options were included for evaluation. The Joint Assembly therefore made a number of recommendations as set out below.

The Joint Assembly recommended that the Executive Board should:

- (i) note the findings from the initial engineering assessment and technical study;
- (ii) approve the public consultation on the options as set out in the report;

- (iii) agree to receive a report on consultation later this year on a preferred option, or options, for full business case development.

The Executive Board supported this recommendation.

Councillor Bick explained that the Assembly noted requests for greater clarity about the detail of the options. However, it was understood from officers that the proposed initial consultation was to enable the selection of a concept and that further investment of resources in detailed design work would not be undertaken until a concept had been selected, at which stage a further waive of consultation would be undertaken. Accordingly, the options currently proposed for consultation were regarded as representative of the means by which better priority for bus transport could be secured, in order to stimulate public input which could include suggested hybrids or further alternatives of the options presented. The Assembly sought the Board's endorsement of this understanding and felt that emphasis should be made in the consultation exercise to ensure that this context was fully explained to the public.

Councillor Herbert confirmed that this approach would be followed.

Councillor Bick reported that, in making an exception to the above, the Assembly agreed two recommendations to the Board in relation to the location of a new Park and Ride site near to the Madingley Mulch roundabout and the future of the existing Madingley Road park and ride site, as follows:

That the Assembly recommends to the Executive Board that the public consultation should:

- (i) include a question asking about the public's views on the optimum location for the new Park and Ride at Madingley Mulch;
- (ii) contain a discussion or analysis of the benefits/disadvantages of retaining/closing the existing Madingley Road Park and Ride site.

In relation to (i) above, the Assembly also discussed the possibility of better indicating the conceptual status of a new Park and Ride site at Madingley Mulch by not marking out on a map a specific site or sites. With regards to (ii) above, the Assembly discussed the possibility of satisfying its recommendation by simply explaining the assumption at this stage of retaining the existing Madingley Road Park and Ride site.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, reported that, since the meeting of the Joint Assembly, officers had reflected on the Assembly's proposal and now recommended its inclusion as part of the consultation.

The Executive Board supported recommendations (i) and (ii), as above.

Councillor Bick reported that the Assembly discussed the relationship of the proposed online and offline busway options to cycling provision. It was understood at the meeting of the Assembly that cycling and pedestrian provision would be made in the case of each option and its scope in each case would be indicated as part of the consultation process. The Joint Assembly sought the Board's agreement to this approach.

The Executive Board supported this approach.

The Assembly also identified in its discussions that reliability was as important as journey time for the choices people made about mode of transport. As the approach underlying the City Deal investments was to encourage modal shift to public transport, officers agreed to ensure that this was adequately reflected as a variable against each of the options going into consultation. The Joint Assembly sought the Board's agreement to this approach.

Councillor Steve Count, Leader of Cambridgeshire County Council, made the point that reliability and journey time were both very important considerations. The Executive Board therefore supported the approach proposed by the Joint Assembly, subject to making it clear that reliability and journey time were both very important considerations.

The Assembly also discussed the overall project timetable incorporated in the report and, noting its length, wished to pressure-test it to see if it could be accelerated. The Assembly therefore recommended that officers should be instructed to produce a revised timetable based on 'approval of the City Deal Executive Board final scheme' being in May or October 2016, rather than December 2016 as currently shown, and explain what would need to change to achieve this timetable for the Executive Board to consider.

Councillor Herbert agreed that officers should be asked to investigate the potential of a more aspirational timetable in terms of the scheme completion date.

Mr Hughes indicated that he would review the timetable, but highlighted the stages of the process that needed to be followed with a scheme as significant as this, including the timeframe necessary to allow for public consultation. He emphasised that this was already a challenging programme as it stood and did not want expectations to be raised.

Councillor Count made reference to the imminent appointment of the City Deal Director who he felt should be responsible for ensuring that the delivery of schemes was in accordance with agreed timescales and that the Board should be informed as early as possible should delivery dates for each stage of a scheme not be reached.

In relation to the process of developing detailed designs following the initial public consultation, the Assembly recommended that the public consultation should establish an officer Project Board to develop the project and proposals agreed by the Executive Board, which would sit alongside a Local Liaison Forum to be established (as with other major projects) consisting of local County, City and District members, parish representatives and other key stakeholders, to exchange information and ideas on the project and ensure there was full information as it progressed. In addition to this, it may be appropriate to establish a task and finish Member Working Group for particular issues and the need for this should be established on an ad hoc basis.

John Bridge, Chairman of the Cambridge Chamber of Commerce, felt that the establishment of a Local Liaison Forum would create an additional layer of unhelpful bureaucracy, considering there was a Joint Assembly in place already and that there would be two public consultations carried out on the scheme.

Mr Hughes explained that, in his experience of managing major transport infrastructure schemes, it was extremely useful to have liaison in this format with local Members and other key stakeholders. It ensured that information was shared regularly and helped identify issues or problems at an early stage, assisting with the delivery of schemes in accordance with set timescales. He made it clear that these Liaison Forums would not be decision-making bodies and would only be in place to facilitate an exchange of information at a local level.

Councillor Ray Manning, Leader of South Cambridgeshire District Council, agreed with Mr Bridge and was deeply concerned that the establishment of a Local Liaison Forum would actually cause the project to slip behind schedule because of additional bureaucracy.

It was agreed that officers be asked to provide more detailed information on the role, remit and makeup of the Local Liaison Forum.

John Bridge and Councillor Ray Manning requested that it be recorded in the minutes that they did not support the establishment of a Local Liaison Forum.

The Assembly considered a number of other matters tangential to the launch of consultation on improvements to the A428 and Madingley Road Corridor Scheme and recommended that it should encourage Cambridge University (the freeholder of the existing Madingley Road Park and Ride site) to discuss with the City Council's Planning Department how the site might be developed for residential development (including for affordable housing, and all in a manner that reflects the aims and aspirations of the Greater Cambridge City Deal) if the Park and Ride was closed in the context of the opening of a new site at Madingley Mulch and if the existing site was to revert back to the University.

The Executive Board supported this recommendation, in principle.

The Joint Assembly recommended that it should instruct officers to bring a report to the September cycle of Joint Assembly and Executive Board meetings containing an initial and high-level appraisal of the technical implications and costs of creating bus-only sliproads:

- (i) at M11 junction 13: when turning off the A1303 (going east) onto the M11 (going south);
- (ii) at the M11 junction 13: creating a bus lane alongside the existing sliproad off the M11, which would get priority treatment at the traffic lights;
- (iii) at M11 junction 11: turning off the M11 (going south) between the existing farm and footbridge and the existing sliproad, then going round the corner of the farmland at Trumpington Meadows, running parallel to (as west of) Trumpington Road, and entering the Trumpington Road Park and Ride thence joining up to the Guided Busway.

It was noted that this would be a very high-level piece of work, which could be reported to the October cycle of meetings, and that it would be separate to the A428 and Madingley Road Corridor Scheme.

Councillor Count was concerned that this piece of work was being considered at this stage when it had not been evaluated amongst other schemes that were initially considered as part of the tranche one programme.

The Executive Board agreed that this was a significant part of the corridor and, in view of the high-level nature of the piece of work, supported the recommendation.

Discussion ensued on the consultation process itself, in terms of where it would be advertised and how far-reaching it would be in terms of those people asked to provide a response, accepting that the A428 and Madingley Road Corridor impacted people living outside of the Greater Cambridge area. Mr Hughes reassured the Board that the consultation would be advertised on the County Council's website in the usual way that all other major transport infrastructure schemes were. Councillor Herbert made it clear that the consultation would be open to anyone.

It was suggested that responses to the consultation should be published online, enabling people to view responses that had already been received before making a submission themselves. The Board asked officers to investigate this approach and it was noted that this would only be able to occur for those responses that had been submitted electronically via the County Council's consultation website.

The Chairman summarised that the Executive Board:

- (1) **NOTED** the findings from the initial engineering assessment and technical study.
- (2) **APPROVED** the public consultation on the options set out in the report.
- (3) **AGREED** to receive a report on consultation later this year on a preferred option, or options, for full business case development.
- (4) **AGREED** that the public consultation should:
 - (i) include a question asking about the public's views of the optimum location for the new Park and Ride at Madingley Mulch;
 - (ii) contain a discussion or analysis of the benefits/disadvantages of retaining/closing the existing Madingley Road Park and Ride site.
- (5) **AGREED** that cycling and pedestrian provision would be made in the case of each option and its scope in each case would be included as part of the consultation process.
- (6) **AGREED**, in support of the Joint Assembly's comments regarding the encouragement of modal shift, that reliability and journey time were both very important considerations.
- (7) **AGREED** to ask officers to investigate the possibility of uploading responses to the consultation onto the County Council's website, in order that they could be viewed online during the consultation process.
- (8) **AGREED** to ask officers to review the timetable set out in the report with a view to being more aspirational with regard to the scheme completion date, also ensuring that the Board received early notification of minimum delivery dates for each stage not being reached.
- (9) **AGREED** to ask officers to provide more detailed information on the role, remit and makeup of the Local Liaison Forum proposed to be established to exchange information and ideas on the project with local County, City and District Members, parish representatives and other key stakeholders.
- (10) **AGREED**, in principle, that Cambridge University (as freeholder of the existing Madingley Road Park and Ride site) should be encouraged to discuss with the City Council's Planning Department how the site might be developed for residential development (including for affordable housing and all in a manner that reflected the aims and aspirations of the Greater Cambridge City Deal) if the Park and Ride facility was closed in the context of the opening of a new site at Madingley Mulch and if the existing site was to revert back to the University.

- (11) **AGREED** to instruct officers to submit a report to the October cycle of Joint Assembly and Executive Board meetings containing an initial and high-level appraisal of the technical implications and costs of creating bus-only slip-roads at:
- (i) the M11 junction 13: when turning off the A1303 (going east) onto the M11 (going south);
 - (ii) the M11 junction 13: creating a bus lane alongside the existing sliproad off the M11, which would get priority treatment at the traffic lights;
 - (iii) the M11 junction 11: turning off the M11 (going south) between the existing farm and footbridge and the existing sliproad, then going round the corner of the farmland at Trumpington Meadows, running parallel to (and west of) Trumpington Road, and entering the Trumpington Road Park and Ride thence joining up to the Guided Busway.

10. **PROPOSAL FOR CONSULTING ON CAMBRIDGE CITY CENTRE ACCESS MEASURES**

The Executive Board considered a report which outlined proposals to develop a strategy for addressing the congestion that occurred regularly in Cambridge City.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, presented the report and reminded Members that congestion was a significant issue within the morning and evening peak periods in Cambridge which, in the long run, would harm business and the environment.

An initial consultation to develop a strategy to address this issue was agreed at the Board's last meeting, following which officers had been looking at development of the strategy options and consultation.

It was proposed that the following three stage approach to the development of this strategy be followed:

- an initial workshop of Joint Assembly and Executive Board Members to be held during June, informed by work undertaken so far on the extent of the problems and some new analysis of the current level of congestion;
- subsequent engagement with a range of the largest traffic generators in the city, such as major employers and academic institutions, schools and retailers. This would seek to develop plans with them on how their actions could address the congestion problems and what measures would need to be introduced in addition through the City Deal;
- following this engagement activity, a wider public consultation exercise would be undertaken to test the developing solutions.

It was proposed that implementation of an agreed strategy would take place over at least the first five years of the City Deal programme and a series of shorter and longer term measures was likely.

Councillor Tim Bick, Chairman of the Joint Assembly, reported that the Assembly considered this report at its meeting on 3 June 2015. Members of the Assembly welcomed the report and supported the recommendations contained within it.

The Executive Board:

- (1) **APPROVED** the process for developing the strategy to address congestion issues in Cambridge City.
- (2) **APPROVED** the development plans for an initial engagement exercise with key traffic generators in Cambridge City followed by a public consultation.

11. **BUSINESS CASE FOR THE FORMATION OF THE GREATER CAMBRIDGE CITY DEAL HOUSING DEVELOPMENT AGENCY**

The Executive Board considered a report which set out the business case for the formation of the Housing Development Agency.

Alex Colyer, Executive Director (Corporate Services) from South Cambridgeshire District Council, presented the report and informed the Board that the business case had been submitted to this body for consideration ahead of the three partner Councils as agreed at the previous meeting.

Alan Carter, Head of Strategic Housing at Cambridge City Council, reminded the Board that the essential requirements for an organisation to successfully develop housing were land (subject to planning approval), funding, skills, knowledge and experience. Partners represented on the Greater Cambridge City Deal owned land in the Greater Cambridge area and had access to different funding streams. The skills and capacity of the three partner Councils would be optimised and combined as part of the Agency as a shared service, initially, to drive delivery of the additional houses that had been committed as part of the City Deal objectives.

The business case itself was based on a target programme of at least 4,000 homes by 2031, which equated to an average of 250 homes per year. The business case also set out a self-sustainable funding model, with operational costs covered by fees charged to each capital development scheme. It was emphasised that the Agency would be commercially focused.

Options in the business case set out a collaborative model, a shared service model or a wholly partner owned local company model for the Housing Development Agency, with the shared service model recommended at this stage with a view to progressing to a partner owned local company.

Councillor Tim Bick, Chairman of the Joint Assembly, reported that the Assembly at its meeting on 3 June 2015 welcomed this report.

John Bridge, Chairman of the Cambridge Chamber of Commerce, questioned the phasing of recruitment for the Housing Development Agency in terms of the appointment of the Managing Director, which he felt should be done earlier in the process. Mr Colyer reported that a senior person should be appointed to lead the Agency earlier than originally anticipated.

Members of the Board expressed their support for the business case, acknowledging the importance of this aspect of the City Deal.

The Executive Board **NOTED** the report and welcomed the business case.

12. SKILLS

The Executive Board considered a report which outlined proposals for a Skills Service for the Greater Cambridge area.

Graham Hughes, Cambridgeshire County Council's Executive Director of Economy, Transport and Environment, presented the report and referred to a working group that had been established consisting of Joint Assembly and Executive Board Members. This group had met twice to consider options for the proposed City Deal Skills Service.

The business model for the Skills Service was set out in the report, which would act as an integrator and facilitate connections between schools, colleges and employers. This sought to guide students from education into working life, design curricula that fit local business needs, gather and share information on labour market trends and employer requirements, help young people think more strategically about their futures and provide activity programmes that offered students opportunities to improve their employability and careers awareness. This approach had been unanimously supported by the working group.

Councillor Tim Bick, Chairman of the Joint Assembly, provided an update following consideration of this report at the meeting of the Assembly held on 3 June 2015. He reported that Members welcomed the report, supporting its recommendations, and proposed that a Cambridge Area Partnership Secondary Head Teacher be co-opted onto the Working Group. John Bridge, Chairman of the Cambridge Chamber of Commerce, suggested that the current Chairman of the Cambridge Area Partnership would be an appropriate appointment.

Councillor Lewis Herbert, Chairman of the Executive Board, sought clarity over the figures set out in the report and asked whether this would be sufficient for the Skills Service to operate effectively. Mr Hughes confirmed that the funding set out in the report would enable the Skills Service to deliver what it had been set up to achieve.

The Executive Board **AGREED**:

- (1) To adopt the model of the Skills Service and its governance described in the report.
- (2) To request that officers establish it so that it can start work at the beginning of the next academic year (September 2015).
- (3) That a Cambridge Area Partnership Secondary Head Teacher be co-opted onto the Working Group, with the current Chairman of the Cambridge Area Partnership being the Executive Board's suggested nominee.

13. GREATER CAMBRIDGE CITY DEAL WORK PROGRAMME AND SCHEDULE OF MEETINGS

The Executive Board noted the City Deal work programme and agreed to cancel its meeting scheduled to be held on 9 September 2015. Future meetings were therefore confirmed as follows:

- 4 August 2015 – 2pm (Cambourne)
- 1 October 2015 – 2pm (Cambridge)
- 3 November 2015 – 2pm (Cambridge)
- 3 December 2015 – 2pm (Cambourne)

The Meeting ended at 4.35 p.m.

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Agenda Item 4

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 5

Report by the Chairman of the Greater Cambridge City Deal Joint Assembly on the meeting held on 15 July 2015

Item 6 Chisholm Trail links

The prospect of this scheme being realised was widely welcomed by members of the Assembly. There was general agreement with Jim Chisholm who made a statement to us, that it represented a major boost to modal shift from cars to bicycles by providing a continuous, long distance, mainly dedicated route, offering safety and convenience in an attractive environment, thereby mitigating road congestion. It had the potential to play directly into the needs of cross-city commuters and would also encourage recreational cycling and enjoyment of open spaces.

We received a representation from Cambridge Past Present and Future which owns the Grade 1 listed Leper Chapel beside Newmarket Road. Members recognised that the Chisholm Trail's impact on the chapel and its setting was a critical factor to be addressed as the scheme is further developed. It was felt that provided the right alignment and treatment could be agreed, there was a mutually beneficial opportunity for improved public awareness and appreciation of the chapel. We were assured by officers that specialist advice was available both to the transport planners and Cambridge PPF, but that it would be supplemented if necessary; and that they would be continuing to work closely with Cambridge PPF. **We would urge the Board to endorse these points along with their decision. (A)**

In relation to the Leper Chapel, just as with other potential issues that might arise with other parts of the trail, the Assembly was assured by officers that although there is a clearly proposed route for the scheme, variations could be envisaged and information about them would be supplied to the public. Assembly members were keen for the future process to be an open one. **We would urge the Board to support this. (B)**

In the light of the above, the Assembly felt that the recommendations suggested to it by officers were not clear enough. It would not be appropriate to approve the route at this stage; but it would be appropriate to approve it to go forward to consultation. It therefore amended it and unanimously agreed to recommend that the Board: **(C)**

- (a) Approves the proposed route option for the Chisholm Trail *for the purposes of consultation.***
- (b) Gives approval to proceed to consultation on the route in the Autumn 2015.**

Item 7 Cross-city cycle improvements

The Assembly welcomed this report and the approach it took to complement cycling provision that was expected through other projects within an overall citywide programme. A number of members spoke about the way the connecting up of isolated examples of good cycling infrastructure would multiply the benefit from past and future investment.

The Assembly therefore unanimously agreed to recommend that the Board: **(D)**

- (a) Approves the choice of the proposed priority strategic cross-city cycle schemes as set out in the report.**
- (b) Approves the public consultation on the schemes as set out in the report.**
- (c) Agrees to receive a report on the consultation results of each scheme and endorse the findings.**

Item 8 Smarter Cambridgeshire work stream

The Assembly welcomed this report and voted unanimously to recommend that the Board: **(E)**

- Approves the establishment of a Smarter Cambridgeshire work stream for Greater Cambridge, as outlined in Appendices A and B of the report, to be overseen within the City Deal governance arrangements.**

Item 7 Greater Cambridge City Deal Work Programme and Schedule of Meetings

The Assembly noted the work programme and agreed to cancel its meeting scheduled for 25 August 2015.

Agenda Item 6



Report To: Greater Cambridge City Deal Executive Board

4 August 2015

Lead Officer: Graham Hughes, Cambridgeshire County Council

Workstream ref.: 14 – Chilsholm Trail cycle links

The Chisholm Trail

Purpose

1. It was agreed at the Greater Cambridge City Deal Executive Board meeting of 28th January 2015 that The Chisholm Trail should form part of the City Deal prioritised programme. This report summarises for the Executive Board members the recommended route of The Chisholm Trail to be taken forward to public consultation.

Recommendations

2. The Board is asked to note the contents and:
 - a) Approve the proposed route option for the Chisholm Trail
 - b) Give approval to proceed to consultation on the route in the Autumn 2015

Reasons for Recommendation

- a) Safer, direct and more convenient largely off-road route for cycling and walking;
- b) Improved access to green spaces, employment areas, retail sites and residential centres;
- c) Links into a network of existing cycle routes;
- d) Minimal impact on motor traffic journey times;
- e) Enhancement of the environment, streetscape and air quality.
- f) Provide a link from the main Cambridge Railway Station to the new rail station at Chesterton;
- g) Create more capacity for sustainable trips along the rail corridor;
- h) Links to strategic priorities for City Deal Cross City cycle improvements

Recommendations from the City Deal Joint Assembly

The Joint Assembly recommended that the Executive Board:

- (a) Approves the proposed route option for the Chisholm Trail for the purposes of public consultation.
- (b) Gives approval to proceed to consultation on the route in the Autumn 2015.

Background

3. Cambridge is unique in this country in having a very significant level of cycling. The 2011 Census revealed that 29% of journeys to work were made by bicycle, an increase of some 12% (from 26%) in a decade. Within Cambridge, the challenge is to maintain and increase the already high levels of cycling by improving links and routes and addressing safety and parking issues.
4. In March 2014, Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). TSCSC sits under Cambridgeshire's Third Local Transport Plan (LTP3) and alongside the Cambridgeshire Long Term Transport Strategy (LTTS). A refreshed LTP3 and the LTTS were both adopted in November 2014. Together, these set out the vision, high level principles, policies and strategy approach for transport in Cambridgeshire.
5. It is from these overarching documents, particularly TSCSC, that the City Deal's transport infrastructure investment programme has been drawn. It therefore has a strong policy basis.
6. Page 4-24 of TSCSC of the cycling strategy can be summarised in the following way:
 - Cycle safety measures at major junctions which could include innovative solutions such as separate signals for cyclists.
 - Safe, convenient and frequent crossings for pedestrians, employing zebra crossings where possible and a pedestrian phase at signalised junctions.
 - Review of on road car parking on roads forming part of the city cycle network to improve cycle provision.
 - Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.
 - Provision of additional links on the existing network to join up key destinations that are already partially served by the network (for example The Chisholm Trail).
 - As part of the wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate.
 - Increasing cycle parking capacity so this does not present a major barrier to certain cycling trips.
 - Working with Cambridge City Council to investigate opportunities for new city centre cycle parks or expansion of existing cycle parks.
 - Working towards 20mph speed limits on all but major routes, which will make cycling safer and more attractive.
 - Improving publicity and the legibility of the pedestrian and cycle network – in particular improving signage, providing information to tourists/visitors and marketing and promotion to new residents.
 - Working with partners from Public Health to publicise the health benefits associated with cycling and walking.

More details at this link:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

7. The Transport Strategy for Cambridge and South Cambridgeshire was prepared in parallel with the Cambridge and South Cambridgeshire Local Plans that were submitted for examination in March 2014. The submitted Cambridge and South Cambridgeshire Local Plans are planning for 33,000 new homes and 44,000 new jobs by 2031. The growth proposed in these plans will only be deliverable and

supported if suitable transport measures and investment are led, coordinated and delivered. The Plans include policies requiring sustainable transport modes including cycling.

Economic Case

8. There have been a number of economic studies recently all concluding that cycling schemes offer very high Benefit-Cost Ratios (BCRs), thus, offering very good value for money compared to other types of transport schemes. HS2 for instance has a BCR of 2.3:1, whereas the Department for Transport found that schemes nationally across its' Cycle City Ambition programme have BCRs on average of 5:1, with schemes in Cambridge found to be as high as 35:1.
9. The benefits to the economy around investing in new high quality cycle links to get more people cycling are: reduced traffic congestion, savings to health/NHS, reduced land use demands for car parking spaces, enabling people across the social spectrum to access employment and training by improving their mobility options, reduced employee absenteeism and improved productivity. In addition other benefits include increased independence particularly for young people, and improvements to air quality. Improved conditions for cyclists will generally mean improvements for pedestrians as well.
10. In Cambridge with an established cycling culture, network improvements in terms of safety and convenience, are likely to get more people to cycle. Consultations have revealed that there is a large group of people who would like to cycle, but currently do not, and they would cycle if conditions could be made safer by providing largely traffic free cycle routes so that cyclists are segregated away from motor traffic.

Evolution of the Chisholm Trail

11. The Chisholm Trail was conceived by cycling campaigner Jim Chisholm in the late 1990s. The thinking behind the Trail is to provide a strategic transport corridor that is largely traffic free that could link up key destinations, including employment sites across the city. This would mean that vulnerable road users would be able to avoid heavy traffic and junctions, whilst the route itself would serve to encourage increased sustainable transport journeys and thus relieve congestion, boost public health and make for more reliable journeys.
12. Added benefits of the project are the promotion of multi modality (allowing easy access to rail stations by foot and cycle), the opening up and linking of green spaces, and the possible creation of pocket parks giving scope for public art and other initiatives and projects. This is a robust model; the Promenade Plantée in Paris and the recently opened 606 in Chicago have enabled alternative transport and leisure routes along railway corridors. The trail will also serve to link new developments thus encouraging more residents to adopt sustainable transport modes. The Chisholm Trail is very much a strategic route that links new developments, employment sites and has direct linkages to other City Deal projects.
13. Consultants Atkins were tasked with developing a feasibility report in 2009. This identified the fact that lots of parcels of private land are needed to provide a largely traffic free route, and it confirmed that much of the land needed is in the ownership of Network Rail. It also highlighted areas for which land was not available because of other residential or commercial developments built close to rail land effectively blocking the most direct and desirable route.

14. Following the Atkins report of 2009, officers have continued to progress the proposals and there has been some discussion around specific new and potential developments such as CB1, developments on Devonshire Road, and the City Council Depot. Cambridge Cycling Campaign, Sustrans and other groups have also fed in their ideas and thoughts at regular intervals as well.
15. The Chisholm Trail has very much been a 'live' project since 2009 and an established scheme, but until now tactically it has been a case of awaiting certain developments to come forward to enable the delivery of discrete sections. As a City Deal project a more proactive approach will be adopted to actively secure land needed for the whole route, along with necessary consents and permissions, to work towards delivery of the whole project.

Route selection

16. In 2012 The Chisholm Trail as a strategic transport route was added to the emerging Cambridge City Local Plan. A Basic Asset Protection Agreement was signed with Network Rail, and work began to identify potential delivery options. The trail will be a largely off road route, from the current mainline rail station to the area of the proposed Cambridge North Station in Chesterton. In 2014 a number of potential routes were assessed, and this led to the basis of the proposed option route discussed below.
17. Once approval for funding was granted in January 2015, officers considered it appropriate to bring on board further expertise to the project in order to develop in more detail the preferred, ambitious, but deliverable greenway route. John Grimshaw CBE, founder and former president of Sustrans was commissioned. He has many years' experience in delivering new cycle routes on or adjacent to railway land, and his current portfolio of work includes developing routes to complement the HS2 project, as well as acting as a Transport Advisor to the Mayor of Bristol.
18. The subsequent work undertaken by the officer team including John Grimshaw Associates involved surveying the outline route and general area over a number of days. A preferred route document was then prepared setting out a number of plans and illustrations of the route, including reference to opportunities for enhancing the local environment and specific consideration to the parcels of land needed, and identification of landowners. The proposed route is summarised on **Plan 1**. The full proposed route document can be seen at this link:
<http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/6>
19. Initial discussions have been held with the landowners, including Network Rail, and at this early stage, signs are encouraging that some form of agreement can be made in each individual case.
20. The views of local Councillors, Stakeholders, residents, groups, Friends Of groups and the wider public will be critical in further developing the project. Areas such as, route alignment, type of provision, path width, decision to segregate or not, surface materials and landscaping will no doubt be debated at length as the project develops.

Consultation

21. Prior to planning permission submission, a full public exhibition will take place to support further development of the preferred route and to fully understand the needs and aspirations of the local and wider communities in the delivery of this strategic route.

Consultation will include:

- Briefings for local representatives incl. Parish Councils and Residents' Associations
- Briefings for key stakeholders, incl. interest groups and businesses
- Press release/social media/web presence using: www.greatercambridgecitydeal.co.uk
- Survey/questionnaire
- Public meetings and exhibitions in places along the consultation corridor
- Displays for public events and to be left in public places
- Direct mail/e-mail, parent-mail
- Advertising incl. Ward / Local area magazines and parish newsletters
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges

Post-consultation -

- Analyse results
- Advertise results through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

22. For the Chisholm Trail to be complete, a crossing over the River Cam will be needed. The Abbey-Chesterton Bridge project is currently underway as a separately funded, standalone development. The delivery of this bridge is anticipated in 2018.

23. £8.4m of City Deal funding has been allocated to this project for Years 1-5.

24. 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 Exhibition	Oct/Nov 2015
4	Planning Application Submission	April 2016
5	Full design of preferred option	By Summer 2017
6	Finalise necessary land and permissions	By Autumn 2017
7	Construction of separate standalone phases	Late 2017 to 2020

Implications

25. There are no significant implications.

26. Next Steps:

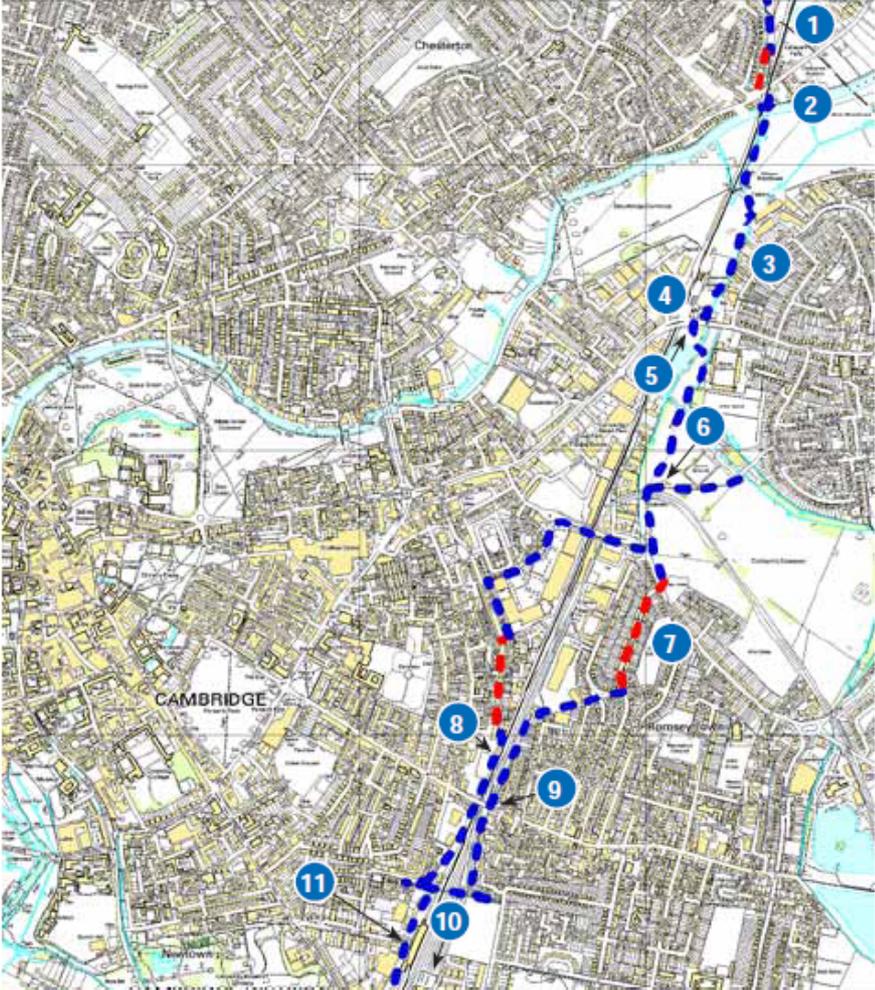
- Further development of proposed option
- Convene Project Steering Group
- Consult with the Public and Stakeholders
- Prepare planning application
- Continue land discussions

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

Plan 1 – 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

Agenda Item 7



Report To: Greater Cambridge City Deal Executive Board 4 August 2015

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

Workstream ref.: I6 – Cross-city cycle improvements

Cross-city cycle improvements

Purpose

1. It was agreed at the Greater Cambridge City Deal Executive Board meeting of 28th January 2015 that Cross-city cycle improvements should form part of the City Deal prioritised programme. This report summarises for Executive Board members the strategic approach and key principles for developing the cross-city cycle improvements programme in Cambridge. It sets out some early work, informed by stakeholder engagement, on the routes which would benefit most.

Recommendations

2. The Board is asked to:-
 - a. Approve the choice of the proposed priority strategic cross-city cycle schemes in the report, (paragraph 13).
 - b. Approve the public consultation on the schemes as set out in this report, (paragraph 17).
 - c. Agree to receive a report on the consultation results of each scheme and endorse the findings.

Reasons for Recommendations

3.
 - a. The proposed priority cross-city cycle schemes represent strategic links to both radial and orbital cycle routes including The Chisholm Trail, especially those to employment or development sites.
 - b. The schemes will be integrated with the cycling improvements delivered as part of the approved City Deal bus priority schemes.
 - c. The chosen schemes were the result of the outcomes of the 7th March 2015 Stakeholder Workshop (details of which are below).

Recommendations from the City Deal Joint Assembly

The Joint Assembly supported the above recommendations.

Background

4. Cambridge is unique in this country in having a very significant level of cycling. The 2011 Census revealed that 29% of journeys to work were made by bicycle, an increase of some 12% (from 26%) in a decade. Within Cambridge, the challenge is to maintain and increase the already high levels of cycling by improving links and routes and addressing safety and parking issues.
5. In March 2014, Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). TSCSC sits under Cambridgeshire's Third Local Transport Plan (LTP3) and alongside the Cambridgeshire Long Term Transport Strategy (LTTS). A refreshed LTP3 and the LTTS were both adopted in November 2014. Together, these set out the vision, high level principles, policies and strategy approach for transport in Cambridgeshire.
6. It is from these overarching documents, particularly TSCSC, that the City Deal's transport infrastructure investment programme has been drawn. It therefore has a strong policy basis which includes:-
7. 4-22 of TSCSC: "The strategy takes a twin tack approach towards walking and cycling. Firstly, it aims to create high quality networks for pedestrians and cyclists that provide routes linking key destinations in Cambridge and the main employment areas, transport interchanges and secondary schools in South Cambridgeshire. Secondly, it seeks to improve the quality of the existing network by embracing contemporary standards, bridging gaps and discontinuities and by improving surfaces".

4-24 of TSCSC summarises the cycling strategy in Cambridge as follows:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

- High quality cycle provision, bringing in Dutch-style segregation along the main radial and orbital roads.
- Cycle safety measures at major junctions which could include innovative solutions such as separate signals for cyclists.
- Safe, convenient and frequent crossings for pedestrians, employing zebra crossings where possible and a pedestrian phase at signalised junctions.
- Review of on road car parking on roads forming part of the city cycle network to improve cycle provision.
- Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.
- Provision of additional links on the existing network to join up key destinations that are already partially served by the network (for example the Chisholm Trail).
- As part of the wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate (seek to ensure bus/cycle lanes are wide enough for a bus to overtake a cyclist without leaving the lane where space constraints allow).
- Increasing cycle parking capacity so this does not present a major barrier to certain cycling trips.
- Working with Cambridge City council to investigate opportunities for new city centre cycle parks or expansion of existing cycle parks.

- Working towards 20mph speed limits on all but major routes, which will make cycling safer and more attractive.
- Improving publicity and the legibility of the pedestrian and cycle network – in particular improving signage, providing information to tourists/visitors and marketing and promotion to new residents.
- Working with partners such as the NHS to publicise the health benefits associated with cycling and walking.

The Transport Strategy for Cambridge and South Cambridgeshire was prepared in parallel with the Cambridge and South Cambridgeshire Local Plans that were submitted for examination in March 2014. The submitted Cambridge and South Cambridgeshire Local Plans are planning for 33,000 new homes and 44,000 new jobs by 2031. The growth proposed in these plans will only be deliverable and supported if suitable transport measures and investment are led, coordinated and delivered. The Plans include policies requiring sustainable transport modes including cycling.

Economic Case

8. There have been a number of economic studies recently all concluding that cycling schemes offer very high Benefit-Cost Ratios (BCRs), thus, offering very good value for money compared to other types of transport schemes. HS2 for instance has a BCR of 2.3:1, whereas the Department for Transport found that schemes nationally across its' Cycle City Ambition programme have BCRs on average of 5:1, with schemes in Cambridge found to be as high as 35:1.
9. The benefits to the economy around investing in cycling networks to get more people cycling are: reduced traffic congestion, savings to health/NHS, reduced land use demands for car parking spaces, enabling people across the social spectrum to access employment and training by improving their mobility options, reduced employee absenteeism and improved productivity. In addition other benefits include increased independence particularly for young people, and improvements to air quality. Improved conditions for cyclists will generally mean improvements for pedestrians as well.
10. In Cambridge with an established cycling culture, network improvements in terms of safety and convenience, are likely to get more people to cycle. Consultations have revealed that there is a large group of people who would like to cycle, but currently do not, and they would cycle if conditions could be made safer by segregating cyclists from motor traffic.

Proposed Priority Strategic Cross-City Cycle Programme

11. On 7th March 2015 a Stakeholder Workshop was organised with invitations sent out to officers of County Council, City Council and South Cambridgeshire District Council, as well as members of the City Deal joint assembly, large employers in the City and representatives of cycling groups. The session scoped out which schemes should constitute the programme of cross city cycling improvements.

Appendix 1 lists the attendees of the session. Through the workshop exercises a list containing both priority cross-city cycle routes, key junctions and strategic links to radial and orbital routes emerged.

12. In addition to the workshop session, the schemes coming forward from that session were scored by County and City officers against the criteria previously agreed for cycling schemes by the Cambridge Environment and Traffic Management Area Joint Committee (AJC). The scoring methodology is shown in **Appendix 2**.
13. The scores from the workshop session and from the AJC scoring process were then brought together in a single spreadsheet, together with comments. This can be seen in **Appendix 3**.
14. Interestingly many of the top scoring schemes in the list fall into the geographic area of other City Deal projects, such as Milton Road for instance. This underlines the need to endeavour to provide good quality provision for cyclists within the schemes that (in terms of their scheme titles) may appear to be more focussed around improving bus provision. It is therefore proposed not to take forward any of these schemes purely as cross city cycling projects, but to reinforce a commitment to incorporate improved cycling facilities into the more bus focussed projects.
15. A number of high scoring schemes in the list are already in the County Council's programme for improvements, including the Robin Hood junction for which options are now being developed by the Traffic Signals Team, and options to improve Lensfield Road/Fen Causeway double mini roundabouts are being developed by the Road Safety Team.
16. The schemes listed in Appendix 2 shown with a grey background are the schemes recommended to take forward as part of this project, together with two reserve schemes. More details of these schemes are below.
17. Budgets have been applied to the recommended schemes by officers based upon costs from other recent schemes, though it is hard to accurately allocate costs until some design work and consultation has been undertaken.
18. £4m of City Deal funding has been allocated to this project for Years 1-5.
19. The recommended priority cross-city cycle schemes to take forward, shown on **Plan 1** are:

Fulbourn/Cherry Hinton Eastern Access

Brief Description of scheme: The growth of housing and employment sites in the Cherry Hinton and Fulbourn Road area, such as the expansion of the ARM headquarters, will put further pressure on radial and local roads. Section 106 funded cycling improvements are currently being developed for Cherry Hinton High Street, Queen Edith's Way and the Robin Hood junction. City Deal funding would mean the improvement of cycleways on Fulbourn Road, and an upgrade of existing links to parallel cycle routes in the Cherry Hinton area. This would ensure greater access to the city centre by bicycle and go a long way towards the completion of the cycleway network in this part of South East Cambridge. Furthermore, it would maximise the opportunities to combine some of the consultation, design and construction work for the S106 schemes.

Estimated cost: £650,000

Hills Road/Addenbrooke's Corridor

The existing cycle facilities at the junction of Hills Road/Long Road/Queen Edith's Way are poor, as are the links from it to the surrounding area. This is a key junction for people accessing local schools and sixth form colleges, and Cambridge Biomedical Campus. With City Deal funding, it would be possible to provide advanced cycle lanes at this junction and better cycle links to the Biomedical Campus. Crucially, it would mean a design solution for the unique diagonal movement of cyclists from Hills Road towards the Biomedical Campus.

Estimated cost: £900,000

Links to East Cambridge & National Cycle Network 11

NCN 11 runs parallel to the river Cam and connects the City Centre with east Cambridge. When cyclists reach Ditton Lane, they face many difficulties: steep approaches, substandard crossings, heavy traffic on a very narrow road and no link north to Fen Ditton and the new cycleway to Horningsea. Many of these cyclists wish to reach Newmarket Road P&R, Marshalls and other employment sites, and in future the new Wing development. With City Deal funding, a series of measures could be implemented to provide vital improvements to NCN 11 and the links to the local area.

Estimated cost: £600,000

Arbury Road Corridor

Increased traffic from the housing growth sites in north Cambridge will put extra pressure on Arbury Road. The existing cycling infrastructure is discontinuous and of very poor quality. Funding would allow the development and investigation of options and the delivery of a scheme which would encourage new cycling by current and future residents from the local area, from the growth sites and from villages to the north and the Guided Busway.

Estimated cost: £900,000

Links to North Cambridge Station and the Science Park

Green End Road is heavily used by cyclists heading to the Science Park, Cambridge Business Park and the Guided Busway from the City Centre. In coming years, it will be a major cycle route, along with Nuffield Road, to access the new North Cambridge rail station. Section 106 funded feasibility work including a topographic survey has already been undertaken. This has revealed adequate space to install segregated cycle lanes on Green End Road to improve safety and improve the attractiveness of this route. City Deal funding would allow this work, and improvements to Nuffield Road, to be carried out.

Estimated cost: £725,000

20. In addition it is recommended that funding of £25,000 be set aside for cycle parking across the city, as well as a sum of £200,000 to implement minor improvements such as improvements to cut-throughs in housing estates, approaches to footbridges and commons, and other measures that for a low cost make improvements to the cycling network. The County and City Councils have been developing and delivering a programme of such improvements for many years and the additional City Deal monies will secure the funding for the programme moving forward.
21. It is recommended that a number of reserve schemes be considered as well in case delivery proves difficult for the other schemes, or in case schemes come in under budget. The recommended reserve schemes are:

Huntingdon Road/Victoria Road

The Huntingdon Road/Victoria Road junction is a significant barrier to the City Centre for less confident cyclists from the north Cambridge area (which will soon include the NW Cambridge and Darwin Green developments). With City Deal funding, the existing Huntingdon Road cycleway scheme could be extended to improve the approach to this junction.

Estimated cost: £200,000

A1309 Trumpington High Street

The A1309 Trumpington High Street is one of the major routes into Cambridge from the M11 and the new housing developments on the south-west edge of the city. Facilities for cycling along the High Street are very poor with an intermittent, narrow on road cycle lane. City Deal funding would allow for some studies, consultation and design work to see if better facilities can be installed; these would then provide a vital link to the existing cycleways north and south of the High Street.

Estimated cost: £300,000

22. Programme

The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Options developed for each scheme	By December 2015
3	Public consultation and Exhibition	Jan/Feb 2016
4	City Deal Executive Board approval to construct	April 2016
5	Complete detailed designs	By Summer 2016
6	Construction of schemes	Late 2016 to 2019

23. Implications

There are no significant implications.

24. Consultation

Public consultation on the above schemes is proposed to take place early in 2016. The purposes of the consultation include:

- a. To engage with key stakeholders, the public and all interested parties in the consultation on proposals for the proposed priority strategic cross-city cycle schemes.
- b. To ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.
- c. To provide unbiased, appropriate, timely, and clear information in plain English on the proposed options for the corridors.

Where possible the schemes will be consulted on together to make more efficient use of staff resources and to give the more public more materials on which to comment, thus making for a more interesting and extensive consultation.

25. Engagement

Consultation arrangements will include the following:

- Briefings for local representatives including Residents' Associations
- Briefings for key stakeholders, incl. interest groups and businesses
- Press release/social media/web presence using www.greatercambridgecitydeal.co.uk
- Survey/questionnaire
- Public meetings and exhibitions in places along the consultation corridors
- Displays for public events, and consultation materials to be displayed in public places such as Cambridge Central Library
- Direct mail/e-mail, parent-mail
- Advertising incl. District magazines and parish newsletters
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges

Post-consultation

Following consultation, the following steps will be undertaken:

- Analyse results of public consultation
- Pre and post-implementation monitoring of proposed priority strategic cross-city cycle schemes
- Advertise results through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

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

Appendix 1 – Stakeholder Workshop attendees

City Deal Assembly members

Cllr Noel Kavanagh
Cllr Maurice Leeke
Cllr Martin Smart

Cambridge City Council Officers

Clare Rankin
John Richards
Ed Byrne

Cambridgeshire County Council Officers

Vanessa Kelly
Grant Weller
Mike Davies
Brian Stinton
Debbie Goodland
Ashley Heller
Richard Ling
Jon Finney
Amanda Mays
Kate Day
Mike Salter

South Cambridgeshire District Council Officers

Claire Spencer
Ed Durrant

Large employers

Katherine Smith (Addenbrooke's)
Amanda Holden (Cambridge University)
Sally Standley (Cambridge University)
Jill Laughlin (ARM)

Cycling Organisations

Robin Heydon (Cambridge Cycling Campaign)
Jim Chisholm (Cambridge Cycling Campaign)
Rupert Goodings (Cambridge CTC)
Rohan Wilson (Sustrans)

Appendix 2 - Cambridge Traffic Management AJC

Cycling Schemes Score Sheet

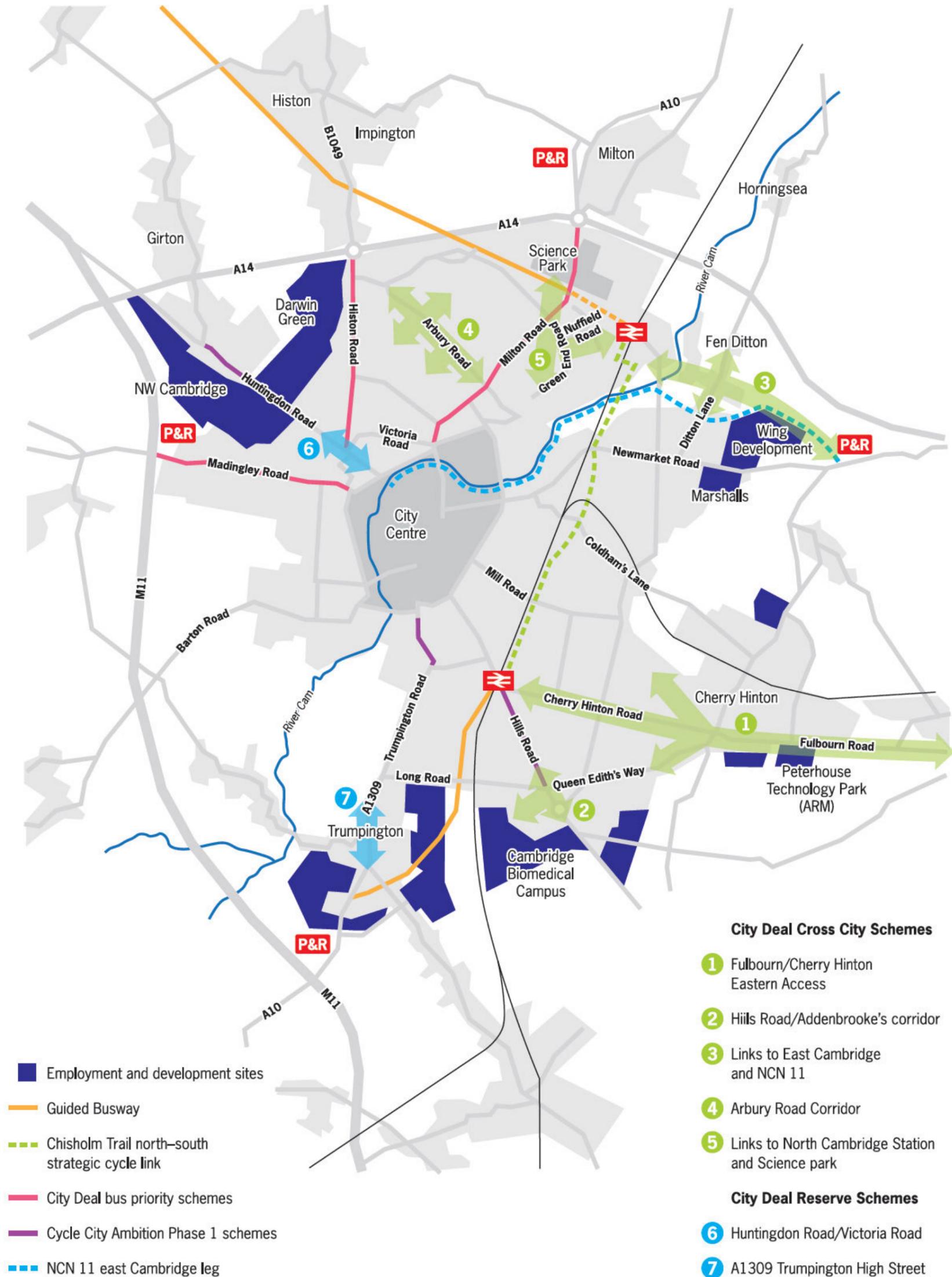
Category	Description	Score
Road Safety	Significant improvement to cyclist safety (+6)	
8 points	Significant improvement to pedestrian safety (+2)	
Cycling Benefits	Provides a new cycle link (+4)	
	Caters for known existing or nearby demand (+5)	
	Likely to generate significant new use / modal shift (+5)	
	Provides a route to school (+3)	
19 points	Links to the National Cycle Network (+2)	
Local Environment	Environmental impact – (Aesthetic considerations, visual intrusion, landscape, habitat creation/destruction, disturbance, quality of life) (+/-5)	
5 points		
Walking	Provides a new / improved facility for pedestrians (+1)	
6 points	Effect on cycle/pedestrian conflict (+/-5)	
Other	Improves accessibility (+4)	
4 points		
TOTAL POINTS	(+42 max)	

Appendix 3 – List of scored schemes

JUNCTIONS & ROUTES	WORKSHOP	AJC APPROVED SCORING					TOTAL SCORE	COMMENTS
	WORKSHOP	ROAD SAFETY	CYCLING BENEFITS	ENVIRONMENT	WALKING	ACCESSIBILITY		
Sainsbury roundabout	18	8	13	4	4	4	51	Consider with Eastern Orbital Bus Route
Eastern Gateway incl East Rd	18	7	11	3	4	2	45	Consider in Newmarket Rd scheme
Fen Causeway/Lensfield Rd rd'abouts	23	7	12	-2	1	1	42	In current works programme
Histon Rd (route)	17	6	14	-2	4	1	40	Consider in Histon Rd scheme
Budgens rd'about	11	6	12	2	2	2	35	Consider with Eastern Orbital Bus Route
Robin Hood junction	13	6	10	0	3	3	35	In current works programme
Staples Corner (rd'about)	10	7	9	3	4	2	35	Consider in Milton Rd scheme
Mill Rd (route)	10	8	9	3	1	3	34	Consider in City Centre capacity project
Addenbrooke's roundabout	15	7	9	-2	1	4	34	Consider with Eastern Orbital Bus Route
Milton Rd (route)	16	4	11	-3	5	1	34	Consider in Milton Rd scheme
MacDonalds roundabout	7	8	12	2	2	2	33	Consider in Newmarket Rd scheme
Coldham's Lane (route)	14	7	8	1	1	1	32	Best delivered with Sainsburys rbt
Fulbourn/Cherry Hinton eastern access	16	5	10	-2	2	1	32	Progress as Cross City project
Addenbrooke's site (routes on & off)	11	5	9	1	3	2	31	Private site - ongoing & future negotiations
Hills Rd/Addenbrooke's corridor (route)	10	6	11	0	2	1	30	Progress as Cross City project
Links to East Cambridge & NCN11 (route)	7	4	12	-2	6	2	29	Progress as Cross City project
Milton Rd/King's Hedges Rd junction	3	8	13	0	3	2	29	Consider in Milton Rd scheme
Four Lamps (rd'about)	4	5	10	3	3	3	28	Consider in City Centre capacity project
Arbury Rd corridor (route)	8	5	12	0	0	3	28	Progress as Cross City project
Links to N Cambridge Station/Science Pk (route)	4	6	12	2	3	1	28	Progress as Cross City project
Mill Rd/East Rd junction	7	6	7	0	4	3	27	Consider in City Centre capacity project
Magdalene St	1	8	9	4	3	3	28	Consider in City Centre capacity project
Mill Rd/Devonshire Rd junction	7	8	7	0	4	0	26	Consider in Chisholm Trail project

JUNCTIONS & ROUTES	WORKSHOP	AJC APPROVED SCORING					TOTAL SCORE	COMMENTS
	WORKSHOP	ROAD SAFETY	CYCLING BENEFITS	ENVIRONMENT	WALKING	ACCESSIBILITY		
Milton Rd/Highworth Ave/Elizabeth Way junction	4	7	10	0	3	2	26	Consider in Milton Rd scheme
Huntingdon Rd/Victoria Rd junction	6	6	10	0	2	1	25	Reserve scheme
Perne Rd/Mowbray Rd (route)	7	3	12	0	3	0	25	Consider with Eastern Orbital Bus Route
Histon Rd/Gilbert Rd/Warwick Rd	5	5	12	0	3	0	25	Consider in Histon Rd scheme
Trumpington High St (route)	8	4	8	0	2	1	23	Reserve scheme
Madingley Rd (route)	7	3	9	0	4	1	24	Consider in Madingley Rd scheme
Radegund Rd/Davy Rd (route)	4	5	10	2	3	0	24	Consider with Eastern Orbital Bus Route
Histon Rd/Gilbert Rd/Warwick Rd	5	5	12	0	3	0	25	Consider in Histon Rd scheme
Victoria Rd (route)	3	6	8	3	2	0	22	Consider for future funding
Hills Rd/Station Rd (route)	6	4	11	2	0	0	23	Consider in Hills Rd scheme
Milton Rd/Arbury Rd/Union Lane junction	4	6	11	0	2	0	23	Consider in Milton Rd scheme
Histon Rd/King's Hedges Rd	3	6	10	0	1	2	22	Consider in Histon Rd scheme
Elizabeth Way (Chesterton Road) roundabout	5	6	10	0	1	0	22	Consider for future funding
Madingley Rd/Northampton St junction	6	4	8	0	0	1	19	Consider in Madingley Rd scheme
Chesterton Rd (route)	5	3	9	0	2	0	19	Consider for future funding
Brooklands Ave (route)	5	4	10	-2	2	0	19	Consider for future funding
Coton Footpath (route)	1	4	9	-2	3	0	16	Consider for future funding

City Deal Cross City Cycle Improvements



Agenda Item 8



Report To: Greater Cambridge City Deal Executive Board 4 August 2015

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

Workstream ref.: D – Smart/digital

Smarter Cambridgeshire Work stream

Purpose

1. The purpose of this paper is to set out a proposal to incorporate a “smart cities” approach within the City Deal programme to help support the delivery of improved transport, skills and housing and unlock further sustainable economic growth within Greater Cambridge.

Recommendations

2. It is recommended that the City Deal Executive board approve the establishment of a Smarter Cambridgeshire work stream for Greater Cambridge, as outlined in Appendices A and B, to be overseen within the City Deal governance arrangements.
3. An overview of potential projects is included as Appendix C.

Reasons for Recommendations

4. Digital technology now underpins almost all aspects of modern living in every sphere across work, travel, leisure and health; and increasingly it impacts on the economic strength, sustainability and quality of life of all parts of the UK and beyond. Emerging “smart cities” technology which is set to have an even greater economic impact in future, builds on this to utilise digital connectivity, sensors and data in innovative ways to support: efficient resource and environmental management; combatting traffic congestion and other city management challenges and engage more directly with citizens.
5. This is particularly pertinent given the strength of the Cambridge business and academic communities with respect to “Internet of Things” (often abbreviated to “IoT”) and associated technology. The Greater Cambridge area has a unique opportunity to become a leading “digital test bed” for smart technology.
6. The academic and business sectors in Cambridge and the surrounding area have long been associated in a global context with pushing the boundaries of technology and being at the forefront of digital innovation. Incorporating a “smart cities” approach within the City Deal programme offers the dual benefit of both drawing on the strengths of the Cambridge research and entrepreneurial community to facilitate

delivery of the City Deal objectives at the same time as supporting the local digital economy by showcasing the work of the technology sector

Recommendations from the City Deal Joint Assembly

The Joint Assembly supported the above recommendation.

Background

7. In late 2011, in line with national government thinking, the leadership at Cambridgeshire County Council recognised that the digital connectivity infrastructure in the county was inadequate and risked damaging the long term economic success of the area. A multi-agency programme - Connecting Cambridgeshire - was established to address the digital connectivity infrastructure shortfall and support better exploitation of digital technology across all sectors.
8. The Connecting Cambridgeshire Programme includes a number of work streams to ensure the county is connected and can benefit from future facing 21st century digital infrastructure and services. One of the strands within the programme has included investigation of “smart” technologies and its relevance for Cambridgeshire and specifically the City Deal Programme.
9. The City Deal Board allocated £20,000 per year for 2015/16 and 2016/17 to develop a Smart Cities work stream and seed fund bids for external funding. A “Smart Cities” workshop was held earlier this year with a number of local expert speakers, at the conclusion of which the City Deal Board and Assembly requested that a “Smarter Cambridgeshire” proposal be developed.
10. The recommendation is for the establishment of a Smarter Cambridgeshire work stream within the City Deal Programme which is closely linked to, but distinct from the Connecting Cambridgeshire which has a wider remit and geographical scope. This enables a closer focus on the objectives and delivery of an initial smart cities work stream

Considerations

11. Given the long term impact of the City Deal Programme it is vital that the major delivery strands relating to skills, transport and housing should be as future proofed as possible. A fully developed Smart Cambridgeshire approach can help to achieve this.
12. However given the current formative and therefore speculative nature of “Smart Cities” technology, combined with the need to focus on the delivery of the first tranches of the City Deal Programme in order to draw down further funding, an iterative and initially relatively small scale approach is recommended.
13. The proposed programme will further develop collaborative partnerships to explore and implement solutions based in the Greater Cambridge area.
14. An initial one-year developmental phase is proposed 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. In parallel the project will convene/participate in a wider exploration of smart city opportunities, including the cross-cutting areas of housing, health & care, skills and environmental management

to feed into the development of a longer term and larger scale smart city strategy to support future phases of the City Deal Programme.

15. In addition to wider collaboration across the local academic and business community the Smarter Cambridgeshire work stream will draw on resources from the Connecting Cambridgeshire Programme team as well as input from the five participating organisations and wider stakeholders in the City Deal Programme (as illustrated in Appendix B)
16. The work stream concepts and overview are set out in Appendix A.
17. The initial objectives of the Smarter Cambridgeshire project, through to September 2016 will be to:
18.
 - (a) Generate an outline “smart architecture” blueprint which will facilitate the delivery of a test bed/demonstrator programme.
 - (b) Establish and deliver an initial one year test bed/demonstrator programme of work packages which implement small scale “smart” solutions, with a focus on transport related opportunities (see Appendix C for example work streams).
 - (c) Establish/ participate in a wider forum for collaboration with and information exchange between complementary work programmes (eg the Mobilising Local Energy Initiative – MLIE) and other initiatives across the wider Cambridge research and development communities to develop and showcase the “smart” credentials and profile of the area.
 - (d) Investigate government, EU and other funding opportunities and co-ordinate funding bids to develop the Smarter Cambridgeshire programme in both the short and medium term
 - (e) Investigate and develop collaboration opportunities with other nearby cities, including Peterborough and Milton Keynes.
 - (f) Develop a longer term smart cities approach which reflects the level of ambition for Greater Cambridge. This will complement and influence the emerging City Deal programme to ensure that “smart” characteristics are incorporated within the overall approach to housing, transport and skills as part of the delivery of the City Deal.

Options

19. The proposal for an iterative approach minimises the resource requirements and enables the early stages of the Smarter Cambridgeshire vision and strategy to be developed and implemented in a manner which minimises the impact on the initial key delivery strands of the City Deal Programme.
20. This also enables a more agile approach which is appropriate to the fast changing and emerging technology development and associated commercial models.
21. An alternative approach would be to build a dedicated Smart Cities team as part of the City Deal Programme. However this would have higher costs, would take longer to set up and would risk disruption to the delivery of the early phases of the City Deal Programme in diverting resource from the agreed schemes.

Implications

22. 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

23. In March this year the City Deal Executive Board agreed an allocation of £20,000 per year for two years which will be used to support the establishment of a Smart Cities initiative within the City Deal Programme.
24. Staff time to support the work stream will be drawn from existing resources, including the Connecting Cambridgeshire Programme, as set out in Appendix B.

Risk Management

25. The Smarter Cambridgeshire work stream is intrinsically speculative and therefore higher risk in terms of delivery, however the proposal has been devised in a manner which minimises risk to other aspects of the City Deal Programme

Equality and Diversity

26. 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. Wider engagement regarding smart city solutions will be incorporated within the work stream where it is feasible to do so.

Climate Change and Environmental

27. There are opportunities to support pilot and trial schemes which include climate change mitigation and environmental management as set out in Appendices A & C.

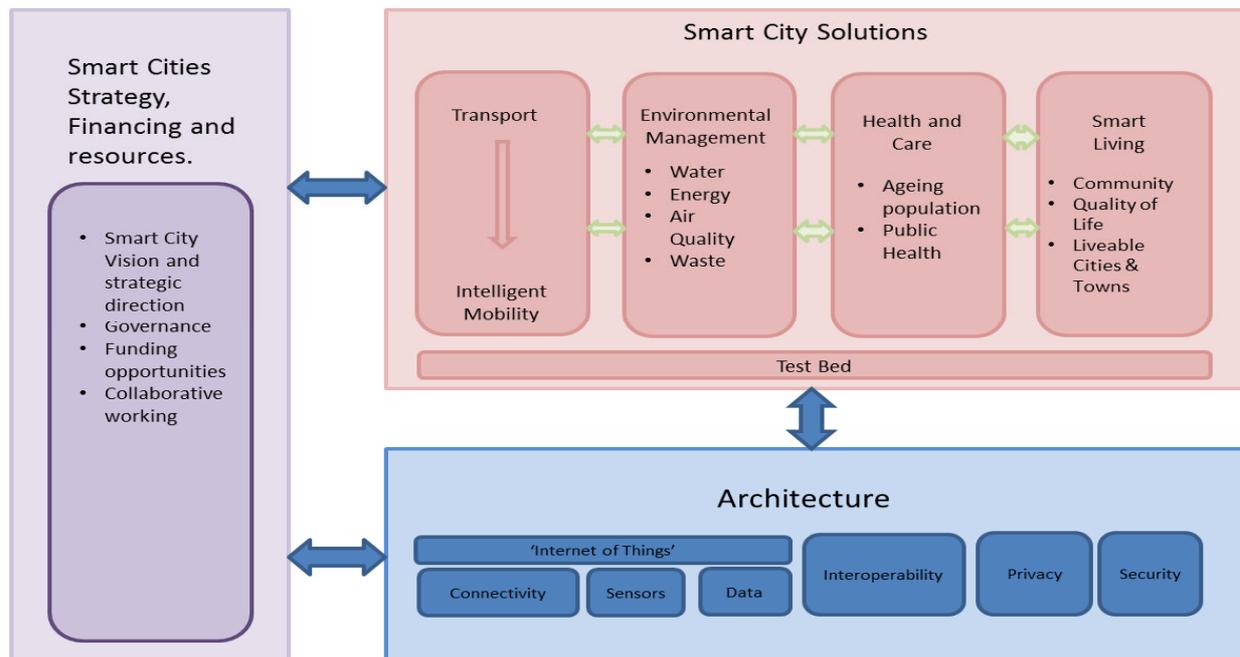
Background Papers

No further background papers have been relied upon in the writing of this report.

Report Author: Noelle Godfrey – Connecting Cambridgeshire Programme Director
Phone: 01223 504143

Appendix A - Work stream concept and overview

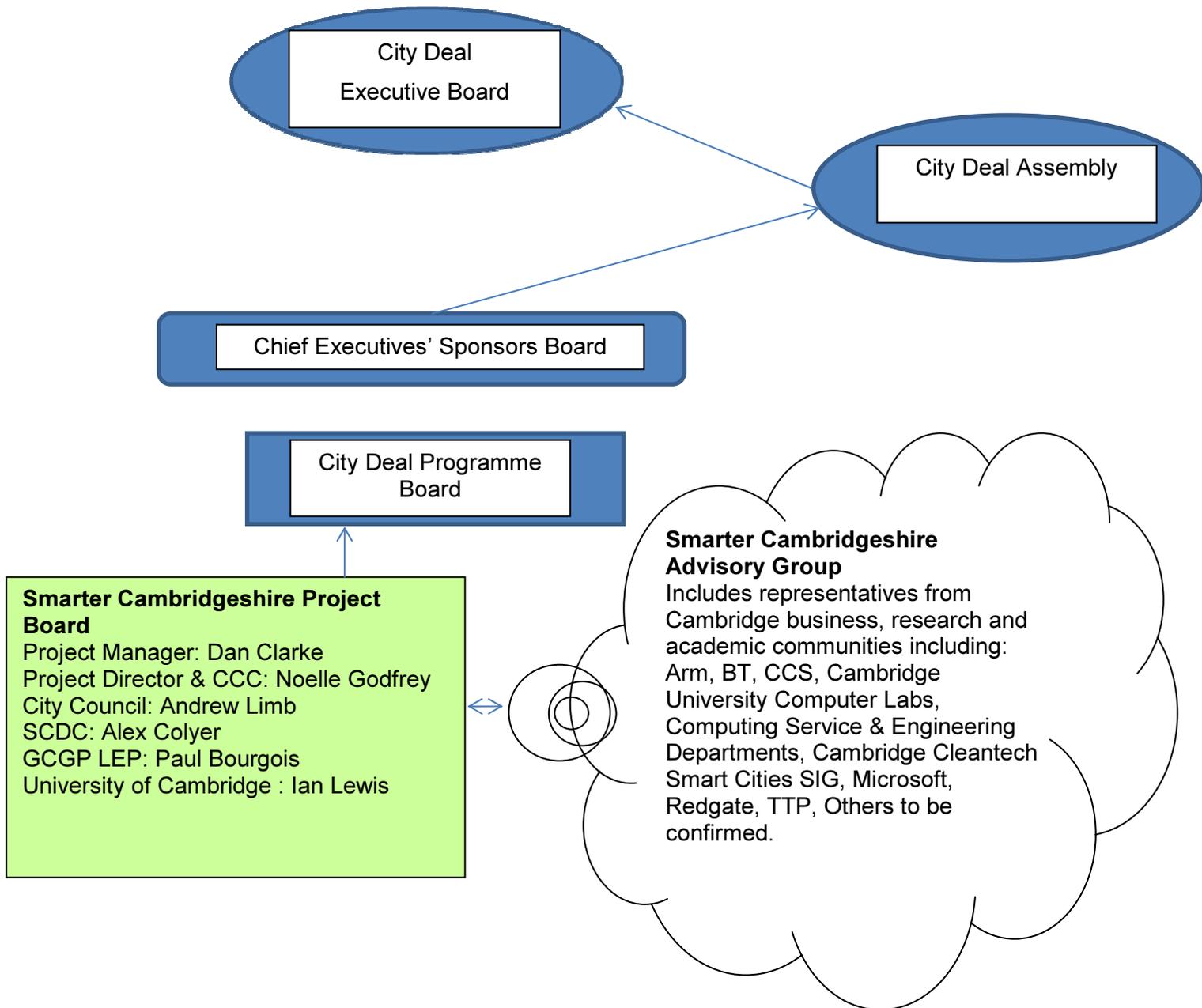
Smarter Cambridgeshire



The primary geographical focus will be Cambridge and South Cambridgeshire, however it is also recognised that activities within the wider geography of Cambridgeshire will also be relevant to delivering the benefits of the City Deal programme, for example the inclusion of “smart” technology within the new A14 could be linked to support better traffic modelling and management within Cambridge and South Cambridgeshire. The initial objectives of the Smarter Cambridgeshire project, through to September 2016 will be to:

1. Generate an outline “smart architecture” blueprint which will facilitate the delivery of a testbed/demonstrator programme.
2. Establish and deliver an initial one year test bed/demonstrator programme of work packages which implement small scale “smart” solutions, with a focus on transport related opportunities (see Appendix C for example work streams).
3. Establish/ participate in a wider forum for collaboration with and information exchange between complementary work programmes (eg the Mobilising Local Energy Initiative – MLIE) and other initiatives across the wider Cambridge research and development communities to develop and showcase the “smart” credentials and profile of the area.
4. Investigate government, EU and other funding opportunities and co-ordinate funding bids to develop the Smarter Cambridgeshire programme in both the short and medium term
5. Investigate and develop collaboration opportunities with other nearby cities, including Peterborough and Milton Keynes. Co-ordinate funding bids where possible to develop the Smarter Cambridgeshire programme in both the short and medium term.
6. Develop a longer term smart cities approach which reflects the level of ambition for Greater Cambridge. This will complement and influence the emerging City Deal programme to ensure that “smart” characteristics are incorporated within the overall approach to housing, transport and skills as part of the delivery of the City Deal.

Appendix B - Governance



Appendix C – example “Smart Solutions” and Architecture projects

This is an indicative list of the test bed and smart city architecture work streams that will be investigated or are already underway. The technology and commercial models, as well as the funding streams available are fast moving and subject to change which means that a definitive list is not currently possible. There will be further investigations undertaken for each of these work streams and an assessment made of their technical, financial and delivery viability to determine whether they will be developed further.

- **Intelligent Transport Information Platform & App**
The 1st phase of this work is collaboration between the County Council with Cambridge University Computer Labs and other partners to develop a platform that will combine real time, historic and crowd funded data to give more accurate travel time information. The second phase will look to collaborate with the University of Cambridge, Cambridge University Health Partners and the Addenbrookes campus to integrate the platform into a journey planner. This will allow travellers to make intelligent transport choices, encourage more sustainable modes of travel and once in motion give them accurate information about journey times both before they leave and whilst travelling.
- **Cambridge Station Gateway Information- Digital Way finding**
Collaboration with partners including Abellio, Cambridge central station operators. The project will aim to use transport data to give the users of Cambridge station a better customer experience. This will include digitally displayed, clear information both inside and outside the station as well as clear way finding and support for more integrated transport choices. One of the aims will be to encourage rail users to walk/cycle on their on-ward journey.
- **“Intelligent” A14**
Project proposal linked to A14 upgrade. Potential for Greater Cambridge, Peterborough, Highways England, Skanska and Costain to work together to develop a Smart Corridor linking Cambridge and Peterborough to facilitate better management of the road network.
- **‘Internet of Things’ – City Solutions**
Partnership with Umbrellium on a successful ‘Internet of Things’ Innovate UK bid. The project looks to explore some of the issues that cities will face deploying the ‘Internet of Things’. Specifically building up understanding of how data can be discovered and combined from public and private sources, as well as looking at issues such as entitlement. The data then will be used to develop a ‘Smart City’ solution which in this case is an app that will look to influence cycling behaviour.
- **“Hyper-Connected Cambridge”**
Development of a strategy for the connectivity layer of the “Smart Architecture” in Cambridge and the surrounding area, which includes fixed, Wi-fi and mobile infrastructure and services. Undertaking a gap analysis and focusing in turn on the different requirements, solutions and opportunities for making Cambridge an exemplar city region for connectivity for : businesses; the academic and research communities; the public realm and urban management (inc IoT); local public service delivery; as well as residential and community needs.

- **‘Smart City’ Data**

The first phase of this project will be to identify data sets that the authority holds which could enable a ‘Smart City’. We will look to work with partners and the research team to publish these through the open data platform Cambridgeshire Insight or to make the data discoverable. As part of this work we will work with local companies and residents to stimulate interest in our data and to encourage its use through ‘hack’ events. Exploration of issues such as privacy, security and how to use big data to address city challenges will begin.

- **Sensing the City**

Building on the “Smart City Data” workstream this will identify the appropriate sensing technology which will enable data collection. Initial discussions have been held regarding air quality and transport data collection.

- **Digital high street**

Pilot of a tool which provides a mechanism for the City Deal authorities to influence both shopping behaviour (encouraging the use of independent shops/areas such as Mitchams Corner) and travel choices. It does this by offering discounts on parking/travel. This can nudge behaviour by encouraging travellers to come in to town off-peak or encourage the use of Park and Rides.

- **Investigating driverless vehicles/pods**

Working with transport policy staff and drawing on expertise from the University of Cambridge to investigate whether autonomous vehicles can deliver some of the aims of the city deal within the medium term and highlight Cambridge as a showcase for advanced, future oriented technology development. For example there may be opportunities to join up various campuses off-road using on demand driverless pods.

Greater Cambridge City Deal Executive Board Forward Plan of decisions

Publication date: 6 July 2015

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)	Key decision?
Meeting date: 4 August 2015		Reports for each item to be published : 27 July 2015
Chisholm Trail cycle links	To approve the proposed route option for the Chisholm Trail, and to approve public consultation on the route in the Autumn 2015.	Yes
Cross-city cycle improvements	To approve the choice of the proposed priority strategic cross-city cycle schemes in the report, and to approve public consultation on the schemes set out.	Yes
Smart/digital workstream	To approve the establishment of a Smarter Cambridgeshire workstream for Greater Cambridge, to be overseen within the City Deal governance arrangements.	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	No

Meeting date: 1 October 2015		Reports for each item to be published: 23 September 2015
High-level review of M11 junctions	To review work undertaken to consider high level options for M11 junctions 11 and 13, following the decision of the 18 June Executive Board meeting.	No
Quarter 1 financial monitoring report	To note financial information from April-June 2015.	No
Workstream update	To note progress on the various workstreams.	No
Meeting date: 3 November 2015		Reports for each item to be published: 26 October 2015
Histon Road bus priority – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Yes
Milton Road bus priority – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Yes
Congestion in Cambridge	To receive feedback on discussions held with key traffic generators in Cambridge and to approve public consultation.	No
Cambridge Access Study – Audit report	To consider the outcomes of the work undertaken on the Cambridge Access Study.	No
Six-monthly report on housing	To note progress on delivering the housing workstream and consider any issues arising.	No
Six-monthly report on skills	To note progress on delivering the skills workstream and consider any issues arising.	No
Quarter 2 financial monitoring report	To note financial information from July-September 2015.	No

Workstream update	To note progress on workstreams not covered by the main agenda items.	No
Meeting date: 3 December 2015		Reports for each item to be published: 25 November 2015
A1307 corridor to include bus priority – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Yes
Initial prioritisation of schemes for tranche 2 – report on further economic appraisal	To note the outcome of initial prioritisation of potential tranche 2 infrastructure programme schemes according to forecast economic benefits and to approve the proposed approach to the development of schemes for consideration for tranche 2.	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	No

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