

28 September 2015

- To: Members of the Greater Cambridge City Deal Joint Assembly:**
- | | |
|----------------------------|---|
| Councillor Tim Bick | Cambridge City Council (Chairman) |
| Councillor Roger Hickford | Cambridgeshire County Council (Vice-Chairman) |
| Councillor David Baigent | Cambridge City Council |
| Councillor Kevin Price | Cambridge City Council |
| Councillor Maurice Leeke | Cambridgeshire County Council |
| Councillor Noel Kavanagh | Cambridgeshire County Council |
| Councillor Francis Burkitt | South Cambridgeshire District Council |
| Councillor Bridget Smith | South Cambridgeshire District Council |
| Councillor Tim Wotherspoon | South Cambridgeshire District Council |
| Claire Ruskin | Cambridge Network |
| Sir Michael Marshall | Marshall Group |
| Andy Williams | AstraZeneca |
| Anne Constantine | Cambridge Regional College |
| Jane Ramsey | Cambridge University Hospitals |
| Helen Valentine | Anglia Ruskin University |

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL JOINT ASSEMBLY**, which will be held in **THE MEADOWS COMMUNITY CENTRE, 1 ST CATHARINE'S ROAD, CAMBRIDGE, CB4 3XJ** at South Cambridgeshire Hall on **WEDNESDAY, 7 OCTOBER 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 16 September 2015 as a correct record.	1 - 8
3. Declarations of interest To receive any declarations of interest by Members of the Joint Assembly.	
4. Questions by members of the public To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	9 - 10
5. Petitions To consider any petitions received since the last meeting.	

- 6. REPORTS SCHEDULED TO BE CONSIDERED BY THE GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**
- 6 (a) Histon Road bus priority walking and cycling measures: approval to consult** **11 - 22**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).
- 6 (b) Milton Road bus priority, walking and cycling measures: approval to consult** **23 - 38**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).
- 6 (c) Smarter Cambridgeshire update and investment proposal** **39 - 44**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).
- 6 (d) 2015/16 Quarter 2 financial monitoring report**
To consider a report by Chris Malyon, Chief Finance Officer (Cambridgeshire County Council). Quarter two closes after the publication of this agenda, so this report will follow as soon as the financial monitoring information becomes available.
- 6 (e) Six-monthly report on housing** **45 - 48**
To consider the attached report by Alan Carter, Head of Strategic Housing (Cambridge City Council).
- 7. Greater Cambridge City Deal Forward Plan** **49 - 54**
To consider the City Deal Executive Board's Forward Plan, as attached, and the Joint Assembly's work programme.

Future meetings of the Joint Assembly are scheduled to be held as follows:

13 November 2015 – 2pm
 17 December 2015 – 2pm
 12 February 2016 – 2pm
 24 March 2016 – 2pm
 2 June 2016 – 2pm
 7 July 2016 – 2pm
 25 August 2016 – 2pm
 29 September 2016 – 2pm
 3 November 2016 – 2pm
 1 December 2016 – 2pm



GREATER CAMBRIDGE CITY DEAL JOINT ASSEMBLY

Minutes of the Greater Cambridge City Deal Joint Assembly held on
Wednesday, 16 September 2015 at 10.00 a.m.

PRESENT:

Members of the Greater Cambridge City Deal Joint Assembly:

Councillor Tim Bick	Cambridge City Council (Chairman)
Councillor Roger Hickford	Cambridgeshire County Council (Vice-Chairman)
Councillor Dave Baigent	Cambridge City Council
Councillor Kevin Price	Cambridge City Council
Councillor Maurice Leeke	Cambridgeshire County Council
Councillor Noel Kavanagh	Cambridgeshire County Council
Councillor Francis Burkitt	South Cambridgeshire District Council
Councillor Bridget Smith	South Cambridgeshire District Council
Claire Ruskin	Cambridge Network
Sir Michael Marshall	Marshall Group
Andy Williams	AstraZeneca
Anne Constantine	Cambridge Regional College
Helen Valentine	Anglia Ruskin University

Officers/advisors:

Andrew Limb	Cambridge City Council
Graham Hughes	Cambridgeshire County Council
Chris Malyon	Cambridgeshire County Council
Stuart Walmsley	Cambridgeshire County Council
Adrian Cannard	Greater Cambridge Greater Peterborough Enterprise Partnership
Graham Watts	South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Tim Wotherspoon (South Cambridgeshire District Council).

2. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 15 July 2015 were confirmed and signed by the Chairman as a correct record.

3. DECLARATIONS OF INTEREST

No declarations of interest were made.

4. QUESTIONS BY MEMBERS OF THE PUBLIC

Questions received and the answers provided were noted as follows:

Question by Anthony Carpen

"What assessment have Assembly Members made of the Board's communication strategy for the City Deal, with specific focus on social media and community outreach?"

"What views do Assembly Members have for improving how the people of Cambridge and its institutions communicate with each other?"

"Following my question on 28 January 2015 to the City Deal Executive Board regarding the Haverhill Rail Campaign, what assessment have Assembly Members made on the follow-up made by the Executive Board, and their own scrutiny of the plans and work the Rail Campaign has done?"

Councillor Tim Bick, Chairman of the Joint Assembly, highlighted that the communications strategy had been adopted in November 2014 when the Executive Board was operating as a Shadow Board and prior to the establishment of the Joint Assembly. He also reported that an appointment was yet to be made for the City Deal Communications Manager post and it was his view that the Joint Assembly should consider the communications strategy once the Manager had been appointed. Councillor Bick was keen for this appointment to be made as soon as possible.

In terms of improving how the people of Cambridge and its institutions communicated, Councillor Bick said that this was an important issue but that the Joint Assembly's considerations had to be in the context of the City Deal.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, stated that nothing had changed in respect of Haverhill rail from what was reported in response to Mr Carpen's question at the Executive Board on 28 January 2015. He reported that work was underway on the A1307 corridor, although it was noted that this would not look into the railway issue in any detail, and emphasised that the cost of a railway scheme at Haverhill was much larger than the budget available as part of the Greater Cambridge City Deal.

Question by Lynn Hiatt

"Recently a number of innovative proposals to deal with traffic congestion have come to light in the press and in presentations by individuals. Some in my view are quite imaginative, dealing with the root of the problem by eliminating it through 'smart traffic management', as opposed to accommodating congestion as if it were inevitable.

For example, ideas such as electronic 'gates' just outside the city, giving buses priority and thus predictable, quick journey-times for commuters, achieve the stated aims of the City Deal Options 1A-C and eliminate the need for vastly expensive, disruptive and extremely unpopular new bus-roads down residential roads or through valued green spaces.

There are other ideas, including for a metro system; for 'road pricing' schemes (congestion-charging, employer parking-space tax etc.); for better cycle paths within and from the villages; for school transport via a fleet of buses at park and rides; for tourist-bus parking and the like. The initial elements of some of these plans could be delivered quickly and would be better value for money; intelligent use of smart technology would undoubtedly gain international attention and plaudits for the Council.

I am not in any way advocating one plan or the other, but believe that residents of Cambridge and surrounding villages should be allowed to consider very carefully all good ideas for dealing with a problem that is personal for them, every day.

Can residents expect at least some of these other proposals to deal with congestion to be added to the three currently on offer for City Deal money? If not, why not?"

Mr Hughes highlighted that the introduction of electronic gating, or queue relocation as it was otherwise known, posed very serious issues that would need to be assessed as this would essentially involve pushing queues to the outskirts of the City. He did not think that this was necessarily a solution to the problem, in the way it had been expressed as part of this specific question.

In terms of the question itself, Mr Hughes said that this would be a decision for the Executive Board to make in terms of how and what it wanted to consult on. The Board had made it clear that it wanted to start a debate with traffic generators in the City, such as employers, the university and retail businesses for example, prior to commencing with wider consultation.

Councillor Bick asked whether it was likely that the consultation would incorporate a mixture of solutions to alleviate congestion in the City. Mr Hughes was of the view that a mixture of solutions would provide a better outcome than a single solution in view of the complexity of the problems in and around Cambridge, but he could not say at this stage what they might look like or what they would involve.

Question by Councillor Des O'Brien

"Can the City Deal Assembly confirm what research has been completed to determine the increase in passenger numbers that will justify the cost of the Cambourne to Cambridge bus route scheme by significantly reducing private car usage? The latest figures on bus use at Cambourne come from the 2011 census and put the number of residents of Cambourne using the bus at 5%. That indeed is all bus journeys not just to Cambridge so one would can assume the percentage of the population making bus journeys to Cambridge to be lower still. What is the target percentage of resident from Cambourne, and potentially West Cambourne, that will make the route viable and the investment justifiable? How has that target been determined and what are the guarantees it will be achieved?"

Mr Hughes emphasised that the A428 proposals were at a very early stage and the consultation process had not yet commenced, but was due to start on 12 October 2015. This consultation would only set out options, in principle, with decisions on a favoured route and further development work scheduled to take place subsequent to that. He reminded Members that any transport scheme had to have a detailed business case in place that would be subject to approval by the Department of Transport. If the business case did not achieve this approval the scheme would not be given the funding to enable it to go ahead. The business case included a variety of issues for all users of the network and so would not solely focus on the number of passengers using public transport.

Mr Hughes also made the point that current usage of the bus network should not be a determining factor for proposed schemes. The current route along the A428 was not attractive to service users, with proposed transport schemes as part of the City Deal seeking to make bus routes in particular much more reliable and efficient in order that they attracted more people to use public transport rather than private motor vehicles. He added that there was evidence from schemes elsewhere in the county that increased patronage would be achieved as a result of improving bus route infrastructure. He gave the Busway and the A1307 corridor as examples of this.

5. PETITIONS

No petitions had been received.

6. REPORTS SCHEDULED TO BE CONSIDERED BY THE GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

6 (a) M11 bus-only slip-roads feasibility report

The Joint Assembly considered a report which contained a high level appraisal of the technical implications and costs of creating bus-only slip-roads at the following locations:

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

Stuart Walmsley, Head of Major Infrastructure Delivery at Cambridgeshire County Council, presented the report and stated that in relation to junction 13 it was considered necessary in order to ensure that the appraisal was realistic in an operational context, to assess options for bus priority across the junction. This was due to it being unrealistic to only appraise bus slip-roads if buses could not access the slip-roads with priority. Mr Walmsley, in presenting the report, took Members through the high-level concepts that had been developed for the areas set out in (i) to (iii) above, and referred to the feasibility report that had been produced as appended to the report.

Mr Walmsley emphasised the point that there were still a number of issues to consider within the Western orbital transport infrastructure scheme, which was a scheme within the tranche two priority programme although approval had been granted to commence initial works to develop options for the scheme.

Councillor Francis Burkitt, as the proposer of the original request for this report, put forward his thanks on behalf of the Joint Assembly to officers for undertaking this piece of work to a high standard and within tight timescales. He noted that these junctions would form part of the Western orbital route as well as impact the A428 corridor and was of the opinion that the concepts relating to junction 11 were very discreet and deliverable. In asking whether the Board should be recommended to progress a particular piece of work for junction 11, the following points were noted from the resulting discussion:

- the concepts within the feasibility report for junction 11 looked fairly simple and uncontentious;
- improvements to junction 11 would be quite key to employment sites and large employers, such as Astra Zeneca for example;
- junction 11 could potentially be added to the A428 transport infrastructure scheme.

Mr Walmsley reminded Members that improvements to junction 11 did not currently feature as a priority in the City Deal's transport infrastructure programme for tranche one, which already totalled £180 million when there was only £100 million of City Deal funding available. There were also risks of progressing works on the M11 ahead of the Western

orbital scheme scheduled to be delivered as part of tranche two of the City Deal, as it was unclear at this stage what that scheme would look like and how it would impact junctions 11 and 13 of the M11. In addition, Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, confirmed that adding improvements to junction 11 of the M11 onto the A428 transport infrastructure scheme could slow down progress of the scheme's delivery and require the amendment of its business case, which had already been worked up. He reminded Members that one of the schemes currently within the agreed priority programme for tranche one may need to be removed to make way for this project should a decision be made to proceed.

Discussion then ensued on disconnecting improvements on junction 11 from other City Deal transport schemes and progressing this as a separate project. It was noted that £800,000, the cost of one of the concepts, could potentially unlock this junction which it seemed was ready to be delivered. Another view put forward, however, was that undertaking works on junction 11 at this stage could limit options for the Western orbital scheme.

Mr Hughes agreed with the latter point and said that in the fullness of time the slip-roads could cease to be used or that they could even be removed altogether as part of the wider Western orbital scheme. He added that improving this junction would only deal with part of the problem and confirmed advice from officers as being not to proceed with this as an individual project but to build it into the Western orbital work.

A question was asked as to why there was such a large variance between estimated costings for some of the concepts. Mr Walmsley reported that a lot of risk was built into the estimated cost of schemes, as well as each being costed against known practices for similar schemes delivered elsewhere.

The Chairman, in conclusion, felt that there was a clear desire by some Members of the Joint Assembly to accelerate improvements to junction 11 of the M11. Voting on this proposal, with 7 votes in favour and 6 votes against, the Joint Assembly **AGREED** that the Executive Board be requested to accelerate improvements to Junction 11 of the M11 as soon as possible, as a standalone project.

The Joint Assembly also unanimously:

- (a) **RECOMMENDED** that the Executive Board notes the findings of the technical report.
- (b) **RECOMMENDED** that the Executive Board notes that the outcome of the A428/A1303 (Madingley Rise and Madingley Road) corridor and Western Orbital scheme development work will be the key determinant in considering the future recommended bus priority options in the locations set out in the report, in respect of Junction 13 of the M11.

6 (b) Greater Cambridge City Deal financial monitoring

Consideration was given to a report which provided the Joint Assembly with the financial monitoring position for the period ending 31 August 2015.

Chris Malyon, Chief Finance Officer at Cambridgeshire County Council, presented the report and took Members through the capital programme for the first five years of the City Deal Partnership, revenue expenditure via the three partner Councils' New Homes Bonus contributions and expenditure from the non-project pool. The report highlighted that there was a degree of uncertainty around whether the New Homes Bonus would survive the

forthcoming Comprehensive Spending Review. It had therefore been agreed to adopt a relatively prudent approach to the utilisation of this pooled resource and not to exceed commitments beyond the availability of the relative New Homes Bonus for 2015/16.

Mr Malyon reflected on the difficulty of providing accurate projections for the cost of capital schemes over the initial five year City Deal programme. He explained that profiling for a capital programme of £180 million, which was in excess of the resources available, over the life of the first tranche of funding had provided some initial challenges. Mr Malyon was confident that more accurate projections would be available early next year.

Reference was made to the City Deal project expenditure spreadsheet appended to the report which was headed as being cumulative, whereas the figures included in the document suggested that they were not cumulative. It was noted that this was a mistake, which would be corrected when presented to the Executive Board on 1 October 2015.

In noting that very little revenue expenditure had been spent to date, it was reported that a significant proportion of this was in relation to the recruitment of staff and the fact that a number of positions had not yet been appointed to. It was agreed that future financial monitoring reports would outline those posts where appointments had been made, providing information on their respective roles, and also set out how many posts still needed to be recruited to.

Councillor Tim Bick, Chairman of the Joint Assembly, asked for clarification over the statement made in relation to reported uncertainty of future revenue funding and its impact on staffing. Mr Malyon stated that all current revenue spending commitments were supported for up to five years by the 2015/16 contributions already made by the three Councils and that appointments were being made in that context. The question of uncertainty surrounded future contributions based on the New Homes Bonus, but this would only potentially impact existing commitments if they extended beyond five years or any additional commitments.

Discussion ensued on the revenue funding that had been approved, as it was unclear in the report whether this formed part of the City Deal budget. Mr Malyon stated that the funding put in place for the skills project did now form part of the City Deal budget and confirmed that future financial monitoring reports would make this clearer.

In answer to a question regarding receipt of the City Deal grant from government, it was noted that the first grant had been received in May 2015 and was currently being held in Cambridgeshire County Council's bank account. £20 million would be delivered each subsequent year for tranche one. New Homes Bonus contributions from each partner Council were held by the respective authority.

Joint Assembly Members noted that £2.2 million of New Homes Bonus contributions from the three partner Councils was currently available in the non-project resource pool as unallocated funding. A list of suggested areas where this funding could be invested was set out in the report, but it would need to be used on an activity relevant to facilitating or pursuing the growth of the high value Greater Cambridge economy and developing streamlined decision making, consistent with the principles of the City Deal. It was highlighted, however, that the amount available may change as a consequence of the Comprehensive Spending Review.

A question was asked about the availability of resources to support the Joint Assembly in pursuing its own work programme to support that of the Executive Board's with regard to the development of the City Deal. It was confirmed that the above non-project resource pool could in principle be used for this purpose, subject to a decision of the Board.

The Joint Assembly unanimously **RECOMMENDED** that the Executive Board:

- (a) Notes the financial position as at 31 August 2015.
- (b) Agrees to the funding of the on-going revenue commitments, as set out in the report.
- (c) Agrees the proposed framework for considering new proposals to be funded from the non-project resources pool.

6 (c) Greater Cambridge City Deal workstream update

The Joint Assembly considered a briefing note which provided an update on each of the key City Deal workstreams. In discussing each workstream the following additional points were noted:

Communications

It was reported that the first round of recruitment for the Communications Manager post had not identified a suitable candidate, so a second round had recently been launched with the position having now been re-advertised.

Economic development and promotion

It was noted that Jonathan Brech had recently been appointed as Cambridge Development Director, working with Cambridge Network, rather than Cambridge Ahead as stated in the briefing note. It was suggested that Mr Brech should be invited to attend a future meeting of the Joint Assembly.

Governance

Councillor Tim Bick, Chairman, provided an update following a recent informal meeting he had attended with the Executive Board in respect of the governance of the Joint Assembly and Executive Board, together with the relationship between the two bodies. At that meeting he had informed Board Members that he was pleased the Joint Assembly's recommendations were being given due consideration as part of the Executive Board's deliberations and that points made by the Assembly were being discussed and debated by Board Members before making decisions.

The work programmes of the two bodies were discussed at the meeting and a protocol had been developed by officers to assist the Joint Assembly, in particular, in being able to develop its own work programme to support that of the Executive Board's.

Discussion ensued on the status of the City Deal Partnership and whether it was still the intention to progress the Partnership as a Combined Authority, as had been originally stated when the Joint Assembly and Executive Board were first established. It was noted that this would involve a change in primary legislation, the consideration of which by Parliament had been delayed. It was proposed by Councillor Francis Burkitt and agreed that Councillor Bick, in his capacity as Chairman of the Joint Assembly, should write to the local Members of Parliament to seek their support in moving this issue forward.

Housing

Reference was made to the inaugural meeting of the Housing Development Agency Shadow Board scheduled to be held in late September. It was agreed that officers would circulate the date and time of this meeting to Members of the Joint Assembly.

Skills

It was noted that a report on skills, to include the governance arrangements behind the Skills Service, was scheduled to be considered by the Joint Assembly and Executive Board in December 2015.

The Joint Assembly **NOTED** the City Deal workstream update report.

7. GREATER CAMBRIDGE CITY DEAL FORWARD PLAN AND SCHEDULE OF MEETINGS

The Joint Assembly considered the City Deal Forward Plan and its schedule of meetings.

Councillor Bridget Smith referred to an item in the Forward Plan entitled 'congestion in Cambridge'. She had noted through the media that a lot of innovative suggestions and ideas were being put forward to resolve the issue of congestion in Cambridge and was keen that these were considered as part of the City Deal process in order that some of them could potentially be included as part of the public consultation.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, stated that the Executive Board had agreed to start the process by meeting with the City's key traffic generators, which had yet to take place. The item would initially be considered by the Executive Board at its meeting in January 2016 where broader discussions could be held to determine how the consultation process took shape.

Councillor Smith was very keen to ensure that the Joint Assembly and Executive Board did not miss out on this opportunity to engage with local people or ignore positive and innovative ideas being put forward. She felt that it was very important for local people to feel positive about the City Deal and that by listening to these suggestions at this stage provided a very good opportunity to facilitate that. Councillor Tim Bick, Chairman of the Joint Assembly, agreed to take this forward with the Vice-Chairman in liaison with officers.

Councillor Bick took this opportunity to invite Members of the Joint Assembly to consider other items to put forward for potential consideration at future meetings.

The Joint Assembly **AGREED:**

- (a) That it would investigate the leading models of transport management to reduce congestion in the City, with any recommendations being passed onto the Executive Board, and asked the Chairman and Vice-Chairman to liaise with officers to pursue consideration of this issue.
- (b) That Members of the Joint Assembly submit any other suggestions for future discussion topics to the Chairman for consideration at future meetings.

The Meeting ended at 12.23 p.m.

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 Joint Assembly. 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 Joint Assembly, 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 Assembly 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 6a



Report To: Greater Cambridge City Deal Executive Board 3 November 2015

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

Histon Road Bus Priority, Walking and Cycling Measures: Approval to Consult

Purpose

- 1 This report sets out a range of measures which have emerged from an initial technical study of Histon Road. The report explains the background to this development work and seeks approval to carry out a public consultation on these measures to inform the development of preferred proposals.
- 2 The City Deal Executive Board determined that the Histon Road project will be delivered as part of the Tranche 1 infrastructure programme. The project covers the length of Histon Road from the A14 interchange south to and including the junction with Huntingdon Road/Victoria Road.
- 3 This project supports the City Deal priority of achieving efficient and reliable movement between key existing and future housing and employment sites.
- 4 A consultation strategy is appended to this paper. It is proposed to undertake consultation concurrent with that for a similar scheme for Milton Road as there are expected to be links and dependencies between the two projects. Following the consultation a preferred set of measures (potentially with options) will be worked up in more detail and a full business case presented for approval, subject to further consultation.

Recommendations

- 5 The Executive Board is recommended to:
 - a. Note the findings from the initial assessment and technical study;
 - b. Approve public consultation on the illustrative measures as set out in this report and as shown on the accompanying plans; and
 - c. Agree to receive a report on consultation in the spring of 2016 on a preferred set of measures.

Reasons for Recommendations

- 6 Histon Road is a high priority scheme for the City Deal programme and a key proposal within the Local Transport Plan 2011-2026. Technical work has identified various options that are proposed for public consultation. The consultation will help with the selection of a preferred set of measures for detailed development.

Background

Key objectives

- 7 The project has the following key objectives, (in no particular order):
- Comprehensive priority for buses in both directions wherever practicable;
 - Additional capacity for sustainable trips to employment/education sites;
 - Increased bus patronage and new services;
 - Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - Maintain or reduce general traffic levels; and
 - Enhance the environment, streetscape and air quality.

Development

- 8 **Figure 1** indicates the length of Histon Road under consideration and shows its setting in a wider context. Future planned developments at Northstowe, Waterbeach Barracks and the NIAB site are expected to have significant implications for transport along Histon Road.

Figure 1: Histon Road in the wider area context



- 9 Histon Road is one of the key radials into Cambridge and is identified as an increasingly important public transport corridor as part of the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and Long Term Transport Strategy (LTTS). It suffers from congestion at peak times and bus reliability is poor.

- 10 A new access road is proposed between Huntingdon Road and Histon Road to serve the NIAB site development although this is unlikely to be open to traffic until 2020 at the earliest (see **Fig. 1**).
- 11 Taking into account planned growth in the Greater Cambridge area up to 2031, it is estimated that the number of buses using the Histon Road corridor is likely to double during peak periods.
- 12 A similar project is being developed for Milton Road (See Agenda Item No. 6(b)). Initially, the project development timetables will run concurrently to allow any traffic displacement or project dependencies to be explored in a joined up way. However, the construction phases will be staggered to minimise any impacts on the road network in the north of the city.

Considerations

- 13 An initial budget estimate of £4.28 million was set for the Histon Road project by the City Deal Board when the first tranche of projects was approved.
- 14 The assessment work to date is in line with the Department for Transport technical scheme appraisal methodology (known as WebTAG). This approach:
- Allows for clearly unfeasible options to be sifted out at an early stage;
 - Allows for early public consultation;
 - Avoids abortive work on detailed design for proposals which are clearly unacceptable;
 - Provides robust basis for identification of preferred option;
 - Ensures that the shortlisted schemes are all potentially deliverable from a technical perspective

Options assessment

- 15 Histon Road is not wide enough to accommodate all the measures needed to fully meet all the objectives set out above. The desirable widths for each element of the highway cross section to achieve segregation of pedestrians, cyclists, buses and general traffic are tabulated below; but as these cannot all be accommodated it has been necessary to select those that best meet the project objectives within the space available. Some relatively modest areas of land outside the highway have been identified that could be procured to help towards achieving the desired measures. Existing junction layouts and methods of control have been reviewed in the context of the project objectives. From this process two sets of proposals have been developed ('Do maximum' and 'Do something') to provide options for public consultation.

Desirable minimum widths

Footway: 2 metres	Bus lane: 3 metres
Cycleway: 2 metres	Traffic lane: 3 metres

'Do Maximum' and 'Do something'

- 16 Two sets of options have been developed to illustrate the range of measures that could be implemented. The consultation responses will help to shape the preferred option, which could be a combination of the measures in these two illustrative options. **Appendix 1** summarises the measures in terms of sustainable transport modes and junctions. Plans illustrating the options are available within the background technical report at: <http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/8>

- 17 As implied, the 'Do maximum' measures aim to provide the maximum benefit in terms of the project objectives but they would have significant impacts on the public realm and local access. They would provide high quality, segregated and continuous bus and cycling infrastructure throughout and improved crossing facilities for pedestrians. Journey times and service reliability would improve considerably for buses, key factors in making buses more attractive to potential users. Cycling journey times would become more reliable and, equally important; the road environment for cycling would be enhanced through segregated facilities. Cycling would become a more pleasant and less stressful experience, factors which are known to encourage more people to cycle. Segregation would also improve the experience for pedestrians.
- 18 The 'Do something' option offers less overall benefit for bus movements although journey time and reliability would still improve over that experienced now. The level of improvement for cycling and walking would be similar to the 'Do Maximum' option. Overall the impact on the public realm would be reduced although a considerable number of highway trees would still be removed.
- 19 Both options would include the provision of early bus detection, linked to the real time passenger information system (RTPI) at all signal controlled junctions to prioritise bus movements at times when required. Other work would be undertaken to upgrade signals equipment to provide a consistent signalling regime along the whole route.

Costs

- 20 At this stage of project development it is difficult to give an idea of the cost of delivering each set of proposals but an initial assessment based solely on typical engineering costs suggests that both options could exceed the initial project budget estimate and additional funding could be required. A full assessment would need to factor in the additional costs associated with, amongst other things, land purchase, compensation claims and the relocation of public utility apparatus which are expected to be significant.
- 21 It may be necessary to select an appropriate mix of measures to deliver the most cost effective and efficient solution and it is recommended that the selection of a set of measures to form a 'preferred scheme' is best undertaken in light of feedback from an initial public consultation. Contributions will be sought towards the funding of the measures from any developments whose impact the proposed scheme helps to mitigate.

Traffic modelling

- 22 Modelling work is in hand to assess the likely outcomes from the measures including journey times and the relocation of traffic which will help inform public consultation. It is anticipated that this work would be completed by mid-October.

Key emerging issues

- 23 Ahead of consultation some key issues are emerging that are brought to the Executive Board's attention.

Highway trees and verges

- 24 The measures indicated in the 'Do maximum' option will have a substantial impact on highway trees. Some opportunities for new highway landscaping will arise from both sets of proposals but there will be limited space for new tree planting on the section where trees are removed under the 'Do maximum' measures although other locations for new tree planting will be considered including outside the highway. A tree condition survey is being undertaken which will help inform future consultation.

Public realm

- 25 The City Deal has identified the potential to invest in public realm improvements as part of project delivery and an assessment of project proposals needs to take into account the impact on the public realm and engineering solutions need to be informed by landscape and urban design advice. Achieving the right mix of transport benefits, public realm enhancements and mitigation measures will be an important focus for public consultation.

Parking and servicing

- 26 Both options will impact on current highway parking and consideration will need to be given to how any displacement of parked vehicles might be managed. The measures would also have implications for servicing and deliveries and it is expected that existing parking restrictions would need to be revised to better manage these operational aspects. Public consultation will help inform this process.

Displaced traffic

- 27 Some of the measures set out would have the potential to impact on traffic conditions on the neighbouring side road network and it may prove necessary to widen the scope of the scheme to provide mitigation measures on some side roads, where appropriate. The changes proposed at the Victoria Road/Huntingdon Road junction would displace a significant amount of traffic onto other routes, notably Castle Street and Chesterton Lane/Chesterton Road and other measures may be required to mitigate this potential project impact.

Bus stops

- 28 Whilst the use of floating bus stops to avoid cyclists overtaking buses is not explicit in the plans, calls for their inclusion are expected. The opportunity to provide this type of bus stop layout will be explored at public consultation although it is unlikely that adequate room will exist at many bus stop locations. The experience gained from the floating buses stops recently constructed along Huntingdon Road and Hills Road will help inform this process.

Land acquisition

- 29 The 'Do maximum' option indicates where land could be acquired to accommodate the maximum achievable priority, although the areas are relatively modest. Land acquisition through a compulsory purchase order (CPO) would have implications for the delivery timetable.

Consultation and Engagement

- 30 **Appendix 2** sets out a process for a first round of public consultation which consists of the following main elements:
- Joint process covering both the Milton Road and Histon Road project measures
 - Key stakeholder briefing sessions, staffed public exhibitions at key venues primarily in the north of the city and at Park & Ride sites, local member engagement, wider member briefings and project information made available at community venues, on relevant bus services and at Park & Ride sites
 - A focus on encouraging on-line response to facilitate a more cost and time effective exercise.

Programme

- 31 **Appendix 3** sets out a tentative project timeline, which should be taken as indicative at this time given the fact that preferred measures are not yet clear. A more detailed programme will be prepared in light of the preferred measures that emerge from an initial public consultation.

Next steps

- 31 It is recommended that the options set out in this report are put forward for public consultation to inform and influence the selection of individual measures to form a 'preferred scheme' for more detailed development and further public consultation.
- 32 Further work would be undertaken prior to public consultation to build on the technical work undertaken to date. This will provide some indication of the expected effects and outcomes of the various measures, particularly in terms of any traffic / parking displacement and journey times and an initial assessment of a business case. More detailed work is likely to be required in due course for the 'preferred scheme' to facilitate a full business case assessment.

Implications

- 33 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

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

Legal

No significant legal implications have been identified at this stage although they may emerge as the project moves towards the statutory process stage.

Staffing

Project management is undertaken by Cambridgeshire County Council's Major Infrastructure Delivery Team. All schemes are worked up in collaboration with the District Councils.

Risk Management

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

Climate Change and Environmental

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

Consultation responses and Communication

No formal consultation has been undertaken to date although an informal drop-in session was held in June to give key stakeholders an opportunity to raise issues of concern associated with the route to inform the process of identifying possible measures. Subject to Executive Board approval, further work will be undertaken in November and early December to prepare more detail for a public consultation, which would commence before the end of the year. This report sets out a plan for future public consultation.

Community Safety

Some of the options set out in this report will help reduce road casualties on Histon Road and improve road safety. **Page 16**

Background Papers

No further background papers were used in the preparation of this report.

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APPENDIX 1: SUMMARY OF PROPOSALS

	'Do maximum'	'Do something'
Bus	Inbound bus lane between King's Hedges Road and Gilbert Road	Inbound bus lane between King's Hedges Road and Roseford Road Inbound bus lane between Carisbrooke Road and Gilbert Road
	Early bus detection on all approaches to signal controlled junctions	
	Some bus stops relocated	
Cycling	Continuous segregated inbound cycle lane from King's Hedges Road junction through to Victoria Road junction	Inbound and outbound advisory cycle lanes between Victoria Road junction and Rackham Close junction area
	Continuous segregated outbound cycle lane from Rackham Close to King's Hedges Road junction	Continuous segregated inbound and outbound cycle lanes between Rackham Close area and Gilbert road junction
		Outbound mandatory cycle lane from Gilbert Road to Carisbrooke Road Inbound mandatory cycle lane from Carisbrooke Road to Gilbert Close
	Floating bus stops where space permits	
Walking	Raised crossing points across side roads	
	Upgraded footway surfaces throughout	
Junctions	Prohibition of right turn into Warwick Road	
	Prohibition of entry to Victoria Road except for buses and cycling Prohibition of right turn from Victoria Road into Histon Road except buses and cycling	

APPENDIX 2: SUMMARY OF PUBLIC CONSULTATION

AIMS

To:

- Engage with key stakeholders, the public and all interested parties in the consultation on proposals for bus priority, walking and cycling improvements.
- Ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.
- Provide unbiased, appropriate, timely, and clear information in plain English on the proposed options for the corridors.

ENGAGEMENT

Public Consultation to run from mid-January until late February, consisting of the following main elements:

- Briefings for local representatives including parish councils and residents' associations
- Briefings for relevant City Council Area Committees
- Briefings for key stakeholders including transport interest groups, disability groups and businesses
- Press release/social media/web presence using www.greatercambridgecitydeal.co.uk
- On-line questionnaire/survey
- Staffed public exhibitions at venues in proximity to both corridor areas and at Milton, Babraham, Longstanton and St. Ives Park & Ride sites
- Information displays in shelters at bus stops along both corridors
- Direct mail/e-mail
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges

Post-consultation

- Analyse results
- Provide consultation outcomes through website, press release, direct mail/e-mail, local newsletters and magazines, social media.
- Bring a report back to the Executive Board to select preferred measures.

KEY MESSAGES

The key messages for the Histon Road and Milton Road corridors will be layered over the background of the vision for the Greater Cambridge City Deal as a whole. The vision will be strong part of the consultation information so that people know how this project fits with other priorities for the City Deal:

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

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

ON-LINE QUESTIONNAIRE/SURVEY

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

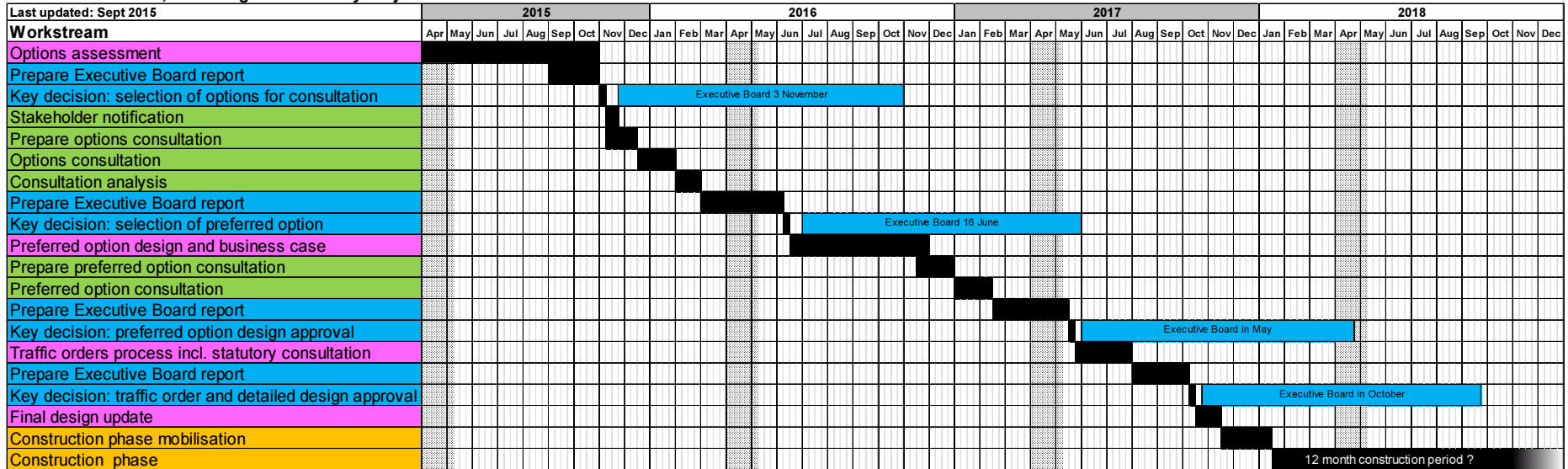
STAKEHOLDERS

The consultation will seek to ensure that all users of Histon Road and Milton Road have the opportunity to have their say. Whilst the use of on-line techniques will be the main focus for responding, the consultation process will need to be sufficiently flexible to respond to the needs of those with disabilities.

APPENDIX 3: TENTATIVE PROJECT TIME-LINE

B1049 Histon Road, Cambridge: Bus Priority Project

Last updated: Sept 2015



Key

Annual pre-election period (avoid key decisions)
Consultation phase
Governance phase
Design phase
Construction phase

Assumptions

- Primarily works within the highway boundary
- No planning application to be submitted
- Construction procured through a framework contract
- No allowance for utility works

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Agenda Item 6b



Report To: Greater Cambridge City Deal Executive Board 3 November 2015

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

Milton Road Bus Priority, Walking and Cycling Measures: Approval to Consult

Purpose

- 1 This report sets out a range of measures which have emerged from an initial technical study of Milton Road undertaken by consultants, WSP. The report explains the background to this development work and seeks approval to carry out a public consultation on these measures to inform the development of preferred proposals.
- 2 The City Deal Executive Board determined that the Milton Road project will be delivered as part of the Tranche 1 infrastructure programme. The project covers the length of Milton Road from the A14 interchange south to and including the gyratory junction at Mitcham's Corner.
- 3 This project supports the City Deal priority of achieving efficient and reliable movement between key existing and future housing and employment sites.
- 4 A consultation strategy is appended to this paper. It is proposed to undertake consultation concurrent with that for a similar scheme for Histon Road as there are expected to be links and dependencies between the two projects. Following the consultation a preferred set of measures (potentially with options) will be worked up in more detail and a full business case presented for approval, subject to further consultation.

Recommendations

- 5 The Executive Board is recommended to:
 - a. Note the findings from the initial assessment and technical study;
 - b. Approve public consultation on the illustrative measures as set out in this report and as shown on the accompanying plans, including consideration of further walking and cycling improvements at Mitcham's Corner;
 - c. Support the consideration of changes to the Science Park-Cowley Road junction following the completion of a wider A10 corridor transport study; and
 - d. Agree to receive a report on consultation in mid 2016 on a preferred set of measures.

Reasons for Recommendations

- 6 Milton Road is a high priority scheme for the City Deal programme and a key proposal within the Local Transport Plan 2011-2026. Technical work has identified various measures that are proposed for public consultation. The consultation will help with the selection of a preferred set of measures for detailed development.

Background

Key objectives

- 7 The project has the following key objectives, in no particular order:
- a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Additional capacity for sustainable trips to employment/education sites;
 - c) Increased bus patronage and new services;
 - d) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - e) Maintain or reduce general traffic levels; and
 - f) Enhance the environment, streetscape and air quality.

Development

- 8 **Figure 1** indicates the length of Milton Road under consideration and shows its setting in a wider context. Future planned developments at Northstowe, Waterbeach Barracks and the Cambridge Northern Fringe East (CNFE) site are all expected to have significant implications for transport along Milton Road. The Mitcham's Corner gyratory junction has been identified as an opportunity area within the City Council's draft submission City Local Plan.

Figure 1: Milton Road in the wider area context



- 9 Milton Road is one of the key radials into Cambridge and is identified as an increasingly important public transport corridor as part of the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and Long Term Transport Strategy (LTTTS). It suffers from congestion at peak times and bus reliability is poor.
- 10 A new railway station for Cambridge, within the CNFE site, has been granted planning permission and is expected to open by late 2016 and a new section of busway linking the new station site with Milton Road and the existing Busway to St Ives has recently been completed (see Fig. 1).
- 11 Taking into account planned growth in the Greater Cambridge area up to 2031, it is estimated that the number of buses using the Milton Road corridor is likely to double during peak periods.
- 12 A similar project is being developed for Histon Road (See Agenda Item No. 6(a)). Initially, the development timetables for these projects will run concurrently to allow any traffic displacement or project dependencies to be explored in a joined up way. However, the construction phases will be staggered to minimise any impacts on the road network in the north of the city.

Considerations

- 13 An initial budget estimate of £23.04 million was set for the Milton Road project by the City Deal Board when the first tranche of projects was approved.

- 14 The assessment work undertaken so far complies with the Department for Transport technical scheme appraisal methodology (known as WebTAG). This approach:
- Allows for clearly unfeasible options to be sifted out at an early stage;
 - Allows for early public consultation;
 - Avoids abortive work on detailed design for proposals which are clearly unacceptable;
 - Provides robust basis for identification of preferred option;
 - Ensures that the shortlisted schemes are all potentially deliverable from a technical perspective

Options assessment

- 15 For much of Milton Road there is considerable width available within the highway boundary. The optimum highway cross section providing segregation of pedestrians, cyclists, buses and general traffic, as noted below, was therefore used as a starting point for the development process. It has been applied along the whole corridor to optimise its use in a way that best meets the project objectives. Where the cross section does not fit the available width, it has been modified and adapted, adopting an asymmetrical profile where necessary. Some relatively modest areas of land outside the highway have been identified that could be procured to help towards achieving the desired measures. Existing junction layouts and methods of control have been reviewed in the context of the project objectives. From this process two sets of proposals have been developed ('Do maximum' and 'Do something') to provide options for public consultation.

The optimum cross section is based on the following minimum desirable widths:

Footway: 2 metres	Bus lane: 3 metres
Cycleway: 2 metres	Traffic lane: 3 metres

Proposed measures

'Do Maximum' and 'Do something'

- 16 Two sets of options have been developed to illustrate the range of measures that could be implemented. The consultation responses will help to shape the preferred option, which could be a combination of the measures in these two illustrative options. **Appendix 1** summarises the measures in terms of sustainable transport modes and junctions. Plans illustrating the options are available within the background technical report at:
<http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/8>
- 17 As implied, the 'Do maximum' measures aim to provide the maximum benefit in terms of the project objectives but they would have significant impacts on the public realm and local access. They would provide high quality, segregated and continuous bus and cycling infrastructure throughout and improved crossing facilities for pedestrians. Journey times and service reliability would improve considerably for buses, key factors in making buses more attractive to potential users. Cycling journey times would become more reliable and, equally important; the road environment for cycling would be enhanced through segregated facilities. Cycling would become a more pleasant and less stressful experience, factors which are known to encourage more people to cycle. Segregation would also improve the experience for pedestrians.

- 18 The 'Do something' option offers less overall benefit for bus movements although journey time and service reliability would still improve. The level of improvement for cycling and walking would be similar to the 'Do Maximum' option. Overall, the impact on the public realm would be reduced although a considerable number of highway trees would still be removed.
- 19 Both options would include the provision of early bus detection, linked to the real time passenger information system (RTPI) at all signal controlled junctions to prioritise bus movements at times when required. Other work would be undertaken to upgrade signals equipment to provide a consistent signalling regime along the whole route.

Costs and funding

- 20 At this stage of project development it is difficult to give an idea of the cost of delivering each set of proposals but an initial assessment based on typical engineering costs suggests that the costs for both options would be similar and could be met from the initial project budget estimate. However, any cost assessment at this stage should be treated with caution as it is not possible at this time to assess the costs associated with, amongst other things, land purchase, compensation claims and the relocation of public utility apparatus which are expected to be very significant.
- 21 There is an expectation that contributions will be made towards the funding of the measures from developments whose impact the proposed scheme helps to mitigate, notably from various planning applications submitted for sites on the Science Park and potentially from sites on the Cambridge Northern Fringe (East). It may be necessary to select an appropriate mix of measures to deliver the most cost effective and efficient solution and it is recommended that the selection of a set of measures to form a 'preferred scheme' is best undertaken in light of feedback from an initial public consultation.

Traffic modelling

- 22 Modelling work is in hand to assess the likely outcomes from the measures including journey times and the relocation of traffic which will help inform public consultation. It is anticipated that this work would be completed by mid-October.

Emerging issues

- 23 Ahead of consultation some key issues are emerging that are brought to the Executive Board's attention.

Highway trees and verges

- 24 Both options will have an impact on highway trees and verges with the 'Do maximum' option requiring the removal of most of the existing highway trees in the highway and the loss of substantial areas of verge. Some opportunities for new highway landscaping will arise from both sets of proposals but there will be limited space for new tree planting under the 'Do maximum' measures whereas the 'Do something' proposals provide potential areas for new landscaping and tree planting to offset the removal of highway trees, albeit at the expense of some lengths of bus lane. There may be opportunities for tree planting on land outside the highway to minimise any overall reduction in tree numbers. A tree condition survey has been being undertaken which will help inform future consultation.

Public realm

- 25 The City Deal has identified the potential to invest in public realm improvements as part of project delivery and an assessment of project proposals needs to take into account the impact on the public realm and engineering solutions need to be informed by landscape and urban design advice. Achieving the right mix of transport benefits, public realm enhancements and mitigation measures will be an important focus for public consultation.

Parking and servicing

- 26 Both options will impact on current highway parking and consideration will need to be given to how any displacement of parked vehicles might be managed. The measures would also have implications for servicing and deliveries and it is expected that existing parking restrictions would need to be revised to better manage these operational aspects. Public consultation will help inform this process and could build on work already undertaken by local members to explore residents parking needs in the area between Chesterton Road and Milton Road.

Displaced traffic

- 27 The potential displacement of traffic onto other routes as a result of restricted turns and entry restrictions will also need to be considered and this is being modelled to assess the change in traffic patterns. It may prove necessary to widen the scope of the scheme to provide mitigation measures on some side roads, where appropriate.

Bus stops

- 28 Whilst the use of floating bus stops to avoid cyclists overtaking buses is not explicit in the plans, calls for their inclusion are expected. The opportunity to provide this type of bus stop layout will be explored at public consultation although it is unlikely that adequate room will exist at a number of bus stop locations. The experience gained from the floating buses stops recently constructed along Huntingdon Road and Hills Road will help inform this process.

Elizabeth Way roundabout

- 29 Removal of the roundabout and the installation of traffic signals to improve cycle safety and to allow the prioritisation of bus movements is one of the most significant changes being proposed. The public realm would change significantly but the current central island landscaping could be replaced by other areas of landscaping around the new junction.

Mitcham's Corner

- 30 Mitcham's Corner, which is at the centre of a figure of 8 road layout forming part of the ring road, is identified by the City Council through the draft Local Plan as an 'Opportunity Area' with a policy objective of improving the public realm of this district centre. The City Council will be preparing and consulting on a master plan over the next 10 months to help deliver significant public realm improvements, in cooperation with the County Council and local stakeholders. The master plan will put forward a proposal for tackling the problems created by the large road gyratory as well as provide guidance for the re-development of key sites within this district centre. Close collaboration between the councils is already established which is important to the success of both the City Deal and the development of a master plan for Mitcham's Corner.

- 31 The City Council has already undertaken collaborative work with stakeholders to explore the potential for public realm improvements. A plan which gives a flavour of the type and scope of improvements that are considered desirable for the area is attached at **Appendix 4**. The concept is based on reducing the impact of traffic, potentially through the severing of the current gyratory road system, to facilitate public realm improvements. This has yet to be tested from a traffic management perspective but traffic modelling work is currently underway to assess the likely impact on traffic delays on the junction approaches with the gyratory severed.
- 32 From the perspective of the City Deal project, the problems for buses relate more to delays in getting to Mitcham's Corner rather than negotiating the junction itself, although the use of early bus detection to prioritise bus entry onto the junction from Milton Road forms part of the proposed measures. It is recognised that the junction environment is poor from a walking and cycling perspective and that the public realm project offers a way of delivering improvements for these modes but care needs to be taken to avoid improving the junction at the expense of significantly increased traffic delays and a worsening of the highway environment on the junction approaches.
- 33 It is proposed that the outcomes from the modelling work and the work previously undertaken by the City Council should be included in the public consultation exercise for the Milton Road corridor project to explore the best ways of achieving walking and cycling improvements. This work would dovetail with the City Council's master plan exercise.
- 34 Delivering the level of change being advocated for Mitcham's Corner will require significant funding, perhaps as much as £4-5 million pounds, on top of the cost for the initial options outlined in this report. As stated earlier, the City Deal has identified the potential to invest in public realm improvements as part of project delivery but careful consideration of the business case for any contribution towards Mitcham's Corner improvements is advised to ensure that it represents value for money when assessed against the City Deal objectives.

Science Park-Cowley Road Area

- 35 The brief for the project covers the length of Milton Road from Mitcham's Corner through to the A14 interchange. Despite significant junction improvements being completed in 2007, the Science Park and Cowley Road junctions still experience significant congestion for lengthy periods of the day. The proposed measures include some short/medium term improvements for cycling and a short term measure to modify the signal sequence to improve capacity is currently being considered that may be funded through developer contributions ahead of the delivery of the City Deal project should further planning applications be submitted in the area. However, it is considered premature to consider more significant junction improvements to improve bus journey times until such time as a clearer picture emerges on the implications of further growth along the A10 corridor.
- 36 A process is underway to appoint consultants to undertake a study to assess the transport implications of future growth in the Cambridge Northern Fringe East area, on Waterbeach Barracks and along the A10 corridor more generally. The findings from this study are not expected to be known until the summer of next year. Further progress should also have been made on changes to Milton interchange as part of the A14 improvements. Therefore, it is recommended that any detailed consideration of further changes to the Science Park and Cowley Road junctions is

held over until that time although, given the obvious need for intervention here, developer contributions should be sought from sites that impact on this location.

Land acquisition

- 37 Both options indicate where land could be acquired to achieve the project objectives, although the areas are relatively modest. Land acquisition through a compulsory purchase order (CPO) would have implications for the delivery timetable.

Consultation and Engagement

- 38 **Appendix 2** sets out a process for a first round of public consultation. This consists of the following main elements:
- Joint process covering both the Milton Road and Histon Road project measures
 - Key stakeholder briefing sessions, staffed public exhibitions at key venues primarily in the north of the city and at Park & Ride sites, local member engagement, wider member briefings and project information made available at community venues, on relevant bus services and at Park & Ride sites
 - A focus on encouraging on-line response to facilitate a more cost and time effective exercise.

Programme

- 39 **Appendix 3** sets out a tentative project timeline, which should be taken as indicative only at this time given the fact that preferred scheme measures are not yet clear. A more detailed programme will be prepared in light of the preferred measures that emerge from an initial public consultation.

Next steps

- 40 It is recommended that the measures set out in this report are put forward for public consultation to inform and influence the selection of individual measures to form a 'preferred scheme' for more detailed development and further public consultation.
- 41 Further work is being undertaken prior to public consultation to build on the technical work undertaken to date. This will provide some indication of the expected effects and outcomes of the various measures, particularly in terms of any traffic / parking displacement and journey times and an initial assessment of a business case. More detailed work will be required following the selection of a 'preferred scheme' to facilitate a full business case assessment.

Implications

- 42 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

The scheme development and implementation is funded from the City Deal funding stream. There is the potential for contributions towards improvement at Mitcham's Corner from Cambridge City Council. Development related contributions are also anticipated from various Science Park sites.

Legal

No significant legal implications have been identified at this stage although they may emerge as the project moves towards the statutory process stage.

Staffing

Project management is undertaken by Cambridgeshire County Council's Major Infrastructure Delivery Team. All schemes are worked up in collaboration with the District Councils.

Risk Management

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

Climate Change and Environmental

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

Consultation responses and Communication

No formal consultation has been undertaken to date although an informal drop-in session was held in June to give key stakeholders an opportunity to raise issues of concern associated with the route to inform the process of identifying possible measures. Subject to Executive Board approval, further work will be undertaken in November and early December to prepare more detail for a public consultation, which would commence before the end of the year. This report sets out a plan for future public consultation.

Community Safety

Some of the options set out in this report will help reduce road casualties on Milton Road and improve road safety.

Background Papers

No further background papers were used in the preparation of this report.

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Email: Richard.preston@cambridgeshire.gov.uk
Telephone: 01223 743701

APPENDIX 1: SUMMARY OF PROPOSALS

	'Do maximum'	'Do something'
Bus	Almost continuous inbound bus lane from approach to Green End Road junction through to Mitcham's Corner	Inbound bus lane on approach to Green End Road Almost continuous inbound bus lane between Woodhead Drive and Mitcham's Corner
	Outbound bus lane on approach to Gilbert Road Almost continuous outbound bus lane between Ascham Road and the bus way junction	Outbound bus lane on approach to Elizabeth Way and approach to Arbury Road Almost continuous outbound bus lane between Woodhead Drive and the bus way junction
	Early bus detection on all approaches to signal controlled junctions	
Cycling	Continuous segregated inbound cycle lane from approach to Green End Road junction through to Mitcham's Corner	
	Continuous segregated outbound cycle lane from Mitcham's Corner to Lovell Road junction	
	Bi-directional segregated cycle lane between Lovell Road and Bus way junction	
	Segregated cycle lane from Bus way junction to Science Park junction	
Walking	Floating bus stops where space permits	
	Raised crossing points across side roads	
	Upgraded signal crossings near Lovell Road and Kendall Way to provide better links for cross routes	
Junctions	Upgraded footway surfaces	
	Removal of Elizabeth Way roundabout and installation of traffic signals	
	Prohibition of right turn into Arbury Road	
	Closure of Union Lane for motor vehicle access and egress	
Prohibition of right turn into Gilbert Road		

APPENDIX 2: SUMMARY OF PUBLIC CONSULTATION

AIMS

To:

- Engage with key stakeholders, the public and all interested parties in the consultation on proposals for bus priority, walking and cycling improvements.
- Ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.
- Provide unbiased, appropriate, timely, and clear information in plain English on the proposed options for the corridors.

ENGAGEMENT

Public Consultation to run from mid-December until the end of January, consisting of the following main elements:

- Briefings for local members and any wider member interest
- Briefings for local representatives including parish councils and residents' associations
- Briefings for key stakeholders including transport interest groups, disability groups and businesses
- Press release/social media/web presence using www.greatercambridgecitydeal.co.uk
- On-line questionnaire/survey
- Staffed public exhibitions at venues in proximity to both corridor areas and at Milton, Babraham, Longstanton and St. Ives Park & Ride sites
- Information displays in shelters at bus stops along both corridors
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- Work with local schools and colleges

Post-consultation

- Analyse results
- Provide consultation outcomes through website, press release, direct mail/e-mail, local newsletters and magazines, social media.
- Bring a report back to the Executive Board to select preferred measures.

KEY MESSAGES

The key messages for the Histon Road and Milton Road corridors will be layered over the background of the vision for the Greater Cambridge City Deal as a whole. The vision will be strong part of the consultation information so that people know how this project fits with other priorities for the City Deal:

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- The City Deal aims to secure hundreds of millions of pounds of additional funding for investment in transport infrastructure to support high quality economic and housing growth over the coming decades. £100m of funding will be made available in the five years from April 2015. If certain conditions are met, we will be able to secure up to a further £200m from April 2020 onwards and up to a final £200m from April 2025 onwards.
- Significant new investment for transport infrastructure will be brought to the area through the Greater Cambridge City Deal. Funding will be used to make it easier to get to work, and to move between the business and research centres. More sustainable transport methods will be prioritised by increasing road space for pedestrians, cyclists and public

transport users and enabling more people to use public transport for at least some of their journey.

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

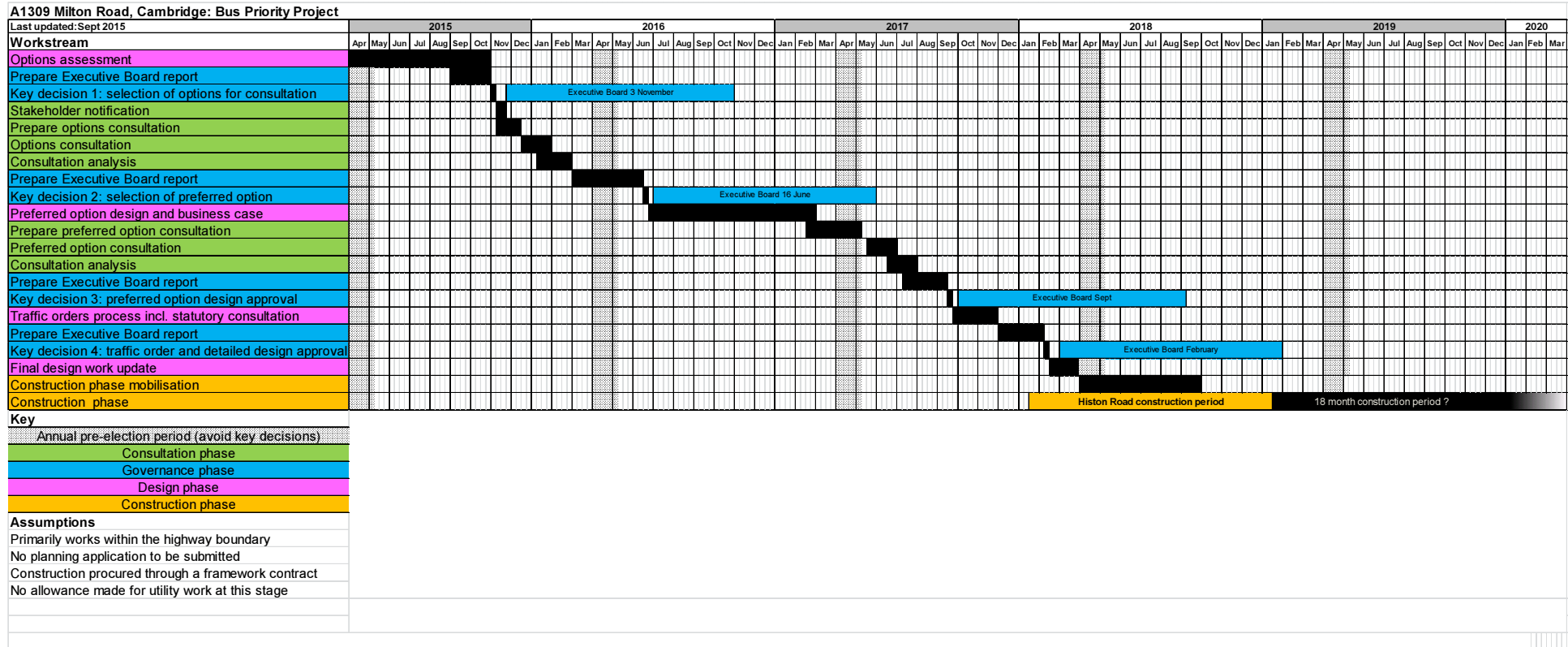
ON-LINE QUESTIONNAIRE/SURVEY

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

STAKEHOLDERS

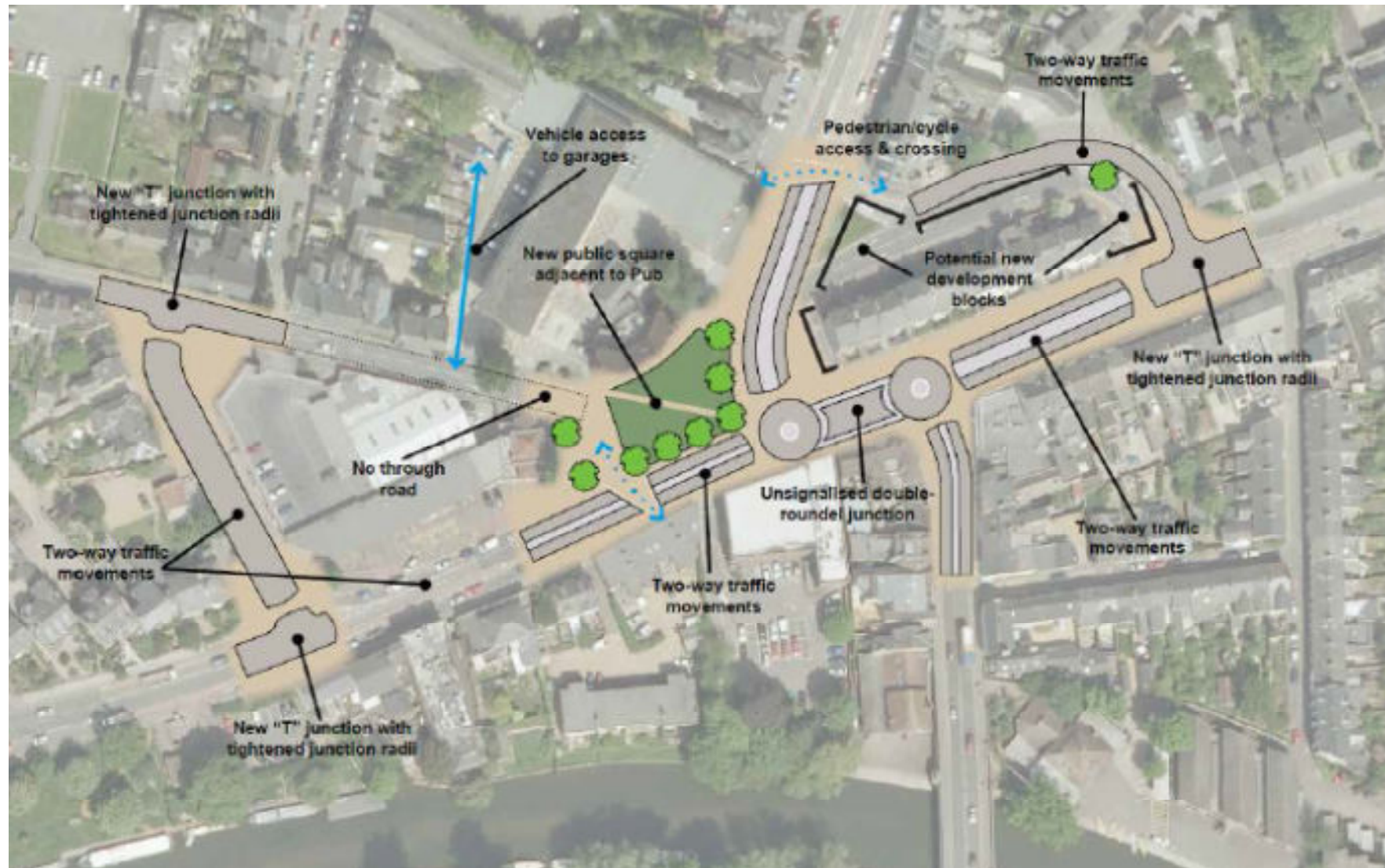
The consultation will seek to ensure that all users of Histon Road and Milton Road have the opportunity to have their say. Whilst the use of on-line techniques will be the main focus for responding, the consultation process will need to be sufficiently flexible to respond to the needs of those with disabilities.

APPENDIX 3: TENTATIVE PROJECT TIME-LINE



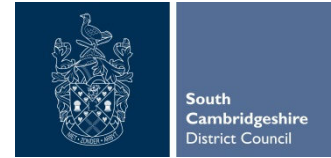
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MITCHAM'S CORNER CONCEPT PLAN



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Agenda Item 6c



Report To: Greater Cambridge City Deal Executive Board 3 November 2015

Lead Officer: Graham Hughes, Cambridgeshire County Council

Smarter Cambridgeshire update and investment proposal

Purpose

1. The purpose of this paper is to provide an update on the progress of the Smarter Cambridgeshire work stream and to outline a proposal for the implementation of a “smart” technology platform to facilitate the Smart Cities approach within the City Deal Programme.

Recommendations

2. It is recommended that the board:
 - a) Notes the progress of the Smarter Cambridgeshire workstream to date.
 - b) Agrees in principle to support the investment of up to £280,000 to implement a Smart Technology Platform subject to a more detailed investment proposal in early 2016.

Reasons for Recommendations

3. The Smarter Cambridgeshire work stream has progressed well to date. The implementation of a Smart Technology Platform will enable the Smart Cities approach to be developed and exploited within the City Deal Programme.

Executive Summary

4. The Smarter Cambridgeshire work stream which was approved by the City Deal Executive Board on 4th August, incorporates three key strands:
 - Development of strategy, vision and resourcing
 - Development of “Smart” Technology Architecture
 - Development and delivery Demonstrator/Test bed solutions

5. Two of the initial objectives for the work stream are to
 - i) Generate an outline “smart architecture” blueprint which will facilitate the delivery of a test bed / demonstrator programme.
 - ii) 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

Smart Cambridgeshire Work stream up-date

6. An outline of progress to date is set out below:
 - The Smarter Cambridgeshire Project Board, which comprises officers representing the five participating organisations, has been established and is now overseeing the multiple strands of the Smarter Cambridgeshire work stream.
 - The wider Smarter Cambridgeshire Advisory group, with representation from both Universities and local “tech” companies has met and follow on workshops are planned.
 - A “hack” event, to encourage wider community engagement in the Smart Cities agenda has been provisionally planned for the end of October.
 - Work is progressing in support of a number of demonstrator test bed work packages including:
 - a planned workshop for identifying the key components for a “Smart A14”,
 - outline agreement for station gateway way finding improvements
 - enabling work packages to support the development of a dynamic journey planner.
 - A collaborative joint bid is being developed for the Innovate UK Internet of Things competition. This involves joint working with Milton Keynes and Leeds City Councils, with support BT and the involvement of several other commercial organisations, including Cambridge based SMEs. The bid will be submitted at the end of September with the outcome expected by the end of the year.

Smart City Technology Platform

7. An outline proposal has now been developed for the implementation of a Smart City Technology Platform to support the full delivery of the Smarter Cambridgeshire work stream within the City Deal Programme.
8. This comprises a city management network, a data hub and sensor deployment plan and is the result of the work undertaken to create a smart architecture blueprint. A City management network will provide the

connectivity layer to enable communication between traffic infrastructure such as variable message signs, traffic lights and other street furniture which will then enable small amounts of data typically from sensors to be fed into a data hub or platform.

9. In turn the data hub, will support the acquisition and management of diverse data sets relevant to city systems from a variety of sources, such as local and national open data repositories; data streams from both key infrastructure networks (energy, transport, water) and other relevant sensor networks (e.g., weather and pollution data); satellite data; data crowd-sourced from social media or through specialised apps; and others.
10. This ability to combine data sets in new and different ways can then inform analytics to support intelligent planning and usage of resources across city systems. For example in relation to transportation the ability to gain new information and insights about traffic and people movement across the city, will support the development of “test-bed” pilots which will help to:
 - Ensure that transportation capacity is optimised.
 - Encourage modal shift by improving the experience of using public transport through greater use of real time information and alerting.
 - Enable greater use of dynamic modelling to understand the impact of different transport management schemes and options.

Considerations

11. As outlined in the Smarter Cambridgeshire paper to the August Executive Board a successful smart cities approach needs to have the technology components in place to provide a platform for the delivery of the demonstrator and test bed projects.
12. Having a leading edge smart technology platform is also key in gaining credibility for Cambridge as a location to showcase smart technology. This is important both in terms of local and national reputation and for the increasingly competitive environment for government and EU “smart” funding streams amongst UK cities.
13. The purpose of a smart city technology platform is to allow a wide range of city assets to communicate with each other to create new data sets which can then enable better management of traffic, environmental and other related services.
14. In addition the technology platform facilitates a two-way communication flow with other devices and with the wider public to inform and influence behaviour. This type of technology platform in essence provides the architecture for the “Internet of Things” which is seen as being the basis for the next wave of radical digital innovation.
15. Although many assets are already connected – e.g. traffic lights, variable message signs, parking ticket machines, CCTV cameras etc., they currently operate in vertical silos with the data locked into separate management

information systems, which means that neither the connectivity nor the data can be shared to provide a holistic approach to city management.

16. A ubiquitous city management network that will extend as far as possible across Greater Cambridge with an interoperable data store that can receive and store data about Interconnected “things” will enable a greater range of sensors to be deployed and many more devices to be Internet connected.
17. Crucially it will also allow new types of data sets to be created and used to provide greater insight than traditional information management systems allow. These will then form the building blocks for some of the exemplar/test-bed outcomes such as intelligent journey planning apps etc.

Options

18. A number of larger cities such as Glasgow, Manchester and Birmingham have initiated their Smart Cities programmes with multi-million pound investments in their technology platforms with consequent lengthy deployment timescales, high running costs and extended refresh cycles. Smart cities technology developments and concepts are moving extremely quickly and therefore a prototype approach to the technology platform deployment can be more effective.
19. This proposal recommends a more modest, open and agile approach which will allow greater local participation and enable the demonstrator and test-bed work streams to be fast-tracked. It includes a relatively small scale deployment that will be sufficient to facilitate the demonstrator programme and provide a foundation for the forward strategy.
20. Given the fast moving nature of the technology it will also include the potential for further iteration as standards evolve and new technology is developed. It is anticipated that it could provide functionality for up to 3-5 years before significant and wide scale refresh or replacement will be required.

Implications

21. 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

22. In order to provision and deploy the technology platform a capital investment of up to £280,000 is proposed. An in principle decision to approve the funding will enable further work to be undertaken to provide a detailed specification and implementation plan.

Risk Management

23. The Smarter Cambridgeshire work stream is intrinsically speculative and therefore higher risk in terms of delivery, however the technology architecture proposal has been devised in a manner which minimises cost and therefore financial risk

Equality and Diversity

24. 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 is incorporated within the work stream where it is feasible to do so.

Climate Change and Environmental

25. There are opportunities to support pilot and trial schemes as part of the demonstrator/test bed work packages which include climate change mitigation and environmental management

Background Papers

No additional background papers were used in the writing of this report.

Report Author: Noelle Godfrey - Connecting Cambridgeshire Programme
Director
Telephone: 01223 699011

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Agenda Item 6e



Report To: Greater Cambridge City Deal Executive Board

3 November 2015

Lead Officer: Alex Colyer

Six Monthly Report on Housing

Purpose

1. To update the Board on progress with the Housing workstream.

Recommendations

2. It is recommended that the Board note the report.

Reasons for Recommendations

3. The report is provided for information and to invite comment.

Executive Summary

4. All partner authorities have approved that the City Deal Housing Development Agency be set up and the governance and staffing processes have started to establish the agency. In the meantime the changes to national housing and planning policy have been announced within which the new agency will need to work.

Background

5. The Board agreed to set up a Housing Development Agency at its meeting in June 2015.

Progress Report

Context

6. The new Government has made a number of announcements on Housing, Planning and Welfare Reform that will impact on the local housing market.
7. On Housing and Planning, the Government's headline priorities are to support households to who aspire to home ownership coupled with the drive to deliver many more new homes. On Welfare Reform the objective remains to ensure it is more beneficial for working-age people to be in work rather than on benefit as well as putting in place measures to reduce the 'benefits bill'.

8. Some of the more significant announcements include;
- Starter Homes scheme to enable first time buyers to buy a new home at 80% of the market price.
 - Proposals to include Starter Homes on 'rural exception sites'.
 - Reduction of mortgage tax relief for buy-to-let landlords.
 - Requiring social housing providers to reduce rents by 1% per annum over the next four years.
 - Extending the Right to Buy to housing association tenants.
 - Requiring stock retaining local authorities to sell off their higher value housing to cover the cost of extending the Right to Buy.
 - Social housing tenants to pay the full market rent if the household income is greater than £30,000. Housing associations will be able to retain the additional income that accrues. Stock retaining local authorities will not.
 - Local authorities to hold a register of custom and self-builders seeking land and to bring forward plots of land to match the demand.
 - The overall benefit cap for working age claimants to be reduced from £26,000 to £20,000 per annum on a phased basis from April 2016.
9. In the above context, work is evolving to develop other shared strategic housing services (eg Housing Strategy; Housing Enabling) that would complement the establishment of the Housing Development Agency and that would be logical in relation to a single Local Plan.

Governance of the Housing Development Agency

- The establishment of the HDA was approved by the respective local authority partners by the end of July 2015.
- The aim is to formally establish the HDA by April 2016.
- A first 'shadow' HDA Board meeting has been set up for 30 September 2015. The Board comprises Director level representation from the three local authority partners. The Board will oversee the setting up of the agency; confirmation of the lead authority; the shared service legal agreement; application of employment law in respect of the transfer of existing staff and recruitment of new staff; agreement of the agency annual business plan and monitoring progress against the plan; working towards the establishment of the agency as a company.
- Of the thirteen posts indicated in the Business Plan presented to the Board in June, seven of the staff are already in post with their current host employers.
- A workshop of existing senior officers employed on housing development for South Cambs and the City was held on 7 August to consider what needed to be done now; in the next six months; and in the next the eighteen months.
- A meeting has also been held with officers from the County.

Schemes and Numbers of New Housing

10. The agencies first target is the commitment contained within the City Deal to deliver an additional 1,000 dwellings on exception sites by 2031 and beyond this to facilitate the delivery of an average of 250 new homes a year.

11. An immediate task is for the HDA is to establish the list of priority schemes to deliver. This will determine the extent of additional staff resource required and when.
12. The following table is a summary of current commitments by year of anticipated year of completion;

Area	Year	Schemes	Total	Affordable	Market
City	15.16	9	176	119	57
	16.17	3	321	161	160
South Cambs	15.16	0	0	0	0
	16.17	4	31	31	0
Totals		16	528	311	217

13. For City Deal purposes approximately 150 of the above commitments could reasonably be defined as contributing towards the 1000 additional homes target.
14. To give an early indication of other potential schemes, the HDA has identified to-date 14 schemes that would provide approximately 370 new homes of which 140 could reasonably be labelled as 'additional' homes for the purposes of the City Deal.
15. There is a longer list potential sites not counted in the above including several County sites in South Cambs and further discussions are ongoing regarding further sites. Initial conversations have been had with representatives from both Cambridge University and Bursars and a first scheme opportunity is under discussion.

Key Short Term Risks

- The new Government's announcements represent a medium to long term risk around the City and South Cambs Housing Revenue Accounts capacity to invest in new social housing.
- There is a need to establish quickly the transition arrangements to formally create the HDA by April 2016 in order to give existing staff certainty in their employment.

Profile

16. The creation of the new entity that is the HDA has generated an encouraging flurry of interest amongst property consultants, developers, house-builders and other local public sector partners. At this early stage therefore, there is optimism that the HDA can act as a catalyst for changing relationships amongst all local parties involved in new housing delivery.

Implications

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

Background papers

No background papers were used in the writing of this report.

Report Author: Alan Carter – Head of Strategic Housing, Cambridge City Council
Telephone: 01223 457948

Greater Cambridge City Deal Executive Board Forward Plan of decisions

Notice is hereby given of:

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

A 'key decision' is one that is likely:

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

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
Meeting date: 3 December 2015		Reports for each item to be published: 25 November 2015	
Western Orbital – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Graham Hughes	Yes
Initial prioritisation of schemes for tranche 2 – report on further economic appraisal	To approve the process for initial prioritisation of potential tranche 2 infrastructure programme schemes.	Graham Hughes	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Six-monthly report on skills	To note progress on delivering the skills workstream and consider any issues arising.	Graham Hughes	No

Meeting date: 15 January 2016		Reports for each item to be published: 7 January 2016	
Congestion in Cambridge	To receive feedback on discussions held with key traffic generators in Cambridge and to consider next steps.	Graham Hughes	No
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.	Graham Hughes	Yes
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 3 March 2016		Reports for each item to be published: 24 February 2016	
Consultation results for schemes along the A428 corridor and coming in to western Cambridge: <ul style="list-style-type: none"> • Madingley Road • A428-M11 • Bourn Airfield / Cambourne busway 	To consider the outcomes of the public consultation on the initial options. These options will be subject to further work over the summer to incorporate the consultation outcomes, and will be brought back to the Executive Board for the selection of a preferred option in September.	Graham Hughes	No
Chisholm Trail – consultation results and approval to progress detailed design of selected route	To consider the outcomes of the public consultation, to approve the recommended route of the Trail for further detailed design and development, and to approve progressing the scheme to a planning application. Give approval for Compulsory Purchase Order powers to secure the land needed.	Graham Hughes	Yes

Cambridge Access and Capacity Study – Progress Report	To consider the results of the initial work of the Cambridge Access and Capacity Study, and to consider the future programme.	Graham Hughes	No
2015/16 Quarter 3 financial monitoring report	To note financial information from October-December 2015.	Chris Malyon	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 8 April 2016		Reports for each item to be published: 31 March 2016	
Cross-city cycling – scheme detail and approval to deliver	To consider detailed schemes informed by public consultation, and to approve delivery of the schemes.	Graham Hughes	Yes
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 16 June 2016		Reports for each item to be published: 8 June 2016	
Histon Road – consultation results and selection of preferred measures	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Milton Road – consultation results and selection of preferred measures	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes

Annual skills review	To note progress made in 2015/16 on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Annual housing review	To note progress made in 2015/16 on delivering the housing workstream and consider any issues arising.	Alex Colyer	No
2015/16 end of year financial monitoring report	To note financial information from the 2015/16 financial year.	Chris Malyon	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 22 July 2016		Reports for each item to be published: 14 July 2016	
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 8 September 2016		Reports for each item to be published: 31 August 2016	
Selection of preferred options for schemes along the A428 corridor and coming in to western Cambridge: <ul style="list-style-type: none"> • Madingley Road • A428-M11 • Bourn Airfield / Cambourne busway 	To select a preferred option for each of the three schemes for Full Business Case preparation and detailed design, to be subject to further consultation once prepared before being brought back to the Executive Board.	Graham Hughes	Yes
Western Orbital – consultation results	To consider the outcomes of the public consultation on the initial options.	Graham Hughes	No

2016/17 Quarter 1 financial monitoring report	To note financial information from April-June 2016.	Chris Malyon	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 13 October 2016		Reports for each item to be published: 5 October 2016	
Chisholm Trail – approval of construction	To approve construction of the scheme.	Graham Hughes	Yes
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 17 November 2016		Reports for each item to be published: 9 November 2016	
A1307 corridor to include bus priority – consultation results and selection of preferred option	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Six-monthly report on skills	To note progress on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Six-monthly report on housing	To note progress on delivering the housing workstream and consider any issues arising.	Graham Hughes	No
2016/17 Quarter 2 financial monitoring report	To note financial information from July-September 2016.	Chris Malyon	No

Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No
Meeting date: 15 December 2016		Reports for each item to be published: 7 December 2016	
Workstream update	To note progress on workstreams not covered by the main agenda items.	Tanya Sheridan	No