



4 February 2016

**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 Kevin Cuffley	South Cambridgeshire District Council
Councillor Bridget Smith	South Cambridgeshire District Council
Councillor Nick Wright	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
Dr John Wells	Cancer Research UK Cambridge Institute

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL JOINT ASSEMBLY**, which will be held in **SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **FRIDAY, 12 FEBRUARY 2016** at **2.00 p.m.**

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## AGENDA

	<b>PAGES</b>
<b>1. Apologies for Absence</b> To receive any apologies for absence.	
<b>2. Minutes of the previous meeting</b> To confirm the minutes of the previous meeting held on 17 December 2015 as a correct record.	<b>1 - 12</b>
<b>3. Declarations of interest</b> To receive any declarations of interest by Members of the Joint Assembly.	
<b>4. Questions by Members of the public</b> To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	<b>13 - 14</b>
<b>5. Petitions</b> To consider any petitions received since the last meeting.	

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|------------|--|----------------|
| <b>6.</b>  | <b>Greater Cambridge City Deal financial monitoring</b><br>To consider a report by Chris Malyon, Chief Finance Officer (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016.                                  | <b>15 - 18</b> |
| <b>7.</b>  | <b>Greater Cambridge City Deal Partnership Budget 2016/17</b><br>To consider a report by Chris Malyon, Chief Finance Officer (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016.                            | <b>19 - 38</b> |
| <b>8.</b>  | <b>A428/A1303 Better Bus Journeys Scheme - public consultation outcomes and next steps</b><br>To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016. | <b>39 - 50</b> |
| <b>9.</b>  | <b>The Chisholm Trail</b><br>To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016.  | <b>51 - 58</b> |
| <b>10.</b> | <b>A1307 Haverhill to Cambridge: Approval to consult on transport improvement concepts</b><br>To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016. | <b>59 - 72</b> |
| <b>11.</b> | <b>Southbound bus priority slip road - Junction 11, M11</b><br>To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016.                                | <b>73 - 76</b> |
| <b>12.</b> | <b>Smart Cambridge - 'Smart Technology City Management Platform' investment</b><br>To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council), scheduled for consideration by the Executive Board on 3 March 2016.            | <b>77 - 82</b> |
| <b>13.</b> | <b>City Deal Workstream update</b><br>To consider a report by Tanya Sheridan, City Deal Partnership Director, scheduled for consideration by the Executive Board on 3 March 2016.  | <b>83 - 88</b> |
| <b>14.</b> | <b>Greater Cambridge City Deal Forward Plan</b><br>To consider the City Deal Executive Board's Forward Plan.   | <b>89 - 92</b> |

# Agenda Item 2



## **GREATER CAMBRIDGE CITY DEAL JOINT ASSEMBLY**

Minutes of the Greater Cambridge City Deal Joint Assembly held on  
Thursday, 17 December 2015 at 2.00 p.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 Noel Kavanagh	Cambridgeshire County Council
Councillor Maurice Leeke	Cambridgeshire County Council
Councillor Francis Burkitt	South Cambridgeshire District Council
Councillor Bridget Smith	South Cambridgeshire District Council
Councillor Nick Wright	South Cambridgeshire District Council
Sir Michael Marshall	Marshall Group
Claire Ruskin	Cambridge Network
Andy Williams	AstraZeneca
Anne Constantine	Cambridge Regional College
Helen Valentine	Anglia Ruskin University
Dr John Wells	Cancer Research UK Cambridge Institute

### **Members or substitutes of the Greater Cambridge City Deal Executive Board in attendance:**

Councillor Ian Bates	Cambridgeshire County Council
Councillor Steve Count	Cambridgeshire County Council

### **Officers/advisors:**

Andrew Limb	Cambridge City Council
Glen Richardson	Cambridge City Council
Graham Hughes	Cambridgeshire County Council
Jeremy Smith	Cambridgeshire County Council
Brian Stinton	Cambridgeshire County Council
Stuart Walmsley	Cambridgeshire County Council
Aaron Blowers	City Deal Partnership
Tanya Sheridan	City Deal Partnership
Graham Watts	South Cambridgeshire District Council
Andrew Cameron	WSP Parsons Brinckerhoff

## **1. APOLOGIES FOR ABSENCE**

No apologies for absence were received.

Councillor Tim Bick, Chairman, took this opportunity to welcome Dr John Wells to his first meeting of the Joint Assembly following his co-option by the Executive Board on 3 December 2015. Dr Wells was a University of Cambridge nomination and represented the Cancer Research UK Cambridge Institute.

## **2. MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 13 November 2015 were confirmed and signed by the Chairman as a correct record.

Further to minute number 9 of the previous meeting, it was noted that the base number of existing apprentices was confirmed as being 300 new starts in 2014/15.

Councillor Tim Bick, Chairman, provided an update on the outcome of the Executive Board's consideration of the Joint Assembly's recommendations following its last meeting. The following points were noted:

- the recommendation to delay the consultation process in respect of the Western Orbital corridor scheme was not supported;
- the recommendation to include schemes on city centre bus and coach capacity management and a Huntingdon Road Park and Ride were supported;
- the recommendation to remove the word 'Station' from the Newmarket Road to Cambridge Science Park Station bus priority scheme was not supported.

## **3. DECLARATIONS OF INTEREST**

Councillor Tim Bick, Chairman, declared a non-pecuniary interest in minute number 6 as he had a personal relationship with Nichola Harrison, who had registered to speak as a member of the public.

## **4. QUESTIONS BY MEMBERS OF THE PUBLIC**

Councillor Tim Bick, Chairman, reported that a number of people had registered to speak in relation to specific items on the agenda for this meeting. He therefore proposed that those questions be put at the relevant item.

A question from Edward Leigh had been received which did not relate to an item on the agenda for this meeting. The question was asked and answered as follows:

Mr Leigh listed six major developments in the region over the past two years, which he said would add to the considerable load on the strategic highways and railways. He also referred to the approximate 25 million vehicles that travelled annually past Cambridge on the A14, the 22 million on the M11, the 17 million on the A11 and the 9 million on the A505, as well as the fact that Cambridge railway station saw nearly 11 million passengers per year. Mr Leigh said that most of the urgent upgrades to the region's road infrastructure involved Highways England and that there was huge untapped potential in the existing rail network. He therefore asked why so few of these schemes featured in the Transport Strategy for Cambridge and South Cambridgeshire. Mr Leigh was of the opinion that feasibility studies and business cases should progress with schemes so that Highways England and Network Rail could programme schemes in sooner rather than later. He also questioned engagement between City Deal partners and Highways England or Network Rail and asked whether any consideration would be given to asking the Department for Transport to appoint Highways England and Network Rail as formal partners in the City Deal, with representation on the Executive Board.

Jeremy Smith, Head of Transport and Infrastructure Policy and Funding at Cambridgeshire County Council, acknowledged the importance of the issues raised by Mr Leigh but reminded him that the transport infrastructure schemes included as part of the City Deal programme were on many of the networks included in the Long Term Transport Strategy for Cambridge and South Cambridgeshire. Mr Smith also reported that he and other officers from the County Council worked closely with strategic partners such as Network Rail and Highways England, although he emphasised that it was not up to the County Council or any other City Deal partner to produce business cases for schemes on Highways England's networks. It was also noted that Network Rail had a significant improvement agenda of its own progressing and delivering improvements on other routes feeding into Cambridge. Mr Smith closed by reassuring Mr Leigh that lots of the issues he had raised were already in the County Council's strategy document.

Councillor Bick, in referring to engagement between officers from the partner Councils and strategic partners such as Highways England and Network Rail, said that it would be useful to understand the type of engagement that took place and cited an 'engagement map' as an example of something that could be produced. Mr Smith agreed to circulate a document to Members of the Joint Assembly to meet with this request. Tanya Sheridan, City Deal Programme Director, also made the point that this was a strategic issue and would be incorporated as part of the City Deal's Communications Strategy.

## **5. PETITIONS**

No petitions had been received.

## **6. OPPORTUNITIES FOR PUBLIC REALM AND GREEN LANDSCAPING ENHANCEMENT WITHIN CITY DEAL DELIVERY**

Councillor Tim Bick, Chairman, invited three members of the public who had given notice of questions or statements in relation to this agenda item to put forward their questions or statements. Questions or statements were therefore made as follows:

### **Question by Mike Sargeant**

Mr Sargeant expressed concerns about the consultation process, principally in respect of the Milton Road scheme, and the perception that the proposals in the draft options report would be 'railroaded' through regardless of responses made by members of the public as part of the consultation. He asked what reassurance he and residents could be given that ideas and concerns would be listened to and that this consultation would be a meaningful exercise.

He also highlighted that one of the biggest issues for local people in respect of the Milton Road scheme was the potential loss of trees and grass verges and the road becoming an urban motorway. He asked why these issues had not been included in the consultation documentation, despite being raised at a previous meeting of the Joint Assembly, and sought reassurance that keeping a green, residential character to Milton Road was a priority.

### **Question by Wendy Blythe**

Wendy Blythe asked how the loss of grass verges, trees, gardens and nature posed by arterial road schemes would be assessed, making the point that verges soaked up surface water and trees were a buffer against noise and pollution.

She said that a large number of respondents to the call for evidence sessions had argued that bus lanes were an engineering solution to what was in fact a traffic management problem and would simply generate more road capacity. She therefore asked whether, given that the argument for bus lanes, in her view, was not yet proven, the wishes of residents who wanted to keep their trees and gardens would be ignored.

Wendy Blythe also asked how the public health implications were being assessed, in terms of the psychological impact of these transport schemes on communities and on individuals. She reflected on Milton Road currently having attractive trees and verges along the route and asked what environmental standards a world famous heritage city with attractive approach roads should be aspiring to. She added that simply providing landscaping options to mitigate major damage would not be good enough.

### **Statement by Nichola Harrison**

Nichola Harrison highlighted widespread public concern that the bus priority measures for Milton Road, Histon Road and Madingley Road would cause severe damage to the green environment and community life of these residential neighbourhoods. She said that the City Deal was a fantastic opportunity to improve Greater Cambridge's inadequate transport system, but at present she felt that there was a real danger that its engineering schemes would fail to achieve public support. Nichola Harrison therefore proposed that the City Deal should employ landscaping and public realm experts, including Council officers and external experts, to produce an Environmental Design Code. This would ensure that consideration of the local environment was not simply an optional extra but was at the centre of proposals for radial routes and, in due course, elsewhere inside and outside the city. She added that the Design Code should be introduced not simply to protect the existing environment, but to improve it.

Councillor Bick stated that answers to the questions would be provided as part of the subsequent discussion.

Glen Richardson, Urban Design and Conservation Manager at Cambridge City Council, and Andrew Cameron, Director of Urban Design at WSP Parsons Brinckerhoff consultancy, provided the Joint Assembly with a presentation on opportunities for public realm and green landscaping enhancement within City Deal delivery.

The following points were noted in respect of creating streets and how space could be allocated:

- streets were persistent, hardly ever changed in their nature and held urban areas together, creating a sense of community;
- street layout and dimensions remained constant over many centuries, with buildings changing rather than the streets they were built around;
- roads facilitated movement and divided communities, whereas streets defined a place and helped create communities. It was therefore streets rather than roads that the City Deal should be aiming to provide in residential areas.

Numerous visual examples, both national and international, were shown which provided before and after perspectives of where trees, greenery and sustainable urban drainage systems had been incorporated as part of street improvements. This included indications of rationalisation of space, areas showing plenty of room for movement for all users, the greening of major arterial routes and ease of pedestrian movement.

Visual examples were also shown of successful models of sharing space on streets in terms of motorised vehicles, cyclists and pedestrians and highway features that were not 'over-engineered'. These included pedestrian first crossing points, gateways, courtesy crossings, pedestrian orientated design, two-way cycle paths, segregated cycle paths and median zones.

In terms of addressing use of the street and adding trees and greenery, a number of scenarios were given of the different options available using a 20 metre right of way as an example. Scenarios included:

- 'do-maximum' consisting of pedestrian access, cycleways bus lanes, and motor vehicle access all with two-way access with no trees or greenery;
- the addition of trees on one side, with reduced width cycle lanes to compensate;
- trees on both sides of the street with bus access only in one direction;
- a tree-lined street with two-way cycle lane segregated from the street, with bus access only in one direction;
- shared footpath and cycleway, reduced width running lanes and a median strip.

Specific examples were also presented of how trees and greenery could be introduced into the urban street setting, with photographs of a street where this had taken place in Cambridge being shown.

It was reported that precedents elsewhere showed that it was possible to achieve the infrastructure to support more sustainable modes of travel and deliver a high quality of public realm. However, ultimately there would be choices to be made in order to strike the right balance of infrastructure and the amount and type of public realm in terms of soft and hard landscaping. Detailed investigation of constraints, such as services for example, and the development of design options to integrate soft and hard landscaping would be an important stage of future work. It was also emphasised that the options, as much as possible, needed to respond to the context of where they were being introduced.

In closing, Mr Richardson and Mr Cameron said that the City Deal provided a great opportunity to improve mobility along key routes and in city centre locations for pedestrians, cyclists and bus users. However, this had to be balanced with the human desire to create attractive places and streets that would enhance the experience for residents and visitors in Cambridge.

Councillor Bick thanked Mr Richardson and Mr Cameron for a very informative presentation, further to which discussion ensued and the following points were noted:

- there were studies that suggested a wide range of benefits from the inclusion of trees and greenery in streets, including a natural slowing down of traffic, more pride and identity with an area and improvements in property value, retail base, mental health, air quality and surface water drainage;
- one of the examples shown in the presentation outlined a scheme where cyclepaths had been set out in parallel streets to those of other road users and a question was raised as to how that could apply in Cambridge. It was noted that the examples shown were context specific and such a proposal would need to be considered alongside the wider Transport Strategy and other related policies;
- a question was asked regarding the use of tidal bus routes. Mr Cameron explained that there were some issues in using tidal bus routes in both directions, such as the additional signage and markings that would be required and the necessity to have bus stops on both sides of the street. These requirements would be detrimental to the quality of space, so the use of tidal bus routes would need to

- be properly investigated in that context;
- conflict between different users and cycle parking in the city centre were two issues that would need to be addressed;
- the presentation provided a very positive overview of what could be achieved with schemes such as Histon Road and Milton Road and would probably go a long way in allaying the public's concerns;
- there had to be compromise in developing these transport infrastructure schemes, but it was important that the compromise was right. Each user group would have different views as to what the priority should be for a scheme and that was where balance and compromise played an important part.

Referring to Nichola Harrison's statement, Councillor Bridget Smith supported her proposal for the production of an Environment Design Code. Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, suggested that a Design Guide setting out parameters may be more appropriate and useful for Members of the Joint Assembly and Executive Board as a basis for their decision-making as schemes were developed. The Joint Assembly therefore requested that officers be asked to identify what could be included in an Environmental Design Guide for City Deal transport infrastructure schemes, setting out what such a guide could consist of together with the estimated cost and officer time associated with developing the document.

In answer to Mike Sargeant's question, Mr Hughes said that all responses received as part of any consultation process would be seriously considered. The schemes currently out for consultation at Madingley Road, Histon Road and Milton Road were at the first, conceptual stage of consultation, but any responses to those consultations would be fully considered and subsequently reported back to the Joint Assembly and Executive Board. Further consultations consisting of more detailed proposals for each scheme would then take place at a later stage.

Councillor Bick reflected on the significant criticism the City Deal had received in respect of the number of consultations it was undertaking, so made the point that they would not take place if City Deal partners were not serious about wanting to hear people's views.

In terms of Mr Sargeant's question about maintaining Milton Road's green and residential character, Mr Hughes reiterated the point made earlier about compromise but said that one of the main objectives would be to improve the environment of the street. The specifics of a scheme at Milton Road were currently not available as the consultation only set out two conceptual options at extreme ends of the spectrum. A later stage of the process would provide a more detailed scheme, setting out priorities, and it would be at that stage that the real impact of the scheme could be assessed and options, including those associated with public realm, properly considered.

Answering the question by Wendy Blythe, Mr Hughes said that it was difficult to say how the loss of grass verges, trees, gardens and nature posed by arterial road schemes could be assessed at this stage. Once the views of the public and stakeholders had been received as part of the consultation process officers would look at how best those issues could be addressed. It would be at this stage where judgements and decisions on compromises would need to be made. In terms of the question regarding public health implications, it would not be possible to assess them at this stage as there was not yet a specific scheme proposed. The business case for any transport infrastructure scheme would assess relative merits of the scheme, including health and environmental issues.



The Joint Assembly:

- (1) **NOTED** the presentation.
- (2) **AGREED** that officers be requested to identify what could be included in an Environmental Design Guide for City Deal transport infrastructure schemes, setting out what such a guide could consist of together with the estimated cost and officer time associated with developing the document.

## **7. TACKLING CONGESTION: CALL FOR EVIDENCE**

Councillor Tim Bick, Chairman, invited three members of the public who had given notice of questions in relation to this agenda item to put forward their questions. Questions were therefore asked as follows:

### **Question by Penny Heath**

Penny Heath referred to paragraph 16 of the report for this item, which listed the criteria following the call for evidence sessions on tackling congestion in Cambridge. She asked why no criterion for environmental impact had been included, which should cover issues such as impact on pollution, character, conservation and landscape of the City.

### **Question by Lynn Heatt**

Lynn Heatt asked what steps the Joint Assembly was now taking to prepare for a public debate and meaningful consultation on any proposed parking controls or congestion-charging schemes in Cambridge. Furthermore, she asked what timeframe residents could expect for these ideas to be researched and developed into proposals and put into public discussions about the future of congestion in the City and their neighbourhoods.

### **Question by Robin Pellew**

Robin Pellew said that the call for evidence had been a thoroughly worthwhile exercise in bringing together a wide diversity of skills and expertise, but said that its value depended on the next step of how this body of information and experience was to be used. He added that there was now a widely held expectation that the City Deal would build on this foundation by pursuing some of the main proposals throughout the appointment of consultants to take them forward to the stage where they could be subject to the detailed scrutiny of public consultation. Mr Pellew therefore asked what assurance the Joint Assembly or County Council could give that sufficient funding would be made available to enable the more promising proposals to be advanced.

Mr Pellew also referred to what he perceived as being a lack of synchronisation with the various public consultations, referring to consultations currently ongoing in respect of the A428 corridor, Histon Road and Milton Road. The options presented by the City Deal were all based on the assumption that bus lanes were the answer to the peak-hour congestion at these pinch-points, however, the call for evidence showed that there were genuine alternatives. He therefore asked how any new measures for alleviating congestion emerging from the call for evidence would feed into the examination of the options for these arterial roads.

Councillor Bick stated that answers to the questions would be provided as part of the subsequent discussion.

Consideration was given to a report which provided an initial summary of submissions received in response to the tackling congestion call for evidence sessions that had recently been held and sought agreement to the means of assessment of the submissions received through the Cambridge Access Study or, where more relevant, through individual City Deal schemes. Jeremy Smith, Head of Transport and Infrastructure Policy and Funding at Cambridgeshire County Council, presented the report and informed the Joint Assembly that 77 responses to the sessions had been received to date. The main areas of focus had been captured in Appendix 1 of the report and were separated into the following categories:

- demand management and fiscal measures;
- technology;
- public transport infrastructure and service improvements;
- infrastructure improvements for active modes;
- highway capacity enhancements;
- behavioural change.

Mr Smith highlighted that officers had not yet had the opportunity to carry out any qualitative analysis of the information at this stage, but reported that all submissions were available for viewing on the Greater Cambridge City Deal website. The report set out a proposed assessment criteria to be used with regard to the call for evidence submissions and proposals. This would ensure that analysis supported City Deal objectives and consisted of the following criteria:

- fairness;
- effectiveness;
- value for money;
- economic impact;
- dependencies and broader benefits;
- implementation.

In answer to Mr Pellew's question regarding examination of the options, Mr Smith said that consultants had been commissioned to assess the options and that a report on outcomes was scheduled for submission to the Executive Board in June 2016. Mr Hughes added that if the conclusions were pertinent to the radial route projects, there would be sufficient fluidity to weave these into them as necessary.

Councillor Bick reflected on the demand management and fiscal measures aspect of the responses, as set out in Appendix 1 of the report, noting the following suggestions or proposals that had been received under that theme:

- further limiting access to the city centre and further selective road closures;
- further parking controls;
- road pricing;
- workplace parking levy;
- 'gating' and queue redistribution;
- tourist tax.

Councillor Bick sought feedback from Members of the Joint Assembly as to what their initial reactions were in respect of these six proposed approaches to demand management. The following comments were noted:

- this was the beginning of the process so it was too early to make any judgements on each proposal or suggestions without the greater detail that the consultants would be able to provide having properly assessed them. Consideration of this issue should therefore wait until the report was available in June 2016;
- any proposals or suggestions that increased business costs would be concerning and went against the aspiration of attracting new businesses into the Greater Cambridge area;
- more evidence would be required in respect of road pricing, or congestion charging, and there was a danger that fairness of such a scheme could not be achieved in terms of the those living within and visiting the city boundary, as well as potentially targeting the wrong types of user;
- there was not enough information available at this stage on the majority of proposals or suggestions to form a view. However, it would be important not to waste time or money on those ideas that were not realistic, so some sensible decisions at an early stage may be necessary;
- the concept of congestion charging did not have to be the same as the model used in London and could, for example, being introduced during peak times in the mornings and evenings;
- an additional revenue stream from a scheme such as congestion charging would enable the City Deal to provide much better quality and frequency of transport, both in the city centre, beyond Cambridge and perhaps even beyond the Greater Cambridge area;
- lots of residents within Cambridge wanted further parking controls to be looked into further;
- the difficulty with road pricing, or congestion charging, was that it would be seen as penalising people for using their vehicles. If the revenue gained from such a scheme contributed to bus subsidies, people may be much more open minded about it;
- the issue of charging cyclists as part of a road pricing or congestion charging scheme was suggested, further to which there was significant support by Members of the Assembly that cyclists should not have to pay to go into Cambridge;
- a tourist tax placed on each tourist coach or bus coming into the City could provide a significant revenue stream;
- there were significant practical problems with introducing a system such as gating or queue redistribution that would need investigating.

Councillor Bick, in reflecting on the discussion and the issue of demand management, asked whether the Assembly could expect confirmation from the Executive Board that demand management should be part of the City Deal's wider strategy. In discussing this specific issue the following further comments were noted:

- the real issue was wanting people to want to go into Cambridge;
- the key problem was how people travelled into the City, with the main objective being to provide an attractive, easy and sustainable way for people to enter the City, so that it was a positive experience that they would want to repeat;
- it was far too early as part of this specific piece of work to determine how demand management should feature as part of the City Deal's strategy.

Councillor Bick asked whether inclusion of demand management in the City Deal's strategy would have an impact on the decisions and outcomes of radial route transport infrastructure schemes. Mr Hughes confirmed that demand management had been included as part of the County Council's strategies for the last ten years and was also part of the Long Term Transport Strategy. He said that managing demand was essential but that it was not about stopping people coming into the City and principally about how they

travelled there. Mr Hughes added that there was overwhelming evidence from around the world that a strategy solely based on demand management or solely based on alternative routes did not work and that a successful programme for the City Deal had to consist of both issues to alleviate Cambridge's congestion problems. In terms of demand management featuring as part of the City Deal strategy, Mr Hughes was of the opinion that it was already part of the strategy and that it had been included in the original City Deal pitches to Government, as well as being envisaged as part of the Access Study. He emphasised, however, that congestion charging was only one way of managing demand. The situation as he saw it was that the City Deal had not yet approved a particular approach to demand management and Mr Hughes clarified that all demand management measures would be assessed as part of this call for evidence process.

In answer to the question by Penny Heath, the Joint Assembly unanimously agreed that a criterion to assess environmental impact and design should be added to the list of criteria set out in paragraph 16 of the report.

Addressing the question raised by Lynn Hieatt regarding further public debate, Mr Hughes said that the consultants were ready to commence work on assessing the proposals and suggestions received as part of the call for evidence sessions and report back on outcomes at the meeting of the Executive Board in June 2016. That would then provide for a more informed public debate when more detailed had been worked up.

Councillor Bridget Smith reflected on the successful public engagement that had been achieved as part of this process and did not want this impetus to be lost. She asked whether anything could be set up to maintain this interest and momentum, further to which Claire Ruskin offered to facilitate this through the Cambridge Network.

The Joint Assembly recommended to the Executive Board that it:

- (1) **NOTES** the summary of evidence received and the emerging key themes.
- (2) **AGREES** the criteria for assessment of the ideas and proposals submitted to reduce congestion by reducing traffic volumes, managing traffic differently or managing access as part of the Cambridge Access Study, including any further ideas submitted by 31 December 2015, subject to the inclusion of an additional criterion to assess environmental impact and design.
- (3) **NOTES** that the work referred to in resolution (2) above will be brought back to the Executive Board on 16 June 2016, including an assessment of impacts of potential City centre measures on other elements of the City Deal programme.
- (4) **AGREES** that where proposals relate to additional infrastructure that would be better considered as part of either an existing or future corridor study (i.e. one of the tranche 1 or prospective future City Deal schemes), that those proposals are taken forward through those routes rather than through the Cambridge Access Study.

## 8. **WORKSTREAM UPDATE**

Tanya Sheridan, City Deal Programme Director, presented the progress report which set out updates on each workstream of the City Deal.

It was noted that interviews were currently underway for the Strategic Communications Manager vacancy.

The Joint Assembly **NOTED** the workstream update.

**9. GREATER CAMBRIDGE CITY DEAL FORWARD PLAN**

The Joint Assembly **NOTED** the revised Greater Cambridge City Deal Forward Plan, which included the Histon Road and Milton Road transport infrastructure schemes and Cambridge Access Study items listed for the meeting of the Executive Board on 16 June 2016 rather than 22 July 2016.

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**The Meeting ended at 5.05 p.m.**

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# Agenda Item 4

## Questions by the public and public speaking

At the discretion of the Chairman, members of the public may ask questions at meetings of the 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 6



**Report To:** Greater Cambridge City Deal Executive Board

3 March 2016

**Lead Officer:** Chris Malyon, Chief Finance Officer Cambridgeshire County Council

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## Greater Cambridge City Deal Financial Monitoring

### 1. Purpose

1.1 The primary purpose of this report is to provide the Executive Board with the financial monitoring position for the period ending 31 January 2016.

### 2. Recommendations

2.1 It is recommended that the Executive Board note the financial position as at 31 January 2016.

### 3. Reasons for Recommendations

3.1 The Executive Board will be receiving regular financial monitoring reports that set out expenditure against budget profiles.

### 4. Financial Position for the period ending 31 January 2016

#### 4.2 Programme

4.2.1 Attached as an Appendix to this report are the programme costs incurred to the end of January 2016.

4.2.2 A summary of the expenditure as at the end of January against the profiled budget for the period is set out in the table below:-

Project Description	Budget to date £	Expenditure to date £	Variance £	2015-16 Budget £
Histon Road Bus Priority	172,050	143,032	-29,018	183,850
Milton Road Bus Priority	204,000	125,561	-78,439	203,400
Chisholm Trail	100,000	142,480	42,480	160,000
A428 to M11 Bus Priority	213,000	186,690	-26,310	350,000
City Centre Capacity Improvements	185,000	216,615	31,615	194,386
A1307 Bus Priority	228,873	135,763	-93,110	262,350
Cross-City Cycle Improvements	147,000	145,034	-1,966	194,000
Western Orbital	110,000	101,522	-8,478	160,000

City Deal	0	19,858	19,858	0
A10 North Study	0	0	0	100,000
<b>Total</b>	<b>1,359,923</b>	<b>1,216,556</b>	<b>-143,367</b>	<b>1,807,986</b>

#### 4.3 Operations

4.3.1 Although a full year provision was made for budgetary purposes for a number of activities it was always known that the full year impact would not be incurred in 2015/16. This is partly due to recruitment timelines, partner organisation governance processes, and lead-in times for some activities. Any underspend at year end will be considered as part of an outturn report in order to determine whether the resources not utilised during the period are required in 16/17.

4.3.2 The actual expenditure incurred as at the end of January is as follows:-

<b>Activity</b>	<b>Budget £000</b>	<b>Budget to date £000</b>	<b>Actual £000</b>	<b>Variance £000</b>
Programme Central Co-Ordination Function	150.0	125.0	74.0	-51.0
Strategic Communications	60.0	50.0	1.3	-48.7
Economic Assessment	10.0	0.0	0.0	0.0
Smarter Greater Cambridge	20.0	0.0	0.0	0.0
Inward Investment & Account Management	60.0	60.0	60.0	0.0
Housing	200.0	0.0	0.0	0.0
Skills	131.0	47.5	47.5	0.0
Miscellaneous	0.0	0.0	0.0	0.0
<b>Total</b>	<b>631.0</b>	<b>282.5</b>	<b>182.8</b>	<b>-99.7</b>

## **6. Implications**

### **6.1 Financial and other resources**

The outcome in delays in incurring expenditure for which budgetary provision has been made in 2015/16 will be dealt with as part of the outturn report.

### **6.2 Staffing**

The recruitment of the communications post has now taken place and the successful candidate will be commencing their employment in the near future. It is anticipated that recruiting to roles within the Housing Development Agency will commence shortly.

### **6.3 Risk Management**

There are no implications that directly result from this report.

## **7. Background Papers**

- a) Capital Programme report at January Joint Assembly meeting and subsequent meeting of the Board
- b) Partnership Budget report at March Joint Assembly meeting and subsequent meeting of the Board

**Report Author:** Chris Malyon, Chief Finance Officer  
Cambridgeshire County Council  
01223 699796

Project Description	Works Budget	Expenditure (Cumulative)													
		Spend	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Out-turn
City Deal - Histon Road Bus Priority	183,850	Profile	4,400	13,150	38,450	73,850	120,550	130,050	143,550	157,750	163,650	172,050	179,450	183,850	184,000
		Actual	0	52	4,409	34,338	65,505	66,058	107,626	132,285	137,509	143,032			143,032
City Deal - Milton Road Bus Priority	203,400	Profile	4,400	14,100	43,700	83,200	134,700	145,300	160,200	177,300	196,000	204,000	212,000	216,000	203,000
		Actual	52	52	5,381	40,392	75,463	98,919	110,967	113,996	117,817	125,561			125,561
City Deal - Chisholm Trail	160,000	Profile	0	0	14,000	16,000	18,000	30,000	32,000	76,000	85,000	100,000	130,000	160,000	160,000
		Actual	0	1,950	3,900	18,516	21,906	37,734	92,061	112,962	133,625	142,480			142,480
City Deal - A428 to M11 Bus Priority - Madingley	350,000	Profile	5,000	15,000	25,000	35,000	50,000	65,000	85,000	153,000	173,000	213,000	270,000	350,000	350,000
		Actual	0	375	375	375	375	62,705	137,489	163,776	179,828	186,690			186,690
City Deal - City Centre Capacity	194,386	Profile	0	12,000	42,000	82,000	124,000	140,000	160,000	175,000	180,000	185,000	190,000	194,386	194,000
		Actual	0	15,760	27,760	89,320	181,089	181,089	206,477	214,615	214,615	216,615		0	216,615
City Deal - A1307 Bus Priority	262,350	Profile	0	0	57,583	97,290	133,586	140,125	154,814	182,960	195,794	228,873	262,350	262,350	262,000
		Actual	0	0	0	18,639	59,323	59,323	98,355	135,763	135,763	135,763		0	135,763
City Deal - Cross City Cycle Improvements	194,000	Profile	0	0	1,000	10,000	20,000	30,000	61,000	92,000	123,000	147,000	171,000	194,000	194,000
		Actual	0	0	165	16,276	16,276	16,276	51,234	89,495	128,928	145,034		0	145,034
City Deal - Western Orbital	160,000	Profile	2,000	4,000	6,000	21,000	23,000	38,000	68,000	83,000	98,000	110,000	135,000	160,000	160,000
		Actual	15,388	40,711	45,889	47,455	56,938	61,796	92,074	97,076	101,522	101,522		0	101,522
City Deal		Profile	0	0	0	0	0	0	0	0	0	0	0	0	0
		Actual	0	41	278	1,407	2,383	7,443	13,103	14,495	19,858	19,858		0	19,858
A10 North Study (Tranche 2)	100,000	Profile													100,000
		Actual	0	0	0	0	0	0	0	0	0	0	0	0	0
OVERALL TOTAL	1,807,986	Profile	15,800	58,250	227,733	418,340	623,836	718,475	864,564	1,097,010	1,214,444	1,359,923	1,549,800	1,720,586	1,807,000
		Actual	15,440	58,940	88,157	266,718	479,258	591,344	909,387	1,074,464	1,169,466	1,216,556	1,216,556	0	1,216,556

# Agenda Item 7



**Report To:** Greater Cambridge City Deal Executive Board 3 March 2016

**Lead Officer:** Chris Malyon, Chief Finance Officer,  
Cambridgeshire County Council

## Greater Cambridge City Deal Partnership Budget 2016/17

### 1. Purpose

To agree the programme and operational budgets for 2016/17 financial year and to agree the continued pooling of New Homes Bonus (NHB) for 2016/17 and to consider how the unallocated resources should be utilised.

### 2. Recommendations

It is recommended that: -

- a) The briefing note appertaining to the future of NHB be noted.
- b) The budgetary provision for the 2016/17 operational budget be approved.
- c) Subject to approval of recommendation b) more detailed proposals be brought forward in respect of the additional investment in Housing and Intelligent Mobility.
- d) The provisional profiling of the remainder of Phase1 of the programme be approved.
- e) That the unallocated NHB pooled resource be retained to facilitate the successful delivery of Phase 1 of the programme.
- f) A further report on the strategy for the distribution of unallocated monies be considered by the Board before the end of the year.

### 3. Reasons for Recommendations

Financial governance plays an important role in ensuring that resources are allocated effectively in order to deliver the anticipated outcomes of any programme. The City Deal Partnership is a large and complex programme that will support the successful delivery of a major growth programme in the Greater Cambridge area. It is therefore essential that appropriate resources are allocated to both the programme itself and the activities that are

required to successfully support its delivery. The recommendations contained in this report will provide the resources necessary to support the delivery of Phase 1 of the programme and place the Partnership in the optimum position to secure further funding for Phase 2.

#### **4. Background**

The Greater Cambridge City Deal Partnership will be incurring significant costs in the delivery of a number of major transport improvement schemes for the area. Individual projects will be supported through grant but the programme requires additional funding from locally derived sources as the level of grant is insufficient to cover the costs of the agreed programme of infrastructure investments. At this stage the 2016/17 spend can be predicted with a reasonable level of confidence however as the timeline extends towards beyond the next financial year the projections are subject to a numerous issues that could affect the expenditure profile. Any changes to the projected profile will therefore be subject to the annual budget process but should it be necessary, requests for variations to the budget will be brought to the Board for their approval within the year.

This report also provides clarification on the NHB resource that is being contributed by the three local authorities, through a pooling arrangement, to support the delivery of the programme. The report covers the announcement in the Provisional Grant Settlement that was published in mid-December and sets out a set of budget proposals for both the operational budget and a revised profiling of Phase 1 of the programme.

#### **5. Programme Expenditure**

The Executive Board of 28 January 2015 agreed a programme of priority capital schemes for the first five years of the Greater Cambridge City Deal partnership. The programme is significantly in excess of the grant that is available. This reflects that the grant resources will be supplemented by additional funding from developer contributions, resources and other funding streams many of which are yet to be identified. Furthermore there is a possibility that some of the projects within the programme will not progress either to the level outlined or within the originally anticipated timeline.

Officers have made an effort to refine the costs associated with the programme and to create a realistic profile of the likely expenditure of the individual projects. The Board is asked to consider the programme. Whilst there is clearly a direct link between expenditure and activity the two will not exactly mirror each other and therefore this should not be seen as a reflection of the actual work that will be delivered on the ground. Contractual payments associated with works of this nature often take months and sometimes years to be fully finalised after the actual work has been completed.

The proposed programme for the current financial year and the remaining four financial years of phase 1 of the City Deal is set out in Appendix A to this report. The resources required to support the delivery of the projects in the programme significantly exceed the grant funding available through the City Deal Programme. This was a conscious decision as it has always been known that City Deal grant funding would need to be supplemented through local resources including Section 106 monies, New Homes Bonus, Growth Funds etc.

Given the time lag from project conception to actual spend this is not an issue in cash terms until 2019. However over the coming two financial years if it is not possible to

identify when, or whether, additional funding is likely to materialise the Board will need to consider whether to re-balance the phasing between tranche 1 and tranche 2, to seek contributions from other sources, or to reduce the overall programme.

## 5.1 Match funding

A key source of generating the aforementioned additional funding for schemes is developer contributions. These are routinely sought in order to mitigate the impacts of development through Section 106 contributions from those undertaking those developments. Therefore where the impacts of these developments can be mitigated by City Deal schemes, contributions are being sought and will be allocated to the City Deal programme. It is not possible to say exactly how much match funding this will yield, as this depends on the nature and scale of developments and when they come forward. Also, it is important not to prejudice negotiations with developers through the specific inclusion of our assumptions appertaining to these developments.

Table 1 below summarises contributions received in signed or engrossed S106s, or for which heads of terms are agreed and we can say with reasonable confidence will be secured shortly.

<b>Development</b>	<b>Contribution (£'000)</b>	<b>City Deal scheme</b>
ARM	400	Fulbourn Road
ARM	200	Fulbourn Road / Cherry Hinton High Street
Science Park applications	1,300	Milton Road North
Capella	88	Long Road / Hills Road
CB1	500	Chisholm Trail (Station to Mill Road)
Granta Park	100	A1307 cycle crossing / route improvement
<b>Total</b>	<b>2,588</b>	-

## 5.2 New Homes Bonus

### *2016-17 NHB Allocations – National Picture*

When setting the 2015/16 operational budget it was agreed by the three local authorities that a proportion of the NHB appertaining to the Greater Cambridge area would be pooled in order to support the delivery of the Programme. For 2015/16 this was 40% of the total received and for 2016/17 and beyond this increased to 50%.

At the time there was significant doubt that NHB would survive, at least in its current form, the 2015 Comprehensive Spending Review and therefore the Board were prudent in the allocation of the funds at their disposal. The future of NHB is set out below in more detail.

The Provisional Grant Settlement that was published in December set out the Government's position for the forthcoming financial year and also included a consultation document regarding the potential future shape and size of the funding stream for 2017 and beyond.

The DCLG has published provisional allocations for 2016/17, the sixth year of the scheme. The provisional total NHB grant for 2016/17 is £1.461bn. Payments include the grant awarded in years 1 to 5 as well as year 6. DCLG has also published their own NHB gross payment calculator based on the provisional 2016/17 allocations which can be found on their website.

#### *NHB from 2017-18 Onwards*

In his statement, Mr Clark said the New Homes Bonus would be retained ‘indefinitely, but with some changes, on which I am consulting’. DCLG has published a consultation paper on options for reforms, setting out a number of proposals, as follows:

- Withholding the Bonus from areas where an authority does not have a Local Plan in place
- Abating the Bonus in circumstances where planning permission for a new development has only been granted on appeal
- Adjusting the Bonus to reflect estimates of deadweight
- A reduction in the number of years for which the Bonus is paid from the current 6 years to 4 years

A note summarising the content of the consultation is attached as an Appendix B to this report.

#### *City Deal and Pooled Resources*

In January 2015 the City Deal Board considered the proposal to pool NHB derived within the City Deal area. This was to provide some financial capacity to support the delivery of the programme and to provide a resource to support initiatives that could not be funded from within the programme budget. The basis of the pooling arrangement was that each Council would contribute 40% of their NHB appertaining to the City Deal area for 2015/16 and 50% of sums from 2016/17. The provisional forecast of the sums identified at that point are set out below.

<b>Authority</b>	<b>2015/16 £000</b>	<b>2016/17 £000</b>	<b>2017/18 £000</b>	<b>2018/19 £000</b>
Cambridge City Council	1,986	3,009	3,085	3,352
South Cambridgeshire District Council	1,683	2,727	2,960	3,219
Cambridgeshire County Council	917	1,434	1,511	1,643

Leading in to the CSR there was significant speculation that NHB would not survive. Although a consultation document has been published that could lead to significant changes in the future the funding and distribution methodology remains untouched for 2016/17. This does therefore give a window of opportunity for the City Deal Partnership to continue with the policy that it adopted a year ago. Given the potential future changes it would be prudent at this stage to plan on the availability of this resource for the forthcoming financial year only. This could be reviewed once the outcome of the NHB consultation process is known.



Given the financial challenges facing all the local authority partners, this level of commitment should not be understated.

The NHB figures contained within the provisional Grant Settlement would create contributions from the three local authorities for 2016/17 as follows.

<b>Authority</b>	<b>2016/17 £000</b>
Cambridge City Council	3,162
South Cambridgeshire District Council	2,630
Cambridgeshire County Council	1,448

The Board will recall that having made provision for the operational costs for the five years of phase 1 of the programme, a residual sum of £2.2m remained available for other purposes from the NHB pooled in 2015/16. When added to the 2016/17 resource this would create a potential resource of nearly £9.5m.

## **6. Operational Budget**

There are a number of activities that play a supportive, but important, role in the long term success of the overall City Deal Programme. The level of investment in these activities will however be significantly influenced by the Board's appetite for promotion and engagement in the broader issues that will contribute to the wider success of the City Deal programme.

The 2015/16 budget to support these functions was as follows:-

<b>Activity</b>	<b>Cost £000</b>
Programme Central Co-ordination Function	150
Strategic Communications	60
Skills	131
Economic Assessment	10
Smarter Greater Cambridge	20
Cambridge Promotions Agency	60
Housing	200
<b>Total</b>	<b>631</b>

Although provision was made for a full year this was against the backcloth that job descriptions had to be written, evaluated, and recruited to, which would lead to delays in the utilisation of those budgets that were staffing related. One of the posts in particular has required a couple of recruitment campaigns and therefore will result in a favourable variance in the operational budget at the year end.

It should also be noted that budgetary provision was only agreed for the above functions for two years, at this point last year, albeit the Board did recognise that there was a need for support throughout the duration of the Programme.

The Programme Director has now been in post for around three months and has had an opportunity to review the resources that she feels are necessary to effectively support the successful delivery of the Programme. As a consequence it is proposed to increase the

programme management and strategic communications budgets in order to enable better communication and coordination of the programme, outreach work, programme assurance and support for the Board and Assembly.

Additional provision is also requested in respect of legal advice. There is a risk that given the nature of the decisions that the Board will be taking that at least some may provoke a legal challenge. It would therefore be prudent to make provision for legal advice as part of the management of the risk of successful challenge.

A small contingency budget of about £20k is also requested in order to cover a plethora of potential issues that may arise in any particular financial year. This would cover activities such as ad-hoc consultancy, and items of provision for ad-hoc pieces of research that may be required.

In addition the Programme Board has been assessing areas of activity it is believed will facilitate the overarching objectives of the City Deal Programme. As a consequence of this work some provisional proposals are set out below for the Board's consideration. Work is still on-going defining some of these activities and more detailed proposals will be brought forward if the Board believes these proposals should be developed further.

**Housing** – there are significant stresses in the Greater Cambridge housing market. A small amount of funding is sought to better understand the demands and to, collectively with City Deal partners, define distinct housing products that could potentially meet this need. Funding is also sought to develop new partnership models to tackle these issues. Once these studies have reported, they may indicate opportunities for further work and/or investment to tackle housing market issues and to create an improved supply chain.

**Intelligent mobility** – running in parallel with the existing hard infrastructure schemes which form part of the City Deal programme there is an opportunity to establish a workstream which will deliver the first steps towards “Intelligent Mobility” with four interlinked work packages. These are in addition to and complementary to the “Smart City Platform” proposal which is currently being submitted to the Executive Board:

- 1) Research, data based modelling & visualisation
- 2) Integrated ticketing
- 3) Digital Wayfinding
- 4) Exploring the potential of autonomous vehicles

Although City Deal funding would be required to establish these workstreams it is likely as the work progresses that central government and/or EU funding opportunities would be available to bid for.

Were the Board to agree to the above proposals the operational budget for the remaining four years of Phase 1 would be as set out in the table below:-

	<b>2016/17 Budget</b>	<b>2017/18 Budget</b>	<b>2018/19 Budget</b>	<b>2019/20 Budget</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Programme Central Co-ordination & Communications				
- Staffing	281,200	284,800	285,800	286,600
- Legal advice including programme assurance	25,000	25,400	25,900	26,400
Other costs:				
- General	20,000	20,000	20,000	20,000
- Communications Hired Services	80,000	80,000	80,000	80,000
Total	406,200	410,200	411,700	413,000
Skills	131,000	131,000	131,000	131,000
Economic Assessment	10,000	10,000	10,000	10,000
Smarter Greater Cambridge	200,000	80,000	0	0
Cambridge Promotions Agency	90,000	10,000	10,000	10,000
Housing Delivery Agency	200,000	200,000	0	0
Affordable Housing	50,000	0	0	0
Intelligent mobility	200,000	130,000	0	0
Housing & Transport Enabling Fund	0	0	0	0
	<b>1,287,200</b>	<b>971,200</b>	<b>562,700</b>	<b>564,000</b>

## 7. Pooled Resource

As highlighted earlier in this report although the NHB position has been clarified for the 2016/17 financial year there is uncertainty over the future of the funding stream. What has been made clear in the Provisional Grant Settlement is that an element of the quantum is to be redistributed to support the growing demands on health and social care. It would therefore be inappropriate for the Board, at this point, to make commitments beyond the resource envelope that it has at its disposal. This does however still provide the Board with significant flexibility.

If the Board agree the projected operational budget set out in section 6 above a sum of £7.8m would remain uncommitted by the end of Phase 1 of the Programme. This is summarised in the table below.

<b>Activity</b>	<b>15/16 £000</b>	<b>16/17 £000</b>	<b>17/18 £000</b>	<b>18/19 £000</b>	<b>19/20 £000</b>
NHB Pooled Contributions	4,586	7,240	0	0	0
Resources Brought Forward	0	3,880	9,863	8,917	8,371
Total Resources Available	4,586	11,120	9,863	8,917	8,371
Expenditure	706	1,257	946	546	557
Funding Carried Forward	3,880	9,863	8,917	8,371	7,814

## **8. Investment Resources**

If the additional requests for funding as set out in this report are approved it will result in a relatively significant resource that is available for other purposes. The Programme Board, having discussed the matter, would propose a cautious approach to the allocation of this resource given the uncertainties that have been highlighted in this report. This would result in funds not being fully allocated but being retained in reserve, to manage the risk of the NHB funding stream significantly reducing in future years and creating some capacity for funds to be used as match funding and if necessary to deliver the agreed programme. Further investment opportunities may arise in addition to those outlined above which would provide the ability to take additional action to tackle the housing and transport related barriers to growth.

In addition this budget report does also highlight that the overall programme still requires additional funding to be identified. When first discussing the City Deal with Government local resources that were available to support delivery of the Programme did include New Homes Bonus and therefore the sum could be used to support the delivery of the Programme. Alternatively any unallocated funds could be returned to the local authorities proportionate to their contributions that they have made.

## **10. Implications**

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***

The financial implications are set out in body of the report.

### ***Legal***

The agreement of a funding methodology does not set a legally binding agreement. This position can therefore be reviewed at any point.

### ***Staffing***

Funding has been made available to support the staffing implications of managing the operational functions to support the delivery of the Programme.

### ***Risk Management***

There is a risk that insufficient funds will be identified in order to cover the current shortfall in the resources required to deliver the Programme as highlighted in the report. This will be monitored on an on-going basis and reported to the Board as the position gains greater clarity.

## **11. Consultation responses**

The three local authorities that are pooling their New Homes Bonus have been fully engaged in the development of the proposals contained in this report.

## **11. Background Papers**

January 2015 – 2015-20 prioritised infrastructure investment programme

January 2015 – Funding of City Deal non-project costs

March 2015 – Greater Cambridge City Deal Partnership Budget

**Report Author:** Chris Malyon – Chief Finance Officer  
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01223 699796

PROJECT	Total Cost	Forecast Spend 2015/16	Forecast Spend 2016/17	Forecast Spend 2017/18	Forecast Spend 2018/19	Forecast Spend 2019/20	Later Years
	£000	£000	£000	£000	£000	£000	£000
<b>Years 1-5 Delivery</b>							
Milton Road bus priority	23,040	203	297	3,000	7,540	12,000	
Madingley Road bus priority	34,560						
Histon Road bus priority	4,280	184	280	954	2,516	346	
A428 to M11 segregated bus route/A428 corridor Park & Ride	24,480	350	500	750	10,000	35,000	12,440
Cross-city cycle improvements	4,000	194	900	2,100	706	100	
City centre capacity improvements	3,000	194	300	700	856	950	
A1307 corridor to include bus priority / A1307 additional Park & Ride	39,000	262	500	2,000	1,000	10,000	25,238
Chisholm Trail cycle links	8,400	160	1,040	2,500	4,100	600	
Year 6-10 programme development	9,000	160	1,090	1,600	3,000	3,150	
Programme management and early scheme development-*Note 2	9,500	*	2,000	3,000	3,000	1,500	
Year 1 to 5 reserve scheme development	5,000	100	500	1,300	1,500	1,600	
<b>Total</b>	<b>164,260</b>	<b>1,808</b>	<b>7,407</b>	<b>17,904</b>	<b>34,218</b>	<b>65,246</b>	<b>37,678</b>

Note: Madingley Road bus priority/A428 to M11 segregated bus route/A428 Corridor are combined.

Note: First year Programme Management and early scheme development budget included within Tranche 1 approved scheme costs.

## **Background**

The New Homes Bonus was first introduced in 2011/12. For each newly built house or conversion in their area local authorities are rewarded with the national average council tax for the relevant band. Long-term empty properties which have been brought back into use have also been included in the reward and there is a premium for affordable homes. Each year's grant is paid for 6 years.

In two-tier areas the New Homes Bonus (NHB) grant is split 20% upper tier/80% lower tier. In 2016/17, the sixth year of the scheme, payments are expected to be in the region of £1.4bn – £1.275bn is top-sliced off the local government settlement, the remainder is from DCLG.

In 2014 the Government reviewed the incentive and found that half of planners saw it as a powerful incentive and that 75% of authorities are "net gainers". This is unsurprising since the funding is removed pro rata to grant funding (i.e. the funding came primarily from upper tier authorities) but that 80% of the upside is allocated towards planning authorities (lower tiers).

The 2015 Spending Review announced that the Government wanted to move £800m by the end of the parliament from the New Homes Bonus to support adult social care. The proposed changes would not be introduced until 2017-18. This is to ensure that local authorities have sufficient time to reflect the proposed changes in their forward planning.

## **Headlines**

The consultation seeks views on options on changes to the New Homes Bonus in order to better reflect authorities' delivery of new housing. It also seeks views on reducing the number of years for which NHB is allocated. The consultation runs for 12 weeks from 17 December 2015 to 10 March 2016.

The options are broadly:

- Withholding the NHB from areas where an authority does not have a Local Plan;
- Abating the NHB in circumstances where planning permission for a new development was only granted on appeal;
- Adjusting the NHB to reflect estimates of deadweight; and
- Reducing the number of years that NHB is paid from 6 to 4 years.

There are no plans to change the split between upper and lower tiers in two-tier areas.

## **Options for Change**

### 1. Reduction in the number of years for which the NHB is paid

The current scheme makes payments for 6 years. The Government's preferred option is for this to reduce to 4 but they are also considering reducing it further to just 3 or 2 years.

One option to reduce the number of years would be to pay 5 years' worth of NHB in 2017/18 and then 4 years in 2018/19 onwards. The following tables demonstrate the potential savings (based on the total provisional 2016/17 NHB amount being a good indication of all future years).

<b>Current Scheme</b>		<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Year 1 – 2011/12</b>	£ 199					
<b>Year 2 – 2012/13</b>	£ 233	£ 233				
<b>Year 3 – 2013/14</b>	£ 236	£ 236	£ 236			
<b>Year 4 – 2014/15</b>	£ 249	£ 249	£ 249	£ 249		
<b>Year 5 – 2015/16</b>	£ 251	£ 251	£ 251	£ 251	£ 251	
<b>Year 6 – 2016/17</b>	£ 293	£ 293	£ 293	£ 293	£ 293	£ 293
<b>Year 7 – 2017/18</b>		£ 293	£ 293	£ 293	£ 293	£ 293
<b>Year 8 – 2018/19</b>			£ 293	£ 293	£ 293	£ 293
<b>Year 9 – 2019/20</b>				£ 293	£ 293	£ 293
<b>Year 10 – 2020/21</b>					£ 293	£ 293
<b>Net Cost</b>	<b>£ 1,461</b>	<b>£ 1,555</b>	<b>£ 1,615</b>	<b>£ 1,672</b>	<b>£ 1,716</b>	



<b>Transition - 5 years, then 4 years</b>					
	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Year 1 – 2011/12</b>	£ 199				
<b>Year 2 – 2012/13</b>	£ 233				
<b>Year 3 – 2013/14</b>	£ 236	£ 236			
<b>Year 4 – 2014/15</b>	£ 249	£ 249			
<b>Year 5 – 2015/16</b>	£ 251	£ 251	£ 251		
<b>Year 6 – 2016/17</b>	£ 293	£ 293	£ 293	£ 293	
<b>Year 7 – 2017/18</b>		£ 293	£ 293	£ 293	£ 293
<b>Year 8 – 2018/19</b>			£ 293	£ 293	£ 293
<b>Year 9 – 2019/20</b>				£ 293	£ 293
<b>Year 10 – 2020/21</b>					£ 293
<b>Net Cost</b>	£ 1,461	£ 1,322	£ 1,130	£ 1,172	£ 1,172
<b>SAVING</b>	£ -	£ 233	£ 485	£ 500	£ 544

<b>No Interim - Straight to 4 years</b>					
	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Year 1 – 2011/12</b>	£ 199				
<b>Year 2 – 2012/13</b>	£ 233				
<b>Year 3 – 2013/14</b>	£ 236				
<b>Year 4 – 2014/15</b>	£ 249	£ 249			
<b>Year 5 – 2015/16</b>	£ 251	£ 251	£ 251		
<b>Year 6 – 2016/17</b>	£ 293	£ 293	£ 293	£ 293	
<b>Year 7 – 2017/18</b>		£ 293	£ 293	£ 293	£ 293
<b>Year 8 – 2018/19</b>			£ 293	£ 293	£ 293
<b>Year 9 – 2019/20</b>				£ 293	£ 293
<b>Year 10 – 2020/21</b>					£ 293
<b>Net Cost</b>	£ 1,461	£ 1,086	£ 1,130	£ 1,172	£ 1,172
<b>SAVING</b>	£ -	£ 469	£ 485	£ 500	£ 544

The following tables show the savings to be made of moving to 3 years and 2 years, each with no transitional arrangements.

<b>3 Years</b>					
	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Year 1 – 2011/12</b>	£ 199				
<b>Year 2 – 2012/13</b>	£ 233				
<b>Year 3 – 2013/14</b>	£ 236				
<b>Year 4 – 2014/15</b>	£ 249				
<b>Year 5 – 2015/16</b>	£ 251	£ 251			
<b>Year 6 – 2016/17</b>	£ 293	£ 293	£ 293		
<b>Year 7 – 2017/18</b>		£ 293	£ 293	£ 293	
<b>Year 8 – 2018/19</b>			£ 293	£ 293	£ 293
<b>Year 9 – 2019/20</b>				£ 293	£ 293
<b>Year 10 – 2020/21</b>					£ 293
<b>Net Cost</b>	£ 1,461	£ 837	£ 879	£ 879	£ 879
<b>SAVING</b>	£ -	£ 718	£ 736	£ 793	£ 837

<b>2 Years</b>					
	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Year 1 – 2011/12</b>	£ 199				
<b>Year 2 – 2012/13</b>	£ 233				
<b>Year 3 – 2013/14</b>	£ 236				
<b>Year 4 – 2014/15</b>	£ 249				
<b>Year 5 – 2015/16</b>	£ 251				
<b>Year 6 – 2016/17</b>	£ 293	£ 293			
<b>Year 7 – 2017/18</b>		£ 293	£ 293		
<b>Year 8 – 2018/19</b>			£ 293	£ 293	
<b>Year 9 – 2019/20</b>				£ 293	£ 293
<b>Year 10 – 2020/21</b>					£ 293
<b>Net Cost</b>	£ 1,461	£ 586	£ 586	£ 586	£ 586
<b>SAVING</b>	£ -	£ 969	£ 1,029	£ 1,086	£ 1,130

**Consultation Question 1:** What are your views on moving from 6 years of payments under the Bonus to 4 years, with an interim period of 5 year payments?

**Consultation Question 2:** Should the number of years of payments under the Bonus be reduced further to 3 or 2 years.

Currently the allocations are calculated in terms of Band D – there have been some concerns that by favouring higher band homes above those falling into lower bands (i.e. a band H home is worth 2 band D homes, whilst 3 band A homes would be equivalent to a Band D) could result in some skewing of allocations in favour of areas with high house prices.

It is not clear in the consultation but the assumption must be that rather than use Band D equivalent some areas would like the distribute NHB on the basis of the absolute number of houses. This change would be to the detriment of many county areas with northern metropolitan districts being the prime beneficiaries.

**Consultation Question 3:** *Should the Government continue to use this approach? If not, what alternatives would work better?*

## 2. Reforms to the incentive

The consultation paper suggests 3 ways in which the “incentive impact” could be improved:

- Withholding some or all of NHB allocations in areas where no Local Plan has been produced in accordance with the Planning and Compulsory Purchase Act 2004<sup>1</sup>;
- Reducing payments for homes built on appeal;
- Only making payments for delivery above a baseline representing deadweight.

It could also be an option for the DCLG to only use the improved incentives whilst keeping the current 6 year payments. The DCLG estimate that in-year payments of NHB could fall from £293m to £168m by sharpening the incentives.

## **Local Plans**

The Government’s preferred option is that from 2017/18 onwards local authorities with no Local Plan in place will not receive NHB payments for the years under which that remains the case. Previous years’ NHB payments will be unaffected. In 2016/17 DCLG estimate this change alone could have freed up £34m for other priorities.

Once a plan was put in place and adopted then the authority would become eligible for NHB payments for the current year in addition to any previous years which had been withheld due to the Local Plan not being in place.

Another option would be for a share (50%) of payments to be made in situations where the plan is published but has not yet been submitted to the Secretary of State.

**Consultation Question 4:** *Do you agree that local authorities should lose their Bonus allocation in the years during which their Local Plan has not been submitted? If not, what alternative arrangements should be in place?*

The Government are also considering reflecting the need for Local Plans to remain up to date by abating (reducing) payments of NHB depending on how old the current plan is. The DCLG recognise the additional complexity that this would bring.

**Consultation Question 5:** *Is there merit in a mechanism for abatement which reflects the date of the adopted plan?*

The Government is not proposing to link the NHB payments to plans prepared by County Councils in two-tier areas. They do however assert that in their role to deliver essential infrastructure the County Council could impact on the ability of the District Council to produce their Local Plan. The Government are consulting on whether, in two-tier areas, where a plan has not been published, there should be a corresponding percentage reduction in the payment available to County Councils.

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<sup>1</sup> 83% of local planning authorities have a published Local Plan and 66% of planning authorities have an adopted Local Plan. Such documents are often referred to as a “Core Strategy” or a “Local Plan”

## **Reducing Payments where Developments were Granted Permission on Appeal**

The Governments' preferred approach is to use existing data collected by the Planning Inspectorate as the basis for these adjustments.

**Consultation Question 6:** *Do you agree to this mechanism for reflecting homes only allowed on appeal in Bonus payments?*

The proposal is for the NHB to be reduced in these situations but not entirely withheld; for two reasons.

- 1) not all refusals of permission are the result of authorities opposing development and;
- 2) NHB is intended as a benefit to the community and they should not be penalised for poor decisions made by their local planning authority

Any reduction would be applied for the whole 6 years of the NHB payment (or however long the term ends up being). The consultation asks whether payments should be reduced by half or totally ...or some other percentage.

The DCLG predict that this option would have saved £17m in 2016/17.

**Consultation Question 7:** *Do you agree that New Homes Bonus payments should be reduced by 50%, or 100%, where homes are allowed on appeal? If not, what other adjustment would you propose, and why?*

Any reduction will need to be based on a proxy value until it is known what bands the houses will fall into. The preferred option is to use the standardised flat rate reduction in payments – e.g. the national average NHB figure for Band D properties. Another option considered, and later rejected for simplicity, was to use the average council tax for the existing housing stock to avoid over-penalising authorities with high percentages of stock in lower bands.

**Consultation Question 8:** *Do you agree that reductions should be based on the national average Band D council tax? If this were to change (see question 2) should the new model also be adopted for this purpose?*

## **Removing Deadweight**

The NHB is currently paid on all new housing regardless of whether or not it would have been built without an incentive. Removing this deadweight from the calculation of NHB would allow payments to be more focussed on local authorities demonstrating a stronger commitment to growth. The DCLG do not provide an estimate of the potential savings these proposals could have saved.

The proposal is to set a baseline of 0.25% - set because it is lower than the average housing growth over the years prior to the introduction of the NHB to ensure that not too many authorities fall outside of the NHB.

**Consultation Question 9:** *Do you agree that setting a national baseline offers the best incentive for the Bonus?*

**Consultation Question 10:** *Do you agree that the right level for the baseline is 0.25%?*

The alternative is to set varying baselines based on local historic growth but the DCLG say that this could reward those authorities who had previously only achieved low growth whilst penalising those that had done well.

Under the current proposals there is a risk that a sudden surge in house building could push the NHB over budget. In a situation such as this the DCLG could increase the threshold to allow the NHB to be brought back in budget. Changes to the baseline would only be implemented where there was concern that budgets would be breached and would be included in the annual consultation on provisional allocations.

**Consultation Question 11:** *Do you agree that adjustments to the baseline should be used to reflect significant and unexpected housing growth? If not, what other mechanism could be used to ensure that the costs of the Bonus stay within the funding envelope and ensure that we have the necessary resources for adult social care?*

**Consultation Question 13:** *Do you agree that county councils should not be exempted from adjustments to the Bonus payments?*

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# Agenda Item 8



**Report To:** Greater Cambridge City Deal Executive Board

3<sup>rd</sup> March 2016

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

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## **A428/A1303 Better Bus Journeys Scheme – Public Consultation Outcomes and Next Steps**

### **Purpose**

- 1 This report summarises the outcome of the consultation on high level options for bus and cycle infrastructure improvements along the Cambourne to Cambridge corridor. Further more detailed analysis of the public consultation response can be found in **Background Paper 1**. Links to all Background Papers are provided on the final page of this report.
- 2 The public consultation generated significant public interest including 2193 survey responses, 8 letters, 123 email submissions and key stakeholder representations. These responses included alternative proposals or variations to the options which will be fully assessed as part of the ongoing work. A summary of all the representations is provided in **Background Paper 2**. A petition was also received with over 3600 signatures opposing Option 1 South. There was significant support for transport improvement along the corridor.
- 3 This initial public consultation is one of a number of considerations which form part of the development and assessment of the high level options. This work identifies the constraints and investment requirements to inform an outline business case to ensure the most effective use of public investment. This work will be drawn together in a report containing recommendations to be presented to the Executive Board in September 2016.

Subject to the Board's decision in September the next stages will then be:

- (i) to consult the public on that option(s) in early 2017; and then
- (ii) bring forward a single scheme to the May 2017 Executive Board, which will be asked to progress that scheme through the planning process.

### **Recommendations**

4. The Board is asked to:-
  - i. Note the responses to the consultation on the A428/A1303 bus infrastructure improvement scheme, including the alternative and hybrid options suggested, and to include these and other comments received, in the ongoing development

and assessment appraisal to allow the Board to select a recommended option or options in September 2016. The process and timetable set out in Table 2 below would then be followed.

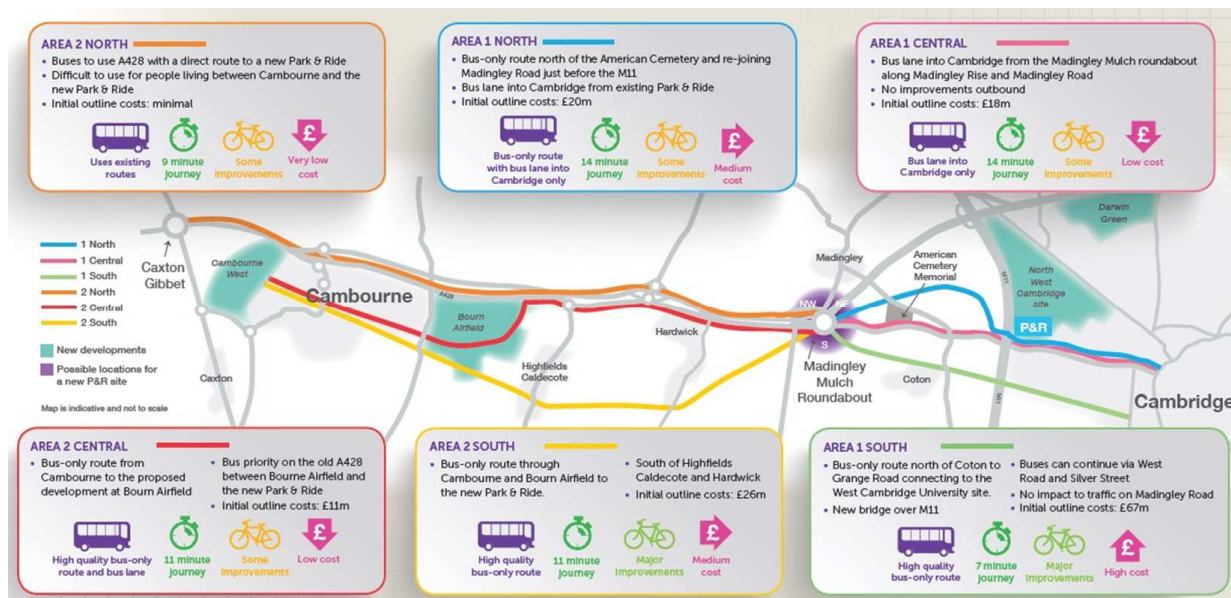
### Reasons for Recommendation

- To progress with the project

### Summary of the project and the consultation

- The concepts presented in the consultation provide for better bus journeys by means of new or improved transport infrastructure. This contributes towards the Greater Cambridge City Deal's priorities by supporting the operation of fast, frequent and reliable bus services from the areas of housing growth along the A428 corridor to the major employment locations within Cambridge and its western approaches. The Transport Strategy for Cambridge and South Cambridgeshire and the submitted Local Plans also support the need for transport proposals along the corridor which currently suffers from heavy congestion, slow journey times and furthermore is anticipated to have increased future travel demand as a result of development plans.
- The public consultation for this initial stage of the option development process was held between 5<sup>th</sup> October and 23<sup>rd</sup> November 2015. For reference the options are set out in Figure 1.

**Figure 1: The 6 Options Published for Consultation**



- The consultation was carried out in accordance with the consultation principles of the Greater Cambridge City Deal partnership and encouraged public engagement, achieving a very good level of response that identified a wide range of views and ideas. A detailed quantitative and qualitative analysis of the consultation responses is set out in Background Paper 1. In addition, all written representations received during the public consultation are available on the Greater Cambridge City Deal website.
- The consultation was held at an early stage of option development and based on concepts rather than detail proposals both to ensure that all ideas, opportunities

and constraints that may impact the delivery and operation of a future scheme can be fed into the appraisal and assessment process, and to obtain a broad view of the public support for the proposals.

- 10 A number of alternative and hybrid options were put forward by members of the public in response to the consultation. Table 1 sets out how it is proposed to incorporate the evaluation of these alternatives into the assessment process. An initial assessment of the alternative proposals is provided in Background Paper 2.
- 11 It is important that all the options are objectively considered through the appraisal and assessment process, which will now be undertaken before a recommended option(s) is selected.

## **Background**

- 12 In June 2015, the Executive Board agreed to consult on six conceptual options. These options had already undergone a feasibility assessment. The consultation used nominal routes, ('North', 'Central' and 'South') in order to engage the public as widely as possible with the issues and link them to the key City Deal transport objectives. The routes were divided into east and west of Madingley Mulch roundabout in line with the prioritisation of the eastern section of the route in Tranche 1 City Deal funding. In addition, a possible Park & Ride was proposed and included in the consultation.
- 13 The public consultation was in line with the Department for Transport major scheme development method. This method seeks to prioritise public investment in schemes that deliver the greatest economic impact by use of standard criteria for appraising transport proposals. This provides a well-tested means of identifying the overall costs and benefits for each option that informs an 'outline business case' that is used to provide recommendations to the Greater Cambridge City Deal Board for its recommended option(s). The consideration of a recommended option(s) may also include external factors to the business case including wider Greater Cambridge City Deal strategic issues. Once selected the recommended option(s) undergoes a 'full business case' involving more detailed assessment and further consultation, the objective being the final recommendation of a defined and detailed scheme for implementation with a clear case for public investment.
- 14 As part of the consultation 7,840 leaflets including the options map and reply paid survey were sent out to areas immediately in and around the corridor and 20,238 postcards signposting people to the online survey were sent out to a wider catchment area. The distribution area is set out in Background Paper 1. Upon further request an additional 600 leaflets and postcards were sent out by direct mail.
- 15 The postcode analysis of responses (see Background Paper 1) confirmed the expectation that those people closest to the corridor were more likely to respond to the survey and therefore supported the strategy of focusing limited resources on providing the printed material to the corridor itself. The consultation material was also made available at a number of locations around the Greater Cambridge area.
- 16 In terms of Facebook and Twitter, the main objectives were toward raising awareness of the consultation through the use of links and also informally through 'likes' and the 'following' the relevant Twitter account. A summary of how people heard about the consultation is set out in Background Paper 1.

- 17 In addition 4 member and stakeholder briefings were held in advance of the consultation and during the consultation itself a series of roadshows were held to allow people to ask specific questions and raise issues of concern. 300 people were recorded as having attended the exhibitions. The Coton exhibition attracted a very large attendance which was not fully recorded in the attendance log.

### **Considerations**

- 18 The public consultation provided the opportunity for respondents to submit additional proposals. These will be reviewed as part of the ongoing technical assessment. Initially some proposals have been identified as out of scope of this project although they may be considered through other City Deal projects. Those within scope will be included in the ongoing option appraisal and assessment before recommendation of a recommended option. Initial analysis is found in Background Paper 2 and Table 1 sets out a summary:

**Table 1 – Proposals Received and initial response**

<b>Categorisation</b>	<b>Proposal received</b>	<b>Response to proposal</b>
<i>These proposals were considered to be clearly aligned to the core objectives of the project to improve bus infrastructure between Cambourne and Cambridge</i>	Substituting proposed P&R at Madingley Mulch with a P&R at Scotland Farm	Considered as part of further evaluation of all concepts
	Specific objections to Madingley Mulch P&R	Considered as part of further evaluation of all concepts
	Route north of Cambridge Road and bridge across M11	Considered as part of further evaluation of Concept 1 Central and 1 North
	Alternative options east of J13 M11	Considered as part of further evaluation of all concepts
	Tidal bus lane for Option 1 Central	Considered as part of further evaluation of Concept 1 Central
	Option 1 central and 1 north with a route through West Cambridge	Considered as part of further evaluation of Concept 1 Central and 1 North
	Smart Traffic Management	Considered as part of further evaluation of all concepts
	Transport Hubs at Cambourne, Bourn and between Highfields and Caldecote	Considered as part of further evaluation of all Tranche 2 concepts
	Additional P&R north of Cambourne	Considered as part of further evaluation of all Tranche 2 concepts
	Closing Madingley Rise to through-traffic	Considered as part of further evaluation of all concepts
<i>These proposals were considered to be outside of the core objectives of the project but may form part of parallel initiatives either within Greater Cambridge City Deal or wider proposals taken forward by other agencies</i>	<i>A428 Upgrade and connection to A14</i>	<i>Highways England related matter to be considered as part of their A428 route strategy</i>
	<i>Development of cloverleaf junction at Girton</i>	<i>“Highways England related matter to be considered as part of their A428 route strategy</i>
	<i>Construction of Park and Ride site at Barton</i>	<i>Western Orbital scheme considered P&amp;R concepts to west of Cambridge</i>
	<i>Construction of Park and Ride sites at Girton, Huntingdon Road or Bar Hill</i>	<i>Would form part of future P&amp;R study subject to Highways England upgrading Girton interchange</i>
	<i>Relocate Madingley Road P&amp;R to north west of J13</i>	<i>Location of P&amp;R along the M11 corridor itself is part of the Western Orbital scheme considerations however assessment of any new P&amp;R along the A428 corridor will need to consider the impacts on the existing P&amp;R at Madingley Road</i>
	<i>Include Northampton Street in the Core Traffic Scheme, limiting through traffic</i>	<i>Forms part of City Centre Access and Citywide demand management study considerations</i>
	<i>Madingley Village Road Closures / Existing Traffic Management Arrangements</i>	<i>Not directly part of A428/A1303 scheme but any impacts on Madingley Village would be mitigated as part of a Recommended option proposal</i>
	<i>Development policy closer to the City</i>	<i>Forms part of Local Plan considerations</i>
	<i>Congestion charge policy</i>	<i>Forms part of City Centre Access and Citywide demand management study considerations</i>

- 19 The summary of other comments, including key stakeholder comments, are found in Background Paper 1 and are provided in full in the Background Papers 3 and 4. The following provides a brief summary of the main points raised and is not exhaustive. The comments are organised by subject area under which they will be considered in the ongoing technical assessment process.

**Transport and accessibility related issues:**

People expressed the following concerns:

- The overall need for the levels of investment discussed is not clear and congestion is limited to short periods in the morning and evening peak
- Bus based solutions will not have sufficient capacity to deal with proposed passenger growth along the corridor
- Bus journey time benefits across the route will be lost due to congestion in the city centre and inner ring road
- On road bus measures will impact cycling and pedestrian safety and accessibility
- Lack of regulation of bus services and fares means that new infrastructure investment will not be effectively utilised
- Tram or other rail based schemes will present a better long term option for Cambridge
- Corridor options are not joined up with other emerging proposals across the City Deal programme

**Economy and growth:**

People expressed the following concerns:

- No evidence that proposals will increase housing or growth along corridor
- Proposals are insufficient or not ambitious enough to address the scale of growth envisaged in Local Plan
- Potential cost of schemes is prohibitively expensive given the likely benefits
- Major negative impact on local business during construction of scheme

**Planning:**

People expressed the following concerns:

- Routes through green belt or close to sites of special scientific interest will harm the ecological balance of those areas which will result in planning refusal
- Restrictive covenants in the areas in question will prevent or seriously delay off road alignments coming forward

**Property Considerations:**

People expressed the following concerns:

- No agreements in place for use of private property in these concept proposals and this will delay or make scheme unfeasibly expensive
- Negative impact on property values due to cumulative negative impacts of bus infrastructure

**Ecology:**

People expressed the following concerns:

- Negative Impact on specific habitats and wildlife due to the impact of new off road infrastructure

**Heritage:**

People expressed the following concerns:

- Additional bus infrastructure close to areas of cultural, historical or archaeological importance will cause damage and or detract from the enjoyment and setting of these assets to the long term harm of Cambridge.

**Landscape and visual:**

People expressed the following concerns:

- Routes or associated infrastructure will be a negative visual intrusion on areas of natural beauty

**Air Quality:**

People expressed the following concerns:

- Off road alignments will result in negative air quality impacts and increased pollution.

**Lighting:**

People expressed the following concerns:

- Lighting on alignments close to areas of ecological importance will be disruptive and damage local biodiversity
- Lighting on rural sections on options should be sufficient to allow for safe walking and cycling at night

**Noise and Vibration:**

People expressed the following concerns:

- Movement of buses through areas currently not used for these purposes will increase noise to the detriment of local residents and wildlife

**Water Quality, Flood Risk and Drainage:**

People expressed the following concerns:

- Construction on land not currently used as roadway will have impacts on balance of flood risk in the area

**Ground Conditions:**

- No comments received but this will form part of the ongoing assessment

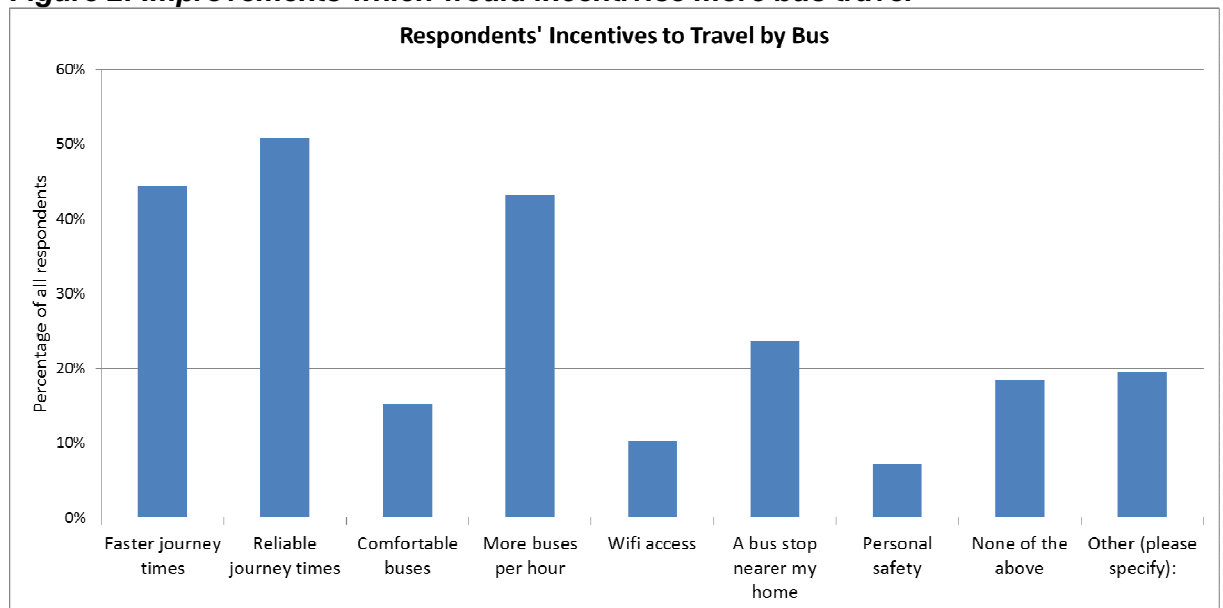
**Waste:**

- No comments received but this will form part of the ongoing assessment

20 In summary, whilst important, these issues do not raise any additional new risks or constraints which would otherwise fall outside the ongoing appraisal and assessment methodology.

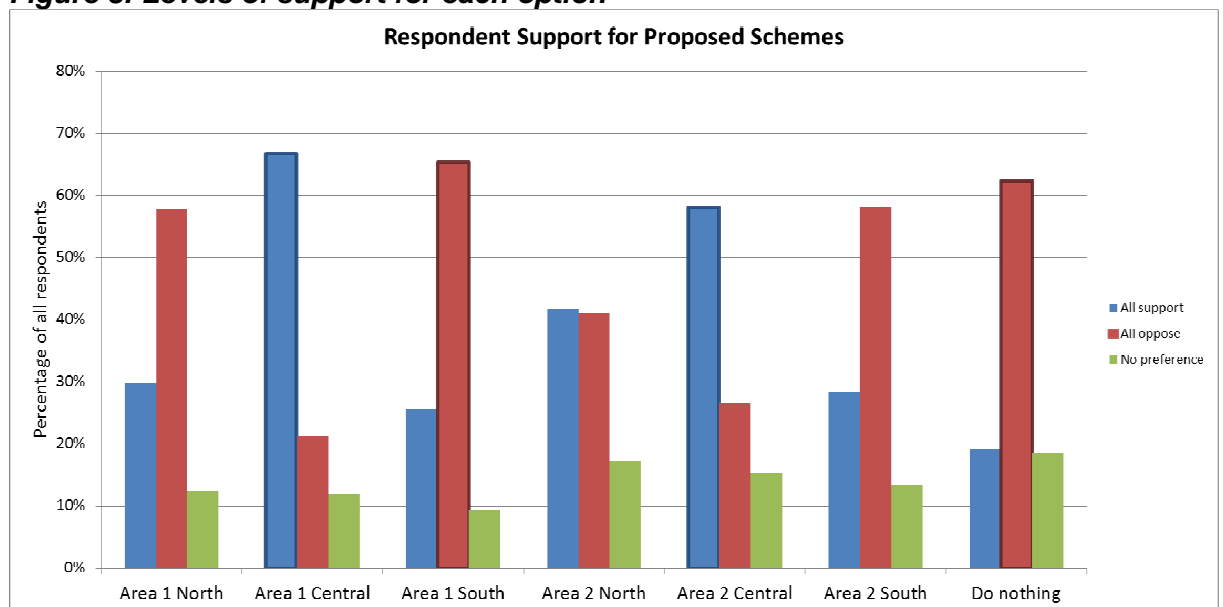
21 Over 77% of respondents indicated their usual mode of travel was by car as a driver. A quarter indicated they travel by bus, similar to the percentage indicating they would cycle (23.4%). The public were asked what would incentivise them to use the bus or use it more often. The responses are summarised in **Figure 2**.

**Figure 2: Improvements which would incentivise more bus travel**



- 22 Most respondents agreed that the provision of fast, reliable and frequent journeys was most likely to persuade them to make use of buses. This is consistent with surveys of passengers on the Busway.
- 23 Over 66% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme
- 24 Figure 3 summarises the overall levels of support for each option based only on the quantitative analysis.

**Figure 3: Levels of support for each option**



- 25 Over 60% of respondents supported the need for public transport improvements along the corridor and less than 20% considered that nothing needed to be done.
- 26 In terms of the options themselves, overall there was a high level of support for the central alignments on the existing highway alignment and high level of



opposition to the segregated options, in particular those to the south of the corridor.

27 For Tranche 1 the following key points are highlighted:

**Area 1 North:**

- Significant (almost 60%) levels of opposition,
- Concerns included impact on the possible visual setting of American Cemetery,
- Environmental concern over the degree of impact on green belt areas particularly the '800' wood

**Area 1 Central**

- High levels (Almost 67%) of support
- Concerns include environmental impact on Madingley Rise and Madingley Road
- Concern regarding potential impact on existing cycling facilities
- Concerns in relation to property and land take along Madingley Road

**Area 1 South**

- Highest level of opposition of around 65%
- Concerns include environmental impact on Coton and West Fields.
- High cost was also mentioned as a consideration

28 For Tranche 2 the following key points are highlighted:

**Area 2 North:**

- Similar levels of support and opposition (around 40%)
- Concerns included long term effectiveness of this option in terms of serving new developments

**Area 2 Central**

- High level of support and lowest level of opposition
- Impacts on Old St Neots Road are of concern

**Area 2 South**

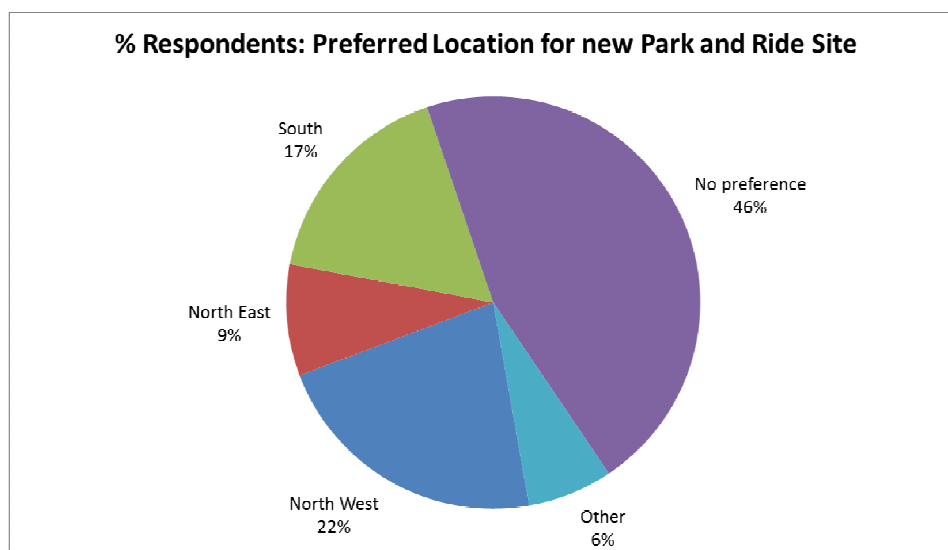
- Lowest level of support
- Concerns include environmental impact between Cambourne and Madingley Mulch
- High cost was also mentioned as a consideration

29 Further analysis of the location of respondents by postcode and their support or opposition to each option has been undertaken with details provided in Background Paper 1. This analysis suggests that levels of opposition to proposals may reflect concerns about how a potential scheme could impact the immediate area in which people live.

30 46% of respondents supported a new Park & Ride at Madingley Mulch roundabout and 28% opposed this.

31 The consultation also asked respondents to indicate any preference for the site of a Park & Ride (P&R) facility around the Madingley Mulch roundabout. The results are summarised in Figure 4.

**Figure 4: Recommended location of P&R at Madingley Mulch**



32 Most respondents have no preference for a location. Of those who do express a preference the North West to the roundabout has most support. Additional comments received included concerns on the environmental and traffic impacts of a P&R around Madingley Mulch as well as proposals for alternative sites such as closer to Cambourne at Scotland Farm.

#### **Next Steps**

33 The public consultation forms part of the ongoing assessment of options. As anticipated the public consultation has generated new and alternative proposals which will help inform this process.

34 Further technical work by consultants to complete the assessment will inform the City Deal Board report in September 2016. This will include the following:

- Additional 'desktop' assessment of transport and access impacts of existing options and new concepts
- Further strategic modelling refinement to look at the modal shift and travel time issues
- Further environmental assessments such as landscaping and ecological impacts
- Production of outline business case for whole route options as modified by any additional concepts setting out the cost and benefits

35 Members should note that the outline business case work may suggest that more than one option is taken forward for more detailed development.

36 The recommended option could be a combination or hybrid of the existing options and also include new ideas gained through the consultation. It will also take into account the outcomes of the City Centre Access and Citywide demand management study that will be considered by the Board in June.

37 The level of detail presented at recommended option stage in September 2016 will be greater than that of the high level concepts set out in this consultation but without detailed alignments. Further detailed development will then be undertaken prior to the next consultation in early 2017.

- 38 The milestones for the project are set out in Table 2. The target dates assume that all recommended option will requires some formal planning consent process The duration of this consent period will determined by the extent of the powers required to deliver the recommended scheme and this will be a consideration in the recommendation of a recommended option,

**Table 2: Summary of key stages in project**

<b>Stage</b>	<b>Target Completion Date</b>
Report to GCCD Board on recommended options for determination of recommended option (s) for further development and consultation	September 2016
Refinement of recommended option (s) detail to ensure sufficient public information available during next consultation	End 2016
Consult on recommended option(s)	Early 2017
Report to GCCD Executive Board on recommended option (s) consultation and to seek authority to commence statutory processes required for a recommended scheme for example Planning Permission or a Development Consent Order, and to commence procurement.	May 2017
Substantially advanced statutory Approvals	April 2018
Report to GCCD Board on final scheme for authority to construct	June 2018
Start construction of scheme	August 2018
Substantially complete construction	September 2020

### **Options**

- 39 The recommended approach is for officers, now informed by the public consultation, to complete the ongoing assessment and appraisal process in line with the recognised Department of Transport method in order to provide a recommended option recommendation report in September 2016.
- 40 Ruling out any of the existing options or parts of options at this stage would not be recommended as it would not be in line with the standard major scheme development approach and therefore could result in prematurely rejecting the most advantageous options. Moreover the recommended option must be robust and defensible both in terms of future consultations and any possible challenge throughout the process of obtaining statutory approvals. Such challenges could delay the project timetable.

- 41 It is possible to re-introduce discounted or out of scope ideas for more detailed assessment at this stage before proceeding to a recommended option.
- 42 This option is not recommended because earlier discounted ideas have already undergone an assessment process using established criteria. Discounting this assessment process would undermine the basis of the scheme development methodology and therefore also leave any future recommended option open to similar questioning on first principles. In addition this would delay the process of achieving a recommended option as further unplanned technical work would need to be undertaken. Out of scope ideas will also result in unplanned extension of the technical assessment processes and introduce more risk to the project.

### **Implications**

- 43 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: Resources are allocated as part City Deal Tranche 1
  - Legal: There are no legal implications in this report.
  - Staffing: Project management undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.
  - Risk; A project risk register has been developed.
  - Equality & Diversity There are no equality or diversity implications in this report.
  - Climate Change: There are no climate change implications in this report.
  - Community Safety: There are no community safety implications in this report.

### **BACKGROUND PAPERS**

*1: CAMBOURNE TO CAMBRIDGE BETTER BUSES CONSULTATION REPORT – CAMBRIDGESHIRE RESEARCH GROUP*

*2: INITIAL ASSESSMENT OF ALTERNATIVE COMPONENTS PROPOSED DURING CONSULTION OCTOBER NOVEMBER 2015 – WS AITKINS*

*3: WRITTEN COMMENTS (RECEIVED VIA E-MAIL, POST, FACEBOOK AND FROM EXHIBITIONS)*

*4: DATA EXTRACT FROM ONLINE SURVEY*

### **LINK TO BACKGROUND PAPERS**

[www.gccitydeal.co.uk/cambourne-to-cambridge](http://www.gccitydeal.co.uk/cambourne-to-cambridge)

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Telephone: 01223 728137

# Agenda Item 9



**Report To:** Greater Cambridge City Deal Executive Board

3 March 2016

**Lead Officer:** Graham Hughes, Cambridgeshire County Council

**Workstream ref.:** 14 – Chisholm Trail cycle links

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## The Chisholm Trail

### Purpose

1. In January 2015 the Greater Cambridge City Deal Executive Board agreed that The Chisholm Trail should be part of the City Deal prioritised programme. In August 2015 the Board gave approval to consult on the proposed route. This report summarises the results of the consultation, and suggests the next steps for the project.

### Recommendations

2. The Board is asked to:
  - a) Note the results of the public consultation;
  - b) Give approval to submit a planning application based on the route proposed, with the widths and path types as per the table below and shown in **Plan 1**.

Section	Width	Type of provision
Coldhams Lane to Newmarket Road, and onwards to the new bridge over river Cam	3.5 metres	Shared use path
Coldhams Lane to Cambridge rail station	Up to 5 metres	Segregated where possible

- c) Support the continuation of land negotiations; and
- d) Give approval to use Compulsory Purchase Orders (CPOs) if needed.

### Reasons for Recommendation

- a) Safer, direct and more convenient largely off-road route for cycling and walking;
- b) Improved access and reliability of journey times to employment areas, educational establishments, retail sites and residential centres;
- c) Links into a network of existing cycle routes;
- d) Minimal impact on motor traffic and public transport journey times;
- e) Provision of safe, convenient, direct, non-car access to the main Cambridge railway station and to the new Cambridge North rail station;
- f) Create more capacity for sustainable trips along the rail corridor;
- g) Links to strategic priorities for City Deal Cross City cycle improvements;
- h) All of the above contributing to a positive economic impact; and,

- i) Enhancement of the environment, streetscape and air quality, as well as improved access and linkages to open spaces.

### **Scheme progress**

- 3. The background to the project, and the strategic and policy basis for progressing the scheme are set out in a previous report to the Executive Board which can be seen at this link: [www.tinyurl.com/hxcv7ms](http://www.tinyurl.com/hxcv7ms) . **Plan 2** shows the proposed route.
- 4. Since the project was considered by the Executive Board in August 2015, discussions have been progressing with the landowners, including Network Rail, and signs are encouraging that some form of agreement can be made in each case.
- 5. For the sections of land north of Newmarket Road there is a view from landowners that the route should be very much a 'greenway' to fit with local surroundings, and a path width of 3.5 metres has been provisionally agreed. As a result of discussions in advance of the consultation, the proposed location of Newmarket Road underpass moved slightly further east due to concerns raised by Cambridge Past Present and Future who own the adjacent land. They are supportive of the principle of the trail, but reserve their support or otherwise for the specific route, until heritage and ecology reports have been completed and discussions have been concluded with their own Board of Trustees and Historic England.
- 6. In anticipation of a planning application, discussions on a number of issues have taken place with specialists. Of particular note is the fact that flood mitigation for any imported materials or adjustment of levels needs to be designed in for some lengths of the route.
- 7. To complete the Chisholm Trail a crossing over the River Cam is needed. The Abbey-Chesterton Bridge was approved by the County Council's Economy and Environment Committee in November 2015 to proceed to a planning application. The delivery of this bridge, subject to gaining planning consent and the necessary land, is anticipated in 2018.

### **Consultation**

- 8. The Consultation started on 19<sup>th</sup> October 2015 and continued for six weeks until 30<sup>th</sup> November. A leaflet and questionnaire were distributed to 10,500 homes, along with other publicity placed in libraries and GP surgeries. Details were sent via Parentmail to a number of schools, and details were sent to stakeholders and statutory consultees. As the consultation launched there was a briefing and Q & A session organised for elected representatives, and another for stakeholders.
- 9. Four drop in sessions were held at venues near to the proposed trail, in the electoral wards of Romsey, East Chesterton, Abbey and Petersfield. Officers also presented details of the scheme at the City Council's East Area Committee and South Area Committee meetings. The Project Team utilised other opportunities to engage with the public including Fen Ditton Parish Newsletter, Cambridge Regional College's open day, a presentation at a meeting of Cambridge Cycling Campaign and the team had a stall at Stourbridge Fair.
- 10. The proposals were also discussed at Cambridgeshire County Council's monthly Cycling Stakeholder Group meeting which includes representatives from Cambridge Cycling Campaign, Sustrans, CTC Cambridge, Addenbrooke's, Cambridge

University, Cambridge City Council and South Cambridgeshire District Council. The proposals were reviewed by the County and City Walking and Cycling Liaison Group.

11. In addition to the consultation events, officers have met with a number of other interest groups, landowners, developers and tenants along the proposed route.

### **Consultation results**

12. 1,457 consultation responses were received. In addition 10 written responses were received. The results can be seen at: [www.tinyurl.com/hxcv7ms](http://www.tinyurl.com/hxcv7ms) .
13. Over 90% of those responding supported some form of mostly off road walking and cycling route to link the north and south of the city. 86% supported the specific route and 84% said that they would probably or definitely use the route.
14. When broken down into sections there was support of over 83% for each of the five sections, with the most support for the length linking to the existing station. The most opposition seems associated with the lengths north of Coldhams Common.
15. Over 74% of survey respondents expressed a preference for segregating the path. A majority felt that paths should be wider, with four metres wide being preferred to the option of 3.5 metres wide across Coldhams Common. 15% felt that paths should be kept as 1-2 metres in width though .
16. There was support to light the entire route, with a slight preference for column lighting with LEDs (as installed on the Busway), as opposed to ground level stud lights.
17. The most popular additional features were tree planting with 76% supportive, and cycle parking, habitat creation and benches all attracting over 60% support. 48% supported the provision of historical/environmental display boards, whilst just 38% supported public art.
18. Where the trail follows quiet roads such as Brampton Road and York Street there was good support in the consultation to improve these in terms of resurfacing, tree planting and cycle parking, although further consultation with local residents will need to be carried out to finalise the details.

### **Summary**

19. There was a good response to the consultation with generally positive support for the proposed route, with some concerns expressed about impacts on green space.
20. The consultation revealed strong support to provide a wide, segregated path. The main objections to the route of the trail are around the impact of widening existing paths on Coldhams Common, and creating new paths on Ditton Meadows and to the north of Newmarket Road. Segregated paths if sufficiently wide can help to reduce conflict between path users, but require tactile paving, solid white lines and more signage than shared use paths, hence making for more street clutter and a more urban feel. Landowners too favour a more modest width.
21. Given the opposition and concerns around urbanisation of green spaces, the views of landowners, issues of flood mitigation and the ethos of the route as more of a 'greenway', it is recommended that in the more rural length north of Coldhams Lane the path width be 3.5 metres, and that this should be shared use rather than

segregated. Other paths on Cambridge commons are shared use, and tend to be up to 3.5 metres wide, such as the tree lined avenue route across Jesus Green.

22. In the lengths south of Coldhams Lane it is recommended that the path be as wide as practicable, up to five metres in width, and segregated where possible. The amount of land available on Network Rail land, and land due to be developed will depend upon what can be negotiated.
23. To further minimise environmental impacts on green spaces, it is recommended that stud lighting be used, with column lighting to be used in more urban lengths.
24. The proposal to include public art in the project was not well supported, though is likely to be a requirement of the planning application. It is proposed to combine public art into some of the more popular additions proposed such as seating, cycle parking or interpretation boards, rather than consider standalone public art.
25. CPOs are not needed at present, but the Board is asked to approve the use of these powers in case land negotiations in one or more cases prove not to be fruitful.
26. £8.4m of City Deal funding has been allocated to project. This is still felt to be an appropriate budget given the extensive engineering work required on some elements such as Newmarket Road underpass, the difficulties of construction access, and the likelihood of having to relocate statutory undertakers and Network Rail apparatus.
27. It is recommended that the City Deal Board endorses the officer recommendation to proceed with the project, based upon the route proposed in the consultation.
28. Environmental impacts will be tested as part of the planning process.
29. The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Route profiling and outline phasing	Complete
3	Public consultation and exhibitions	Complete
4	Land negotiations and Planning Application Submission	Summer 2016
5	Board approval to construct scheme	Autumn 2016
6	Land negotiations, detailed design and preparation of contract documents	Summer 2016 to Summer 2017
7	Finalise necessary land and permissions. Mobilise contractor.	Summer 2017 to Autumn 2017
8	Construction of standalone phases (those north of Coldhams Lane first, as they are not dependant upon development sites)	2017 to 2020

30. South of Coldhams Lane the delivery of The Chisholm Trail on the route alignment consulted on is dependent upon the development of Ridgeons on the east side, and the development of the City Council depot site on the west side. North of Coldhams Lane, subject to obtaining land and agreements, the route can be delivered without any development site dependencies, so is likely to be delivered first.



### **Risks, Implications and Next Steps**

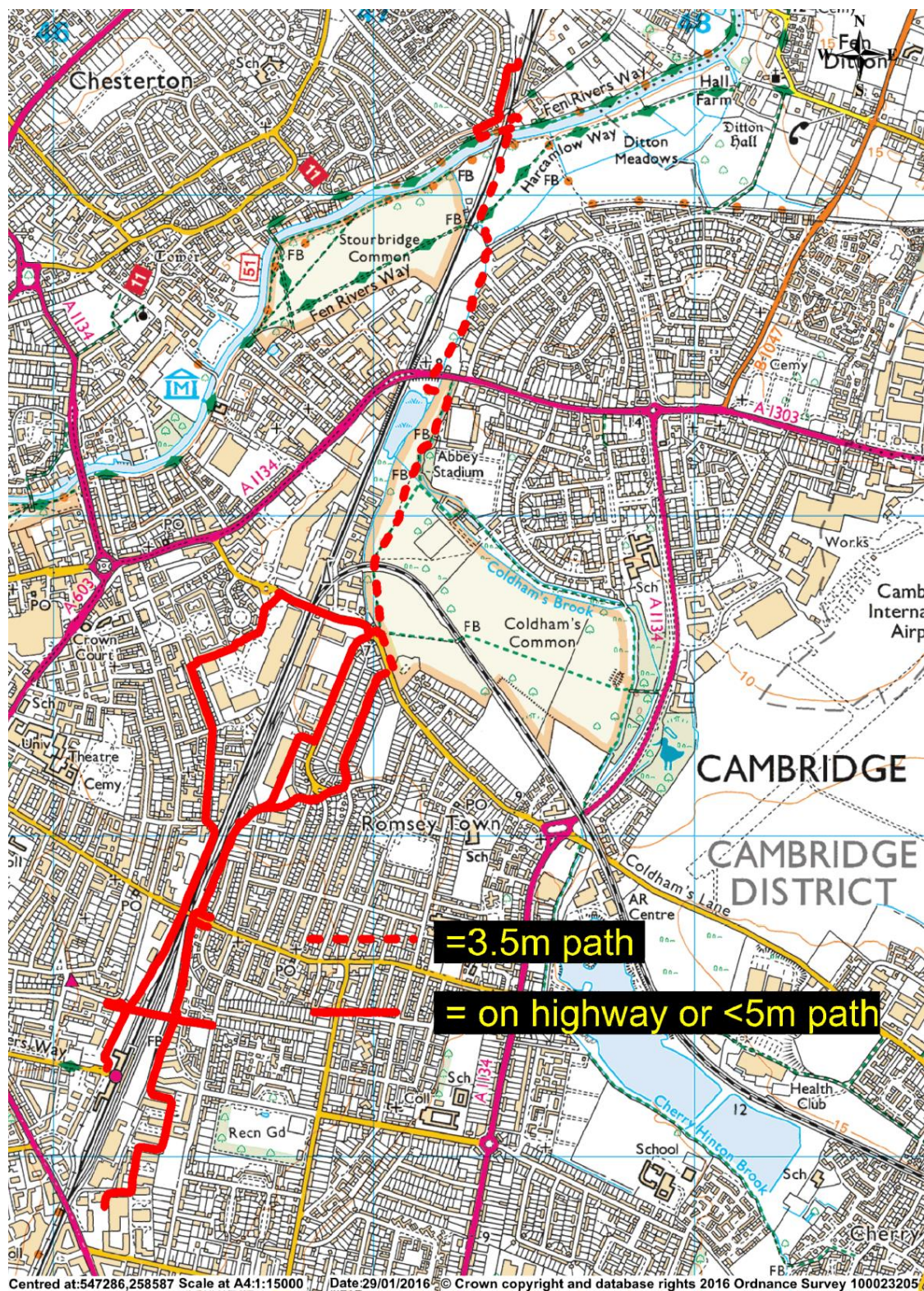
31. The key project risk in terms of delivery within budget and completion by April 2020 is failure to secure all of the necessary land. There are no significant implications.
32. The next steps are:
  - Prepare planning application
  - Continue land discussions
  - Continue to engage with stakeholders

### **Background papers**

No background papers were relied upon in the writing of this report.

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

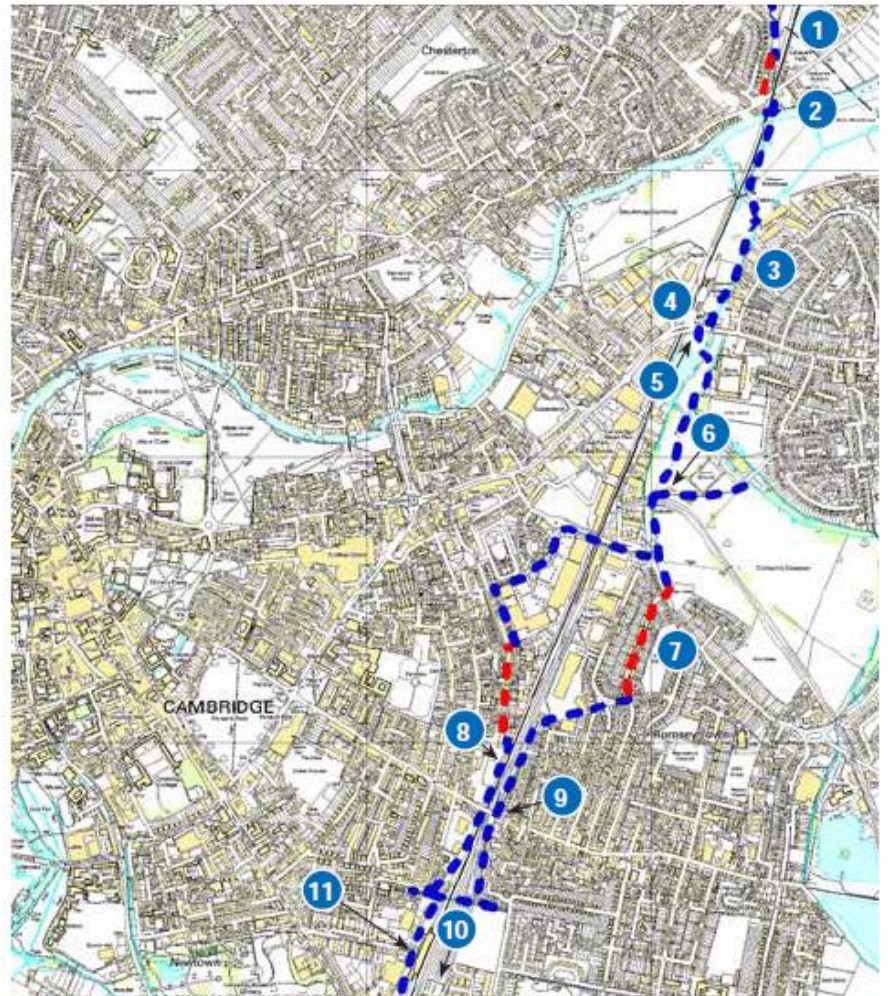
# PLAN 1 – Proposals for path width and type of provision



## PLAN 2 – Proposed route

The outline of the route can be described as follows:

1. Planned link to new rail station at Chesterton and The Busway cycle and pedestrian route to St Ives.
2. New bridge over the Cam alongside the mainline railway bridge (a separately funded project).
3. Cambridge, Past, Present and Future's lands make the crucial link between Coldham's Common and Ditton Meadows.
4. The Leper Chapel (Chapel of St Mary Magdalene) would become a focus of the route and enhanced by landscaping.
5. New access under Newmarket Road.
6. Existing underpass under Ipswich Line.
7. From Coldham's Common along Brampton Road or Cromwell Road and through the planned Ridgeon site development.
8. The route to the west of the railway line crossing the existing cycling bridge, links through the Beehive Centre, along Ainsworth Rd and along the edge of the City Council's Mill Road Depot.
9. Pass under Mill Road side arches on both sides of the railway, thereby avoiding dangerous crossings.
10. Along the railway line to the Carter Bridge from Devonshire Road to Rustat Road.
11. From Carter Bridge to The Busway via the main Rail Station



Map showing the proposed route of the Chisholm Trail from Cambridge Central Station to the planned Cambridge North Station at Chesterton

### KEY

- On quiet roads
- - - Traffic free sections and paths

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# Agenda Item 10



**Report To:** Greater Cambridge City Deal Executive Board 3 March 2016

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

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## A1307 Haverhill to Cambridge: Approval to consult on transport improvement concepts

### Purpose

1. This report sets out the high level transport improvement concepts which have emerged from initial study work undertaken on the A1307 corridor. It explains the background to the development of measures and seeks authority to undertake public consultation on these high level concepts to inform the development of preferred proposals.
2. A Consultation Strategy is appended to this paper. Following consultation, the information gleaned will be used in the assessment and appraisal of the options to allow a preferred set of measures to be presented for approval.

### Recommendations

3. It is recommended that the Executive Board:
  - a. Notes the findings summarised in this report and set out in the Draft Concepts Report.
  - b. Discounts from further consideration as part of the Greater Cambridge City Deal reopening the railway to Haverhill, providing a Busway all the way to Haverhill or major road interventions.
  - c. Approves for public consultation the illustrative concepts set out in this report to provide improved Park and Ride linked to Bus Rapid Transit between Fourwentways and Cambridge, and Cycling and Walking measures along the corridor.
  - d. Agrees to receive a report recommending a preferred set of measures, informed by public consultation and the conclusion of appraisal and assessment work in late 2016.

### Reasons for Recommendations

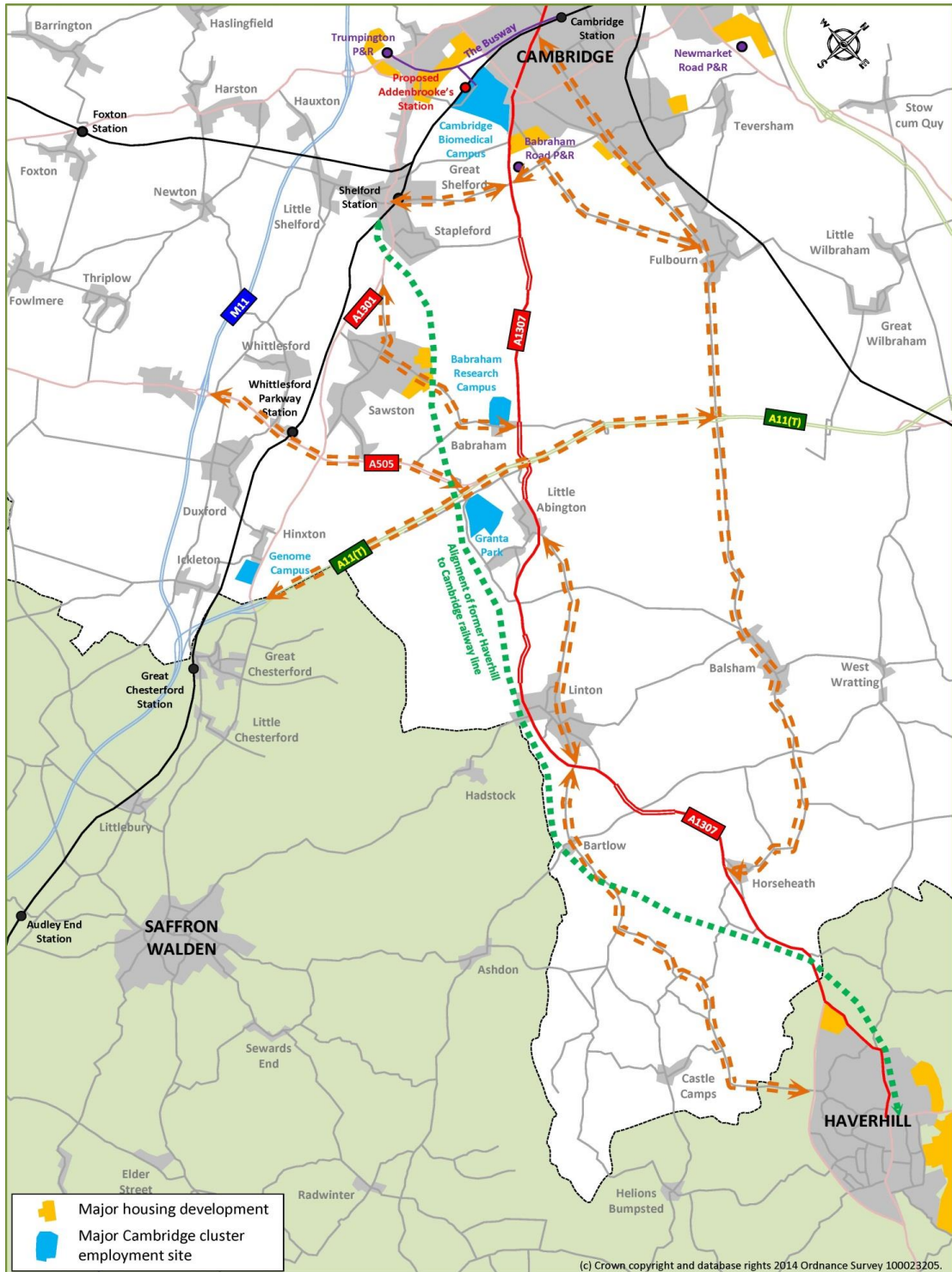
4. It was agreed at the Greater Cambridge City Deal Executive Board of 28<sup>th</sup> January 2015, that the A1307 corridor should form part of the City Deal Tranche 1 prioritised programme. Measures in this corridor support the City Deal aim of investing in transport infrastructure to achieve efficient, convenient and reliable movement between residential development and employment sites.

5. Initial technical work has identified a number of high level concepts that are proposed to be taken forward for public consultation. The consultation will help with the selection of a preferred set of measures for detailed development. Further concepts have been considered, but are not recommended to be taken forward due to their:
  - not addressing the problems in the corridor, or
  - not being deliverable in City Deal timescales, or
  - not being affordable or justifiable in financial terms at this time.

### **Background**

6. The need for transport improvements on the A1307 corridor is set out in the Third Cambridgeshire Local Transport Plan (LTP3), the LTP: Long Term Transport Strategy and in the Transport Strategy for Cambridge and South Cambridgeshire. WSP|Parsons Brinkerhoff were commissioned to undertake initial study work to consider the wider transport requirements on the corridor and identify interventions that might be delivered through City Deal. The study area is shown in Figure 1.

**Figure 1 The Haverhill to Cambridge Corridor**



The A1307 is shown in red and various routes that interact with it for trips into Cambridge and to major employment sites on the corridor shown in orange.

7. The study area is between the edge of Cambridge (Addenbrooke's Hospital) and the junction of the A1307 with the A1017, north-west of Haverhill. Housing growth is clearly identified at either end of the corridor, on Cambridge's southern fringe and at Haverhill. Major expansion of employment is planned at the Cambridge Biomedical Campus, Babraham Research Campus, Granta Park, and at the Genome Campus.
8. The A1307 road between Haverhill and Cambridge is over 20km in length and suffers from congestion during peak periods at the Cambridge end, at the junction with the

A11 (Fourwentways) and around Linton. This causes unreliability in journey times. There are a number of other travel and transport issues along the corridor such as road safety hotspots and in places, a lack of joined up high quality pedestrian and cycle infrastructure.

9. WSP|Parsons Brinkerhoff's initial Audit Report provides further detail on transport conditions on the corridor and can be accessed from:  
<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/12>.
10. Committed and future growth in the corridor includes:
  - Haverhill – up to 4,260 homes (2009-2031).
  - Granta Park – up to 3,200 new jobs.
  - Babraham Research Campus – up to 1,000 new jobs.
  - Cambridge Biomedical Campus – around 6,000 new jobs in the next 3-5 years, with further growth to follow.

Other proposals have recently been publicised, such as by the Wellcome Trust, that will need to be considered as both they and the City Deal proposals are developed.

### Project Objectives

11. The project has the following key objectives:
  - a. To identify a variety of options which will improve the reliability, safety and speed of movement along this corridor, and ultimately reduce the number of vehicles driving into the city of Cambridge to include:
    - i. Rail option (the re-opening of the Haverhill to Cambridge section of the Colchester to Cambridge line)
    - ii. Segregated Bus rapid transit options (such as busway).
    - iii. Bus priority options.
    - iv. Road capacity / performance improvements.
    - v. Additional Park & Ride / interchange capacity.
  - b. To investigate whether combinations of schemes will provide the greatest benefit
  - c. To ensure provision for cyclists and pedestrians is inherent in all proposals (and where appropriate, consideration of other non-motorised users, such as equestrians).
  - d. To generate options capable of holding traffic levels at today's levels in Cambridge
  - e. To consider the potential for enhancing the environment, streetscape and air quality in this corridor
  - f. To assess the impacts on existing residents and highway capacity for each option
  - g. To identify areas along the corridor, and measures, where safety for all modes of travel can be improved
  - h. To improve the connectivity with surrounding villages and places of employment along the corridor

### **Considerations**

12. WSP|Parsons Brinkerhoff's Draft Concepts Report and its appendices can be accessed from the Greater Cambridge City Deal website  
<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/12>.
13. Included in the Appendices to the Draft Concepts Report are a number of supporting reports providing additional high level information on road, rail and bus rapid transit options for the corridor, which are not recommended for taking forward for consultation, or indeed as part of the City Deal programme.



14. The potential for congestion to worsen is significant in this corridor, with considerable development planned at both ends, as well as expansion of the high-tech cluster in the middle.
15. An initial budget estimate of £39M was allocated to this project from the first tranche of City Deal funding by the Executive Board in January 2015.
16. 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 a robust basis for identification of preferred option(s);
- Ensures that the shortlisted schemes are all potentially deliverable from a technical perspective.

### **Options assessment**

#### Discounted strategic options

17. The Project Brief and objectives set out that comprehensive road capacity, rail and Bus Rapid Transit (BRT) options should be explored as part of this study, along with smaller scale interventions targeted at problem areas on the corridor.
18. Three major transport interventions were subject to a high level assessment to understand estimated costs and likely benefits in terms of passenger numbers, journey time improvements and vehicle flows. These were:
  - **Reopening the railway line between Haverhill and Cambridge.**  
Capital cost £390-650M. Benefit to cost ratio assessed as 0.59 – 0.99, representing poor value for money. Costs much higher than the £39M City Deal allocation.
  - **Introducing a Bus Rapid Transit route between Haverhill and Cambridge.**  
Capital cost £150-200M. Benefit to cost ratio assessed as 1.27, representing low value for money. Costs much higher than the £39M City Deal allocation.
  - **Several road options, including dualling and provision of a Linton bypass.**  
Capital cost £15-£100M. Benefit to cost ratios assessed as 0.26 – 0.3, representing poor value for money. Costs of dualling options much higher than the £39M City Deal allocation.
19. The high level assessment of these three strategic interventions concluded that there is not a viable business case for them in the context of the City Deal programme, or in the South Cambridgeshire Local Plan period to 2031.
20. While there is considerable public interest in re-opening the railway line even at its higher value the benefit to cost ratio is significantly lower than that for other rail projects being pursued such as Cambridge North station, the Wisbech line re-opening, Soham station, and East-West Rail.
21. Although it is not proposed to continue with these options as part of the City Deal, they may be viable in the future under different development scenarios and would need to be re-considered at that time.

### Concept shortlist

22. As set out in the Draft Concepts Report, a long list of measures was drawn from a variety of sources, including the Project Team, stakeholder engagement, previous work in the area and site visits.
23. Alongside the assessment of the major scheme options, the long list of measures was subject to further assessment and sifting against the project objectives, and refined to produce a 'Concept short list'.
24. These 'concepts' have been developed to address the issues noted above and to meet the Project Objectives set out in paragraph 11. Given the poor business case for major interventions in the corridor these focus on the area between the A11 at Fourwentways and Cambridge, in order to provide alternatives to the car for those travelling to Cambridge or to the major employment sites in this area.
25. The concepts largely fall into three major themes. These are:
  - a) Park and Ride
  - b) Bus Rapid Transit
  - c) Walking and cycling

A fourth category covers public realm, road safety and bus stop accessibility measures.
26. Figures 2 and 3 detail and show the full concept short list, and further detail is included in Chapter 5 of the WSP|Parsons Brinkerhoff [Draft Concepts Report](#).

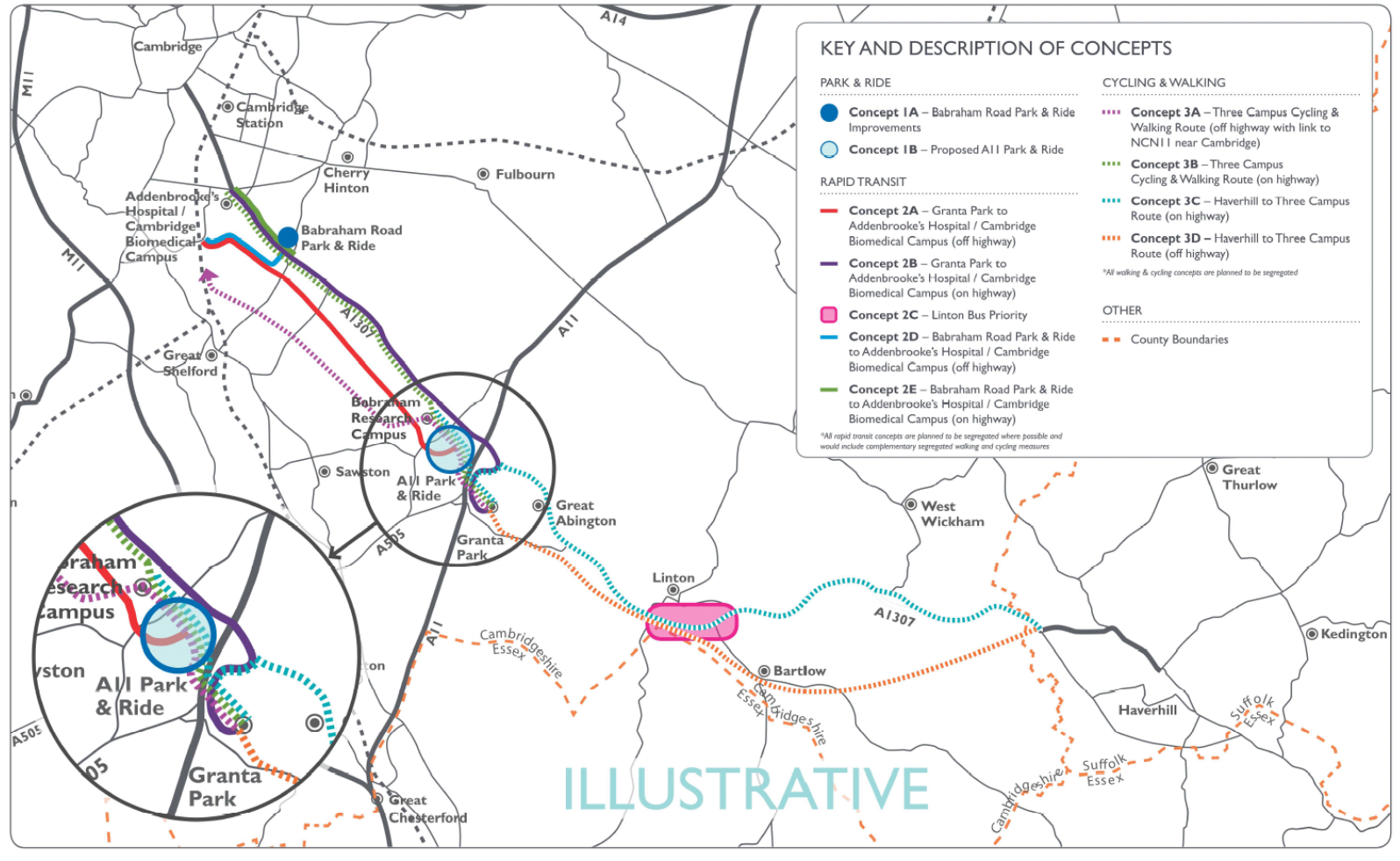
**Figure 2 Summary of concepts for the A1307 Haverhill to Cambridge corridor**

Identification	General Description
<b>Park &amp; Ride</b>	
Concept 1A	Babraham Road P&R improvements
Concept 1B	Proposed A11 P&R
<b>Bus Rapid Transit</b>	
Concept 2A	Granta Park to Addenbrooke's (off highway)
Concept 2B	Granta Park to Addenbrooke's (on highway)
Concept 2C	Linton bus priority
Concept 2D	Babraham Road P&R to Addenbrooke's (off highway)
Concept 2E	Babraham Road P&R to Addenbrooke's (on highway)
<b>Cycling &amp; Walking</b>	
Concept 3A	Three Campus cycling & walking route (off highway with link to NCN11 near Cambridge)
Concept 3B	Three Campus cycling & walking route (on highway)
Concept 3C	Haverhill to Three Campus route (on highway)
Concept 3D	Haverhill to Three Campus route (off highway)
<b>Other Schemes – Public Realm &amp; Road</b>	
Public realm improvements	

Bus stop accessibility improvements	
Bus service improvements	
Road safety improvements	

Figure 3 Map showing concepts for the A1307 Haverhill to Cambridge corridor

## A1307 (HAVERHILL TO CAMBRIDGE) CORRIDOR – CONCEPT SHORT LIST



## Costs

27. At this stage of project development it is not possible to provide more than an indicative cost range for each concept, as shown in Table 5.1 of the Draft Concepts Report. These indicative costs illustrate that:
- The Park & Ride concepts, new bus lanes / bus improvements through Linton, on highway rapid transit links, cycling and walking improvements, bus stop accessibility and road safety improvements could be funded within the initial project budget estimate.
  - The off highway rapid transit concepts would be likely to require additional funding.
28. At the next stage in the scheme development process, a full assessment would need to consider a number of other costs, such as land purchase and compensation claims.
29. The more expensive options would not be deliverable in Tranche 1 of the City Deal programme, in terms of both available funding and programme, but it is recommended that these are not discounted as options for consideration for this corridor at this stage as they could be delivered early in Tranche 2. The arbitrary funding structure of City Deal should not constrain the consideration of solutions for the corridor.
30. As set out in the Project Objectives, we will need to understand which combination of measures will provide the greatest benefit. This work is planned to be undertaken following the first stage of public consultation, and before the selection of a preferred option.

## Traffic modelling

31. Modelling work of the concepts has been undertaken using the current Cambridge Sub-Regional Model (CSRM) and associated SATURN highway model. This has been supported by other data sources, including traffic counts, 2011 Census information, bus journey time and Traffic Master data.

## **Programme**

32. Timescales for the project through to consultation on preferred options are detailed below.
- **First round of public consultation, from June 2016.**  
Consult to inform further assessment and appraisal of Concept shortlist.
  - **Complete the assessment and appraisal of concepts, autumn / winter 2016.**  
Work informed by the results of the first round of public consultation.
  - **Recommend preferred option(s), February / March 2017.**  
The Executive Board will be asked to agree a preferred option or options to be developed in greater detail prior to a second round of public consultation.
  - **Consult on preferred option(s) from June 2017.**
33. A detailed programme for the further stages of scheme development and delivery will be developed and shared based on the preferred option(s) that emerge from further technical work following the first round of public consultation. Depending on the types of schemes and measures emerging as a preferred option(s), it is likely that there will be a number of different delivery timescales within the overall A1307 delivery programme. As noted in paragraph 29, it is likely that some schemes would not be deliverable in Tranche 1, but could be delivered in Tranche 2.

## **Consultation and Engagement**

34. A Project Team including colleagues from Cambridge City Council, South Cambridgeshire District Council and Suffolk County Council have been involved in the issues identification, options development and sifting exercises.
35. In July 2015, three informal high level stakeholder drop-in sessions were held at Linton Village Hall, Babraham Research Campus and Granta Park to seek stakeholder views on the issues and problems for traffic and travel in the A1307 corridor. Feedback from these sessions, along with views from senior figures at the Cambridge Biomedical Campus has informed the process for identifying schemes and measures.
36. The appendix to this report sets out a process for a first round of public consultation. It can be summarised as follows:
  - Key stakeholder briefing sessions
  - Local and wider Member engagement
  - Staffed public exhibitions at key venues along the corridor, including project information being made available at community venues, on relevant bus services and at the Babraham Road P&R site.
  - A focus on encouraging on-line responses to facilitate a more cost and time efficient exercise.
37. Subject to GCCD Executive Board approval, consultation will commence in June 2016.

### **Key emerging issues**

38. Ahead of proposed consultation, the following key issue is brought to the attention of the Executive Board.

#### Discounted options

39. There is strong support among local Members, action groups, and local residents in Cambridgeshire and over the county border in Suffolk, for both major road and rail solutions for the A1307 corridor. These were assessed as having poor (Benefit to Cost Ratio less than 1.0) value for money.
40. At this stage the consultants have only undertaken a high level assessment of the major road, rail and Bus Rapid Transit options, but given the results noted above and in paragraphs 17-19, there is considered to be little merit in undertaking further detailed assessment of them within the City Deal programme.

### **Implications**

41. 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***

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

#### ***Legal***

43. There are no significant implications at this stage.

#### ***Staffing***

44. There are no significant implications at this stage.

***Risk Management***

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

***Equality and Diversity***

46. There are no significant implications.

***Climate Change and Environmental***

47. 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.

***Community Safety***

48. The options presented should help to reduce road casualties and improve road safety in the A1307 corridor.

**Background Papers**

WSP|PB Draft Stage 1 Audit Report

WSP|PB Draft Stage 2 Options Report

<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/12>.

Local Transport Plan 3

[Local Transport Plan \(LTP\) - Transport plans and policies - Cambridgeshire County Council](#)

Long Term Transport Strategy

[Long term transport strategy - Transport plans and policies - Cambridgeshire County Council](#)

Transport Strategy for Cambridge and South Cambridgeshire

[Cambridge City and South Cambs transport strategy - Transport plans and policies - Cambridgeshire County Council](#)

**Report Author:** Graham Hughes - Executive Director: Economy, Transport & Environment  
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## **APPENDIX: SUMMARY OF PUBLIC CONSULTATION PLAN**

### **AIMS**

To engage with key stakeholders, the public and all interested parties in the consultation on high level concepts for improved sustainable travel conditions along the A1307 corridor.

To ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.

To provide unbiased, appropriate, timely, and clear information in plain English on the transport improvement concepts proposed for the corridor.

### **ENGAGEMENT**

Public Consultation is planned to run between June and July 2016, subject to Executive Board approval, including:

- Briefings for local representatives including Parish Councils
- Briefings for key stakeholders, including interest groups and businesses
- Press release/social media/web presence using [www.greatercambridgecitydeal.co.uk](http://www.greatercambridgecitydeal.co.uk)
- Online survey/questionnaire
- Staffed public exhibitions at venues along the A1307 corridor
- Information displays in shelters at bus stops along the corridor
- Direct mail/e-mail, schools' parent-mail
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges
- Post-consultation
- Analyse results
- Advertise outcomes through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

### **KEY MESSAGES**

The key messages for the A1307 corridor will be layered over the background of the vision for the Greater Cambridge City Deal (GCCD) as a whole. The vision will be a strong part of the consultation information so that people know how this project fits with other priorities for the City Deal.

- The GCCD brings together 5 organisations in a ground-breaking new partnership to create the conditions necessary to unlock the economic 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, employment 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.
- The Haverhill to Cambridge improvements aim to deliver high quality passenger transport, in terms of reliability, frequency and speed, complemented with good quality cycling and pedestrian facilities.
- High quality sustainable transport improvements will improve access to the major employment sites in the corridor and into Cambridge.
- The consultation is the start of the delivery process and there will be further opportunities to comment as the project is taken forward.

#### **ONLINE QUESTIONNAIRE/SURVEY**

A questionnaire will be provided 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.

#### **STAKEHOLDERS**

The consultation will seek to ensure that all users of the A1307 corridor have the opportunity to have their say. Whilst the use of online 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.

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# Agenda Item 11



**Report To:** Greater Cambridge City Deal Executive Board

3 March 2016

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

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## Southbound Bus Priority Slip Road J11, M11

### Purpose

- 1 This report sets out a high level risk assessment on the issues that impact the inclusion of a southbound bus priority slip road at J11 of the M11 in Tranche 1 of the City Deal programme.

### Recommendations

- 2 The Board is asked to:-
  - i. Note the outcome of the high level risk assessment and the progress made on the proposal for a bus only slip road at J11 of the M11;
  - ii. Agree to proceed with the further development of the proposal to assess its final viability for inclusion in the Tranche 1 City Deal programme.

### Reasons for Recommendations

- 3 Members wish to see progress within Tranche 1 on a new slip road on the M11 at J11 to support bus access into the Bio-medical Campus but this is not a City Deal programmed scheme. Officers have carried out a high level initial assessment and have set out the issues and risks in this report. While risks do exist, there are no definitive reasons not to progress the scheme further in terms of understanding its costs and benefits. This will involve scheme development costs that could be met from the allocation for Tranche 2 scheme development.

### Background

- 4 In December 2015 the Joint Assembly requested that officers consider the likelihood of bringing forward a public transport scheme at J11 of the M11 in Tranche 1 of the City Deal to allow buses priority access off the junction where there is currently queuing in the morning peak. This would support the wider City Deal objectives of supporting growth by encouraging public transport access to a key location for new jobs at the Bio Medical Campus.

- 5 This idea could form part of a potential western orbital bus priority scheme to the west of Cambridge which is also undergoing early consultation in February 2016 although the orbital project is not currently programmed for construction in Tranche 1 of the City Deal.
- 6 Any stand-alone scheme would need to demonstrate a positive 'business case' to justify public investment. Working up this business case involves significant further investigation. As such this early risk assessment is focused wholly on the issues around quick implementation and does not address the details of a business case as this would be further work following this report.

### **Issues**

- 7 *Highways England (HE)* - Any proposal, given its interface with the motorway network, requires HE consent. The idea of scheme has been discussed with HE in principle. They have not indicated any fundamental objection but have stressed the importance of testing proposals against their policy on such matters and furthermore for considering the detailed operational and safety impacts. A more detailed response from HE would only be forthcoming once a specific design was proposed.
- 8 *Trumpington Meadows* - Any proposal would need to cross land currently under planning consideration for new housing and leisure facilities. A pre-application enquiry is with South Cambridgeshire District Council and the proposal is on green belt land not designated for development in the Local Plan. Detailed discussion with the developer is constrained by the role of the County Council in the planning process. However in their scheme promotion role, officers have had informal engagement with the applicant. At this stage based on early master plan layouts for the site seen by officers, there is some potential for integrating bus infrastructure through a future development and linking into the Park & Ride at Trumpington. At this stage there is no fundamental objection to doing so from the developer.
- 9 *Bus operational issues* - Currently no bus route runs off J11 of the M11. Initial informal engagement with bus operators suggests no commercial case for operating such a service because outside of the peaks they consider there would be little passenger demand. However if third parties agreed to subsidise a service this could allow for its operation. Given the costs of running bus services this would require substantial investment. However if such a service were established, the provision of a bus only slip road could benefit its reliability and journey time.
- 10 *Western Orbital* - Any potential wider scheme would be closely linked to infrastructure at J11. Detailed planning on alignments would need to be undertaken to ensure that abortive work did not take place. The early consultation on the Western Orbital options would facilitate the likelihood of integration between the two schemes.

### **Risks**

- 11 *Highways England* - The process of obtaining actual approval for any scheme could be lengthy. Experience of other schemes suggests that the process of arriving at approval from HE could substantially lengthen implementation timescales.
- 12 *Trumpington Meadows* - Third party land will be needed, and agreement on such land will be linked to the owners' aspirations for the site. Given that the site is

not in the Local Plan there is considerable uncertainty as to the outcome of the planning process and its duration. There is therefore a significant risk of substantial delay in obtaining access to the land.

- 13 *Bus Operational Issues* - The likelihood of a commercial service is low and the details of any subsidised service are currently unknown. It is likely that any party subsidising a bus service will wish to see a long term plan for it to become self financing. There is a risk that no bus service comes forward or that if it did come forward, it would be so limited that the facility at J11 would not be justified.
- 14 *Western Orbital* – It may be more efficient to construct any slip road at J11 as part of a larger scheme. Alternatively delaying or removing the Western Orbital scheme altogether could impact the viability of a stand alone scheme at J11. In particular the issues of delay for any bus service using the motorway and exiting it at J13 could make any service that used J11 unreliable therefore impacting patronage and costs. As such there is a viability and cost risk of moving forward at J11 without a full understanding of the Western Orbital context.

### **Next Steps**

- 15 Ordinarily the next step would be the production of an outline business case for a scheme at J11. This would include the following high level work:
  - Environmental assessment
  - Traffic modelling
  - Assessment of land costs and construction costs
  - Outline engineering design
  - Bus operational assessment

This work could be achieved by the September cycle of City Deal Assembly and Board meetings which could then inform a decision whether or not to consult publically on a proposal.

### **Options**

- 16 The high level risk assessment identifies both opportunities and risks with taking forward this scheme. The next stage of outline business case development will involve further resource expenditure however there are no overriding reasons not to take forward the scheme for further work.
- 17 Alternatively Members can integrate the scheme into the developing Western Orbital proposals to ensure that it is considered within this wider strategic context.

### **Implications**

- 18 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: Currently there are no resources allocated to this scheme
  - Staffing: Project management undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.
  - Risk; A project risk register has been developed.

**Background papers**

No background papers were relied upon in this report.

**Report Author:** Ashley Heller - Team Leader, Public Transport Projects, Major Infrastructure Delivery, Cambridgeshire County Council.

Telephone: 01223 728137

# Agenda Item 12



**Report To:** Greater Cambridge City Deal Executive Board

3 March 2016

**Lead Officer:** Graham Hughes – Cambridgeshire County Council

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## Smart Cambridge – ‘Smart Technology City Management Platform’ Investment

### Purpose

1. In November 2015 the City Deal board gave outline approval to the investment of up to £280,000\* to implement a Smart Technology City Management Platform. This report sets out the more detailed investment proposal.

(\*The board allocated £20,000 per year in March '15 for the next two years, the investment totals £300,000, including the 15/16 allocation but not the 16/17 allocation)

### Recommendations

2. The board is recommended to approve the investment of £300,000 to develop a first stage ‘smart technology city management platform’ for Greater Cambridge.

### Reasons for Recommendations

3. The purpose of the ‘Smart Technology City Management Platform’ is to create an initial IT infrastructure that can evolve and develop to support Greater Cambridge as a Smart City and to facilitate the development of applications which will support the work of the City Deal. A schematic for the platform is included at Appendix A. In summary the components include:

- A data network, specifically designed to support “Internet of Things” technology.
- A data hub, (a software platform which will collate, combine and process a range of data sets to provide additional insights/information/visualisation as well as application development for both the City Deal Partners and 3<sup>rd</sup> parties)
- An array of sensors which will enable automated detection and monitoring of a range of measures including air quality, traffic, cycle and pedestrian movements around the city.

### Background

4. In Aug 2015 the City Deal Board approved the inclusion of a ‘smart city’ work-stream into the City Deal programme.
5. The paper proposed an initial one-year developmental phase for the Smart Cambridge programme which will identify and implement smaller scale and pilot solutions which will be primarily but not exclusively focused on transport and smart city technology infrastructure. The ‘smart technology city management platform’ forms

part of this work and will underpin both the current pilots and enable the development of further projects in support of the City Deal objectives.

### **Investment Outputs and Outcomes**

6. Investment in the 'City Management Platform' will deliver the following:
- The technical architecture to support wayfinding at the station gateway via digital screens. Recent work carried out as part of the Cambridge Stations Travel Plan has demonstrated that the provision of accurate onward travel information in a digital format is a high priority for customers using the station, especially for those arriving at Cambridge for the first time. The screens will make the transition from train to bus/bike/walking easier as well as allowing travellers to get visitor information.
  - The provision of a "Motion Map". This initial application will give the travelling public accurate, accessible and reliable information about the different transport options for their journeys, giving a greater degree of confidence in using the public transport network as well as encouraging walking and cycling as modes, encouraging and facilitating a shift away from a reliance on private cars. Although initially this will focus on Greater Cambridge, in future this could be deployed across a much wider area.
  - The capability to combine existing and new data sets to create a baseline of how the various transport modes operate across the city from which the effects of future interventions can be measured. This will build on the data currently used for the transport monitoring framework to strengthen the "before and after" monitoring of City Deal schemes. This will help option appraisal and to evidence the effectiveness of schemes to Government, Members and the public.
  - Supporting policy making and scheme development by providing granular data about the transport network as well as tools that allow analysis and visualisation. As well as being used for scheme development purposes the visualisations can be used in engagement with local communities to help communicate complex information.

### **Proposed Investment**

7. A number of local and regionally based technology companies have offered in kind resources to assist in the establishment and development of the city management platform. These contributions are in addition to the sums set out below but are subject to their own commercial governance and therefore have not been included in the costings below. City Deal funded components and outline indicative costs are set out in the following table:

<b>Component</b>	<b>Description</b>	<b>Cost £</b>
City Data	Provision of hardware and software to store data and enable development of software tools to allow analysis of data, give developers access and a data search function.	150,000
Data integration activities	Data set identification and analysis to enable a range of data sets to be integrated into the hub from existing and future sources, across a range of transport modes.	26,000
Communication network	Installation of base stations to transmit the communication network and software development work	20,000
Sensors	Sensor purchase and Initial deployments	36,000



Applications	Develop and implement initial version of Motion Map and initial visualisation tools.	68,000
<b>Total</b>		<b>300,000</b>

**Considerations**

- 8. Investment in early stage, innovative technology will support Greater Cambridge in becoming a leading ‘smart city’ but as with any new technology there are inherent delivery and outcome risks as standards and technology continue to rapidly evolve.
- 9. The technology required to implement the platform is currently still in development and not yet available on a large scale commercial basis. Furthermore it is anticipated that elements of the platform will be co-funded by one or more commercial partners as a means to “test-bed” their products. Further investigation is needed to finalise an appropriate sourcing/procurement method which is swift, efficient and enables private funding to be utilised effectively whilst remaining compliant with public funding procurement regulations.
- 10. As outlined above, there is some proposed private sector investment into the ‘city management platform’ which would enhance the outcome but which has not yet been finalised. However it is anticipated that a scaled down version of the platform could be delivered even if additional private sector funding is not forthcoming.
- 11. It is anticipated that if successful the technology and applications developed as part of the ‘City Deal’ could be scaled across a wider area in future. In particular the project will explore how the City Management Platform and other ‘Smart Technology’ can support the establishment and ongoing success of the many new communities being planned in Cambridgeshire, including the significant development at Northstowe.

**Financial and other resources**

- 12. In March this year the City Deal Executive Board agreed an allocation of £20,000 per year for two years - the proposal is to utilise the 15/16 allocation to invest in the platform. The 16/17 allocation will be retained for other projects.
- 13. Staff time to support the development of the platform will be drawn from existing resources, including the Connecting Cambridgeshire Programme.

**Risk Management**

- 14. The investment in early stage, innovative technology will support Greater Cambridge in becoming a leading ‘smart city’ but as with any new technology there are inherent delivery and outcome risks as standards and technology continue to rapidly evolve.

**Equality and Diversity**

- 15. 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.

**Climate Change and Environmental**

- 16. The platform will support projects which encourage modal shift away from cars and will have a positive impact on air quality.

## **Background Papers**

No background papers were relied upon in the writing of this report.

**Report Author:** Noelle Godfrey – Connecting Cambridgeshire Programme Director  
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# Greater Cambridge Smart City Management Platform



## Low Power Long Range Network

This is the communication layer that transfers data from sensors to the hub. The technology allows it to cover most of Greater Cambridge.

## Glossary

### Data Hub

This includes storage for data on either the Cloud or server(s) and software to collate and analyse data.

### Platform

A group of technologies that is used as a base on which other applications, processes or technologies are built.

### Open Data

Open data is data that anyone can access, use and share.

### 'Internet of things'

Connection of physical objects to the internet which allows them to exchange information and be more joined up.

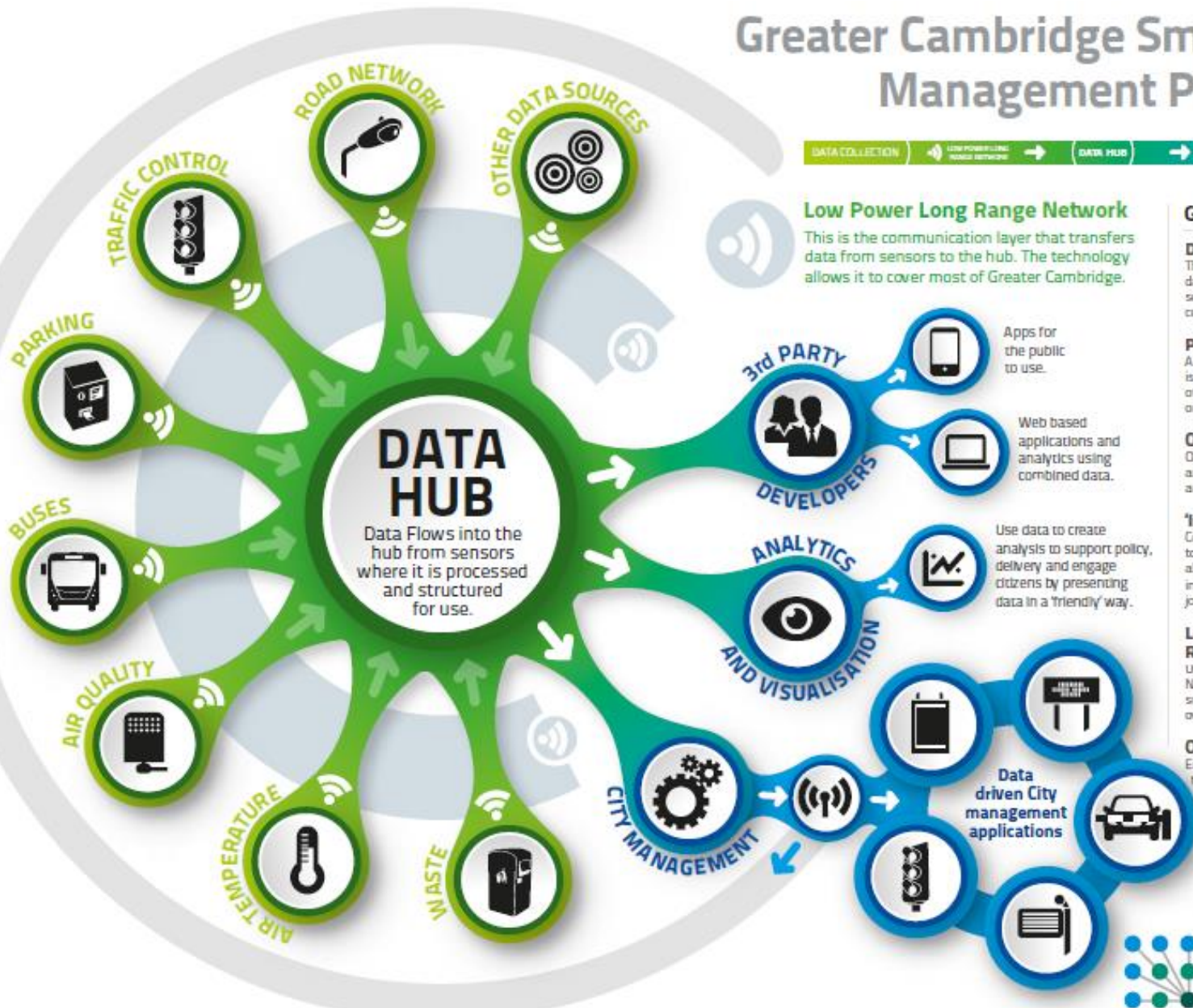
### Low Power Long Range Network

Usually called a Wide Area Network used for sending small packages of data over a wide area.

### Open Standards

Enables different systems to talk to each other and open to all.

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12 February 2016 – City Deal progress report

Workstream	Update	Upcoming milestones
<b>INFRASTRUCTURE PROGRAMME</b>		
Create and deliver an infrastructure investment programme that draws together national and local funding streams to invest in infrastructure that will drive economic growth in the area.		
<p><b>A1307 corridor to include bus priority / A1307 additional Park &amp; Ride</b> Achieve faster and more reliable bus journey times between Haverhill, Cambridge and key areas in between, through bus priority at key congestion points on the A1307 and provision of an outer Park &amp; Ride site on the corridor.</p>	<ul style="list-style-type: none"> <li>Initial technical work has been undertaken that has identified a number of high level concepts that are proposed to be taken forward for public consultation.</li> </ul>	<ul style="list-style-type: none"> <li>June: Anticipated start of public consultation (subject to approval to progress).</li> </ul>
<p><b>A428-M11 segregated bus route / A428 corridor Park &amp; Ride / Madingley Road bus priority</b> Ensure that bus journeys between Cambourne and Cambridge are direct and unaffected by congestion by providing high quality bus priority measures between the A428/A1303 junction and Queen’s Road, Cambridge and one or more Park &amp; Ride or rural interchange sites on the corridor.</p>	<ul style="list-style-type: none"> <li>Following consultation, further technical work is due to be undertaken by consultants to establish the costs and benefits of the existing options and of hybrid suggestions received through the consultation exercise.</li> </ul>	<ul style="list-style-type: none"> <li>25 August / 8 September: Joint Assembly / Executive Board to select a preferred option for each of the projects along the corridor for Full Business Case preparation and detailed design, to be subject to further consultation.</li> </ul>
<p><b>Chisholm Trail cycle links</b> A high quality strategic cycle route from Cambridge Station in the south of the city through to the new [Cambridge North] Station, providing connections between the Science and Business Parks in the north and the commercial hub around Cambridge Station and the Biomedical Campus.</p>	<ul style="list-style-type: none"> <li>Discussions are continuing with all landowners along the proposed route.</li> <li>Continuing to meet and seek agreements with Network Rail.</li> <li>Liaising with the two developers along the proposed route to ensure the route interfaces with their plans.</li> <li>Undertaking ecological, heritage, topographical and other surveys.</li> </ul>	<ul style="list-style-type: none"> <li>Summer: (Subject to Executive Board approval) Land negotiations and submission of planning application.</li> </ul>

	<ul style="list-style-type: none"> <li>• Early discussions with contractors and consultants on potential delivery issues.</li> </ul>	
<p><b>City centre capacity improvements</b> Improve the reliability of, and capacity for public transport, cycling and walking movements in the city centre through a variety of potential measures to relieve congestion and manage the city's transport network.</p>	<ul style="list-style-type: none"> <li>• The Executive Board on 15 January agreed the criteria for assessment of the ideas and proposals submitted to reduce congestion.</li> <li>• Officers are considering responses received within the context of those criteria.</li> </ul>	<ul style="list-style-type: none"> <li>• 2 June / 16 June: Joint Assembly / Executive Board to review the outcomes of the Cambridge access study and decide on next steps for tackling congestion and access in Cambridge.</li> </ul>
<p><b>Cross-city cycle improvements</b> Facilitate continued growth and an increased proportion of cycling trips in Cambridge, lifting cycling levels to around 40% by enhancing the connectivity, accessibility and safety of the cycling network.</p>	<ul style="list-style-type: none"> <li>• Public consultation on options for the programme of improvements is ongoing to 15 February 2016.</li> </ul>	<ul style="list-style-type: none"> <li>• 2 June / 16 June: Joint Assembly / Executive Board to consider detailed schemes, informed by public consultation, and potentially to approve delivery of schemes.</li> </ul>
<p><b>Histon Road bus priority / Milton Road bus priority</b> Ensure that bus journeys along Histon and Milton Roads are direct and unaffected by congestion through the provision of high quality on-line bus priority measures between the Histon and Milton Interchanges and Cambridge city centre.</p>	<ul style="list-style-type: none"> <li>• Public consultation on options for the schemes is ongoing to 15 February 2016.</li> </ul>	<ul style="list-style-type: none"> <li>• 2 June / 16 June: Joint Assembly / Executive Board to consider the outcomes of public consultation and select a preferred option for each corridor, to be developed in greater detail.</li> </ul>
<p><b>Tranche 2 programme development</b> Develop a prioritised programme of infrastructure investments, informed by an analysis of their anticipated economic impacts, to be delivered during the tranche 2 period (2020/21-2024/25).</p>	<ul style="list-style-type: none"> <li>• Following the Executive Board decision in December, work on a study of the A10(N) corridor is ongoing, with engagement from development promoters along the corridor.</li> <li>• Consultation on the Western Orbital initial options is due to begin on 8 February.</li> </ul>	<ul style="list-style-type: none"> <li>• Autumn 2016: Initial sift and assessment of the long-list of schemes.</li> <li>• Winter 2016: Agreement of initial priorities for preparatory work on tranche 2 schemes to develop to 'options assessment' stage.</li> </ul>

**OTHER WORKSTREAMS**

<p><b>Communications</b> Communicate the vision and aims of the City Deal to a range of audiences</p>	<ul style="list-style-type: none"> <li>• Strategic Communications Manager will start on 29 February.</li> </ul>	<ul style="list-style-type: none"> <li>• Refresh and further develop communications strategy.</li> </ul>
<p><b>Economic development and promotion</b> Enhance the alignment of public and private sector partners in Greater Cambridge to enhance the attractiveness and promotion of the Greater Cambridge economy to high-value investors around the world, and align appropriate activities that support existing businesses to develop.</p>	<ul style="list-style-type: none"> <li>• The LEP's 'Signpost2Grow' service, which gives local businesses access to a wide range of business support, advice, grants and events aimed at helping businesses to grow and develop, has been launched (see <a href="http://signpost2grow.co.uk">http://signpost2grow.co.uk</a> for more information).</li> <li>• The Cambridge Promotions Agency Steering Group met in January to consider the achievement of objectives in 2015 – the goals for the first six months of operation were all met. The report is available on request.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<p><b>Finance</b> Manage and monitor the delivery of the infrastructure investment programme and relevant City Deal-related expenditure, and bring together appropriate local funding streams to complement and enhance the delivery of City Deal objectives.</p>	<ul style="list-style-type: none"> <li>• Government is currently consulting on changes to the New Homes Bonus, which would reduce the number of years the payment is made for, withholding from Authorities without a Local Plan and abating it where planning permission is granted on appeal.</li> </ul>	<ul style="list-style-type: none"> <li>• February/March: Joint Assembly advice and Executive Board decision on City Deal budget for 2015/16.</li> </ul>
<p><b>Governance</b> Create a governance arrangement for joint decision making between the local Councils that provides a coordinated approach to the overall strategic vision, including exploring the creation of a Combined Authority to allow the Councils to collaborate more closely to support economic development.</p>	<ul style="list-style-type: none"> <li>• The Cities and Local Government Devolution Bill, which contains among others a provision to allow a County Council to join a Combined Authority for a part of its area, received royal assent on 28 January.</li> <li>• Discussions around a prospective devolution deal, which could have significant implications for City Deal governance, are ongoing.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

<p><b>Housing</b> Explore the creation of a joint venture to drive quicker delivery of 2,000 of the affordable new homes envisaged in the draft Local Plans, potentially drawing in land holdings from the partners and external investment to deliver more affordable housing, and deliver 1,000 extra new homes on rural exception sites.</p>	<ul style="list-style-type: none"> <li>The fee structure for the HDA is currently being firmed up with the Councils.</li> </ul>	<ul style="list-style-type: none"> <li>By end March: Establish a Member Reference Group and produce a business plan for the HDA for 2016/17 that indicates the number of schemes that the HDA will delivery and its operational costs.</li> </ul>
<p><b>Payment-by-results mechanism</b> Implement a payment-by-results mechanism where Greater Cambridge is rewarded for prioritising and investing in projects that deliver the greatest economic impact over 15 years, commencing in 2015-16.</p>	<ul style="list-style-type: none"> <li>Officers are working with counterparts from several city-regions around the UK to undertake a combined procurement exercise for the economic assessment panel, which will serve the city-regions' payment-by-results mechanisms up to 2021.</li> </ul>	<ul style="list-style-type: none"> <li>June: Economic assessment panel anticipated to start its work.</li> </ul>
<p><b>Skills</b> Create a locally responsive skills system that maximises the impact of public investment, forges stronger links between employers and skills providers, and drives growth across Greater Cambridge, including delivering 420 additional apprenticeships in growth sectors over five years.</p>	<ul style="list-style-type: none"> <li>'Form the Future' is delivering the City Deal skills service.</li> </ul>	<ul style="list-style-type: none"> <li>March: City Deal Joint Assembly sub-group to meet to review progress</li> </ul>
<p><b>Smart/digital</b> Explore, in partnership with academic and business expertise, technological opportunities to complement the aims of the infrastructure investment programme and improve the functioning of the Greater Cambridge economy, finding smart solutions to a series of issues constraining the economic growth potential of the area and positioning the area as a Smart Cities</p>	<ul style="list-style-type: none"> <li>Following Executive Board approval in principle of £280,000 investment to implement a Smart Technology City Management Platform, an investment business case has been prepared and is being presented to this meeting (see 'Smart Cambridge' report).</li> </ul>	<ul style="list-style-type: none"> <li>12 February: Joint Assembly / Executive Board workshop.</li> <li>3 March: Executive Board decision on Smart Technology City Management Platform.</li> </ul>



leader.		
<p><b>Strategic planning</b> Underpin and accelerate the delivery of the Cambridge City and South Cambridgeshire Local Plans, including undertaking an early review of the Local Plans beginning in 2019 to take into account the anticipated changed infrastructure landscape, and work towards developing a combined Local Plan that includes other relevant economic levers.</p>	<ul style="list-style-type: none"> <li>Public consultation on proposed Local Plan modifications closed on 25 January.</li> </ul>	<ul style="list-style-type: none"> <li>March: Subject to Councils' decisions, Councils to submit the further work and proposed modifications to the Inspectors and examination resumes.</li> </ul>

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## 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?
<b>Meeting date: 16 June 2016</b>		<b>Reports for each item to be published: 8 June 2016</b>	
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
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

Cambridge Access and Capacity Study	To review the outcomes of the Cambridge access study and decide on next steps for tackling congestion and access in Cambridge.	Graham Hughes	No
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
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
<b>Meeting date: 22 July 2016</b>		<b>Reports for each item to be published: 14 July 2016</b>	
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
<b>Meeting date: 8 September 2016</b>		<b>Reports for each item to be published: 31 August 2016</b>	
<p>Selection of preferred options for schemes along the A428 corridor and coming in to western Cambridge:</p> <ul style="list-style-type: none"> <li>• Madingley Road</li> <li>• A428-M11</li> <li>• Bourn Airfield / Cambourne busway</li> </ul>	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
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
<b>Meeting date: 13 October 2016</b>		<b>Reports for each item to be published: 5 October 2016</b>	
Chisholm Trail – approval of construction	To approve construction of the scheme.	Graham Hughes	Yes
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
<b>Meeting date: 17 November 2016</b>		<b>Reports for each item to be published: 9 November 2016</b>	
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.	Alex Colyer	No
2016/17 Quarter 2 financial monitoring report	To note financial information from July-September 2016.	Chris Malyon	No

City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
<b>Meeting date: 15 December 2016</b>		<b>Reports for each item to be published: 7 December 2016</b>	
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No