

Growing and sharing prosperity

—— Delivering our City Deal ——

23 October 2017

To: Members of the Greater Cambridge Partnership Joint Assembly:

Councillor Kevin Price Councillor Tim Wotherspoon Councillor David Baigent Councillor Tim Bick Councillor Noel Kavanagh Councillor John Williams Councillor Grenville Chamberlain Councillor Grenville Chamberlain Councillor Kevin Cuffley Councillor Bridget Smith Sir Michael Marshall Mark Robertson Claire Ruskin Helen Valentine Dr John Wells Andy Williams

Cambridge City Council (Chairperson) Cambridgeshire County Council (Vice Chairperson) Cambridge City Council Cambridge City Council Cambridgeshire County Council Cambridgeshire County Council South Cambridgeshire District Council South Cambridgeshire District Council South Cambridgeshire District Council Marshall Group Cambridge Regional College Cambridge Network Anglia Ruskin University Cancer Research UK Cambridge Institute AstraZeneca

Dear Sir / Madam

You are invited to attend the next meeting of **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**, which will be held in the **THE COUNCIL CHAMBER**, **SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **THURSDAY**, **2 NOVEMBER 2017** at **2.00pm**

Requests for a large print agenda must be received at least 48 hours before the meeting.

	AGENDA	DA OFO
1.	Apologies for absence To receive any apologies for absence.	PAGES
2.	Declarations of Interest To receive any declarations of interest from members of the Joint Assembly.	
3.	Minutes of Previous Meeting To confirm as a correct record the minutes of the meeting held on 13 September 2017.	1 - 18
4.	Questions from Members of the Public	19 - 20
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5. Petitions

Democratic Services Contact Officer: Democratic Services 03450 450 500 democratic.services@scambs.gov.uk

6.	A1307 Three Campuses to Cambridge (A1307 Haverhill to Cambridge) - 25 mins (2.15pm - 2.40pm) To consider the attached report.	21 - 34
7.	Western Orbital - 20 mins (2.40pm-3.00pm) To consider the attached report.	35 - 40
8.	Rapid Mass Transit Strategic Options Appraisal - 30 mins (3.00pm- 3.30pm) Interim report from consultants Steer Davies Gleave (presentation).	
9.	Histon Road - 15 mins (3.30pm-3.45pm) To consider the attached report.	41 - 70
10.	Quarterly Progress Report - 10 mins (3.45pm-3.55pm) To consider the attached report.	71 - 98
11.	Date of Next Meeting - 5 mins (3.55pm-4.00pm) Thursday 18 January 2018 in the Kreis Viersen Room, Shire Hall, Cambridge	



Growing and sharing prosperity
Delivering our City Deal

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

Minutes of the Greater Cambridge Partnership Joint Assembly 2.00pm Wednesday 13th September 2017 South Cambridgeshire Hall, Cambourne

PRESENT:

Members of the Greater Cambridge Partnership Joint Assembly:

Councillor Kevin Price Councillor Tim Wotherspoon Councillor Dave Baigent Councillor Tim Bick Councillor Noel Kavanagh Councillor Noel Kavanagh Councillor John Williams Councillor Kevin Cuffley Councillor Grenville Chamberlain Councillor Bridget Smith Sir Michael Marshall Claire Ruskin Andy Williams Mark Robertson Helen Valentine Dr John Wells Cambridge City Council (Chairman) Cambridgeshire County Council (Vice-Chairman) Cambridge City Council Cambridge City Council Cambridgeshire County Council Cambridgeshire County Council South Cambridgeshire District Council South Cambridgeshire District Council South Cambridgeshire District Council Marshall Group Cambridge Network AstraZeneca Cambridge Regional College Anglia Ruskin University Cancer Research UK Cambridge Institute

Members or substitutes of the Greater Cambridge Partnership Executive Board in attendance:

Councillor Ian Bates	Cambridgeshire County Council
Councillor Lewis Herbert	Cambridge City Council

Officers/advisors:

Rachel Stopard	Greater Cambridge Partnership
Graham Hughes	Cambridgeshire County Council
Niamh Matthews	Greater Cambridge Partnership
Wilma Wilkie	South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 19th July were confirmed as a correct record and signed by the Chairperson, subject to correcting two typographical errors and on page 17 of the agenda pack, deleting the second and third paragraph of the second bullet point, to be replaced with 'It would be more prudent to evaluate busses using grid average Green House Gas emissions'.

4. QUESTIONS FROM MEMBERS OF THE PUBLIC

Three public questions had been submitted, two of which were taken at the meeting under agenda item six. The third question did not relate to an item on the agenda and would be resubmitted to the November meeting.

5. PETITIONS

No petitions were received.

6. CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS SCHEME - APPROACH TO PUBLIC CONSULTATION INFORMING FULL OUTLINE BUSINESS CASE DEVELOPMENT

The Joint Assembly considered a report to be presented to the next Executive Board meeting, which provided an update on further assessment work carried out on the proposed Cambourne to Cambridge Better Bus Journey Scheme and proposed an approach to the next stage of public consultation.

Helen Bradbury, Chairperson of the Local Liaison Forum (LLF) attended the meeting and presented feedback on the Forum's views on the proposals. As part of her presentation, Ms Bradbury summarised the following recommendations agreed at the LLF meeting on 11th September 2017:

- The LLF welcomed the removal of Crome Lea as a potential site for a new park and ride, but was concerned that another site on Madingley Hill had been included in the shortlist. The LLF did not consider Madingley Hill as a suitable location because of poor accessibility, poor connectivity, the unacceptably high environmental damage caused by a site there and the fact that it was located after congestion began, so would worsen, not alleviate local traffic problems. The LLF therefore recommended that all options for a park and ride site on Madingley Hill in the vicinity of the Madingley Mulch roundabout be dropped.
- The LLF rejected claims made at the Executive Board meeting on 26th July 2017 that it
 was seeking to block all work. It was concerned that projects were being set up in a
 sequence that was not cumulative, which could be contradictory and could result in
 excessive sums of money being allocated to schemes that may have a short operative
 duration. The LLF proposed that the Executive Board should differentiate at the time
 of its approval between short term and long term measures.
- The LLF did not consider that option 6 had been fairly presented in the documentation to date and asked that before the next public consultation the Greater Cambridge Partnership (GCP) instruct officers to work with the LLF to develop option 6 so that the best on-road alternative was presented to the public.

- The LLF did not agree with the scoring of the Enhanced Multi Criteria Assessment Framework (MCAF) which it regarded as illogical and biased in favour of option 3a. It asked the GCP to instruct officers to work with the LLF Technical Group over the next six months to prepare the final business case documentation for the three options under consideration and to conduct the next public consultation.
- The LLF sought urgent clarification of the logic of choosing Grange Road on the western edge of the City as an end point for the proposed bus route and a detailed explanation of how busses would journey between the key City centre locations of Bridge Street and Drummer Street bus station.
- The LLF remained concerned that the environmental impact of a park and ride site on Madingley Hill and the off-line 3a busway were being significantly underplayed in the documentation and asked that these assessments were re-analysed, with the possible future impacts of future proofing considered.
- The LLF asked that the timing of the consultation and associated documentation should be thought about very carefully. It believed that consultation should not be undertaken until key pieces of evidence/data were available, namely the outcome of the rapid mass transit option appraisal; a full development of the alternative community proposal (option 6); and a full analysis and description of the proposed route of the bus between Grange Road and the City Centre. It was also suggested that the LLF be included in agreeing the content and design of questions to be asked in the next round of consultations.

At this stage in the proceedings the Chairperson invited members of the public to ask questions relating to this item, which had been submitted in line with the provisions of Standing Orders. He explained that a response to the questions would be covered in the officer presentation on the report. Details of the questions and a summary of the answers given are set out in Appendix A to the minutes.

The Executive Director of Economy, Transport and Environmental Services in introducing the item drew attention to the purpose of the report and stressed that the Executive Board was not being asked to approve any particular scheme. This project had been one of the first proposed as part of the original City Deal process and had undergone a significant amount of development over the past couple of years. While the Executive Director noted comments about engagement made by the LLF, he highlighted that there had been extensive engagement throughout the process as plans had been developed. He also drew attention to recent surveys of existing Busway users and potential users of the scheme along the A428 corridor.

It was noted that further analysis of the proposed routes, using an extended version of the MCAF presented to the Joint Assembly and Executive Board in July 2017, suggested that although Option 1 [a sectional on road east bound bus lane running from Madingley Mulch to Lady Margaret Road within the existing highway] continued to perform well as a lower cost on road comparator, the potential to achieve 2-way bus priority along the existing highway via option 6 [a tidal, bi-directional bus lane running from Madingley Mulch to High Cross] should also be considered. It was therefore proposed that options 1 and 6 should be taken forward for further public consultation along with a number of specific route alignments (SRAs) identified as part of option 3a. These SRAs did not represent final detailed design proposals, as that would only be appropriate as part of the next stage of work and would require significant additional on site surveys. The proposals which would form the basis of the public consultation were set out in appendix 4 to the report.

The Executive Director explained the key conclusions from the stage 2 park and ride study which had looked in detail at the five sites shortlisted by the Executive Board at its July meeting. This had concluded that the two sites that merited further consideration were Scotland Farm and The Waterworks.

With reference to the proposed consultation process, the Joint Assembly noted that subject to further development of the full outline business case, a two stage public consultation strategy was proposed. This would involve an initial stage, programmed for November 2017, focused on phase one of the scheme; from Madingley Mulch to Long Road. This was the section of the route with the most significant known strategic issues, given current and projected levels of congestion. It was proposed that more analysis of the full outline business case for the entire corridor take place and that subject to this analysis, a further round of public consultation on alignments west of Long Road take place in the autumn of 2018. This would be more fully informed by emerging strategic considerations which impacted on the phase 2 element of the scheme, including the proposed alignment of the phase 1 scheme.

The Joint Assembly was invited to consider and comment on the recommendations to be presented to the Executive Board. The main points of discussion are summarised below:

- Councillor Grenville Chamberlain was of the view that modal shift would only be achieved if public transport was rapid, reliable and served destinations that people wished to go to. He was concerned that the site at Madingley Hill did not have direct access to the A428 and consequently any vehicles wishing to go from there towards the north or east of Cambridge would have to go via the City centre. He commented that the Madingley Hill site was not suitable, as delays along Madingley Road into Cambridge meant people would have little incentive to use park and ride. He also suggested that the suite was not future proofed as it was not compatible with the aim of creating a travel corridor of rapid transport around Cambridge. Councillor Chamberlain believed that the GCP should look to provide access to a park and ride site which people could drive to easily. He suggested that if people were taken off the road further back at Scotland Farm there was a much greater chance of them using park and ride.
- Councillor Bridget Smith expressed concern about the quality of the paper, which she felt was poorly written and contained illegible maps. She commented on the 49 separate background reports which had been issued to the LLF a week before its meeting. It was unacceptable to expect the LLF to deal with that amount of reading in such a short timescale. With reference to the proposals, Councillor Smith was concerned that having concluded that Crome Lea was unsuitable, she found it hard to understand why the Waterworks Site was being recommended. This site was only two fields away from Crome Lea and in her opinion was equally unsuitable. In response the Executive Director confirmed that the Waterworks Site had been included on the basis of the outcome of a technical sifting process based on its assessment against the agreed criteria.
- Councillor Smith also commented on the importance of journey times and asked for clarification of what was defined as the City centre. She pointed out that there was a significant difference between busses dropping passengers at Silver Street or John Lewis. She also reported that in response to a question at the LLF, Atkins had confirmed that there were no engineering reasons why option 6 could not be developed in its entirety and asked officers to comment on this. In response the Executive Director stated that at this stage the focus was on dealing with the infrastructure but it was vitally important as this process progressed that it was clear

about what happened east of Grange Road. A considerable amount of work was going on as part of the City Centre Access Study to look at bus movements generally and that would play a big part in informing that process. No doubt it would identify that there were specific infrastructure measures required to make this work but that would come from further work. He accepted the need for options to be joined up but work was not yet at that stage. However he imagined it would be necessary for busses to turn left and right at Grange Road but it would be essential to demonstrate that it was possible for them to do that. With reference to the comment made by Atkins, the Executive Director confirmed that this was correct but pointed out that there was a difference in what could be engineered; because in reality you could engineer most things, and what the impact of the engineering would be.

- Councillor John Williams sought clarification of the estimated journey times set out in paragraph 19 of the report. He also asked why journey frequency had not been included in the transport criteria used to assess the shortlisted options. In doing so he highlighted the importance of service frequency and suggested that he was not convinced that the proposals would result in a frequent bus service that was sufficient to persuade people to leave their cars. The Executive Director confirmed that the tables set out in paragraph 19 provided a comparison of the estimated journey times. The Scotland Farm journey times were slightly longer as there was a greater diversion to the site. With reference to frequency, he agreed that service frequency was key but it was difficult to incorporate this into the assessment process as it depended on the actual services that the bus companies ultimately agreed to run. From a purely objective point of view it was easier to model how long a particular vehicle would take to get from A to B. However, if the right route was selected and it generated sufficient passenger numbers then a high frequency service would be forthcoming.
- Councillor Williams drew attention paragraph 13 of the Western Orbital report which referred to a potential site for a new park and ride interchange hub. He was disappointed that the report looked at the A428 proposals in isolation and did not take account of the needs of people travelling to the Biomedical Campus and the Science Park, as well as those travelling into the City centre. He suggested that the options being considered would do little to help those people travelling to work outside the City centre and stressed the need for a high frequency orbital service which interchanged with one of the busway options from Camborne to Cambridge. In response the Executive Director explained that while it was not possible to provide an everywhere to anywhere service, there would be key route connections to be made. Where demand existed he was confident that bus operators would link those routes.
- Andy Williams recognised this was an important transport corridor and drew attention to figures confirming that around 10% of those travelling to the Biomedical Campus used the A428 corridor, a figure that would grow as planned development around the City progressed. This confirmed the need for another park and ride site as soon as possible. He supported Councillor Williams' comments about the need for this to link to key work sites and in the longer term ensure links with the western orbital route and the M11. In response the Executive Director explained that at this point in time there were only potential alignments, not clear routes but agreed it was essential to consider possible links. Connecting thousands of people with thousands of jobs was the rationale behind the whole scheme and this would need to be made clear in subsequent iterations of these proposals.
- Andy Williams also stressed the need for a reliable service and commented that the report did not include a definition of reliability, which had formed part of other schemes such as Milton Road. Mr Williams suggested that it was important to be clear about

this in the consultation. He also commented that not everyone would be familiar with what was meant by reference to Cambourne to Grange Road and suggested that people were more likely to engage in the consultation if it referred to journey times to places they wanted to travel to, such as John Lewis or Addenbrookes.

- Claire Ruskin commented that it was evident from the questions being asked that a compelling case for change was not being made, with the exception of those people who had to sit in the traffic jams each day. It was clear that there was huge congestion on this road and staff had to travel to work extremely early to get to their desk at a sensible time. Ms Ruskin commented that it was clear that something needed to be done in the short term until such time as more radical solutions, such as tunneling, could be developed. She agreed that it was desirable to provide a big park and ride site further out as soon as possible, using busses to bring people in from rural villages and taking them to the places they needed to get to. It was important to base a case on data which evidenced the need for change and clarify the level of improvement it was expected to achieve as a result of the proposed options and this should be made clear as part of the planned consultation.
- Councillor Tim Bick asked for clarification of the impact of the option 1 proposals on existing and future provision for cyclists and pedestrians along Madingley Road. In response the Executive Director confirmed that bearing in mind the current narrowness of Madingley Road there would be an impact on existing provision. It would be possible to engineer an option that maintained or enhanced existing provision but this would come at a price and an impact on the scheme.
- Councillor Bick confirmed that he accepted the underlying strategic case for a fast and • efficient transport corridor to the west of Cambridge and highlighted the importance of acknowledging that strategic need. There were large numbers of people living there and working in Cambridge now and there would in future be vastly more given planned developments. He confirmed that at this point in time he regarded an off road solution as the one to beat; using buses, based on the existing Busway, or one of the other methods of transport being considered as part of the wider strategic study. With reference to the proposed park and ride sites, Councillor Bick welcomed removal of Crome Lea from the shortlist and pointed out that the suitability of the remaining sites would be tested through the consultation process. He also welcomed the fact that there was a clear aim to minimise the impact of the proposals on West Fields. Councillor Bick echoed comments made by others about the importance of integrating this proposal with other schemes, in particular plans to split travellers to the north and the south as they crossed the M11. He accepted that it was not practical to bring all related schemes to the table in the same state of preparedness. However, he explained that before he was willing to support the A428 proposals as absolutely the right thing to do, he would need to see at least how a fully integrated scheme including connections to the north and the south was going to be achieved. With reference to the public consultation exercise, Councillor Bick commented that he was genuinely interested in hearing people's views on the proposed options and welcomed the possibility of having his preconceptions challenged. He hoped that others shared this view; otherwise there was no point in having any form of consultation.
- In response to a question from Councillor Noel Kavanagh, the Executive Director confirmed that the timescale for securing the statutory approvals needed could take between 12 and 36 months. He explained that the reason for the wide range related to the fact that the exact process would depend on the nature of the final proposals. A straightforward planning application would take significantly less time than a Transport Works Act Order.

• Helen Valentine referred to the results of the telephone survey set out in paragraph 27 of the report which expressed support for the notion of doing something along this corridor and contrasted this with the reservations being expressed by the LLF. She asked if those surveyed were people living further out who would not be as directly impacted as those living in the vicinity of the development. In response it was noted that the survey sample had been drawn from residents who lived along the A428 corridor, specifically Cambourne, Hardwick, Highfields, Caldecote, St Neots, Coton, Dry Drayton and Madingley.

The Joint Assembly considered the officer recommendations being presented to the Executive Board, taking into account comments from the LLF and public questions.

Councillor Bridget Smith proposed the following amendment which was duly seconded by Councillor Grenville Chamberlain:

Add to recommendation 2a:

'subject to:

- 1. Further work with the LLF to produce an optimal on road solution;
- 2. Detail regarding routes and journeys to the key employment sites; and
- 3. Further detail on the connection to the M11'.

Responding to the proposed amendment, the Interim Chief Executive explained that there was now time available to prepare consultation materials and, subject to the Board approving the recommendations, this would take account of the Assembly's comments on being really clear about what this scheme would bring in terms of links to the employment sites and links to other routes. With reference to further work with the LLF she confirmed that there was a continued commitment to work with the LLF but was concerned that this very precise wording could impact on the consultation timetable.

Councillor Smith thanked the Interim Chief Executive for her comments and in response agreed to amend the wording to read as follows:

Add to the end of recommendation 2a:

'subject to a further meeting with the LLF Technical Group to further refine option 6 and the consultation including further detail on the connectivity to key employment sites and on the connection to the M11; subject to work with Highways England'.

The amendment in its revised form was seconded by Councillor Grenville Chamberlain and on being put to the vote was agreed unanimously.

The Joint Assembly agreed unanimously to **RECOMMEND** that the Greater Cambridge Partnership Executive Board:

a) Agree, based on the considerations in the report, to undertake further public consultation on the Park and Ride options and route alignments identified in Appendix 4 for the Cambourne to Cambridge Better Bus Journey scheme as part of the ongoing development of the Full Outline Business Case, *subject to a further meeting with the LLF Technical Group to further refine option 6; and the consultation including further detail on the connectivity to key employment sites and on the connection to the M11 subject to work with Highways England; and* b) Agree the timetable in the report.

Changes to the officer recommendations are shown in italic text.

7. WESTERN ORBITAL

The Joint Assembly considered a report to be presented to the next Executive Board meeting which provided information on further assessment of the Western Orbital project undertaken since December 2016. It was noted that this project had a number of specific work streams including park and ride expansion and engagement with Highways England (HE) on the strategy for the M11 corridor to improve access to key growth sites and bus priority.

Helen Bradbury, Chairperson of the LLF attended the meeting and presented feedback on the Forum's views on the proposals. Ms Bradbury expressed concern about the time available for the LLF to consider proposals in advance of GCP meetings and drew attention to the fact that over half its members represented Parish Councils and had to consult their members in advance of LLF meetings. On the specific proposals she reported that she had two Western Orbital meetings to report back on. The first on 21st June 2017 had resolved that:

Park and Ride should be sited before congestion begins and as a general principal new transport infrastructure should not be allowed to urbanise villages surrounding the City or damage the City's Green Belt. The LLF requested that the City Deal:

- Investigate sites south of Harston.
- Prioritise rail.
- Consider a heavy rail park and ride at Foxton.

The second meeting took place on 11th September 2017 and looked specifically at the proposals being considered today about the expansion of the current park and ride site. On behalf of Trumpington Residents Association the LLF asked:

- That a full risk assessment of the proposed expansion be undertaken recognising it was located in a residential area and was located next to a school.
- That the expansion include additional landscaping and a wooded screening area between the park and ride site and the primary school right next to it.
- What evidence supported the statement that the existing road network could cope with yet more demand as a result of this expansion.

With reference to the upgrading of the M11 to a Smart motorway, the LLF asked for more information on what this would entail; what the safety implications were; and how this would be accommodated by the County.

The Executive Director of Economy, Transport and Environmental Services in introducing the report drew attention to the fact this was an update report. He explained that a range of issues were being discussed with HE and reassured the Joint Assembly that this was very much being linked to associated proposals for the A428 and Madingley Road. Work included Girton Interchange, its relationship to the current A14 scheme and also links to a potential expressway scheme. There were no absolute conclusions to those discussions yet, but officers were challenging HE to identify things that could be done sooner rather than later. Work on Junction 11 was continuing with the aim of getting a direct route into the park and ride site and Design Teams were working to prepare detailed proposal for

this. In addition it was planned to put forward a submission as part of the Road Investment Strategy consultation to evidence why a Smart motorway conversion of at least junctions 10 to 14 was considered essential.

With reference to the planned expansion of the Trumpington park and ride site, the Executive Director explained that a simple modelling exercise had taken place to identify what potential demand could be under a series of scenarios. This had given an estimate of projected increased park and ride demand at Junction 11, which ranged from 400 to 850 depending on the scenario. It was clear that additional spaces were required and a number of options for expansion had been prepared based on ground level expansion of the existing site and/or new infrastructure on the site, either above or below ground. At this stage it was proposed to proceed with ground level expansion and it was estimated that an additional 299 spaces could be provided. This would accommodate all of the expected additional demand up to 2022. The cost would be just over £1.5m. It was noted that additional work was also planned to provide 5 extra full coach bays or 10 minibus bays for schools and long distance tourist coaches. The indicative cost of this improvement was £325,000.

With reference to comments made by the LLF, the Executive Director confirmed that a full risk assessment would take place. Regarding comments about planting and landscaping, he explained that the scheme was based on turning some of the landscaped areas into additional surfaced car park. However plans would be subject to planning permission which would likely include conditions on providing appropriate landscaping. With reference to priority junctions, the Executive Director explained that the City Centre Access Project was looking at managing how traffic moved around the City and there was also a piece of work looking at how more modern traffic signal systems could be used across the whole of the City.

The Joint Assembly was invited to consider and comment on the recommendations to be presented to the Executive Board. The main points of discussion are summarised below:

- Councillor Tim Bick asked who would consider the planning application for the expansion of the park and ride site and in response the Executive Director explained that there was no hard and fast rule, but such applications would normally be considered by the County Council's Development Control Committee. Councillor Bick indicated that landscaping and screening were likely to be strongly advocated by Ward Councillors and local residents.
- Councillor Bick asked for clarification of the term 'Smart' motorway and emphasised the need to be clear what the GCP was expecting to get out of this proposal. He understood this would involve using the hard shoulder as a third lane and asked if this was the case, how this met identified need. In response the Executive Director explained that the Smart motorway approach involved making better use of information to manage traffic and could also include using the hard shoulder as an additional lane. The discussions with HE were based on the assumption that proposals would involve the use of the hard shoulder. It was acknowledged that just doing this would not resolve the problems and discussions with HE would also include the need for improved junctions; in particular 11, 12 and 13.
- In response to a question from Councillor John Williams the Executive Director explained that the cost of additional landscaping was not included in the costs, which at this stage were broad estimates. The final scheme would be costed in detail and would include landscaping along with other work.

- Councillor Noel Kavanagh welcomed the expansion of coach parking and asked whether there were any plans to expand the existing park and cycle facilities. The Executive Director acknowledged park and cycle was a popular facility, but explained that there was already a significant amount of provision on site, but if considered necessary this could be expanded.
- Councillor Dave Baigent asked whether consideration had been given to the potential knock on effect of any expansion to residents' parking schemes in the City. The loss of on street parking in the City could lead to an increased demand for park and ride. In response the Executive Director confirmed that there could be a significant knock on effect if residents parking schemes were introduced across the City. It was unlikely that this would happen in the near future as currently only 7 or 8 zones were under consideration.
- Andy Williams welcomed the proposals. He understood residents' concerns and asked for these to be taken into account in progressing the proposals. In particular he was concerned about safety on this very busy site and asked for this to be given careful consideration. He expressed support for the provision of additional park and ride sites to serve traffic coming into Cambridge on the M11 and asked for an assurance that development of the Trumpington park and ride site would not delay discussions about additional park and ride provision, because Trumpington would not be enough to meet increased demand. In response the Executive Director confirmed that what was being proposed was a short term measure to get some additional spaces on the site fairly quickly. Work on additional park and ride provision in the longer term would not be delayed.
- Councillor Bridget Smith referred to the LLF's recommendation that consideration be given to providing a rail focused park and ride site at Foxton and recalled that this had been agreed in principle some time ago. She drew attention to concern about how to justify spending £1.5m on interventions at this stage if the longer term plan was to spend a significant amount of money on a consolidated site. In response the Executive Director repeated his comments about the need for a short term solution pending the development of additional park and ride provision, which would take at least three years to put in place. He explained that notwithstanding the development of additional park and ride sites, the Trumpington site would remain on the existing site for some time as there was a covenant on the site to ensure long term access to the John Lewis collection facility.
- Councillor Smith also asked about the coach drop off and referred to an article in a newspaper about an authority that had banned cars dropping off at schools. She appreciated this was a radical step, but wondered if encouraging parents to use a safe high quality park and ride arrangement would potentially have a dramatic impact on the number of cars travelling into schools in Cambridge. Councilor Smith also referred to concerns about the potential impact of traffic on the A10 and asked for and received an assurance that officers would be modelling that. She also echoed Councillor Kavanagh's comments about using this as an opportunity to optimise park and cycle provision.
- Councillor Tim Wotherspoon reported that the new primary school at Cambridge North West was adopting a similar approach banning the use of cars for school drop off. The Executive Director explained that there were ways of controlling of school drop off, but emphasised this was potentially a highly contentious issue. If this were to be proposed elsewhere it would need to be considered and consulted on very carefully.

The Joint Assembly considered the officer recommendations being presented to the Executive Board, taking into account comments from the LLF and agreed unanimously to **RECOMMEND** that the Executive Board:

- a) Note the progress to date;
- b) Delegate to the Chief Executive in consultation with the Chairperson a response to Highways England (HE) supporting:
 - the inclusion of an M11 Smart Motorway upgrade within the next Highways England Route Investment Strategy whilst ensuring that local impacts are fully assessed through the business case development process; and
 - the upgrade of the functionality and the 'all movement' accessibility of the Girton Interchange subject to full impact assessment;
- c) Agree to increase the number of spaces at the Trumpington Park and Ride site subject to necessary planning permissions being obtained;
- d) Agree to undertake a more detailed business case analysis as set out in the report in relation to medium term Park and Ride expansion and Park and Cycle options and associated junction improvements; and
- e) Agree the next steps/ timetable detailed in the report.

8. DEVELOPING A TEN YEAR (2020-30) FUTURE INVESTMENT STRATEGY

The Joint Assembly considered a report to be presented to the next Executive Board meeting, which outlined a proposed process for developing a ten year Future Investment Strategy for the GCP.

The Interim Chief Executive in introducing the report drew attention to the need for the GCP to focus its ambition on its long term vision for economic growth and to align its resources accordingly. This would build on progress made to date, but would also articulate a longer term view of how it was planned to prioritise the use of available funding. She outlined plans to hold a 'Big Conversation' with stakeholders, residents and businesses to assist in developing proposals for investment over the longer term.

The Joint Assembly was invited to consider and comment on the recommendations to be presented to the Executive Board. The main points of discussion are summarised below:

- Sir Michael Marshall supported the proposals and asked how Joint Assembly members could help with the planned Big Conversation. In response the Interim Director explained that, subject to the Executive Board's decision next week, there would be a wide range of events and Joint Assembly members were welcome to participate in as many as they were able to.
- Councillor Bridget Smith reported that she had asked for information on how successful the GCP had been in attracting matched funding and suggested that it might have been useful to have had that information to inform this discussion. In response, it was confirmed that a response to Councillor Smith's question was being prepared. In addition this information would be covered as part of the budget report to be presented to the November meeting.

- Claire Ruskin commented that she had been asked by LEP colleagues to point out that in paragraph 12 of the report there was no mention of the Strategic Economic Plan and the Strategic Economic Evidence Base. She suggested that it may be appropriate to include reference to these. With reference to the planned Big Conversation, Ms Ruskin was supportive of this, but highlighted the importance of making sure that the GCP showed some leadership in the process rather than just asking a range of open ended questions.
- Councillor Tim Bick supported Claire Ruskin's comments about the need for leadership and focus in the proposed Big Conversation. He commented the need to be clear what priorities were being discussed and asked for confirmation that these were the various interventions that had been discussed in the task and finish groups. In response the Interim Chief Executive confirmed that that was the case. She commented that the intention was to report back to the Joint Assembly and Executive Board on the outcome of these conversations so it would be important to ensure the discussions were structured accordingly.
- Andy Williams supported the proposals but emphasised the need to use individuals who were experienced in engaging with the public to ensure the conversations were meaningful.

The Joint Assembly considered the officer recommendations and agreed unanimously to **RECOMMEND** that the Executive Board:

- a) Develop a 10 year Future Investment Strategy (FIS) and the process set out in paragraphs 11-15 of the report for agreeing priorities; and
- b) Undertake a significant engagement exercise (called Our Big Conversation) in order that the views of stakeholders, residents and businesses can be included in the development of the FIS.

9. SKILLS - DEVELOPING THE GREATER CAMBRIDGE PARTNERSHIP AMBITION

The Joint Assembly considered a report to be presented to the next Executive Board meeting, which set out progress with the skills work stream and recommended next steps.

The Strategic Programme and Commissioning Manager, in introducing the report confirmed that the skills work stream had so far secured good progress across its involvement in a number of activities and current projects had been delivered on time and within budget. However, the work stream had not yet been able to demonstrate a direct and fully evidenced link between the work agreed to date and the 420 apprenticeship target agreed as part of the City Deal Agreement. A number of proposals were being recommended to address this issue, including setting up a GCP apprenticeship matching/brokerage service with a focus on STEM based apprenticeships.

The Joint Assembly was invited to consider and comment on the recommendations to be presented to the Executive Board. The main points of discussion are summarised below:

• Councillor Bridget Smith expressed concern about the proposals, which she saw as the GCP's exit strategy from direct involvement in skills work. While she accepted that the LEP and the Combined Authority had significant roles in this area, she stressed the fact that the GCP was the only body looking specifically at provision in South Cambridgeshire and Cambridge City and if the GCP pulled out there was no guarantee that anyone else would fill the void. Councillor Smith was also concerned that the proposed solution had not yet been discussed by the newly formed Skills Working Group and was of the opinion that the report should be withdrawn until such time as the Group had been afforded an opportunity to consider it. That aside, Councillor Smith commented that she had very serious concerns about what the paper was proposing and suggested that the idea of a brokerage scheme was being proposed without any evidence to suggest it would address the problem or was what people wanted. She was surprised that it was planned to only promote STEM apprenticeships when previously it had been agreed to promote construction.

- Helen Valentine was also skeptical that the proposals were the right solution as she was not at all sure that the GCP had a valid role to play in skills. She was anxious that there would not be a good return on money spent on this proposal. She accepted skills was part of the original bid but saw no problem in admitting after stage one that as a result of work to date the GCP was not best placed to deal with skills matters.
- Councillor John Williams commented that he disagreed with the proposed focus on STEM and reiterated the need to focus on construction. There was a desperate need to train up a local workforce to undertake this type of work.
- Councillor Grenville Chamberlain supported Councillor Smith's suggestion that the Skills Working Group be asked to look at this in more detail and report back. Mark Robertson also spoke in support of this.
- Councillor Tim Wotherspoon did not see the benefit of deferral and pointed out that the
 recommendations did not refer specifically to an exit strategy. He suggested most of
 Councillor Smith's concerns could be addressed by expanding the proposed
 brokerage service to include construction. He drew attention to the need for some
 urgency given the requirement to meet the apprenticeship target agreed with
 Government as part of the original City Deal agreement.
- Claire Ruskin commented that she had been involved in earlier discussions on this and had been told that it was expected to achieve the target; although she acknowledged it had been some time since the Skills Group had met and circumstances may have changed. Ms Ruskin commented that the 420 target was a ridiculously small number and suggested that a more ambitious target should be set. She felt there was a need to look at the total picture, see which links were broken and act accordingly. The paper did not include any evidence to suggest what was being proposed was the right solution.
- Councillor Tim Bick commented that he had also been involved in earlier work on skills and had been disappointed at the way people had tried to focus on different aspects of the skills agenda. He was of the view that GCP should be focusing on making a difference in the broad skills market in the Greater Cambridge area. There had been poor consistency in views from the Executive Board on this subject and from support officers. He accepted that a brokerage service had a role to play but suggested that this was grossly oversold in the paper. While this helped allocate people to an identified role, but it did not solve the problem of supply not equaling demand. He agreed that there was some merit in this being looked at by the new Working Group.

In response to the comments made the Strategic Programme and Commissioning Manager emphasised that the proposals did not represent a withdrawal from skills work. Instead it was hoped this would facilitate better working with the LEP and Combined Authority and make sure that the work being done by the GCP helped them in the longer term. It was anticipated that the proposed brokerage service would compliment not replicate existing services provided by others. The Interim Chief Executive confirmed that as part of developing this proposal officers had met with Cambridge Regional College and it had been agreed that the focus would be on providing additionality to what was currently provided. She added that the discussion demonstrated that there was a huge amount of complexity in the delivery of the skills system and one of the reasons it was being suggested that the GCP step back from it within the overarching strategy was there was a risk of it adding to that complexity. At the same time there was serious concern that there were young people missing out on opportunities that the GCP could afford to assist with for the next 18-24 months whilst that wider strategy was considered.

Councillor Bridget Smith proposed an alternative recommendation which was seconded by Councillor Grenville Chamberlain. On being put to the vote it was agreed by 7 votes to 6 that the Joint Assembly **RECOMMEND** that the Executive Board:

Agree to withdraw the report and defer consideration of this item so it can be discussed the Skills Working Group, with the outcome of this being reported back to the next meeting of the Joint Assembly and Executive Board in November.

10. GCP QUARTERLY PROGRESS REPORT

The Joint Assembly considered a report to be presented to the next Executive Board meeting, which detailed progress across the GCP programme since the last report presented in July 2017. The report covered the following:

- Financial Monitoring.
- Greenways and Rural Travel Hubs.
- The GCP Strategic Risk Register.
- Forward Plan of Executive Board Decisions.

The Strategic Programme and Commissioning Manager in introducing the report drew attention to the fact that in response to questions asked at the last meeting, the report now contained information on where affordable homes were being built and would in future include reference to national trends on apprenticeships.

The Joint Assembly considered the officer recommendations and agreed unanimously to **RECOMMEND** that the Executive Board:

- a) Note the quarterly progress report and its appendices;
- b) Agree to redefine the target completion date for Chisholm Trail cycle links Phase 2, to reflect experience of the planning process for Phase 1 [see para. 17of the report]; and
- c) Endorse the scope and key objectives of the Greenways and Rural Travel Hubs schemes [see Appendix 2 of the report].

11. DATE OF FUTURE MEETINGS

The Joint Assembly noted arrangements for future meetings:

- Thursday 2nd November 2017, Council Chamber, South Cambridgeshire Hall, Cambourne.
- Thursday 18th January 2018, Kreis Viersen Room, Shire Hall, Cambridge.

- Wednesday 28th February 2018, Council Chamber, South Cambridgeshire Hall, • Cambourne.
- Thursday 14th June 2018 *.
 Thursday 20th September 2018 *.
- Thursday 15th November 2018 *. •

All meetings to commence at 2.00 p.m. * Venue to be confirmed

The Meeting ended at 5.05 p.m.

APPENDIX A

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY – 13th SEPTEMBER 2017 PUBLIC QUESTIONS AND OFFICER RESPONSES

Agenda Item 6: Cambourne to Cambridge Better Bus Journeys Scheme

6a	Question from Mal Schofield
	The A 428 corridor daily car commuters were +/- 5000 in 2011*. Of these, just 15%, 750 drivers would benefit from an alternative faster, reliable, frequent service to work in Cambridge West and the immediate city centre. All other commuters would be obliged to journey onwards e.g. to the Science Park. The propensity to take a second bus etc. needs to be understood. The assumption would be something like 'onward commuting to work, two or more journeys, then depends upon the expectation of where predictable delays e.g. bus dwell time, represent less than 10% of the total journey time'.
	The UCL DataShine** analysis shows, for the A428 driver, 1 in 4 (25%) commuting to Cambridge NE (A14); the same 1 in 4 (25%) to the SE (M11;A505?), the dominant commute 1 in 3 (35%) to the south/west (M11/A1304). The potential 750 drivers will subdivide in both demographic and behavioural terms. Some could be persuaded to car share, others will treat the car as a daily essential - the enabler of reduced time overall including school runs, visits en route and shopping essentials.
	Using the research data above - 37% of 750 = 288 drivers. The peak time driver commuter potential for non stop services from Cambourne to Cambridge.
	In the fuller context this switch represents 14% of daily car commuters into the city (200,000 in 2015). The real issue therefore remains the high cost: benefit relationship if the primary "solution" to car commuter reduction is to be travel by bus + off road busways.
	 Question. How many more dedicated busways are anticipated? For just a 1% modal shift, it appears, 6 + more busways will be needed/
	*Source: 2011 Census Travel to Work **Source: <u>http://commute.datashine.org.uk/#mode=cardriving&direction</u>
	Response
	The Executive Director confirmed he had looked at the analysis any was well aware of the datasets, but did not feel it relevant to get into the rights or wrongs of the data or different interpretations of it. He understood the essence of the question was the suggestion that the current strategy was not going to deliver what it was aimed to deliver; i.e. achieving modal shift. In response to that he drew attention to the fact that this item was about one particular corridor, which is the route along the A428, but the GCP has a whole series of plans right across and around the city. Each of the key radial routes into the city is or will be over a period of time the subject of detailed proposals. Each of those will receive appropriate consideration and there will be different solutions for different routes. For example there is a lot of discussion about Milton Road, which is essentially an on road solution because that's what the space allows. For the A480 the options are designed to accommodate on and off road solutions.
	Any transport system will be a linear system and in linear systems one is never going to create a route that is going to go to everywhere to everywhere direct. Most transport systems require some sort of change of mode or interchange. The critical thing is how you design those interchanges and how you make the reliability and journey times attractive. While people preferred to avoid interchanging, but most systems into medium or large cities required some form of interchange.
	In summary, the Executive Director explained that while he did not dispute the numbers or the analysis of them, he did not agree with the main proposition that the proposals in the scheme would not result in significant shift.

6b	Question from Dr Marilyn Treacy
	As evidenced by the recent protest march and Cambridge Deserves Better meeting, which was standing room only, residents from all across Cambridge do not feel that their views regarding GCP schemes are being heard. The GCP is about to embark on another round of consultation regarding the Cambourne to Cambridge busway scheme. After the previous round of deeply flawed public consultation for preferred options public opinion counted for only 4% in the subsequent scoring. Residents were left feeling incredulous and let down by the process .
	Can the GCP please re-assure residents that the planned public consultation will be fair and transparent and would you please inform me at this stage how public opinion will be scored i.e. exactly what % will be allocated to the public opinion in the scoring for the choice of the preferred option for the full outline business case development?
	Response
	With reference to transparency, the national test of fairness of public consultation is known as the Gunning Principles and that will be used to test the proposed consultation process. These principles cover how and when to consult; the method by which you inform people and ensure that they can understand what they are being asked; making sure people can respond; allowing sufficient time to respond; and making sure that that the outcome is taken into account when reaching any decisions made.
	The GCP was currently working very closely with the Consultation Institute, a national not for profit body that promotes best practice in engagement and consultation. They would act as critical friend during this particular consultation process and had already been involved in terms of giving guidance on the process and challenging the materials and approach to be taken. In terms of that approach, the process and materials would be tested beforehand with the LLF and with other groups, because clearly there was a need to ensure that people could understand and respond in a fair way.
	In summary, it was planned to conform to the Gunning Principles and for quality assurance work would be done with the Consultation institute and all materials would be tested before the consultation process began. The consultation process itself would be as full as possible using a wide range of methods. The outcome would be reported back in due course.
	With reference to weighting it is important to stress that it is planned to seek a range of comments on a wide range of proposals and what was being proposed was not a referendum. People were not being asked if they liked one thing and not another. The important point to make is that generally speaking only 1-2% of the population responded to a consultation and it was therefore difficult to present this as truly representative of the community or group that may be impacted by a particular scheme. It was not proposed to apply weighting to the public consultation; it was for the decision makers to take account of the outcome when reaching their decision.

Question Deferred to the November Meeting

6a	Question from Patrick von Heimendahl
	Last year the protest against the City Deal concentrated around the road closures. These closures would have hit many small businesses which required vehicle access. Many businesses are struggling to keep afloat for various reasons. One of them being access. Old established independent businesses contribute the flair and charm of living in our city. Open the paper and you read that small independent businesses in our City are facing a tough time. Since last year, amongst others, we have seen the loss of 'The Cambridge Toy Shop', 'Clowns' and now 'Hobbs' after 86 years.
	It is without doubt that the road closures the City Deal proposed would have been another nail in the coffin of small independent businesses and would have lead to an avalanche of further closures. We do not want this to happen!
	In a meeting with the Interim Transport Director of GCP at the End of March it was mentioned that the City Access policy is to plan to make cross city access impossible. The traffic survey in June, few doubt, will have looked for and found evidence to support such a policy. You all heard of the 'petal

doubt, will have looked for and found evidence to support such a policy. You all heard of the 'petal scheme' a disastrous plan born out of the same unimaginative mindset as the road closures. These policies will lead to rat running and a dissection of our city. Cambridge has an unusually transient and mobile population but for the core residents and businesses the city is our neighbourhood. These policies only differ marginally from the PCCP and businesses and residents will pay hugely for such a negative policy.

By abandoning the road closure last year the Assembly and the Executive Board of the City Deal showed wisdom. The suggested new policy is so similar that by the same wisdom the Greater Cambridge Partnership Joint Assembly surely must refrain from considering such traffic measures again. Could the Greater Cambridge Partnership Joint Assembly please confirm that?

Agenda Item 4

Greater Cambridge Partnership Joint Assembly Questions by the Public and Public Speaking

At the discretion of the Chairperson, members of the public may ask questions at meetings of the Joint Assembly. This standard protocol is to be observed by public speakers:

- Notice of the question should be given to the Democratic Services Team at South Cambridgeshire District Council (as administering authority) by 10am three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- 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').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson 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.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson 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.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

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Agenda Item 6



Growing and sharing prosperity
Delivering our City Deal

Report to:	Greater Cambridge Partnership Joint Assembly	2 November 2017
Lead officer:	Chris Tunstall – GCP Director of Transport	

A1307 Haverhill to Cambridge

1. Purpose

- 1.1. The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge. It suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton, the largest settlement on the corridor. There are also a number of large employment sites in this corridor including the Babraham Research Campus, Granta Park, and Cambridge Biomedical Campus. The road has also had a poor accident record in the past, particularly on the stretch around Linton and eastwards towards Horseheath.
- 1.2. The corridor has been identified by the Greater Cambridge Partnership Executive Board, as a priority project for the first five years of the programme delivering the City Deal.
- 1.3. In March 2017, the Assembly and Executive Board were asked to review preferred options for the A1307 project, which had emerged from public consultation in Summer 2016, approve further technical work to develop and refine the options, and to endorse a second public consultation exercise on the preferred options, to commence June 2017.
- 1.4. Shortly before the Joint Assembly and Executive Board meetings in March, the first Local Liaison Forum (LLF) meeting for this project was held, and the LLF provided its view that more work should be done on the options before consulting the public.
- 1.5. The views and concerns of the LLF were taken on board by the Assembly and Executive Board, and a decision made to delay public consultation to September 2017 while the options were developed with the LLF. As a result of this and continued work with the LLF, the public consultation is anticipated to start in February 2018.

2. Key issues and considerations

- 2.1. To develop the options a total of 5 workshops were held with the LLF. At the workshops, delegates (which included stakeholders from Addenbrookes, CPPF, Magog Trust, Trumpington Residents Association, Hills Road Residents Association, Babraham Road Residents Association, FECRA, and Save the Green Belt) were asked to first generate ideas. The ideas were then filtered down by officers into viable options for assessment.
- 2.2. The assessment was fed back to delegates at 3 workshops, each dealing with a section of the route. At these workshops, delegates were asked to score (from 0 not all important, to 5 very important) each option as to how important it was in achieving GCP objectives. The outrage and a score for

each group which were then averaged to generate a score for ranking. The options were ranked by the agreed score and by additional criteria applied by officers. The additional criteria included economic benefit, contribution to quality of life, contribution to connectivity, contribution to reducing congestion, contribution to reducing traffic, environmental impact, land take required, and contribution to improving road safety. Options that ranked low and were scored low by the LLF were then discarded. The options supported by the LLF were then assembled into 3 route strategies.

- 2.3. The shortlist of options was then taken back to the LLF in a final workshop on 6th September and delegates were asked to score each strategy in terms of its contribution to GCP objectives, the environmental impact, and the benefit to road safety and traffic management.
- 2.4. The options presented in March 2017 to the Assembly and Board have been developed as a result of this process. Some options have been dropped as they were not strongly supported by the LLF without impacting the benefits of the scheme. New options have been added that were suggested by the LLF and found to be beneficial. These changes are detailed in **Appendix A**.
- 2.5. The strategies address problems and issues along the whole route, but differ in terms of solutions at the western end. Strategy 1 proposes a segregated / off-road busway or other public transport intervention between the A11 at Granta Park and the Cambridge Biomedical Campus (CBC). This option was not presented to the Assembly in March 2017. Strategy 2 proposes online bus priority measures on the A1307 west of the A11 with a bus only road between Babraham Rd P+R site to CBC. This is similar to the options presented in March 2017. Strategy 3 proposes online bus priority measures on the A1307 west of the A1307 west of the A1307 west of the A1307. Strategy 3 proposes online bus priority measures on the A1307 west of the A1307 west of the A1307 west of the A1307.
- 2.6. In all strategies, interventions east of the A11 are the same.
- 2.7. At a meeting with the LLF on 26 September 2017 the 3 strategies were presented in a public meeting. The LLF resolved that all three strategies should be recommended to the Board for public consultation in February 2018. Officers will be recommending this to the Board.
- 2.8. The project has been officially titled A1307 Three Campuses to Cambridge, and is referred to as such on the GCP website and in consultation material. This is not inclusive of the section east of the A11 to Haverhill, nor inclusive of Haverhill. Adopting A1307 Haverhill to Cambridge is a more accurate representation of the project that does not favour any particular section, or any particular user group. Officers will be recommending this to the Board.

3. Options and emerging recommendations

3.1. The three strategies are:

i) <u>Strategy 1</u>: Segregated / off – road busway from the A11 via Sawston to the CBC Campus connecting via the campus to the existing guided busway with a Park and Ride at the A11/A505 junction.

Indicative cost: £130m-145m, indicative economic benefits £280m - £320m. Has the greatest mode shift and greatest use of P+R.

ii) <u>Strategy 2</u>: A new Park and Ride site on the A1307 close to the A11 with onhighway bus lanes to Babraham Road Park and Ride site. From Babraham Road P+R site a bus only road would be constructed to the Cambridge Biomedical Campus (CBC).

Indicative cost: £42m-46m, indicative economic benefits £165m - £180m

iii) **<u>Strategy 3</u>**: A new Park and Ride site on the A1307 close to the A11 with onhighway bus lanes to the roundabout at the front entrance to Addenbrooke's Hospital. Indicative cost: £39m-44m, indicative economic benefits £145m - £165m. Least mode shift and least use of P+R.

- 3.2. Plans showing these are listed in **Appendix B.**
- 3.3. Each of the strategies provide for improved bus journey times between Haverhill and CBC, cycling improvement between the A11 and CBC, improvement of the junctions at the Gog Farm Shop and Granhams Road, enhancement of Babraham Road P+R site, and an underpass to improve safe connectivity for non-motorised users near Wandlebury.
- 3.4. All three strategies include: westbound and eastbound bus-lanes at Linton, junction improvements at Linton Village College, Linton High Street, B1052, and Bartlow Road, safety improvement between Linton and Horseheath, signalisation of Hildersham High Street junction and conversion of the bridge over the A11 for cycle use.
- 3.5. The two park and ride sites identified at Babraham and Great Abington, included in the options approved in March, are not large enough, as a result of increased forecast demand, and emerging policy that new strategic P+R sites should be big enough for expansion to 3000 spaces.
- 3.6. The two existing proposed sites should be excluded from further consideration. One site at Babraham is constrained by a high pressure gas transmission pipeline with an exclusion zone limiting land available. The other, reserve, site at Little Abington would result in significant impact on the landholding leading to the business becoming unviable and potential loss of 55+ jobs. Neither site is suitable for a park and ride site of between 2000 and 3000 spaces.
- 3.7. Potential P+R sites in the vicinity of the A11, A1307 and A505 are being evaluated before consulting with landowners. Shortlisted sites will be included in public consultation, and the shortlist will be brought to the Board for approval prior to public consultation at the 8th February 2018 meeting.
- 3.8. The Combined Authority (CA) has a planned, but currently unfunded, study of the A505 in its forward programme as a joint study between the County Council and the CA. This may possibly proceed in 2018/19, and is understood to be focussed on providing additional highway capacity. Officers are aware that the Mayor will also be considering light rail between Haverhill and Cambridge, and an options appraisal to consider the viability of all rapid mass transit alternatives is currently being undertaken jointly by the Combined Authority and Greater Cambridge Partnership.
- 3.9. The LLF are keen to see smaller scale lower cost measures implemented as quickly as possible. The measures east of the A11 which are common to all strategies can be delivered independently of the measures west. This means a decision on which Strategy does not delay implementation of improvements between the A11 and Haverhill.
- 3.10. Officers are liaising with Highways England regarding conversion of the Slough Footbridge over the A11 to cycle use, and use of the River Granta underbridge for equestrians. Highways England are very supportive and may be able to provide partial funding from a budget for improving cycle links adjacent to the strategic road network.
- 3.11. All works proposed are within the Cambridgeshire County Boundary, but officers will continue to liaise with Suffolk County Council and Haverhill Town Council.

Comparison of Strategies:

	Strategy 1	Strategy 2	Strategy 3
Cost	£130m to £145m	£42m to £46m	£39m to £44m
Economic Benefit	£280m to £320m	£165m to £180m	£145m to £165m
Benefit Cost Ratio	2.2	3.85	3.75
LLF Ranking	1	2	3
Completion Date	2022	2020	2020

Notes on table:

- 1. Cost includes 44% Optimism Bias and is current cost.
- 2. Economic benefit does not include wider economic benefits
- 3. Benefit Cost Ratio is based on costs and benefits discounted to present value
- 4. Benefit Cost Ratio is based on optimistic growth assumptions that exceed current committed development. This includes aspirations at the Cambridge Biomedical Campus and 5000 new homes in Uttlesford.
- 5. LLF Ranking is based on the "score" given to the strategy by LLF members
- 6. Strategy 1 completion date includes the busway. On-highway elements could be completed by the end of 2020. The date of 2022 is based on no delay arising from competing infrastructure proposals.

4. Next steps and milestones

- 4.1. The Executive Board will be asked to:
 - Approve the project title being changed to A1307 Haverhill to Cambridge
 - Note the revised options resulting from working with the LLF
 - Note the increased cost of the strategies in excess of the £39m previously estimated as a result of additional options
 - Approve the withdrawal of existing park and ride proposals
 - Approve public consultation on the three Strategies to start in February 2018
 - Delegate authority to the Transport Director to approve public consultation materials
 - Approve environmental surveys to be carried out starting in January 2018 in order to hit seasonal windows for species
 - Note officers intention to appoint a consultant in March 2018 to commence preparatory work for submitting a planning application in September 2018
 - Authorise officers to progress the design and planning of lower cost works within the public highway, not requiring consents, for early delivery
- 4.2. Subject to the decisions made at the Executive Board meeting in November, further technical work and consultation preparation will continue over the winter, with a full public consultation exercise planned for February 2018. Preferred Option Selection and development of the Outline Business Case is planned for Spring 2018 and the Outline Business Case in support of a preferred Strategy prepared by July 2018. More programme information is provided in **Appendix C.**

5. Recommendation to Joint Assembly

5.1. Joint Assembly is asked to comment on the progress and the approach being recommended to the Executive Board.

Appendix A - Changes to Scheme from LLF Consultation

Linton High Street measures to improve flow of buses	Not strongly supported by the LLF and Linton PC. Working with Linton PC on alternatives
Hinton Way "Hamburger"	Not strongly supported by the LLF. Consideration will be given to alternative ways of providing for bus priority at Hinton Way roundabout.

Options presented in March 2017 that have now been dropped

Options added since March 2017 proposed by the LLF and Stakeholders

Busway via Sawston	A busway running along the route of the old railway line between the A11 at Granta Park and the CBC campus. This option was previously examined as a busway to Haverhill. The revised option avoids the high cost of crossing the A11 and the costs of the extension to Haverhill, by limiting construction to the section having the highest usage.
	The route is close to significant population centres at Sawston, Stapleford and Great Shelford and would provide good access from a P+R located close to the A11. The routing close to the A505 widens the area benefiting from investment and results in a greater mode shift and traffic reduction than other options.
	It is not predicated that such a busway would need to be guided, and through routes to the existing guided busway can be provided without this section needed to be guided. Proposal of a busway does not preclude other public transport interventions such as light rail or trams.
Eastbound bus lane on approach to All	The existing dual carriageway approach to Four Wentways at Babraham is proposed for reduction to single lane as a Local Highway Improvement part funded by Babraham Parish Council. On the approach to the roundabout the closed lane would be converted to a bus lane.
Eastbound bus lane on approach to Linton	Previously omitted, further work shows a moderate benefit from a peak hours only bus lane using one lane of the dual carriageway section. In combination with implementation of the bus lane, it will be possible to make signs and markings changes to improve safety of the Dalehead Foods access.
Improve B1052 Junction	Modelling showed little delay or capacity problems at this location, but it is proposed to add a bus lane on approach and implement a bus gate. Existing visibility is poor and this may create a problem if age a boscure faster traffic. It is

Modelling shows reduced delay, and improved access to the A1307 and better access to Linton for buses. Combined with a Rural Travel Hub the option has potential to improve access to public transport. There is potential for safety improvement by having a traffic calming effect. Westbound only for safety and environmental reasons. While other dual sections were proposed for making single by the LLF, officers concluded that this would reduce the amount of relatively safe
reasons. While other dual sections were proposed for making single by the LLF, officers concluded that this would reduce the amount of relatively safe
overtaking and incur cost without significant benefit.
At Wandlebury, making the westbound carriageway single reduced land take from the Magog trust in a sensitive area, and contributed to reduced speed on approach to the blind summit.
To provide safe connectivity for non-motorised users. IAN195/16 "Cycle Traffic and the Strategic Road Network" issued in late 2016 by the DFT recommends grade separation of non-motorised users where traffic exceeds 6000 veh/day and speeds are between 40 and 50mph. The location meets these criteria. The alternative of a signal crossing at grade has been considered, but the crossing location close to the blind summit at Wandlebury would be likely to create a safety problem.
Linton PC advise that they believe that a number of vehicles parking in Linton are doing so to catch the bus. They would like to introduce parking restrictions in presently uncontrolled areas. In addition, the removal of some on-street parking will assist in the passage of buses through Linton. A Rural Travel Hub will improve access at Linton to the X13 service and provide for displaced parking for spaces removed or restricted in Linton. This proposal would be subject to further work and

Appendix B - Accompanying Documents

Strategy 1 Route Plan - PDF document Strategy 2 Route Plan - PDF document Strategy 3 Route Plan - PDF document

Appendix C - Programme

The outline programme for Strategies 2 and 3 is:

- July 2018 Authorisation to Proceed to Design
- Sept 2018 Submit Planning Application
- Dec 2018 Publish Orders
- Autumn 2019 Public Inquiry if needed
- Early 2020 Start Construction
- Late 2020 Works Complete

The outline programme for Strategy 1 is:

On-Highway Works

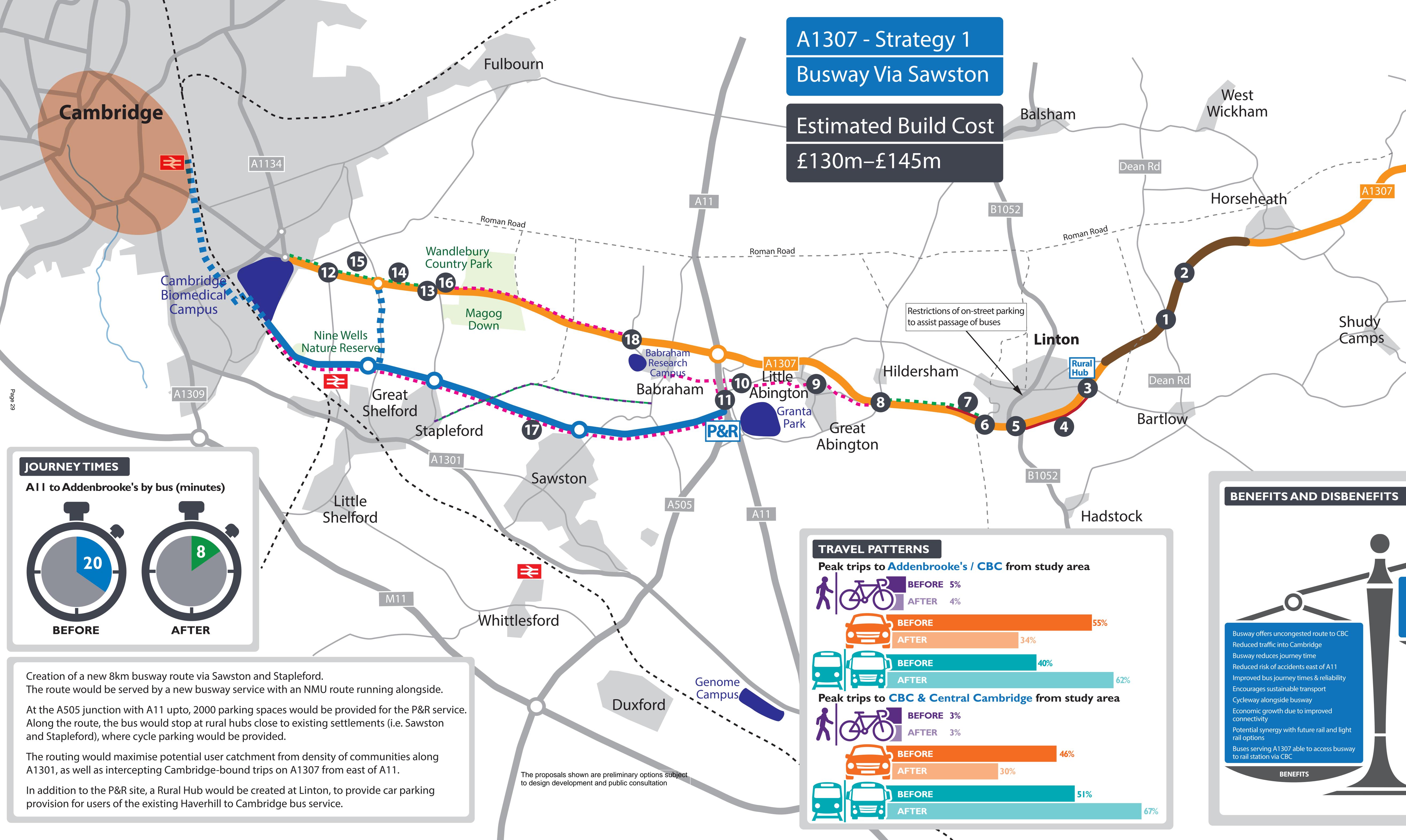
- July 2018 Authorisation to Proceed to Design
- Sept 2018 Submit Planning Application
- Dec 2018 Publish Orders
- Autumn 2019 Public Inquiry if needed
- Early 2020 Start Construction
- Late 2020 Works Complete

Busway

- July 2018 Authorisation to Proceed
- Spring 2019 Publish TWA Order
- Autumn 2019 Public Inquiry
- Spring 2020 Secretary of State decision
- Early 2021 Start Construction
- Late 2022 Works Complete

Assumes no delay caused by A505 study and Combined Authority LRT proposals.

Assumes guided busway or tram solution requiring a Transport and Works Act Order





Haverhill

KEY

4

Dean Road Crossroads – close central
reserve

- 2 Speed reduction measures Horseheath to Linton Linton
- 3 Bartlow Road roundabout and Rural Hub

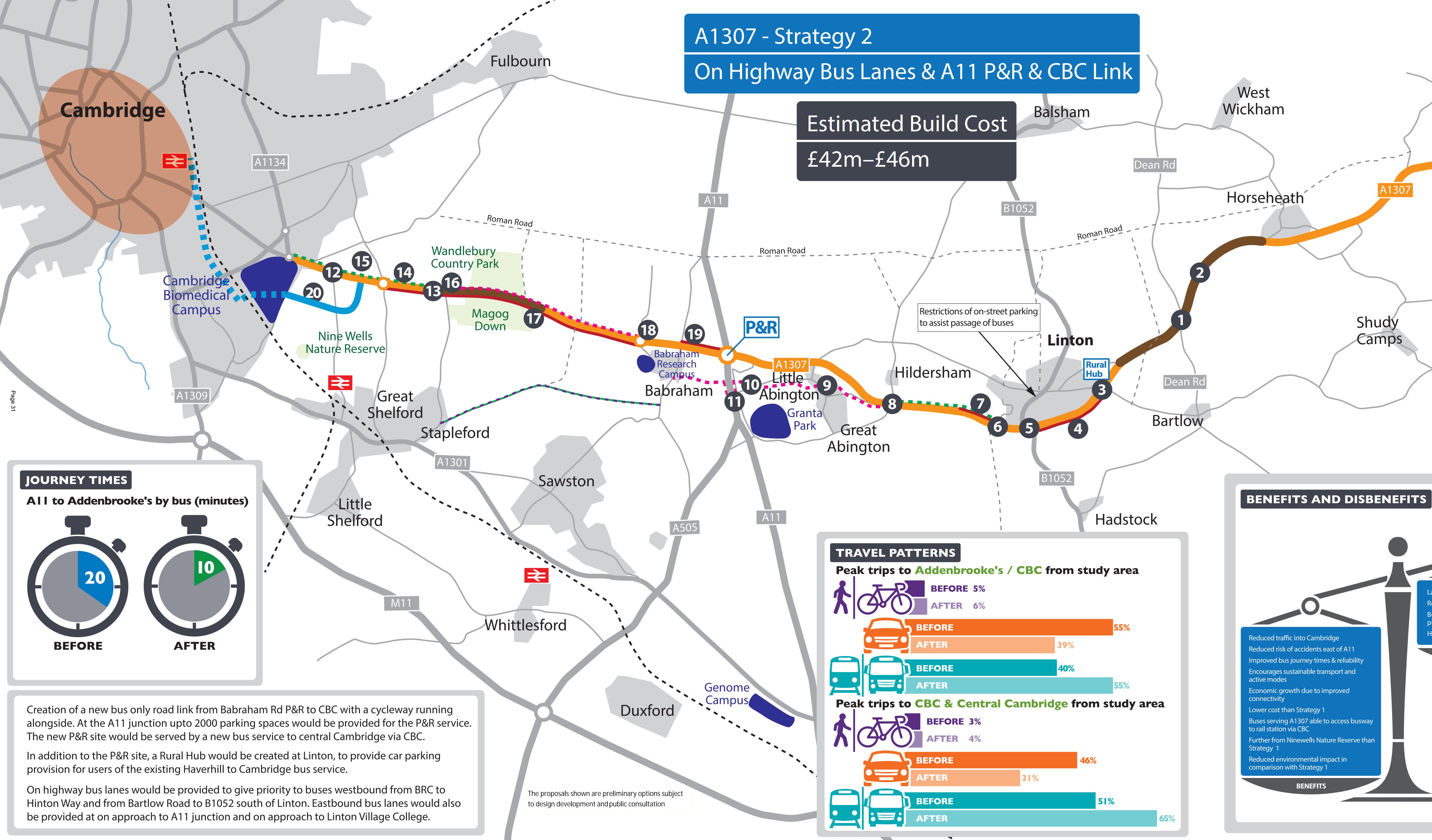
Westbound bus lanes on approach to Linton B1052 junction

- 5 Linton High Street junction signalisation
- 6 Linton Village College signal upgrade
 - Eastbound bus lanes on approach to LVC and safety improvements at Dalehead Foods
- 8 Signalise Hildersham High Street junction
- Cycleway links A11 to Linton 9)
- 10 NMU Route Great Abington to BRC
 - NMU crossing provision via A11 underpass
- Granhams Road junctions improvement
- **13** Gog Farm Shop safety improvement
- 14 Cycleway Addenbrookes to BRC
- **15** Babraham Road P&R (extra Park & Cycle space)
- **16** Underpass at Wandlebury
- Busway via Sawston with NMU route
- **18** Signalised crossing at BRC roundabout
- Existing NMU Path / Roman Road _ _ _
- New / widened Pedestrian / Cycle Path
- Proposed NMU Path
- 🔳 📕 📕 Bus links
- Existing Rail Station
 - City Access Study
- Speed Reduction Measures
- Bus Lane
- Potential Stops
- **P&R** Park & Ride close to A11
- Rural Hub Local car parking & bus stop

onsiderable land take Works on greenfield sites (including Close to Nine Wells Nature Reserve Higher cost than Strategy 2 & 3

DISBENEFITS

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Haverhill

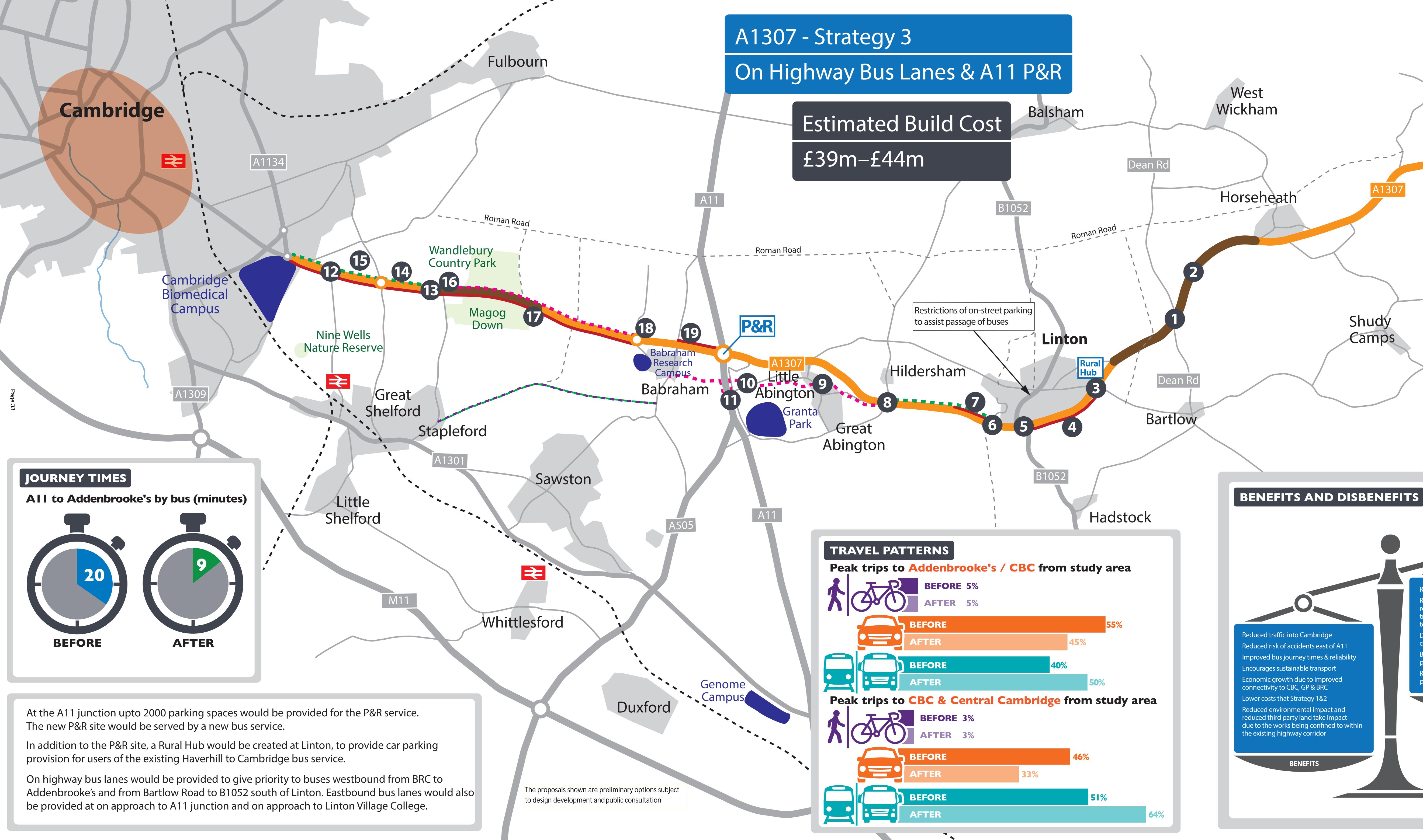
	KEY	
	1	Dean Road Crossroads – close central reserv
	700	Speed reduction measures Horseheath to Linton
	3	Bartlow Road roundabout and Rural Hub
	4	Westbound bus lanes on approach to Linton B1052 junction
	5	Linton High Street junction signalisation
	6	Linton Village College signal upgrade
	6	Eastbound bus lanes on approach to LVC and safety improvements at Dalehead Food
	8	Signalise Hildersham High Street junction
	9	Cycleway links A11 to Linton
	10	NMU Route Great Abington to BRC
	Ũ	NMU crossing provision via A11 underpass
	12	Granhams Road junction improvement
	B	Gog Farm Shop safety improvement
	14	Cycleway Addenbrookes to BRC
	1 5	Babraham Road P&R (extra Park & Cycle space
	16	Underpass at Wandlebury
	D	Westbound bus lanes BRC to Hinton Way
	18	Signalised Crossing at BRC roundabout
in greenbelt us	19	Eastbound bus lane on approach to A11
s link will ns	20	CBC bus only road link op1 & cycleway
		Existing NMU Path / Roman Road
		New / Widened Pedestrian / Cycle Path
		Proposed NMU Path
		Bus links
		Existing Rail Station
		City Access Study
		Speed Reduction Measures
		Bus Lane
	P&R	Park & Ride near A11
	Rural	

Local car parking & bus stop

and take including works wi Reallocation of roadspace to Buses turning in and out of k put added pressure on junc High cost than Strategy 3

DISBENEFITS

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Haverhill

eallocation of roadspace to bus

Road widening for the bus lane may require loss of some hedgerows and

trees in places or crown lifting of trees

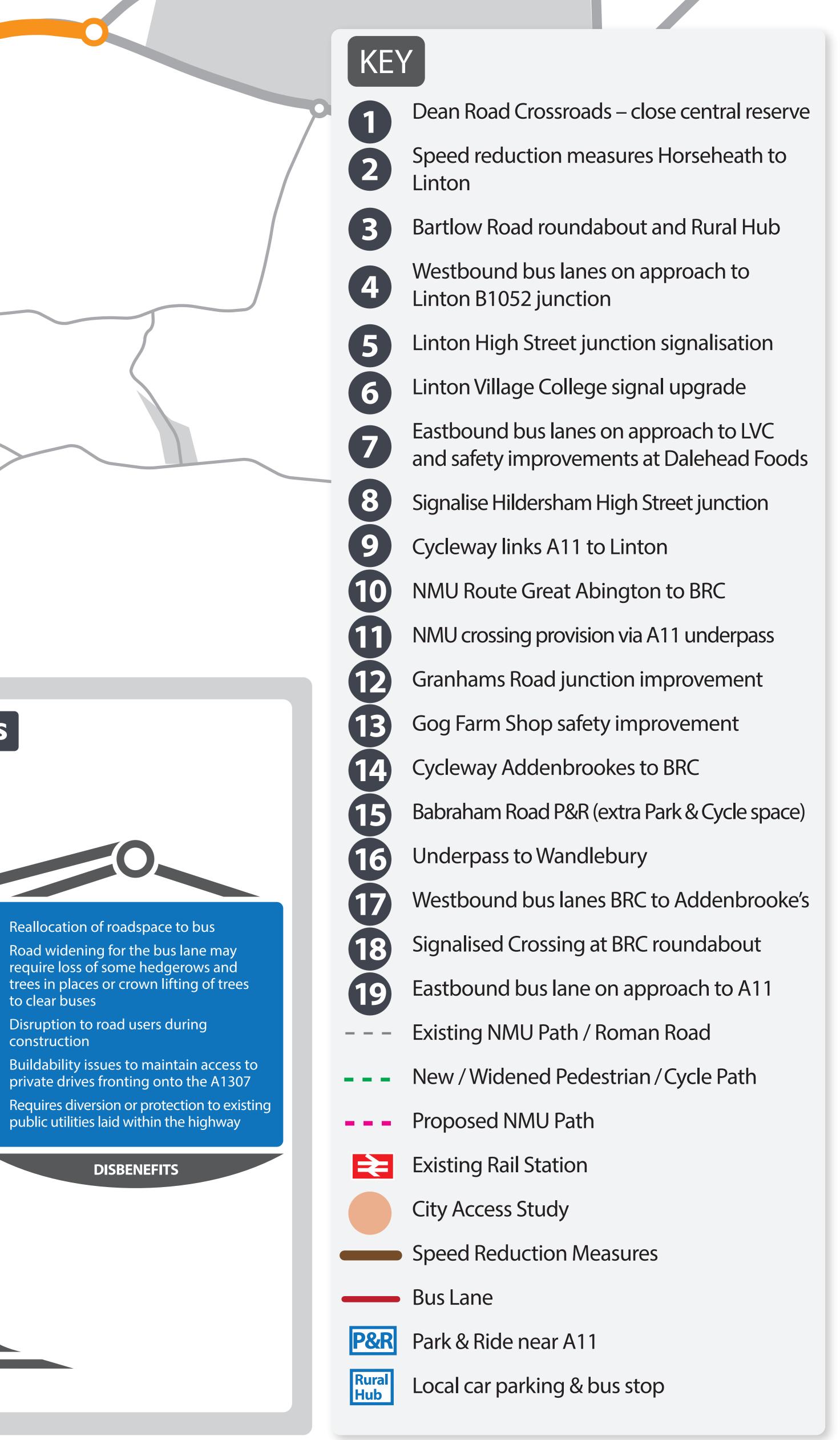
isruption to road users during

public utilities laid within the highway

DISBENEFITS

o clear buses

construction



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Agenda Item 7



Growing and sharing prosperity
Delivering our City Deal

 Report to:
 Greater Cambridge Partnership Joint Assembly
 2 November 2017

 Lead
 Chris Tunstall – GCP Director of Transport
 6

 officer:
 Chris Tunstall – GCP Director of Transport
 6

Western Orbital – Junction and Park & Ride Interventions

1. Purpose

- 1.1. Orbital public transport improvements to the west of Cambridge link with wider corridors to significantly improve access to and connections between a range of employment and housing sites. This includes Bourn Airfield, Cambourne West, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe and West Cambridge (collectively around 15,500 new homes and 20,000 new jobs between 2011 and 2031).
- 1.2. This report, as part of the ongoing Western Orbital scheme development, summarises technical work carried out on assessing future demand for Park & Ride (P&R) spaces at J11 of the M11 and a Park & Cycle facility at J12. It also considers the issues associated with access to expanded P&R facilities and the interaction with the local and strategic road network.
- 1.3. It is intended to seek authority from the GCP Executive Board to develop a full business case for a new P&R site immediately to the north west of J11 of the M11 including new access arrangements for general traffic and priority for buses using the facility. This business case will compare the costs and benefits of a new P&R site against significant expansion of the existing site at Trumpington.

2. Key issues and considerations

- 2.1. The information in this report is provided in more detail in the Background Paper "Western Orbital End of Stage Summary - October 2017." <u>https://citydeal-</u> <u>live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-</u> <u>projects/Western%200rbital%20End%20of%20Stage%20Summary%2020.10.17.pdf</u>
- 2.2. In September 2017 the GCP Executive Board agreed, as part of the ongoing development of Western Orbital measures to improve sustainable transport along the western corridor of Cambridge, to increase the capacity of the Trumpington P&R site by 299 spaces to address short term capacity constraints at this site in the context of the expansion of the Cambridge Biomedical Campus (CBC).
- 2.3. There is a clear policy background supporting improved sustainable transport infrastructure in the area, particularly in the context of local growth. As such the report in September 2017 set out that additional medium and longer term considerations around a new P&R site at J11 and Park & Cycle at J12 as well as associated junction improvements be considered as part of the on-going Western Orbital assessment work to be presented at the November and future Boards for decision.
- 2.4. Potential interventions at J13 will be linked to emerging options for the Cambourne to Cambridge Better Bus Journey Schpage 35

2.5. The requirement for a busway link from J11 to J13 is now being dealt with as part of a 'smart motorway' (hard shoulder running) bid to Highways England (HE) in respect of their Roads Investment Strategy 2020-25 (RIS2).

Junction 11 (Trumpington)

- 2.6. As stated in the September 2017 report, the existing Trumpington site is 85% full at its busiest period (13:00) and as such potential demand for P&R spaces at J11 has been assessed using 'scenarios' for future conditions in Cambridge as follows
 - **Scenario 1** = continued economic growth on the basis of local plan but no demand control measures within Cambridge (the 'do nothing')
 - Scenario 2 = as per Scenario 1 but with parking restrictions at the expanded CBC site which in effect would only provide for 1 new parking space for every 3 new jobs created on the site
 - **Scenario 3** = as per Scenario 2 but with additional demand management measures within Cambridge city centre
- 2.7. The modelling assessment of the number of spaces needed for each scenario is set out in **Table 1** below

	Scenario 1	Scenario 2	Scenario 3
2017 (base)	1150	1150	1150
2022	1400	1600	2350
2027	1500	1850	2690
2031	1550	2000	3100

Table 1: Future Demand for P&R at J11

2.8. Currently there are up to 1639 (1340 + 299) spaces planned to be provided at Trumpington subject to detailed design and approvals. As set out, from an operational perspective, a car park can be considered full at 85% capacity due to the disbenefits to users having to seek out spaces. As such the rounded figures in Table 1 have been uplifted by 15% and then subtracted by 1639 to provide the total additional requirement for P&R spaces (see **Table 2** below).

	Scenario 1	Scenario 2	Scenario 3
2017 (base)	-320	-320	-320
2022	-30	200	1060
2027	140	490	1450
2031	140	660	1930

Table 2: Total Requirement for P&R spaces

- 2.9 Table 2 sets out that, depending on the chosen Scenario, there could be a significant shortfall for P&R at J11 by 2031 based on existing growth projections. However if no measures are taken to control vehicle demand within local destinations such as CBC and Cambridge City centre, the existing Park & Ride will retain capacity until 2027 and only require a relatively small increases in spaces to cater for demand after that.
- 2.10 The future traffic condition at J11 have been assessed. The modelling finds that in the case of all scenarios, the junction will be impacted by congestion back from Trumpington Road by 2022 making access to the Trumpington P&R site delayed at peak times and possibly also impacting P&R bus operations into the City Centre. Any further increase in capacity on the M11 for general traffic (e.g. as part of a Smart Motorway initiative) could, without mitigation, further exacerbate this congestion at junctions.

Junctions 12 (Barton) and 13 (Madingley)

2.11 Other junctions which fall within the scope of the Western Orbital have also been considered as part the strategic evaluation. At J12 a potential Park & Cycle has been considered to intercept some traffic using Barton Road. J13 northbound off slip has also been considered as a component of a bus priority scheme complemented by bus priority measures at J11 southbound off slip, to support a potential 'Western Orbital' bus service that could link key growth sites to the west of Cambridge (such as Cambourne) with CBC.

3. Options and emerging recommendations

Junction 11

- 3.1. The analysis concludes that additional P&R capacity may be needed at J11 but that congestion will reduce the effectiveness of this P&R capacity because vehicles will have to queue for long periods to access new P&R capacity as well as the operational of buses running to and from a P&R site. Officers will be recommending that further work be undertaken that supports an approach to J11 that is 'holistic' including both P&R expansion, access arrangements and bus priority.
- 3.2. In this context a number of options have been evaluated for feasibility to determine which, if any, should be taken forward for a full business case assessment.
- 3.3. In terms of Park & Ride, two options are identified as suitable for potential larger expansion. Option A is for further expansion of the existing P&R site at Trumpington and Option B is for a new site on land to the north west of J11.

Engineering potential for expansionExpansion of the site would need to be via decking and/or underground provision even for the lowest predicted space requirement as no additional ground level space is available.Any new site would be at ground levelConstructabilityA small decking or underground parking area could be achieved while keeping the existing site open but larger expansion may require closure of the existing site during constructionThis site could be delivered without impact on existing P&R operationAccessOptions exist for segregated vehicle access south bound off M11 to the existing site. Access from the M11 northbound and from the A10 would need to be via the existing J11 potentially putting more pressure on the junction (without high cost engineering interventions)Any new site would be at ground levelOperational issuesThis site is closer to the City and CBC via the guideway.This site is further from the city and CBC via the guideway.		Option A	Option B
underground parking area could be achieved while keeping the existing site open but larger expansion may require closure of the existing site during constructionwithout impact on existing P&R operationAccessOptions exist for segregated vehicle access south bound off M11 to the existing site. Access from the M11 northbound and from the A10 would need to be via the existing J11 potentially putting more pressure on the junction (without high cost engineering interventions)Access further from the city and CBC via the guideway.Operational issuesThis site is closer to the City and CBC via the guideway.This site is further from the city and CBC and bus infrastructure	potential for	Expansion of the site would need to be via decking and/or underground provision even for the lowest predicted space requirement as no additional ground level space is	Any new site would be at ground
vehicle access south bound off M11 to the existing site. Access from the M11 northbound and from the A10 would need to be via the existing J11 potentially putting more pressure on the junction (without high cost engineering interventions)and east bound off the A10 can be achieved without impacting J11. Access south bound off the M11 would need to be via J11.Operational issuesThis site is closer to the City and CBC via the guideway.This site is further from the city and CBC and bus infrastructure	Constructability	underground parking area could be achieved while keeping the existing site open but larger expansion may require closure of the existing	without impact on existing P&R
and CBC via the guideway. and CBC and bus infrastructure	Access	Options exist for segregated vehicle access south bound off M11 to the existing site. Access from the M11 northbound and from the A10 would need to be via the existing J11 potentially putting more pressure on the junction (without high cost engineering	J11. Access south bound off the
	Operational issues	This site is closer to the City and CBC via the guideway. Buses could access the guideway directly to CBC. The	This site is further from the city and CBC and bus infrastructure would need to be provided across the M11 either across the

3.4. Table 3 summarises the key issues around each si	site
---	------

	Oution	Ontion D
	Option A	Option B
	site would be more attractive for southbound users off the M11 if a segregated access road were provided. Bus priority would need to be enhanced along Trumpington Road for additional city bound bus services.	existing roundabout at J11 or via a new or enhanced overbridge to the north. Bus priority would need to be enhanced along Trumpington Road for additional city bound bus services. The use of the existing guideway could be accessed via the existing P&R site.
Planning considerations	This site is partly in Green Belt although is already surrounded by urban development. Decking would have an impact on the adjacent properties.	This is a new P&R site in Green Belt
Environmental Issues	Considerations will include air quality, noise and visual impact in relation to significant site expansion close to residential properties and a primary school	Considerations will include visual impact and loss of openness and impact on green belt purposes and impacts on biodiversity
Cost	High cost per space for expansion and decking has limited life cycle unless bespoke structures are considered. Indicative costings for this were provided in the September Report (link below) <u>http://scambs.moderngov.co.u</u> <u>k/ieListDocuments.aspx?CId=1</u> <u>073&MId=6851&Ver=4</u>	Low cost per space for new construction

Table 3: Key Issues for P&R expansion

- 3.6 A number of access arrangements to a new or expanded P&R site have been considered and modelled for traffic impacts. The objective of any new access arrangement will be to facilitate both bus and general traffic movement into and out of the P&R site with minimal or no impact on the strategic and local highway network. Further discussions with Highways England are ongoing in terms of ensuring the best strategic and operational fit with the M11.
- 3.7 An outline plan of areas discussed in this report is provided in **Appendix 1** with detailed plans and layouts provided in the Background Paper.

Junction 12

3.8 A Park & Cycle (where drivers park and then cycle onwards) has been considered at J12. Five sites were assessed for a potential location and two were identified as the most feasible, Appendix 1. Overall assessment of potential demand is low – around 200 – 300 users per day. On this basis, the cost of developing, constructing and maintaining a Park & Cycle site as well as the environmental impacts of loss of green belt for the site are unlikely to lead to a positive business case when considered in isolation, even taking into account the benefits to cycling. Furthermore a Park & Cycle site at J12 would be larger than the envisaged Rural Travel Hubs, being considered as a separate GCP project. However plans for a Barton Greenway also being developed by the GCP will serve to improve cycling opportunities along this corridor. As such Officers will not be recommending further assessment of a Park & Cycle at J12.

Junction 13

- 3.9 J13 has been, to date, within the scope of the Western Orbital project. As such given the existing peak congestion at J13 and impact on a future orbital bus service using the M11, a number of potential bus priority proposals have been considered. Similarly to J11, these proposals require further consideration with Highways England in the context of the future M11 strategy. In addition, given the ongoing development of the Cambourne to Cambridge Better Bus Journey scheme, there is a clear case to ensure that any future proposal for J13 is integral to the option development for this project. As such Officers will be recommending that the bus priority at J13 be removed from the Western Orbital project and that it be included as part of the business case development for the Cambourne to Cambridge scheme.
- 3.10 The Cambourne to Cambridge LLF currently also includes for the Western Orbital Scheme primarily as a result of the interconnectivity of the 2 schemes at J13 and the initial intention for a possible Busway parallel to the M11. With the proposal that J13 be now considered as part of the Cambourne to Cambridge Scheme and the recommendation to no longer pursue a Park and Cycle at J12 Officers will also be recommending that a site specific consultation group be set up for the J11 proposals up to the Planning approval stage and at that point further consideration be given as to the applicability for an LLF.

4. Next steps and milestones

- 4.1. This report has identified a number of feasible proposals for interventions at J11. It is now proposed to recommend the development of a 'full business case' for a preferred option to include increased P&R capacity and access/bus priority measures both into/out of the P&R and along Trumpington Road for City bound P&R bus services.
- 4.2. The proposed timetable for this business case development work is as set out in Table 4:

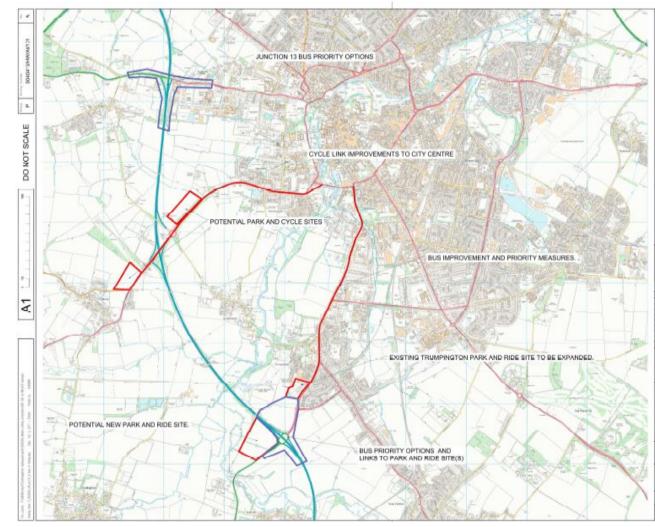
Activity	Target completion date*
Develop series of distinct options (including P&R	January 2018
and bus priority/access arrangements)	
Present options for consultation to GCP Executive	March 2018
Board EB	
Public Consultation on Options	June/July 2018
Final Option recommendation to GCP EB	December 2018
Detailed design and other preparatory tasks for	2019
planning process	
Obtain relevant planning powers to construct	January 2020
Start construction	Summer 2020
Scheme completion	December 2021
Table 4 – Key Milestones	

*Subject to statutory permissions

5 Recommendations to Joint Assembly

5.1 Joint Assembly is asked to comment on the overall approach being recommended to the Executive Board.

APPENDIX 1: AREAS OF INTEREST IN REPORT



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Growing and sharing prosperity
Delivering our City Deal

Report to:Greater Cambridge Partnership Joint Assembly2 November 2017

Lead Chris Tunstall - Cambridgeshire County Council officer:

Histon Road: Bus, Cycling and Walking Improvements

Response to LLF Resolutions

1. Purpose

- 1.1. Histon Road is a key radial route into Cambridge which is constrained in its width, which contributes to congestion and makes the consideration of improvements difficult.
- 1.2. It experiences significant congestion at peak times which impacts on bus journey times making journeys unreliable, unattractive and longer than necessary, as well as affecting the convenience and comfort of cycling trips along the corridor.
- 1.3. The key objectives for the Histon Road project include:
 - a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Additional capacity for sustainable trips to employment/education sites;
 - c) Increased bus patronage and new services;
 - d) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - e) Maintain or reduce general traffic levels; and
 - f) Enhance the environment, streetscape and air quality.
- 1.4. The project supports the Greater Cambridge Partnership's priority of achieving efficient and reliable movement between key existing and future housing and employment sites and is being delivered as part of the Tranche 1 infrastructure programme.
- 1.5. In particular, the project will support the delivery of new housing at Northstowe and provide improved links with employment sites within the city. The project is being developed concurrently with a similar scheme for Milton Road, as there are links and dependencies between the two projects.
- 1.6. In June 2016, the Executive Board agreed to take forward for further design work the initial ideas included in the 'Do Maximum' option excluding the idea of banning the right turn into Warwick Road and the idea of 'floating' bus stops, to develop two preferred design options, one including and one excluding the changes at the Victoria Road junction. The Executive Board report setting out the 'Do Maximum' concept scheme and the related Board decisions can be found under the following link. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1074&Mld=6632&Ver=4
- 1.7. The Board also supported the development of traffic management measures to mitigate displaced traffic and parking for the purposes of further consultation.

- 1.8. The Board noted the important role of the Local Liaison Forum (LLF) in involving local Councillors and stakeholder groups in the development of the detailed layout plans for consultation.
- 1.9. A detailed programme of LLF workshops took place through the Autumn and Winter of 2016/17 from which emerge a set of resolutions based on the LLFs 'Do Everything' concept, as set out in **Appendix A**.
- 1.10. Officers have prepared responses to these resolutions setting out the implications in **Appendix B**. The proposed officer responses to these resolutions present a significant deviation from the original 'Do Maximum' option, therefore officers require agreement from the Executive Board in order to proceed with the project on this basis.

2. Key issues and considerations

Junctions

2.1. The LLF has proposed alternative designs to the three main junctions along Histon road as set out in **Appendix A** and covered by resolutions 1 – 5. It is considered that these alternative designs do offer ideas that are useful to inform any future design iterations, especially with regard to enhancing cycle and pedestrian facilities. However, changes to the original 'Do Maximum' designs may affect traffic flows through the junctions which will need to be fully assessed.

Bus Priority

2.2. One of the original aims of the project was to enhance bus priority on Histon Road. This was achieved partially in the 'Do Maximum' option by providing an inbound bus lane from King Hedges road to Gilbert Road. This option would require removal of highway trees and verges, and the purchase of gardens along a specific stretch of the road. The LLF is strongly opposed to such measures and as such officers will be recommending that consideration be given to the inbound bus lane being truncated at the point where these issues start to arise with the use of alternative solutions such as bus gates and bus hurry calls at junctions being then considered. Whilst this may well have an impact on the level of bus priority that can be achieved it will be reported on as part of the revised concept scheme in March 2018. This is covered by resolutions 6 and 7.

Cycling and Walking

2.3. The reduction in Bus priority measures does allow much greater space for the provision of higher quality cycling and pedestrian infrastructure which is also a key objective of this scheme. However, in order to achieve full potential there is a requirement to remove parking along the southern end of Histon Road which will require the identification of alternative provision for those affected. Resolutions 8 and 9.

Extent of Scheme

2.4. The northern extent of the current scheme is to the Kings Hedges junction. A more sensible end point would be further north at the junction with the A14. Officers will be recommending this to the Board. Resolution 12.

City Access

2.5. The Scheme is being developed on the premise of a reduction in traffic in the Core City Centre of 10 -15% based on 2011 figures by 2031. To achieve this will require significant modal shift to more effective and efficient forms of transport. Resolution 11.

3. Options and emerging recommendations

- 3.1. The first option is to take steps to deliver the 'Do Maximum' proposal, incorporating where possible some of the points raised in the LLF resolutions. This course of action provides the maximum in terms of bus priority objectives but at the expense of delivering against the other objectives of the scheme. Officers will not recommend this course of action as it is now clear following the work done with the LLF that this would be met with intense public opposition and that the compulsory purchase of land presents a major risk to the eventual cost of the project and timescales for delivery.
- 3.2. Having recently discussed the resolutions with the LLF chairs, officers will be recommending that the Board support the majority of the LLF resolutions. Where a resolution cannot be fully supported, it will be recommended that the Board at least support some of the principals set out by the given resolution.
- 3.3. As a result of this course of action, the provision of bus priority measures through the use of bus lanes may be impacted, but it is anticipated that alternative solutions such as bus gates, or bus hurry calls at junctions may be used to gain back some of the bus priority being sought and as a result meet scheme objectives.
- 3.4. Supporting the resolutions places far more emphasis on the provision of excellent and safe facilities for pedestrians and cyclists, a key objective for Histon Road. General support for the resolutions also removes the need for compulsory purchase of land and may also allow for the retention of existing trees, or at least space for replacement trees and verges where existing trees still need to be removed. Resolution 10.
- 3.5. There may still be some concern to the loss of parking on Histon Road, but officers believe that removal of this parking is key to being able to provide a safe route for cyclists in the narrower sections of Histon road.

4. Next steps and milestones

- 4.1. Officers will present their recommendations and responses to the Histon Road Resolutions at the Executive Board meeting in November 2017.
- 4.2. Subject to the outcome of the November Meeting Officers plan to bring a revised concept scheme for Histon Road to the Executive Board in March 2018.

5. Recommendation to Joint Assembly

5.1. The Joint Assembly is asked to comment on the progress and recommendations of officers to the Executive Board to provide an alternative set of measures to the 'Do Maximum' proposal.

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Resolutions for the City Deal Assembly and Board from the Histon Road Local Liaison Forum

Histon Road/B1049 is an important main B-road connecting Cambridge with outlying towns and villages. It also has a junction with the A14/Northern Bypass, although the scope of the City Deal project ends to the south of the A14 junction. Histon Road is also part of a local community, with housing, shops and schools.

The following abbreviations are used throughout this document:

HRARA Histon Road Area Residents' Association
BenRA Benson Area Residents' Association
Camcycle Cambridge Cycling Campaign
HHVCM Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant

1 Main Junctions: General Principles

Most collisions occur at junctions, and they are a major bottleneck for the movement of people walking, cycling, driving, or riding public transport. Junction redesign offers the greatest opportunity for improving safety and public transport efficiency. The Histon Road LLF workshops revealed a strong consensus that the prime focus should be on improving the major junctions. All have sufficient space within the highway boundaries to contain significant safety and priority improvements for people walking and cycling as well as smart measures to prioritise public transport, meeting project objectives 1, 2, 3, 4, 5 and 6 (objectives are listed in Appendix A).

The 'Do Everything' and the Alternative Junction Designs created by the Histon Road Area Residents' Association, Benson Area Residents' Association and Camcycle (HRARA, BenRA and Camcycle designs) are outlined in Appendices B, C and D. They take into account the aims and objectives of the City Deal by prioritising walking, cycling, public transport and good landscape design in a manner that has attracted widespread support from the Histon Road LLF workshops.

We would be pleased to meet the relevant design engineers to discuss the junctions in more detail.

Resolution 1

The Histon Road LLF requests the City Deal Board to instruct officers to prioritise junction redesign and to develop the proposals of the '*Do Everything*' and HRARA, BenRA and Camcycle Alternative Junction Designs.

2 Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)

Although treated as a three way junction in the 'Do Maximum' proposal by the City Deal, it is part of a much larger 5way junction including Castle Street and Mount Pleasant. Existing conditions at this junction are unsatisfactory for all users including buses. The poor coordination of the traffic signals causes major back-ups and is the main contributor to peak hour congestion along Histon Road. There are neither safe cycle lanes nor safe provision for cyclists to cross the vehicular traffic flow. There is inadequate provision for pedestrians to cross the streets or even to walk along some pavements.

The 'Do Everything' proposal for a well coordinated 5 way HHVCM junction, as shown in Appendix B, has been developed as suggested by the City Deal Board as an alternative to both the current situation and the 'Do Maximum' proposal. It provides both safe vehicular flows and separated safe pedestrian and cycling paths, with pedestrian and cycle crossings, coordinated with vehicular traffic flow, satisfying project objectives 1, 2, 3, 4 and 6.

In addition turning restrictions are optional but are not an essential feature. At the Histon Road LLF workshops there was strong support for the 'Do Everything' scheme.

Thus this proposal eases one of the most severe bottlenecks in North Cambridge, improving safety and the flow of public transport buses (objectives 1, 3, 4 and 6). It does not necessarily include turning restrictions that would increase traffic congestion elsewhere but allows for their introduction if proven necessary (see Resolution 5), fulfilling objectives 4 and 7.

It is important to note that none of the proposed schemes includes any bus lanes within the junction. Thus the design of this 5-way junction is independent of any debate about bus lanes.

We would be pleased to meet the relevant design engineers to discuss 'Do Everything' in more detail.

Resolution 2

The Histon Road LLF requests the City Deal Board to expand the scope of the work on Victoria Road junction to encompass the 5-way junction of Histon Road, Victoria Road, Huntingdon Road, Castle Street and Mount Pleasant along with a fully-integrated plan for its redesign, eventual reconstruction, and efficient management (e.g. signal programming). We request the City Deal Board to instruct the officers to develop the 'Do Everything' design, as the alternative option to the 'Do Maximum' proposal requested by the City Deal Board on the 9th of June 2016.

3 Junction: Gilbert Road / Histon Road

The Gilbert Road/Warwick Road/Histon Road Junction is important for access to Mayfield Primary School and Chesterton Community College. Any design should include trees, verges and incorporate segregation of pedestrians and cyclists from motor traffic (objectives 2, 5 and 7). The HRARA, BenRA and Camcycle design (see Appendix C) achieves these aims.

We would be pleased to meet the relevant design engineers to discuss Gilbert Road junction in more detail.

Resolution 3

The Histon Road LLF requests the City Deal Board to instruct the officers to take forward the HRARA, BenRA and Camcycle design (Appendix C) to the next stage because, in addition to achieving the objectives of the City Deal, it addresses safety for all people, particularly schoolchildren, unlike the '*Do Maximum*' proposal.

4 Junction: Darwin Green Spine Road / King's Hedges Road / Histon Road

An integrated design for the Northern section of Histon Road is needed for the area that contains the two junctions of the Darwin Green Spine Road and the King's Hedges Road, as shown in the HRARA, BenRA and Camcycle design (Appendix D) that includes a new bus-only roadway link direct from King's Hedges Road Junction to Darwin Green as discussed at the City Deal Board meeting on 9 June 2016. This should be considered further as it will relieve bus pressure on Histon Road (meets all objectives).

The Western Orbital between Madingley Park & Ride, Northwest Cambridge, Darwin Green and the Science Park has secured S106 agreements. The connection to this approved link will be assessed further (reference: City Deal Executive Board 8th December 2016). As the Western Orbital schemes are in Tranche 2 it would be financially prudent to pause the Histon Road bus, cycling and pedestrian improvements to Histon Road north of Gilbert Road until Tranche 2 to allow the development of a scheme for the Western Orbital and northern section of Histon Road.

We would be pleased to meet the relevant design engineers to discuss both King's Hedges Road and Darwin Green spine road junctions in more detail.

Resolution 4

The Histon Road LLF requests the City Deal Board to consider adopting a comprehensive scheme for the junctions of Histon Road with the Darwin Green spine road and King's Hedges Road in coordination with the Western Orbital, with traffic signal priority for public transport. We request the board to consider the HRARA, BenRA and Camcycle design shown in Appendix D.

The Histon Road LLF understands that the final design of these junctions may not precisely match that of Appendix D, but we request the City Deal Board to ensure that the design taken forward includes public transport signal priority, and safe and convenient walking and cycling provision in the style shown in Appendix D: having landscaping with trees and verges to protect people walking and cycling from motor vehicles, and utilising junction designs that are straightforward and respectful to people walking and cycling (unlike the present day conditions).

5 Displaced Traffic and "Rat-Running"

The 3-way Histon/Huntingdon/Victoria Road junction shown in the proposed '*Do Maximum*' scheme contains four major turning restrictions that would apply at all times of day and night; ie. from Histon Road to Victoria Road, from Victoria Road to Histon Road, from Castle Street to Victoria Road, and from Huntingdon Road towards Victoria Road.

Turning restrictions will lead to increased congestion elsewhere in the City as a result of vehicles forced to take more circuitous routes (e.g. on Castle St/Northampton St/Chesterton Rd; Gilbert Rd/Stretten Avenue; Akeman St/Stretten Avenue). Additionally, there is an existing problem of "rat running" through residential side roads off Histon Road where additional motor traffic is inappropriate (eg. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way). This would worsen with restrictions on traffic flow at the junction(s).

The Histon Road LLF workshops were strongly against turning restrictions unless it can be demonstrated that there are major benefits, such as reduced congestion and significant savings in bus journey times. If deployed, the turning restrictions should be limited to peak hours. Applying turning restrictions away from peak hours is unnecessary and creates problems rather than alleviating them, since there are no delays nor congestion except in peak hours (Objective 7). Experimental traffic regulation orders offer a relatively easy and low-cost mechanism for testing these ideas, and physical changes can be as simple as signage.

Resolution 5

The Histon Road LLF requests the City Deal Board to put forward a design for the 5-way HHVCM junction that does not contain permanent turning restrictions, but instead is flexible enough to allow time-limited or experimental measures (e.g. experimental traffic regulation orders and signs) that can easily be reversed as shown in the 'Do Everything' proposal. We request the City Deal Board to include measures to monitor and mitigate "rat running" on affected residential streets, e.g. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way and Stretten Avenue.

6 Public Transport and Bus Lanes

The Histon Road LLF supports the City Deal Transport vision of making it easier to travel into, out of and around Cambridge and South Cambridgeshire by public transport, cycle and on foot. We question whether provision of dedicated bus lanes in either direction along Histon Road is an effective way of achieving this. Even the '*Do Maximum*' scheme proposes a bus lane for the incoming direction only. Since much of Histon Road is narrow, a bus lane would involve compulsory purchase of land from private gardens and removal of trees; both of these possibilities were regarded as unacceptable at the Histon Road LLF workshops. A bus lane would have an adverse impact on the neighbourhood, contrary to objective 7.

A clear view emerged from the Histon Road LLF workshops that the disadvantages of the proposed bus lane far outweigh any advantages it may have. For example, traffic modelling as reported in the interim options report shows that savings in bus times would be a maximum of only 1 to 4 minutes during the morning peak; outbound journey times would be increased during the evening peak. Equivalent or even greater savings at both peak times would be expected if the much less costly option of smart onboard ticketing were to replace the majority of cash payments. Some reduction in number of bus stops would also speed up journeys. Such alternative measures were strongly favoured in the Histon Road LLF workshops rather than expensive bus lanes involving irreversible major engineering works of doubtful benefit. (Objectives 1, 2, 6 and 7).

Bus priority measures must include properly built bus stops (to allow step-free boarding and multi-door buses) and safe crossings for people to access them. Re-routing of buses should also be considered as part of an integrated and coordinated public transport network planning effort.

See Appendix E for more details.

Resolution 6

The Histon Road LLF requests the City Deal Board to relinquish the proposal for destructive carriageway expansion to create a bus lane along Histon Road and instead to explore other solutions to public transport delays, such as onboard smart ticketing and multi-door buses. Any proposal for public transport priority taken forward must also include safe and usable provisions for people walking and cycling along and across Histon Road.

7 Compulsory Purchase Orders

A strong view emerged from the Histon Road LLF workshops that compulsory purchase of gardens was unacceptable, and that the requirement for safe cycling and walking provision was crucial and yet incompatible with a bus lane within the existing highway boundaries.

Resolution 7

The Histon Road LLF requests the City Deal Board not to use compulsory purchase orders to acquire gardens.

8 Cycle Lanes and Footways

A key objective of the Histon Road scheme is to make provision for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible (Objectives 2 and 5).

Histon Road is a heavily travelled route with over 250 people per hour cycling into the city at peak times in the morning. Increased safety is a priority. Any measures taken must be attractive both to existing and new cyclists so that people choose to use the protected lanes, which should take account of larger-sized cycles (including box cycles and mobility scooters) and which allow persons of all ages and abilities safely to use these facilities. It is a shortcoming of the City Deal's proposed '*Do Maximum*' scheme that it contains designs that require people cycling to place themselves in dangerous positions adjacent to large and heavy motor vehicles.

Resolution 8

The Histon Road LLF requests the City Deal Board to incorporate protected provision for both walking and cycling into all of their designs for road segments and junctions. Such protection can be provided by separation in space (e.g. by physical separation such as trees within a verge), time (e.g. traffic signal phasing that prevents conflicting movements while remaining respectful to people walking and cycling), or priority (e.g. Copenhagen crossings). At minor road junctions, cycle lanes and footways should be continuous and have priority. The Histon Road LLF understands that in many cases the space within the highway boundary is too constrained to produce ideal designs and therefore trade-offs must be made. Some examples of trade-offs are: tarmac vs landscaping and on-street parking vs safer cycle lanes.

9 Parking between Rackham Close and Victoria Road Junction

The Histon Road LLF workshops were concerned about the effect of removing all parking between Rackham Close and the HHVCM junction on businesses and those who are dependent on carers, particularly given the doubts about alternative provision. There was also concern about the safety hazards that parked cars present to people cycling along Histon Road and people crossing the street (Objective 7).

The local survey by WSP/Parsons Brinckerhoff of alternative parking near Histon Road, quoted in support of the '*Do Maximum*' scheme, does not accord with knowledge of local residents. See Appendix F for details of our local survey of existing parking provision on Histon Road.

A current parking survey is needed to find out: the amount of parking required by Histon Road residents and businesses; at what times of day and night throughout the week; how much of this needs to be on Histon Road for access reasons (eg. disabled, carers, deliveries); how much alternative parking, not on the carriageway of Histon Road itself, is available nearby at the required locations and times.

Histon Road residents are also concerned that the removal of parking will result in an increase in noise and vibration, and loss of air quality (Objective 5).

Resolution 9

The Histon Road LLF does not support removal of parking on Histon Road southwest between Rackham Close and the HHVCM junction, without the guarantee of suitable alternative parking elsewhere. The Histon Road LLF therefore requests the City Deal Board, before making any decisions about parking:

- (a) to instruct officers to carry out a current parking survey to discover the information listed in the preamble above.
- (b) to commission an environmental report on the likely effects that removal of parking will have in terms of noise, vibration and air quality for residents on the west side of Histon Road.
- (c) to support the introduction of extended parking controls throughout the city.

10 Trees Under Preservation Orders and the Rows of Trees, Hedges and Grass Verges

The streetscape with trees provides a sense of place, aesthetic interest, better air, better drainage, and lower flood risk. Mature trees take years to replace if destroyed. They have considerable amenity value throughout the seasons. There is room for cycling and walking provision without the need to remove trees or acquire gardens if the controversial bus lanes of dubious value are omitted (Objectives 5 and 7).

Resolution 10

The Histon Road LLF requests the City Deal Board to preserve existing roadside trees, particularly trees with preservation orders, hedges, grass verges and gardens on Histon Road and to avoid irrevocable loss of environmental amenities. Any tree or hedge along Histon Road that has to be removed for any reason must be replaced with a mature tree or hedge.

11 Traffic Reduction Measures

The Histon Road LLF supports the traffic reduction measures already under consideration, e.g. workplace parking levy, extended parking controls across the city and added Park & Ride capacity. We would encourage an even greater weighting of attention on overall traffic reduction rather than hard engineering solutions.

Congestion on Histon Road and journey times for buses would be considerably reduced, and bus patronage thereby increased (objective 6), if there were fewer cars using the road. Effective measures to achieve this need to be based on knowledge of the starting point and final destination of car users.

Increased use of public transport is not simply a matter of reduced journey times for buses on Histon Road, even if that could be achieved. Passengers have to be able to get to bus stops by walking or cycling, or by driving to Park & Ride facilities, and the onward connections to their destination have to be readily available and quick. All bus services need to be frequent and usable. Bus services must operate during the evenings.

Resolution 11

The Histon Road LLF requests the City Deal Board to rebalance its approach in favour of proposed traffic reduction measures that will produce great benefits for walking, cycling and public transport without controversial carriageway expansion that will have a negative impact on the environment and character of the locality.

We request the City Deal Board to work in partnership with the County Council to promote traffic reduction along Histon Road. This could include:

- (a) instructing the necessary officers to determine the origin and destination of existing car users travelling on Histon Road;
- (b) prioritising the identification of a suitable Park & Ride site some distance away from the Histon Road/A14 junction (and also possibly another near the Girton interchange) to relieve pressure on Histon Road, and also allocating funds for purchase and construction of the facilities;
- (c) supporting the proposal from Oakington Parish Council on the consultation on Rural Transport Hubs dated December 13th, 2016, regarding a bus hub location where the guided busway intersects with Station Road in Oakington;
- (d) placing greater emphasis on broader schemes to reduce incoming traffic, e.g. workplace parking levy, extended parking controls on residential streets, encouraging schools and employers to provide transport from pickup points, etc.

12 Continuity Across the A14 Junction

The Histon Road scheme currently ends with its northern boundary just south of the King's Hedges Road junction. It is an advantage to all modes of transport for the City Deal scheme to join up with existing provisions at the A14 roundabout.

Resolution 12

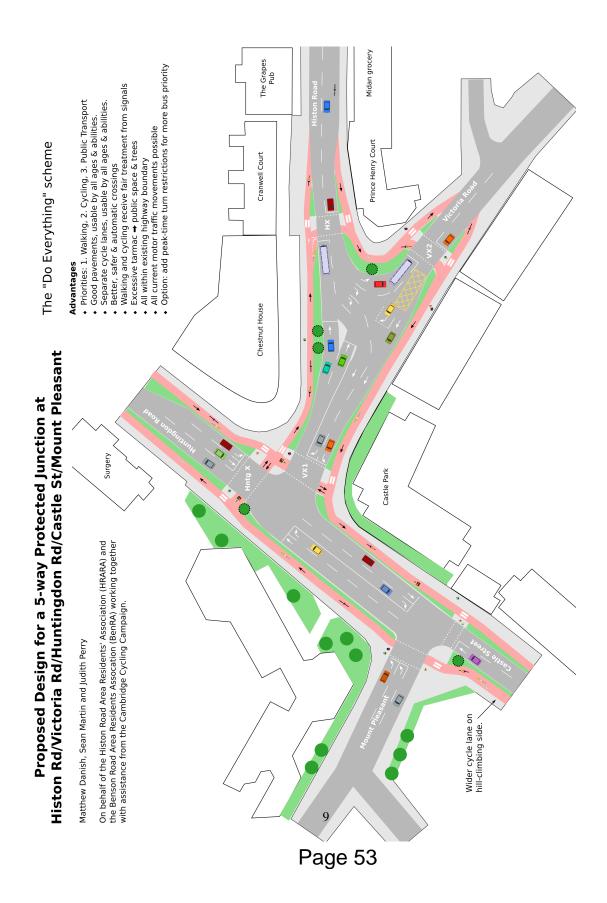
The Histon Road LLF requests the City Deal Board to expand the scope of the project further north along the B1049 as far as the A14 roundabout to ensure continuous provision for all forms of transport.

Appendices

A Project Objectives

As provided by WSP/Parsons Brinckerhoff, tabled at the Histon Road LLF Resolutions Workshop on the 9th January 2017.

- 1. To provide comprehensive priority for buses in both directions along Histon Road where practicable (We take this to mean reducing journey time and increasing reliability and use of public transport);
- 2. To make provision for cyclists along Histon Road, which is segregated from buses and general traffic wherever practicable;
- 3. To enable additional capacity for sustainable trips to employment/education sites;
- 4. To generate options capable of maintaining traffic levels at today's levels in Cambridge;
- 5. To consider the potential for enhancing the environment, streetscape and air quality in this corridor;
- 6. To enable an increase in bus patronage and new services;
- 7. To assess the impacts on existing residents and highway capacity for each option.



B Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)

lenry Court Henry Court Cranwell Court Cranwell Court Sample coordinated 2-junction signal programming cycle for morning peak-time Chestnut House Chestnut House Castle Park Castle Parl Signal Cycle Henry Court Henry Court Cranwell Court Cranwell Court Chestnut House Chestnut House Castle Park Castle Park



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'Do Everything' at the HHVCM Junction

Whatever happens to the City Deal in the wider context this junction will remain vital to control traffic flow into and out of Cambridge along Histon Road, which is an important B road connecting Cambridge with outlying villages. It is also the centre of a local community with shops and a school serving that community.

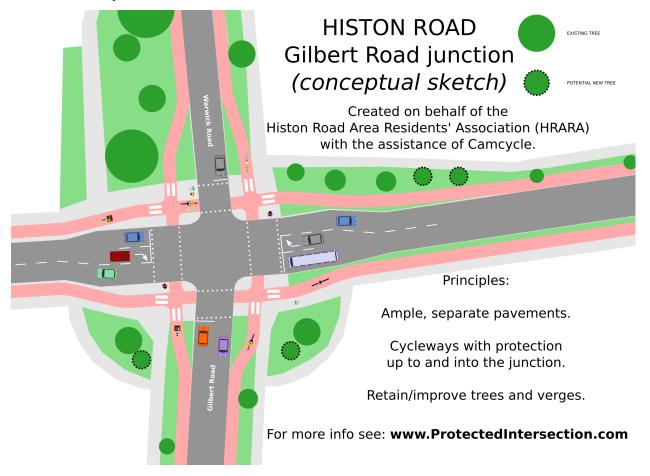
- The design must be robust and flexible for the future.
- The design must be safe and fair for pedestrians, cyclists, buses and other vehicular traffic. Design should stay within the current highway boundaries.

Advantages of proposal:

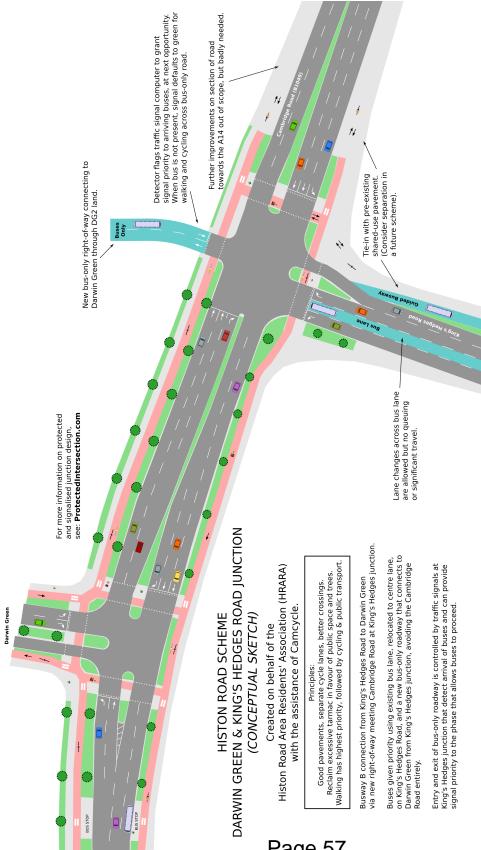
- Pedestrians & Cyclists:
 - Pedestrians and cyclists are separate and protected from motor traffic
 - Safe, convenient pedestrian and cycle routes and road traffic crossings
 - Crossings of roadways at vehicular traffic lights and coordinated with the lights
 - Light sequencing happens automatically
 - Waiting times are short and predictable so that pedestrians & cyclists have sufficient time to cross the roadway safely and will be encouraged to obey the red lights.
 - Pedestrian and cycle lanes are comfortable at approximately 2 metres wide or better.
- Buses
 - Sequencing of lights prevents blockages of Histon Road into the city ensuring that buses make progress on every signal cycle.
 - Can optionally add peak-time bus-only restrictions as needed: Victoria Road to Histon Road, Histon Road to Victoria Road, or Huntingdon Road to Victoria Road
 - Bus drivers can safely make turns unimpeded by pedestrians or cyclists who are on separate paths and conflicting movements are protected by traffic signals coordinated with the motor traffic.
- Cars, Vans, HGVs
 - Allows all turns at most times giving access by vehicles to their goals without forcing rat running.
 - Better timing of lights and sequencing of flows reduces pressure to rat run.

C Junction: Gilbert Road / Histon Road

This is important for access to Mayfield Primary School and Chesterton Community College. Any design taken forward should incorporate segregation of pedestrians and cyclists from motor traffic by trees and verges. It should also include features and surfaces for older people and people with disabilities. The conceptual sketch of the junction in question (see below) prepared by HRARA in cooperation with Camcycle is a possible protected junction design that includes these parameters.



Junction: Darwin Green Spine Road / King's Hedges Road / Histon Road D



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E Discussion of Proposed Bus Lanes: Advantages, Disadvantages, and Alternatives

- (a) Since much of Histon Road is narrow, a bus lane would involve compulsory purchase of land from private gardens and removal of trees; both of these possibilities were, at Histon Road LLF workshops, regarded as unacceptable.
- (b) Traffic modelling as stated in the interim options report shows that savings in bus times would be a maximum of only 1-4 mins during the morning peak; outbound journey times would be increased during the evening peak. Equivalent or even greater savings at both peak times could be expected if the much less costly option of on-board smart ticketing through multiple doors were to replace the majority of cash payments; passengers would soon learn the benefits of savings in time and money. Some reduction in number of bus stops would also speed up journeys. Such alternative measures were strongly favoured in the Histon Road LLF workshops, rather than expensive bus lanes involving major engineering works of doubtful benefit.
- (c) Implementation of all-door boarding through multiple doors with integrated smart ticketing has been widely implemented in bus services throughout the world; for example in Seattle they have reported an improvement of 20% in bus journey times from these measures alone. If the Greater Cambridge City Deal adopted this mission to make the necessary political and organisational changes that would lead to the provision of this type of integrated ticketing system across the network and better-designed bus vehicles, then the benefits would accrue to all public transport riders throughout the region.
- (d) The major source of peak time congestion on Histon Road is the 5-way HHVCM junction; we believe that the effect on traffic of the redesign of this junction should be studied and analysed before any decisions about bus lanes anywhere on Histon Road are taken. In any case, no bus lanes are being proposed at this junction, nor is there space for them to be considered, so bus lanes elsewhere will not help relieve the congestion at its source.
- (e) Furthermore, any decisions regarding bus lanes on any part of Histon Road should be postponed until a holistic and strategic view is developed linking the Histon Road scheme with other proposals for Cambridge such as the Western Orbital, some of which are in Tranche 2. Important proposals affecting Histon Road traffic include the busway link from the King's Hedges Road junction to Darwin Green envisaged at the City Deal Board meeting on 9 June 2016, which would reduce the need for additional bus capacity on Histon Road itself. The effect of the link between Madingley Park & Ride, North West Cambridge, Darwin Green and the Science Park which has secured S106 agreements, should be evaluated before further decisions are made.
- (f) For example, it is possible that the Western Orbital, combined with upcoming changes in Darwin Green, will obviate the existing routing of the Busway B service down Histon Road and instead allow it to be placed on a more direct route via Darwin Green. One way that could happen would be possible after the Western Orbital begins to serve Orchard Park with much better frequencies and connections than are provided today by the Busway B. Currently, the Busway B goes out of its way to serve Orchard Park, taking a dogleg about 1.2 km to the east of Histon Road before returning. Once the Western Orbital begins operation, the existing Busway B route will be overlapping with the Orchard Park section of the Western Orbital. At that point then it may be much more sensible for the Busway B route to be re-routed along a straighter route through Girton or Histon in place of the existing dogleg around Orchard Park. This proposed re-route would make the Busway B route much more direct and attractive, it would avoid duplicating Western Orbital service, and it could potentially provide service to underserved village areas. This way the Busway B and the Western Orbital would still have a connection point, in the vicinity of Darwin Green, and would form part of a network of routes providing better service to a wider area.

While this type of re-routing is outside the remit of the Histon Road LLF, it could have a major impact on the number of buses that use Histon Road in the future. The City Deal Board should consider looking at options like this during a wholesale review of the public transport network. The Histon Road LLF would like to ensure that

expensive and irreversible decisions about infrastructure are made in conjunction with a holistic, well-thoughtout and consulted plan for the public transport network.

F Parking Survey

Our preliminary survey of Histon Road in the region between Windsor/Akeman Street junctions and the junction with Huntingdon Road/ Victoria Road shows that current parking provision on Histon Road is mostly on the west side where there is existing space for about 30 average-sized cars for Benson Street Residents' Parking, 10 cars in Pay and Display space and 9 cars in unrestricted parking. On the east side there is an unrestricted parking bay for 3 cars.

G Speed Limits and Heavy Vehicle Night Time Restrictions

Speed Limits

Between the Victoria Road and Gilbert Road junctions, Histon Road is narrow. In places, the highway is only 12 meters wide. Given the density of traffic on such a narrow road, a 20 mph speed limit would increase safety. Therefore, any future design of this section of Histon Road should fulfill all requirements necessary for the enforcement of any such 20 mph speed limit.

Heavy Vehicles

We favour the imposition of night time heavy vehicle restrictions along Histon Road in order to reduce the impact of noise and vibration on local residents.

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LLF Resolution	Officer Commentary
 Main Junctions: General Principles Most collisions occur at junctions, and they are a major bottleneck for the movement of people walking, cycling, driving, or riding public transport. Junction redesign offers the greatest opportunity for improving safety and public transport efficiency. The Histon Road LLF workshops revealed a strong consensus that the prime focus should be on improving the major junctions. All have sufficient space within the highway boundaries to contain significant safety and priority improvements for people walking and cycling as well as smart measures to prioritise public transport, meeting project objectives 1, 2, 3, 4, 5 and 6 (objectives are listed in Appendix A). The 'Do Everything' and the Alternative Junction Designs created by the Histon Road Area Residents' Association, Benson Area Residents' Association and Camcycle (HRARA, BenRA and Camcycle degigns) are outlined in Appendices B, C and D. They take into account the major and objectives of the City Deal by prioritising walking, cycling, public transport and good landscape design in a manner that has attracted vor espread support from the Histon Road LLF workshops. We would be pleased to meet the relevant design engineers to discuss the junctions in more detail. R1. The Histon Road LLF requests the City Deal Board to instruct officers to prioritise junction redesign and to develop the proposals of the 'Do Everything' and HRARA, BenRA and Camcycle Alternative Junction 	There are three main junctions on Histon Road (Kings Hedges Road, Gilbert Road, Victoria Road), It is important that these junctions are designed in such a way as to allow bus priority measures, while also providing enhanced facilities for pedestrians and cyclists. Recommended response: Officers note the resolution and have met with representatives of the LLF to discuss the designs for each junction with the view to reassessing the ideas presented in the 'Do Everything' concept drawing. A more detailed response for each junction follows under Resolutions 2, 3 and 4.
Designs. Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)	
Although treated as a three way junction in the 'Do Maximum' proposal by the City Deal, it is part of a much larger 5-way junction including Castle Street and Mount Pleasant. Existing conditions at this junction are unsatisfactory for all users including buses. The poor coordination of the	An evaluation of The 'Do Everything' proposal has shown that it is not possible to fit all of the conceptual ideas presented into the existing space once all of the turning radii, signal positions and safety considerations are taken into consideration. However, it is accepted by officers that the eventual design needs to have reviewed and

Appendix B - HISTON ROAD LLF RESOLUTIONS 'Do Everything' AND OFFICER RESPONSES

traffic signals causes major back-ups and is the main contributor to peak hour congestion along Histon Road. There are neither safe cycle lanes nor safe provision for cyclists to cross the vehicular traffic flow. There is iunction area. inadequate provision for pedestrians to cross the streets or even to walk along some pavements. The 'Do Everything' proposal for a well-**Recommended response:** coordinated 5 way HHVCM junction, as shown in Appendix B, has been developed as suggested by the City Deal Board as an alternative to both the current situation and the 'Do Maximum' proposal. It provides both safe vehicular flows and separated safe pedestrian and cycling paths, with iunction. pedestrian and cycle crossings, coordinated with vehicular traffic flow, satisfying project objectives 1, 2, 3, 4 and 6. In addition turning restrictions are optional but are not an essential feature. At the Histon Road LLF workshops there was strong support for the 'Do Everything' scheme. Thus the proposal eases one of the most severe bottlenecks in North Combridge, improving safety and the flow of public transport buses (objectives 1, 3, 4 and 6). It does not necessarily include turning restrictions that would increase traffic congestion elsewhere but allows for their introduction if proven necessary (see Resolution 5), fulfilling objectives 4 and 7. It is important to note that none of the proposed schemes includes any bus lanes within the junction. Thus the design of this 5-way junction is independent of any debate about bus lanes. We would be pleased to meet the relevant design engineers to discuss 'Do Everything' in more detail.

R2. The Histon Road LLF requests the City Deal Board to expand the scope of the work on Victoria Road junction to encompass the 5-way junction of Histon Road, Victoria Road, Huntingdon Road, Castle Street and Mount Pleasant along with a fully-integrated plan for its redesign, eventual reconstruction, and efficient management (e.g. signal programming). We request the City Deal Board to instruct the officers to develop the 'Do Everything' design, as the alternative option to the 'Do

considered achieving segregation of cyclists, and other concepts set out in the 'Do Everything' proposal, whilst also aiming to improve traffic flow through the whole junction area.

Note the resolution and develop a new concept design for this junction that allows for prioritisation for buses but with layout changes to enhance cycling and pedestrian movements where achievable within the highway boundary constraints of the junction.

Maximum' proposal requested by the City Deal Board on the 9th of June 2016.	
Junction: Gilbert Road / Histon Road	
The Gilbert Road/Warwick Road/Histon Road Junction is important for	Evaluation of The 'Do Everything' proposal has shown that it is possible to fit such a
access to Mayfield Primary School and Chesterton Community College.	design into the existing space and that overall it is agreed that the design does offer
Any design should include trees, verges and incorporate segregation of	significant enhancements for pedestrians and cyclists.
pedestrians and cyclists from motor traffic (objectives 2, 5 and 7). The	• All second all the second se Second second se
HRARA, BenRA and Camcycle design (see Appendix C) achieves these aims.	Further modelling would need to be carried out to ensure that such a design is not detrimental to traffic flow.
We would be pleased to meet the relevant design engineers to discuss Gilbert Road junction in more detail.	detrimental to traffic now.
	Officers have questioned whether there is a need to fully segregate the north-south
R3. The Histon Road LLF requests the City Deal Board to instruct the	cycle lanes through the junction, but agree that full segregation of the east-west will
officers to take forward the HRARA, BenRA and Camcycle design to the	allow a safer crossing for the many school children who use this route
next stage because, in addition to achieving the objectives of the City	, , , , , , , , , , , , , , , , , , ,
Deal, it addresses safety for all people, particularly schoolchildren, unlike	Recommended response:
the 'Do Maximum' proposal.	Note the resolution and proceed with a concept design using the 'Do Everything'
0	proposal as a basis for the design subject to further modelling.
Jenction: Darwin Green Spine Road / King's Hedges Road / Histon Road	
An integrated design for the Northern section of Histon Road is needed for	The design suggested by HRARA, BenRA and Camcycle has been considered, in
the area that contains the two junctions of the Darwin Green Spine Road	particular the suggestion to include a bus only access road into Darwin Green directly
and the King's Hedges Road, as shown in the HRARA, BenRA and Camcycle	opposite Kings Hedges Road.
design (Appendix D) that includes a new bus-only roadway link direct from King's Hedges Road Junction to Darwin Green as discussed at the City Deal	There are several issues with this proposed 'Do Everything' design including land
Board meeting on 9 June 2016. This should be considered further as it will	ownership and level differences at the junction. These issues lead us to conclude that
relieve bus pressure on Histon Road (meets all objectives).	the bus only access road into Darwin Green, directly opposite Kings Hedges Road, is not
The Western Orbital between Madingley Park & Ride, Northwest	viable within the context of the Histon Road scheme.
Cambridge, Darwin Green and the Science Park has secured S106	
agreements. The connection to this approved link will be assessed further	
(reference: City Deal Executive Board 8th December 2016). As the Western	Recommended response:
Orbital schemes are in Tranche 2 it would be financially prudent to pause	Note the resolution but also the difficulties in achieving some of the design elements
the Histon Road bus, cycling and pedestrian improvements to Histon Road	due to the requirement of land outside of the highway boundary. On this basis look to
north of Gilbert Road until Tranche 2 to allow the development of a	further develop the 'Do Maximum' Kings Hedges junction layout to reflect elements

scheme for the Western Orbital and northern section of Histon Road. We would be pleased to meet the relevant design engineers to discuss both King's Hedges Road and Darwin Green spine road junctions in more detail. R4. The Histon Road LLF requests the City Deal Board to consider adopting a comprehensive scheme for the junctions of Histon Road with the Darwin Green spine road and King's Hedges Road in coordination with the Western Orbital, with traffic signal priority for public transport. We request the board to consider the HRARA, BenRA and Camcycle design.	of the LLF design, such as helping to further enhance cycling and pedestrian movements while also achieving prioritisation for buses through the junction.
The Histon Road LLF understands that the final design of these junctions may not precisely match that of Appendix D, but we request the City Deal Board to ensure that the design taken forward includes public transport signal priority, and safe and convenient walking and cycling provision in the style shown in Appendix D: having landscaping with these and verges to protect people walking and cycling from motor whicles, and utilising junction designs that are straightforward and respectful to people walking and cycling (unlike the present day conditions).	
Displaced Traffic and "Rat-Running"	
The 3-way Histon/Huntingdon/Victoria Road junction shown in the proposed 'Do Maximum' scheme contains four major turning restrictions that would apply at all times of day and night; i.e. from Histon Road to Victoria Road, from Victoria Road to Histon Road, from Castle Street to Victoria Road, and from Huntingdon Road towards Victoria Road. Turning restrictions will lead to increased congestion elsewhere in the City as a result of vehicles forced to take more circuitous routes (e.g. on Castle	Following the LLF engagement, officers suggest not to take forward the design that includes turning restrictions into and out of Victoria road. Instead the design should fully consider the segregation of cyclists amongst other concepts set out in the 'Do Everything' proposal whilst also aiming to improve traffic flow through the whole junction area.
St/Northampton St/Chesterton Rd; Gilbert Rd/Stretten Avenue; Akeman St/Stretten Avenue). Additionally, there is an existing problem of "rat running" through residential side roads off Histon Road where additional motor traffic is inappropriate (e.g. Canterbury/Benson St,Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way). This would	Recommended response: Support the resolution, in the knowledge this will mean Victoria Road junction 'Do Maximum' design will need to be reconsidered, as discussed in Resolution 2.

worsen with restrictions on traffic flow at the junction(s). The Histon Road	
LLF workshops were strongly against turning restrictions unless it can be	
demonstrated that there are major benefits, such as reduced congestion	
and significant savings in bus journey times. If deployed, the turning	
restrictions should be limited to peak hours. Applying turning restrictions	
away from peak hours is unnecessary and creates problems rather than	
alleviating them, since there are no delays nor congestion except in peak	
hours (Objective 7). Experimental traffic regulation orders offer a relatively	
easy and low-cost mechanism for testing these ideas, and physical changes	
can be as simple as signage.	
R5. The Histon Road LLF requests the City Deal Board to put forward a	
design for the 5-way HHVCM junction that does not contain permanent	
turning restrictions, but instead is flexible enough to allow time-limited	
or experimental measures (e.g. experimental traffic regulation orders	
and signs) that can easily be reversed as shown in the 'Do Everything'	
proposal. We request the City Deal Board to include measures to	
monitor and mitigate "rat running" on affected residential streets, e.g.	
Consterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd,	
Roseford Rd/Perse Way and Stretten Avenue.	
Public Transport and Bus Lanes	
The Histon Road LLF supports the City Deal Transport vision of making it	The Executive Board has previously indicated its expectation that the scheme design
easier to travel into, out of and around Cambridge and South	would include bus lanes to achieve priority for bus movements
Cambridgeshire by public transport, cycle and on foot. We question	
whether provision of dedicated bus lanes in either direction along Histon	Given the space constraints on certain sections of Histon road between Gilbert road and
Road is an effective way of achieving this. Even the 'Do Maximum' scheme	Kings Hedges road, it will not be possible to include bus lane along the whole length of
proposes a bus lane for the incoming direction only. Since much of Histon	this route without expanding the highway boundary, removing trees, encroaching on
Road is narrow, a bus lane would involve compulsory purchase of land	space needed to provide safer cycling facilities.
from private gardens and removal of trees; both of these possibilities were	
regarded as unacceptable at the Histon Road LLF workshops. A bus lane	Officers need to fully evaluate the impact that this will have on bus priority and whether
would have an adverse impact on the neighbourhood, contrary to	or not alternative measures can be implemented to help enhance bus journey time

The second s	D
advantages it may have. For example, traffic modelling as reported in the	Recommended response:
interim options report shows that savings in bus times would be a	Accept the resolution in regard to undertaking future design work/modelling to better
maximum of only 1 to 4 minutes during the morning peak; outbound	understand the impact of reducing the bus lane length from that shown in the 'Do
journey times would be increased during the evening peak. Equivalent or	Maximum' proposal.
even greater savings at both peak times would be expected if the much	
less costly option of smart on board ticketing were to replace the majority	
of cash payments. Some reduction in number of bus stops would also	
speed up journeys. Such alternative measures were strongly favoured in	
the Histon Road LLF workshops rather than expensive bus lanes involving	
irreversible major engineering works of doubtful benefit. (Objectives 1, 2,	
6 and 7). Bus priority measures must include properly built bus stops (to	
allow step-free boarding and multi-door buses) and safe crossings for	
people to access them. Re-routing of buses should also be considered as	
part of an integrated and coordinated public transport network planning	
effort. See Appendix E for more details.	
DO CONTRACTOR OF	
R. The Histon Road LLF requests the City Deal Board to relinquish the	
peoposal for destructive carriageway expansion to create a bus lane	
along Histon Road and instead to explore other solutions to public	
transport delays, such as on board smart ticketing and multi-door buses.	
Any proposal for public transport priority taken forward must also	
include safe and usable provisions for people walking and cycling along	
and across Histon Road.	
Compulsory Purchase Orders	
A strong view emerged from the Histon Road LLF workshops that	Given the space constraints on certain sections of Histon road between Gilbert road and
compulsory purchase of gardens was unacceptable, and that the	Kings Hedges road, it will not be possible to include bus lane along the whole length of
requirement for safe cycling and walking provision was crucial and yet	this route without expanding the highway boundary.
incompatible with a bus lane within the existing highway boundaries.	
	Officers need to fully evaluate the impact that this will have on bus priority and whether
R7. The Histon Road LLF requests the City Deal Board not to use	or not alternative measures can be implemented to help enhance bus journey time
compulsory purchase orders to acquire gardens.	reliability.
, ,,	,
	Recommended response:
	· · ·

	Accept the resolution in regard to undertaking future design work/modelling to better understand the impact of reducing the bus lane length from that shown in the 'Do Maximum' proposal. Also to review alternative measures to prioritise buses movement over other road traffic.
Cycle Lanes and Footways A key objective of the Histon Road scheme is to make provision for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible (Objectives 2 and 5). Histon Road is a heavily travelled route with over 250 people per hour cycling into the city at peak times in the morning. Increased safety is a priority. Any measures taken must be attractive both to existing and new cyclists so that people choose to use the protected lanes, which should take account of larger-sized cycles (including box cycles and mobility scooters) and which allow persons of all ages and abilities safely to use these facilities. It is shortcoming of the City Deal's proposed 'Do Maximum' scheme that it thatins designs that require people cycling to place themselves in dengerous positions adjacent to large and heavy motor vehicles. O RS: The Histon Road LLF requests the City Deal Board to incorporate protected provision for both walking and cycling into all of their designs for road segments and junctions. Such protection can be provided by separation in space (e.g. by physical separation such as trees within a verge), time (e.g. traffic signal phasing that prevents conflicting movements while remaining respectful to people walking and cycling), or priority (e.g. Copenhagen crossings). At minor road junctions, cycle lanes and footways should be continuous and have priority. The Histon Road LLF understands that in many cases the space within the highway boundary is too constrained to produce ideal designs and therefore trade-offs must be made. Some examples of trade-offs are: tarmac vs landscaping and on-street parking vs safer cycle lanes.	The scheme should aim to segregate cyclists from traffic where possible within the constraints of highway width and should thus aim to make provision for safer and more convenient routes for cycling and walking. The scheme design should also seek to redesign all minor side road junctions to provide as much priority for walking and cycling movements as possible and to enhance their safety. The suggested 'Copenhagen' style design would be a good starting point upon which to base future design work. Recommended response: Support the resolution
Parking between Rackham Close and Victoria Road Junction	

The Histon Road LLF workshops were concerned about the effect of removing all parking between Rackham Close and the HHVCM junction on businesses and those who are dependent on carers, particularly given the doubts about alternative provision. There was also concern about the	Removing parking along Histon Road would create more opportunities to balance the conflicting needs for highway space. Alternative spaces would need to be provided to cater for any residential properties without off-street parking.
safety hazards that parked cars present to people cycling along Histon Road and people crossing the street (Objective 7). The local survey by WSP/Parsons Brinckerhoff of alternative parking near Histon Road, quoted in support of the 'Do Maximum' scheme, does not accord with knowledge of local residents. See Appendix F for details of our local survey of existing	The favoured location to provide alternative spaces would be in neighbouring side roads as providing residents' parking spaces on the main road would conflict with the continuity of other design elements given highway space constraints. This could be linked with measures to prioritise parking in side roads for local needs and to prohibit long stay and commuter parking.
parking provision on Histon Road. R9. The Histon Road LLF does not support removal of parking on Histon Road southwest between Rackham Close and the HHVCM junction,	The design process will also consider the scope for providing 'servicing' areas along the route to cater for deliveries but on some sections this will be difficult without compromising the continuity of other design elements.
without the guarantee of suitable alternative parking elsewhere. The Histon Road LLF therefore requests the City Deal Board, before making my decisions about parking: (a) to instruct officers to carry out a current parking survey to discover the information listed in the preamble above.	Recommended response: Support the requirement for a further parking survey, the methodology of which to be
(B) to commission an environmental report on the likely effects that removal of parking will have in terms of noise, vibration and air quality for residents on the west side of Histon Road. (c) to support the introduction of extended parking controls throughout the city.	fully agreed with the Histon Road LLF in advance. Further evaluate options to accommodate short term parking for businesses along this section of Histon Road and well as options for the relocation of residential
	parking to side roads, having reviewed the results of the parking survey.
Trees Under Preservation Orders and the Rows of Trees, Hedges and	
Grass Verges The streetscape with trees provides a sense of place, aesthetic interest, better air, better drainage, and lower flood risk. Mature trees take years to replace if destroyed. They have considerable amenity value throughout	The Executive Board has previously indicated its expectation that the scheme design would include bus lanes to achieve priority for bus movements
the seasons. There is room for cycling and walking provision without the need to remove trees or acquire gardens if the controversial bus lanes of dubious value are omitted (Objectives 5 and 7).	Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary, removing trees, encroaching on space needed to provide safer cycling facilities.
R10. The Histon Road LLF requests the City Deal Board to preserve existing roadside trees, particularly trees with preservation orders,	Officers need to fully evaluate the impact that this will have on bus priority and whether

hedges, grass verges and gardens on Histon Road and to avoid irrevocable loss of environmental amenities. Any tree or hedge along Histon Road that has to be removed for any reason must be replaced with a mature tree or hedge.	or not alternative measures can be implemented to help enhance bus journey time reliability. It should be noted that in respect to private residential garden plants and hedges, which over time have encroached over and into the highway boundary, will likely need to be cut back to the highway boundary to enable the delivery of any scheme along Histon Road, due to the narrowness of the road.
	Recommended response: Support the principals set out in this resolution subject to further analysis on the impact on bus priority and scheme delivery.
Traffic Reduction Measures	
The Histon Road LLF supports the traffic reduction measures already under consideration, e.g. workplace parking levy, extended parking controls a cost the city and added Park & Ride capacity. We would encourage an	The GCP has undertaken a city wide ANPR study that will allow origin and destination data to be evaluated.
Reference of attention on overall traffic reduction rather than how densities a solution of attention on overall traffic reduction rather than how densities a solution of attention of a solution of	The GCP is looking at provision of Park & Ride sites.
Subscription on Histon Road and journey times for buses would be considerably reduced, and bus patronage thereby increased (objective 6),	The GCP's 8-point plan being developed to tackle congestion in Cambridge includes proposals to tackle commuter parking.
if there were fewer cars using the road. Effective measures to achieve this need to be based on knowledge of the starting point and final destination of car users.	As part of this work the opportunity could be taken to develop wider parking controls in the neighbouring areas to remove commuter parking and introduce further residents parking schemes as envisaged in the GCP's 8-point plan.
Increased use of public transport is not simply a matter of reduced journey times for buses on Histon Road, even if that could be achieved. Passengers have to be able to get to bus stops by walking or cycling, or by driving to Park & Ride facilities, and the onward connections to their destination have to be readily available and quick. All bus services need to be frequent and usable. Bus services must operate during the evenings. R11. The Histon Road LLF requests the City Deal Board to rebalance its	Recommended response: Note the resolutions and consider in the context of the City Access study
approach in favour of proposed traffic reduction measures that will	

R12. The Histon Road LLF requests the City Deal Board to expand the scope of the project further north along the B1049 as far as the A14 roundabout to ensure continuous provision for all forms of transport.	
Continuity Across the A14 Junction The Histon Road scheme currently ends with its northern boundary just south of the King's Hedges Road junction. It is an advantage to all modes of transport for the City Deal scheme to join up with existing provisions at the A14 roundabout.	Recommended response: Support the resolution to expand the scope of the project further north along the B1049 as far as the A14 roundabout
produce great benefits for walking, cycling and public transport without controversial carriageway expansion that will have a negative impact on the environment and character of the locality. We request the City Deal Board to work in partnership with the County Council to promote traffic reduction along Histon Road. This could include: (a) instructing the necessary officers to determine the origin and destination of existing car users travelling on Histon Road; (b) prioritising the identification of a suitable Park&Ride site some distance away from the Histon Road/A14 junction (and also possibly another near the Girton interchange) to relieve pressure on Histon Road, and also allocating funds for purchase and construction of the facilities; (c) supporting the proposal from Oakington Parish Council on the consultation on Rural Transport Hubs dated December 13th, 2016, regarding a bus hub location where the goided busway intersects with Station read in Oakington; (b) placing greater emphasis on broader schemes to reduce incoming traffic, e.g. workplace parking levy, extended parking controls on residential streets, encouraging schools and employers to provide transport from pickup points, etc.	



Growing and sharing prosperity
Delivering our City Deal

Report To:	Greater Cambridge Partnership Joint Assembly	2 November 2017
Lead Officer:	Niamh Matthews – Strategic Programme and C Manager	commissioning

Quarterly progress report

Purpose

- 1. To update Joint Assembly members on progress across the Greater Cambridge Partnership (GCP) programme.
- 2. For Joint Assembly members to note the officer recommendations to the Executive Board on Cambridge South station, Park and Ride subsidy, Girton Interchange and Cambridgeshire rail Study. Detail in annex's two – five below.

					S	Statu	S*
Funding type	2017/18 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	Forecast variance (£000)	Previous ¹	Current	Change
Programme Budget	12,521	2,312	10,412	-2,109			\leftrightarrow
Operations Budget	3,662	947	3,569	-93			$ \longleftrightarrow $

Programme finance overview (to end September 2017)

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

3. The table above gives an overview of finance to the end of September 2017. For further information about finance see **Appendix 1**.

¹ Throughout this report references to "previous status" relates to the progress report last considered by the Joint Assembly and Executive Board

Housing & strategic planning

"Accelerating housing delivery and homes for all"

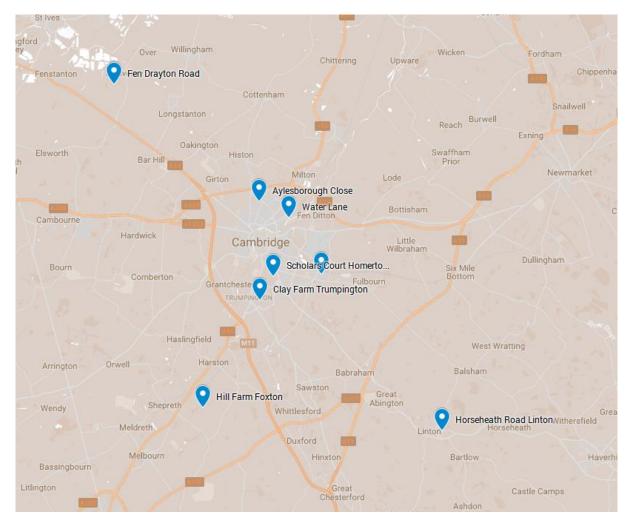
					Statu	S
Indicator	Target	Timing	Progress/ forecast	Previous	Current	Change
Housing Development Agency – new homes completed (2016/17)	250	2016/17	274			$ \longleftrightarrow $
Delivering 1,000 additional affordable homes** ²	1,000	2011- 2031	923			$ \longleftrightarrow $

**Based on housing commitments as at 23 September 2017

4. Housing Development Agency completion locations:

Scheme	Ward / Area	Completions
Colville Road – CCC	Cherry Hinton	35
Water Lane – CCC	Chesterton	24
Aylesborough Close – CCC	Arbury	35
Clay Farm – CCC	Trumpington	46
Homerton – CCC	Queen Edith's	95
Fen Drayton Road – SCDC	Swavesey	20
Horseheath Road – SCDC	Linton	4
Hill Farm – SCDC	Foxton	15
Total New Homes		274

² On rural exception sites and 5 year land supply sites in the rural area



Delivering 1,000 additional affordable homes

- 5. The methodology agreed by the Executive Board for monitoring the 1,000 additional homes means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements can any affordable homes on eligible sites be counted towards this target. Based on the latest published Greater Cambridge housing trajectory (published in December 2016 in both Councils Annual Monitoring Reports), it is anticipated that in 2019-20 there will be a surplus of completions compared to the cumulative annualised requirement, and therefore any affordable homes on eligible sites anticipated to be delivered from then on can be counted. Until 2019-20, affordable homes being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 6. The table above shows that it is already anticipated on the basis of known planning permissions and planning applications with a resolution to grant planning permission that 923 affordable homes on eligible sites will be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 92% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.

7. Additional sites will continue to come forward, providing additional affordable homes that will count towards this target. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

Skills

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

Indicator	Target/ profile	Progress	Status Brevions Brevions	Current	Change
Employability events supported for 11-16 year olds	100	137			••
Employability events supported in Primary Schools	10	11			••
Employability events supported for 16-18 year olds	30	44			
Schools engaging in briefings about work experience	16	16			
Young people engaged in briefings about work experience	1,500	2,469			
Providing information on the local labour market	18	18			

September 2015- October 2017

- 8. We are awaiting a final evaluation from Form the Future on their work over the last 12 months. This will be reported in the February Board cycle. Form the Future have engaged and worked with over 288 employers and providers to deliver this programme. The types of events vary and where possible apprenticeships will be part of the employability events in some way but they have also delivered 70 Apprenticeship specific events to parents and young people. Apprenticeship support material have been developed and disseminated to schools and some of the CPD events and activities have had an apprenticeship focus.
- 9. The February Board cycle will report back to the Board the progress that Form the Future have made from August October 2017.

Careers Champions

- 10. GCP has also supported schools to develop their capacity by providing access to two programmes:
 - a) A Careers Coaching programme with a company called Talentino 9 schools and 79 staff
 - b) L4 & L6 Units of the Careers qualification upskilling staff to ensure that those providing careers Information Advice and Guidance are appropriately qualified. This is delivered by Cambridgeshire County Council - 6 schools 11 staff

Both of these programmes are still ongoing and some schools are now exploring/committed to the Careers Quality Award as a result.

Training Needs Analysis

11. Through CRC, GCP is supporting an increased awareness raising campaign amongst our businesses, across our priority sectors, to conduct a Training Needs Analysis (TNA) and discuss how apprenticeships could be part of their workforce development plans. CRC are aiming to deliver 179 TNA's (67 of which will be with employers that were previously not working with CRC). Progress as of the end of June is as follows;

Contracted TNA's	Actual TNA June	Sector
50	15	Construction
24	11	Adv Manufacturing
15	5	IT
30	5	Life Sciences
60	12	Engineering
179	48	

Apprenticeships

- 12. The total number of apprenticeships in Greater Cambridge in the 2015/16 academic year was 1,550 an 18% increase against the 2014/15 total of 1,310. Whilst the increase cannot be solely related to GCP activity, the increase does correlate with the start of GCP's activity on skills. This growth is reflected across all levels of apprenticeship: higher, advanced and intermediate.
- 13. The GCP is further developing is skills strategy through the Skills Working Group work. It will report back early 2018 on it progress.

Smart Places

"Harnessing and developing smart technology, to support transport, housing and skills"

				Statu	S
Project	Target completion date	Forecast completion date	Previous	Current	Change
Establishment of an Intelligent City Platform (ICP)	Com			↔	
ICP Early Adopters	Autumn 2017	December 2017			↔
Digital wayfinding at Cambridge Station	ТВС	TBC (target Apr 18)			\$
First steps to Intelligent Mobility	Com			\leftrightarrow	
Phase 2	2020	2020			\leftrightarrow

14. Digital wayfinding at Cambridge Station

Following a successful meeting of key stakeholders on 12 Oct 17, the project working group has been re-established and partners need very keen to progress this initiative rapidly. Next steps include:

- Organising a supplier day to understand the 'art of the possible
- Reviewing similar schemes in other cities
- Reconfirming the locations for the devices in the light of Brookgate's development plans and the possibility of a manned ticket/train information hut outside the station

15. *MotionMap travel app*

The app is now available in the Beta sections of both the Google Play and the Apple App Stores and can be installed by approved testers. However, further deployment to the wider group of testers has been suspended due to an issue with live bus data which means it is frequently unavailable. It is currently unclear whether the fault lies with the app itself or the data that feeds it. Google, which uses the same feed of data, appears to be suffering from many of the same problems experienced by motionmap. However, since live bus data is one of the main features of motionmap, it is vital that the problem is resolved. The problem is being investigated by a joint team from the GCP, the university, the app developer and one of the bus data providers.

16. Data Audit

An ITT has been published for the provision of an audit of transport data. The audit will set out where the data is stored and any barriers to it being used including quality of the data, ownership, accessibility and reliability. The audit is a first step in making robust data and evidence more readily available.

Transport

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

Transport delivery overview

							Status	6
Project		Delivery stage	Target completion date	Forecast completion date	Previous	Current	Change	
			Tranche 1 sch	nemes				
Histon Road bu	is priority		Design	2022	2022			←→
Milton Road bu	s priority		Design	2021	2021			<->
Chisholm Trail	ovelo linke	Phase 1	Design	2018	2019			¥
		Phase 2	Design	2020	2021			\leftrightarrow
Cambourne to Corridor	-		Design	2024	2024			←→
City Centre Cap ["City Centre Ac			Design	TBC	TBC	N/A	N/A	N/A
A1307 Bus Pric	A1307 Bus Priority		Design	2020	2020			\leftrightarrow
	Fulbourn / Cherry Hinton Eastern Access		Construction	**2019	**2019			$ \longleftrightarrow $
	Hills Road Addenbro corridor		Construction	2017	2017			+
Cross-city cycle improvements	Links to E Cambridg Fen Dittor	e & NCN11/	Construction	2018	2018			
	Arbury Ro	ad corridor	Construction	2018	2018			<►
	Links to C North Stat Science P	ion &	Construction	2018	2018			
A10 cycle route (Shepreth to Melbourn)			Completed (summary at annex 7)					
		202	0+ scheme dev	velopment				
Western Orbital		Preferred option design						
Ely to Cambridge Transport Study (formerly A10 North Study & initial works)		Options development						
Greenways			Options development					
Rural Travel Hu	lbs		Options development					

** Previous report showed 2018 due to input error

Chisholm Trail

17. Since the last progress report was published, a contractor, Carillion Tarmac, has been appointed to work alongside the project team to consider matters of buildability, programme and efficiency. Following the completion of detailed design, the contractor will be asked to reprice the project, and subject to a satisfactory outcome, will be awarded the contract, and construction work will begin on Phase 1 – currently planned for Spring 2018. This was originally due to commence in November 2017. There is a subsequent knock on effect on the completion date, which is now forecast to be February 2019 rather than mid-2018.

	Transport finance over	erview (to end	September 2017)
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	Total	2017-18 Spend		Forecast	Forecast Variance	2017-18 budget status		et
Project	Budget (£'000)	Budget £'000	to date £'000	Spend – Outturn £'000	− Outturn £'000	Previous	Current	Change
Histon Road bus priority	4,280	200	2	163	-37			
Milton Road bus priority	23,040	800	127	242	-558			\leftrightarrow
Chisholm Trail	8,400	2,025	231	1,525	-500			\leftrightarrow
Cambourne to Cambridge / A428 corridor	59,040	1,200	445	1,200	0			\leftrightarrow
Programme management & Early scheme development	4,950	950	168	950	0			\leftrightarrow
A1307 Bus Priority	39,000	1,000	51	500	-500			\leftrightarrow
Cross-City Cycle Improvements	8,000	3,537	1,077	3,300	-237			$ \bullet $
Western Orbital	5,900	600	171	600	0			\leftrightarrow
Ely to Cambridge Transport Study	2,600	783	129	783	0			\leftrightarrow
A10 cycle route (Shepreth to Melbourn)	550	0	13	39	+39			$ \longleftrightarrow $
City Centre Access Project	8,045	1,426	261	1,200	-226			\leftrightarrow
Total	163,805	12,521	2,675	10,502	-2,019			\leftrightarrow

18. The A10 cycle route (Shepreth to Melbourn) scheme opened in March and is slightly under overall scheme budget. The finance table shows £39k expenditure in 2017-18 against a £0 budget for this year, which is the result of delay in payment of a final bill that was expected to finalised in 2016-17, but does not constitute an over-spend on the overall project.

Note to reader – RAG Explanations

Finance tables

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

Indicator tables

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

Project delivery tables

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

List of appendices

- (a) Appendix 1 Financial monitoring to the end September 2017 including NHB and S106 position
- (b) Appendix 2 Update on Cambridge South station
- (c) Appendix 3 Park and Ride subsidy
- (d) Appendix 4 Girton Interchange
- (e) Appendix 5 Cambridgeshire Rail Study
- (f) Appendix 6 Update on Greenways Projects
- (g) Appendix 7 Update on Cambridge Royston A10 Corridor Cycle Scheme
- (h) Appendix 8 Executive Board forward plan of decisions

Financial monitoring to the end of September 2017

S106 position

The current GCP budget assumes a total of £44.5m S106 receipts will be received. To date £7.9m of S106 has actually been received and a further £15.6m of S106 agreements have been signed. The future estimates of S106 receipts are currently being reviewed and will be built into the updated Financial Strategy coming to the March Executive Board.

New Homes Bonus position

The current GCP position on New Homes Bonus assumes the below contributions. The figures will be reflected in the updated Financial Strategy coming to the March Executive Board.

NHB Contribution to GCP	2016/17	2017/18	2018/19	2019/20
	£m	£m	£m	£m
Cambridge City Council	3.166	2.981	2.705	2.249
South Cambs District Council	2.632	1.923	1.029	1.311
Cambridgeshire County Council	1.457	1.023	0.756	0.726
Total	7.256	5.927	4.490	4.286

1. Programme Budget

1.1 A summary of the expenditure to September 2017 against the budget for the year is set out in the table below:

Project Description	Total Budget £'000	2017-18 Budget £'000	2017-18 Expenditure to date £'000	2017-18 Forecast Spend - Outturn £'000	2017-18 Forecast Variance - Outturn £'000
Histon Road Bus Priority	4,280	200	2	163	-37
Milton Road Bus Priority	23,040	800	91	242	-558
Chisholm Trail	8,400	2,025	184	1,525	-500
Cambourne to Cambridge / A428 Corridor	59,040	1,200	412	1,200	0
Programme management & Early scheme development	4,950	950	144	950	0
A1307 Bus Priority	39,000	1,000	49	450	-550
Cross-City Cycle Improvements	8,000	3,537	928	3,300	-237
Western Orbital	5,900	600	155	600	0

A10 North Study & initial work	2,600	783	124	783	0
A10 cycle route (Shepreth to Melbourn)	550	0	13	39	+39
City Centre Access Project	8,045	1,426	261	1,160	-266
Total	163,805	12,521	2,312	10,412	-2,109

- 1.2 The explanation for variances is set out below.
- 1.3 Histon Road Bus Priority

The current forecast shows that there is likely to be an underspend of £37k as the decision to complete the Milton Road project before Histon Road, has had an impact on the programme.

More detailed forecasts are expected to be available at the end of this month and it is likely that the forecast variance outturn will increase as further time will be spent on responding to Local Liaison Forum (LLF) resolutions, Board Meeting November 2017, and the next round of design work, March 2018, before moving into the more detailed design stages of the project.

1.4 Milton Road – Bus Priority

The current forecast shows that there is likely to be a shortfall of £558k in spend. This is due to further time being spent on responding to LLF resolutions, resulting in a further round of modelling and design which has affected programme timescales and impacted on the forecast variance outturn.

1.5 Chisholm Trail

The planning application for Phase One between Cambridge North station and Coldhams Lane has been approved by the JDCC (Joint Development Control Committee), and there are extensive pre commencement planning conditions to be discharged. This process took longer than expected, and based on the current 2017/18 budget, there is likely to be an underspend of £500k which would carry into 2018/19.

A contractor, Carillion Tarmac, has been appointed to work alongside the project team to consider matters of buildability, programme and efficiency. Following the completion of the detailed design, the contractor will be asked to reprice the project, and subject to a satisfactory outcome, will be awarded the contract, and construction work will begin on Phase 1 – currently planned for Spring 2018.

1.6 Cambourne to Cambridge / A428 Corridor

The current forecast shows that expenditure for this project is expected to fall within budget for 2017/18.

There has been further instruction to undertake additional analysis on route options and Park & Ride locations arising from concerns expressed at the Local Liaison Forum.

As predicted, there has been an upward trend in spend as the project continues to evolve.

1.7 Programme management & early scheme development

The development of the Cambridge Sub-Regional Model (CSRM 2) the CCC Transport Model remains a significant piece of work as major projects continue to develop. Initial resources for work on the prioritisation of CSRM2 Modelling work to develop the future Investment Strategy have now been allocated, and are now accounted for in this figure.

1.8 A1307 Bus Priority

The current forecast shows that there is likely to be an underspend of £550k.

Further additional technical work has taken place and new options have been generated through Local Liaison Forums which will need to be taken back to the GCP Board in November 2017. This has delayed public consultation and surveys planned for 2017 to 2018, and also surveys and land referencing work.

The budget for 2017/18 has been reviewed and was previously over-estimated. A more achievable budget is now proposed that takes into account slippage, but also additional work.

1.9 Cross-City Cycle Improvements

The current forecast shows that there is likely to be a shortfall of £237k in spend as construction work has commenced on three out of the five projects.

For the other two schemes, detailed design, utility diversions and localised consultations are underway with work due to commence on all schemes by February 2018.

Some additional design work to address road safety audit issues and the transition to a new highway services contract have resulted in a slight delay in the delivery of some of the schemes and hence a slightly reduced spend profile in 2017/18. This delayed spend is instead expected in 2018/19.

1.10 Western Orbital

Current forecast figures are not predicting a Forecast Variance Outturn and spend is currently on track as projected.

The scheme has been reviewed and design time reduced, resulting in a reduction in costs in 2017/2018 as options at the Trumpington Park and Ride site and junction slip roads 11, 12 and 13 are currently being examined and being presented to the GCP Executive Board in September and November respectively.

A10 North Study & initial work (Tranche 2) 1.11

> Expenditure for the study, which will conclude at the end of the calendar year is expected to fall within the budget for 2017/18. However, recommendations that emerge from the study are likely to generate further detailed work which may need to draw on this budget. More detailed forecasts are expected to be available at the end of the calendar year which will be able to inform this.

1.12 A10 cycle route (Shepreth to Melbourn)

> This project is complete and final costs remain on target. Revised expenditure of £39,000 provided for 2017/18 to allow for late payments to the contractor.

1.13 City Centre Access project

> Last month it was reported that there would be an underspend of £500k. This has now been reduced to £266k as work on ANPR (Automatic Number Plate Recognition) and feasibility studies have kept actual spend in line with expectations.

Other possible initiatives currently under discussion may reduce the variance further but not beyond the £1.4 million budget.

2. **Operations Budget**

2.1	The actual expenditure incurred in 2017-18 is as follows:
	-

Activity	Budget £000	Budget to date £000	Actual to date £000	Forecast Outturn £000	Forecast Variance £000
Programme Central Co-Ordination Function	644	335	296	644	0
Strategic Communications	303	283	124	303	0
Skills	211	116	125	211	0
Economic Assessment	20	0	0	20	0
Smart Cambridge	1,009	365	109	1,009	0
Housing	200	50	50	200	0
Affordable Housing	40	0	0	0	0
Local Authority Administration Costs	71	71	71	71	0
Developing 12 cycling greenways	200	100	70	200	0
Electric Vehicle charging	25	25	25	25	0
Travel Audit	150	50	0	150	0
Travel Hubs	100	25	0	100	0
Cambridge Promotions	40	40	40	40	0
Towards 2050- Strategic Planning & Transport framework	230	58	20	230	0
City Centre Movement & Spaces	150	38	0	150	0
Residents Parking Implementation	269	135	17	176	-93
Total	3,662	1,691	947	3,569	-93

Cambridge South Station

A station to serve Addenbrooke's Hospital and the Cambridge Biomedical Campus (CBC) has long been a local aspiration. The Campus is now growing rapidly between the Hospital and the Railway Line. The Medical Research Council building will shortly be joined by AstraZeneca's new headquarters, by Papworth Hospital, and alongside further Cambridge University developments. All will bring significant additional employment and increased traffic.

From a regional and a national perspective, the CBC is a key strategic asset. The CBC will play a leading role in the UK Government's Industrial Strategy, as a key contributor to the Cambridge biotech cluster, and the sector's 'golden triangle' of Oxford, Cambridge and London. Over the next decade, the campus will become the largest concentration of healthcare and biomedical research and teaching in Europe.

Transport interventions have been implemented in the form of the Addenbrooke's Access Road and the Cambridgeshire Guided Busway, and further interventions are planned by the Greater Cambridge Partnership to improve local public transport access. However, the proposed station will allow public transport to the station from a much larger catchment area, which will be further expanded when East–West Rail is delivered.

Key Statistics:

Number of people working at CBC: 12,000 (2017) increasing to 30,000 (2031) Number of trips to the Campus per day 23,000 (2015) Mode Share (2015)

	Staff	Visitors
Car	35%	86%
Bus	28%	9%
Cycle	33%	4%
Walk	3%	1%

Discussions are currently underway with Central Government and other local partners to agree a funding package which could potentially see the creation of a £10M fund to invest into the development phase of this project. This funding agreement has the potential to greatly accelerate the delivery of the station and support on the ongoing development of the Cambridge Biomedical Campus.

As part of this development phase, the Executive Board will be asked to agree to make up to £1.75M contribution, with up to £8.25M from other national and local partners.

Parking and Park and Ride

1. Background

- 1.1. Officers have been working to develop a more 'joined-up' approach to managing parking within and around Cambridge with the aims of tackling congestion and promoting modal shift whilst still supporting local business by allowing some short-stay parking within the City Centre and encouraging greater use of Park and Ride. This includes a package of joining up policies and charging for on and off street parking, Residents Parking Zones and Park and Ride.
- 1.2. Park and Ride is the major transport alternative to the private car in the city centre and it offers the potential to minimise congestion and air pollution within the central area and maximise the potential for sustainable access. Better bus services and expanding the use of Park and Ride is a key pillar of the City Access strategy.
- 1.3. A parking charge of £1 a day was introduced to all Park and Ride sites in the county in 2014 for budgetary reasons and following this, there was a reduction a reduction in Park and Ride bus patronage. Following the initial drop in patronage, a further fall has been seen which mirrors general national trends in bus usage which are downwards.
- 1.4. The current costs of running and income from the park and ride sites in the GCP area is as follows. To offset the loss to the County Council from removing the charge, it is proposed that 50% of the lost income rather than the costs of operating the sites is funded by the GCP.

Annual income	£1,062,000
Annual costs	£1,604,722
Staffing	£350,417
Business rates	£416,514
Operation of ticket machines and ongoing	£143,150
replacement	
General and grounds maintenance	£139,000
Cash collection	£60,000
Electricity	£42,000
Card payment processing	£14,600
Security	£11,000
Other costs	£56,326
Proportion of concessionary fares allocated to park	£371,715
and ride operation	

1.5. Removal of the parking charge will be attractive to those passengers currently using the park and ride sites as it will reduce their costs by £1 per vehicle. It is also likely to attract more users to the sites which will in turn reduce congestion in Cambridge City. The impact of the removal of the Park and Ride parking charge will be increased as more Residents Parking Zones, funded by GCP, are implemented across the City.

The Executive Board will be asked to allocate 50% (£531k) of the annual costs of operating the Park and Ride sites in the GCP area, and with an equivalent County Council contribution, to enable the removal of the £1 parking charge from 1st April 2018 to improve and incentivise the use of Park and Ride.

Appendix 4

Girton Interchange Study

For some time, local stakeholders have considered that provision for an 'all-movements' Girton interchange at junction 14 of the M11 is an important part of a strategy which delivers growth in the corridor and relieves congestion on Madingley Road in Cambridge. Work has been carried out recently to consider whether short term additional movements (i.e. from west to south) could be added, but this was not feasible due to the constraints of the current highway boundary and the A14 upgrade work.

Therefore, in discussion with Highways England, it is proposed that we commission a study to demonstrate the long term benefits of scheme which upgrades the Girton Interchange to be 'all-movements' and makes the compelling case for inclusion in the RIS. Such a scheme needs to be seen alongside the development of the East-West Expressway as it will help to maximise the value and benefits of that scheme as well as addressing local issues.

This study will be completed within six months in order to feed into the consultation process on RIS 2 and is expected to cost in the order of £100,000. The Executive Board will be asked to agree to allocate up to £100k towards the cost of the study.

Cambridgeshire Rail Study

It is proposed that we commission a joint study with DfT, the Combined Authority, and the County Council, aimed at identifying and considering any fully committed rail projects/programmes and the most up to date growth and demand figures to establish a baseline. The study will then assess the aspirational train services required to accommodate the forecast and latent rail based demand up to 2043 and any wider stakeholder proposals. The study is to establish the required rail interventions to allow for the appropriate rail offering to be included in future transport investment priorities. It will cost in the region of £300k and will be carried out by Network Rail over a period of 24 weeks.

The cost is to be split 50% DfT with the remaining 50% being split equally amongst the other three partners, i.e. £50,000 each. Therefore, the Executive Board will be asked to support the allocation of £50,000 as its contribution to the study.

Greenways Update October 2017

Progress & current activities

The project team have now held 4 pre-consultation public engagement events which have been very well received.

The events were held in the following locations:

Fulbourn Greenway

- Cherry Hinton Primary School Wednesday 11th July 2017
- Fulbourn Primary School Tuesday 18th July 2017

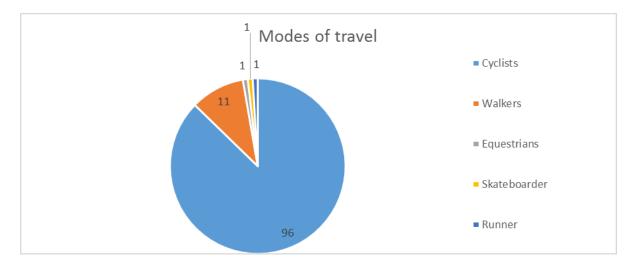
Waterbeach Greenway

- St Johns Church Wednesday 12th July 2017
- Waterbeach Primary School Wednesday 19th July 2017

These events were open to the public and there was a wide cross-section of the community that were in attendance. The responses that we received were overwhelmingly positive about the project in general and some useful, specific and imaginative suggestions were received.

<u>Waterbeach</u>

Over the two evenings 102 written responses were collected. When asked to identify what the main reason for using a Greenway would be, 36% of respondents said they would use it for more than one purpose (e.g. commuting, leisure and accessing services such as schools, shops and libraries). The majority of respondents (75%) felt they would use the Greenway for commuting and the most popular mode of transport was bicycle.



Themes that were identified:

Route

More people expressed a preference for a direct route that runs parallel to the railway line (33%) than any other option. The respondents told us that the preferred route should be direct, wider than current routes with a hard, smooth surface.

Additionally a significant number of people (9%) highlighted the importance of an attractive environment to encourage both leisure users and commuters.

Safety

A high number of responses (20%) suggested that provision on the A10 (current provision) is too narrow and dangerous. There are some constraints that would make improvements to this route challenging.

Personal safety was raised by 15% of respondents whilst 20% requested that the route should be well lit. Others suggested that separation of modes and cycle priority crossing of side roads was important to achieving continuity.

Links

We asked people to comment on where they would like the Greenway routes to start and end. In Waterbeach the railway station was the preferred location for a start point and a number of people pointed out the future potential link to a newly located train station to the north of the village. In addition this location allows for potential links to the village centre as well as to the new developments to the north of the village and the business park beyond. The end point was less well defined but the new Cambridge North station with its links to the forthcoming Chisholm Trail and the Busway was raised by a number of people.

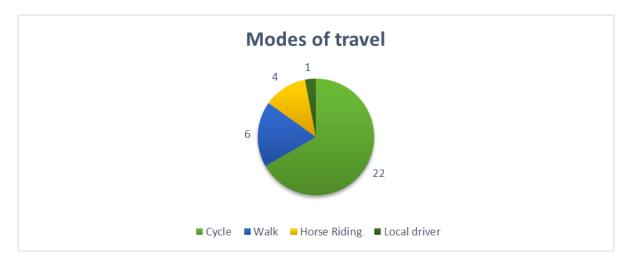
Many also took the opportunity to suggest routes to be extended to areas that are currently beyond the scope of this project. Suggested locations were Ely, Denny Abbey, Wicken Fen, Chittering, Cottenham, Impington, Bottisham, Landbeach, and Stretham. All of these suggestions have been compiled to support future proposals should further funding become available.

Project Board Approval

Based on these results the project board gave approval to go-ahead and consult on options proposals for a new route parallel to the railway line between Waterbeach and Fen Road. This route is subject to discussions with landowners. The public will be presented with options for the route between Fen Road and Cambridge North railway station which is also subject to further landowner and feasibility work.

<u>Fulbourn</u>

Over the two evenings 39 written responses were collected. When asked to identify what the main reason for using a Greenway would be, 26% of respondents said they would use it for more than one purpose (e.g. commuting, leisure and accessing services such as schools, shops and libraries). More respondents felt they would use the Greenway for leisure (44%) than commuting (28%) and the most popular mode of transport was bicycle.



Themes that were identified:

Route

More people expressed a preference for a direct route that runs parallel to the railway line (21%) than any other option. The respondents told us that the preferred route should be direct, wider than current routes and barriers should be removed.

Additionally a significant number of people (8%) highlighted the importance of a maintenance plan. This will be included in plans for all Greenway routes.

Safety

15% of respondents told us that segregation from motor traffic is important to them and 10% said that where segregation is not possible speed limits should be reduced. Lighting along the route is important to 10% of respondents and improved safety around the Railway Bridge and ramps was noted by 3% and also discussed in the meetings by many more residents.

Links

Many respondents took the opportunity to suggest routes to be extended to areas that are currently beyond the scope of this project. Suggested locations were Teversham, Bottisham, Addenbrookes, Wilberton Station, Sawston and The Wilbrahams (some of these locations will be on the Greenway network but village to village links are currently out of scope). All of these suggestions have been compiled to support future proposals should further funding become available.

Project Board approval

Based on these results the project board gave approval to consult on options proposals for an improved route between the Carter Bridge to Cherry Hinton which will focus on improved surfacing and continuity. This section of the route will include replacement of the existing railway bridge. We will consult on 2 options between Cherry Hinton High Street and Yarrow Road. Either a direct route along the railway line (subject to discussions with Network Rail) or an improved route using Teversham Drift. The public will also be asked to comment on proposals to reduce speed limits and give increased priority to Greenway users along Fulbourn Old Drift and Cow Lane as far as Fulbourn.

Spend to date

Overall budget of £480,000 for two years of development work. Spend so far is £44,636. The scheme is expected to be delivered within budget.

Key risks & mitigations

A risk register has been compiled alongside associated mitigation measures. This log will be regularly updated throughout the project to reflect progress and emerging challenges.

Appendix 7

Update on completed A10 Cambridge-Royston Pedestrian and Cycle Route

The Cambridge to Royston cycle route is a new foot and cycleway providing safe travel between South Cambridgeshire and key city sites. The scheme was opened on Wednesday 15th March in an official ceremony attended by members of the community and project leaders.

The £550k cycleway was the first GCP project to be delivered and connects the village of Melbourn to Cambridge via a safe 2.5m-wide and 2.5km-long cycle path. The path connects the village to existing cycle ways, bridging a gap in the off-road route. It offers local cyclists and pedestrians' safe travel between Melbourn, Meldreth, Shepreth and Foxton to rail stations and key employment sites such as Melbourn Science Park and Sagentia.

Notice is hereby given of:

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

A 'key decision' is one that is likely:

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

Item title		ice of confidential or exempt information, if propriate)	Officer lead(s)	Key decision?
Executive Board: 22 November 2017 Reports for each item to be published: 10 N			November 2	017
A1307 Three Campuses to Cambridge	To consider and approve public consultation on the revised package of measures, following the Local Liaison Forum workshop process.		Chris Tunstall	No
Western Orbital	Considerations of wider P&R interventions and Junction improvements on M11.		Chris Tunstall	No
Histon Road	Responses to LLF resolutions		Chris Tunstall	No
GCP quarterly progress report	 To monitor progress across the GCP workstreams, including: The latest financial monitoring information. Six-monthly report on housing. Six-monthly report on Smart Cambridge. Update on skills. 		Niamh Matthews	No
Executive Board: 8 February	/ 2018	Reports for each item to be published: 29	January 201	8
Rapid Mass Transit Strategic Options Appraisal	To present the findings of the Strategic	Options Appraisal.	Chris Tunstall	No
Foxton Rail Crossing	Outline scheme proposals for inclusion in the programme		Chris Tunstall	No
A1307 Haverhill to Cambridge	To approve the public consultation.		Chris Tunstall	Yes

Rural Travel Hubs	To present the findings of the feasibility report and agree next steps.			No
A10 Cambridge to Ely study	To feed back on the feasibility study.		Tunstall Chris Tunstall	No
'Our Big Conversation'	To update on 'Our Big Conversation' a	nd interim findings.	Rachel Stopard	No
Executive Board: 21 March	2018	Reports for each item to be published: 9 M	arch 2018	
Histon Road bus priority		s a basis for detailed design work and the e, to facilitate further public and statutory	Chris Tunstall	Yes
City Access Strategy	To update on the City Access Strategy intelligent signals and electric/hybrid bu		Chris Tunstall	No
Milton Road bus priority	To consider the final detailed design for Milton Road and the interim business cases as a basis for public and statutory consultation to facilitate the final engineering designs and build process.		Chris Tunstall	Yes
Greenways	To consider the outcomes of initial engagement and approve public consultation on proposals.		Chris Tunstall	No
GCP Future Investment Strategy & 2018/19 budget setting	To approve the principles of the Future Investment Strategy and the budget for 2018/19		Rachel Stopard	Yes
GCP quarterly progress report	 To monitor progress across the GCP workstreams, including: The latest financial monitoring information Six-monthly report on skills Six-monthly update on GCP Strategic Risk Register 		Niamh Matthews	No
Executive Board: 5 July 201	8	Reports for each item to be published: 25	June 2018	
A428/A1303 Better Bus Journeys Scheme	Full Outline Business Case for options for investment Cambourne to Cambridge.		Chris Tunstall	Yes
A1307 Haverhill to Cambridge	To consider the results of public consultation and agree to prepare the Business Case for the package of improvements.		Chris Tunstall	No
Chisholm Trail cycle links	To approve construction of phase 2 of the scheme subject to planning permission.		Chris Tunstall	Yes
GCP quarterly progress report	 To monitor progress across the GCP workstreams, including: The latest financial monitoring information Six-monthly report on housing. 		Niamh Matthews	No

	 Six-monthly report on Smart Ca 	ambridge		
Executive Board: 11 Octobe	r 2018	Reports for each item to be published: 1 O	ctober 2018	
Western Orbital	Full Outline Business Case for medium term P&R Expansion at J11, Park & Cycle at J12 and associated junction improvements.		Chris Tunstall	Yes
A1307 Haverhill to Cambridge	To approve detailed design on the package of improvements.		Chris Tunstall	Yes
Histon Road bus priority <i>WG item</i>	To consider the final detailed design for Milton Road and the interim business cases as a basis for public and statutory consultation to facilitate the final engineering designs and build process.			Yes
Milton Road bus priority	To consider the results of Public Consultation and give approval to any proposed modifications to the final detailed design, approve the final business case, as a basis for the engineering design and build process.		Chris Tunstall	Yes
GCP quarterly progress report	 To monitor progress across the GCP workstreams, including: The latest financial monitoring information Six-monthly report on skills Six-monthly update on GCP Strategic Risk Register 		Niamh Matthews	No
Executive Board: 6 Decembe		Reports for each item to be published: 26 I	November 2	018
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: Niamh • The latest financial monitoring information Niamh • Six-monthly report on housing. Matthews • Six-monthly report on Smart Cambridge Niamh			No

Corresponding meeting dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
22 November 2017	10 November 2017	2 November 2017	23 October 2017
8 February 2018	29 January 2018	18 January 2018	8 January 2018
21 March 2018	9 March 2018	28 February 2018	16 February 2018
5 July 2018	25 June 2018	14 June 2018	4 June 2018
11 October 2018	1 October 2018	20 September 2018	10 September 2018
6 December 2018	26 November 2018	15 November 2018	5 November 2018

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