



**GREATER
CAMBRIDGE
CITY DEAL**

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GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

WEDNESDAY, 25 JANUARY 2017

DECISIONS

Set out below is a summary of the decisions taken at the Greater Cambridge City Deal Executive Board held on Wednesday, 25 January 2017. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

If you have any queries about any matters referred to in this decision sheet please contact Victoria Wallace (019054) 713026 or victoria.wallace@scams.gov.uk

1. PETITIONS

The City Deal Executive Board **NOTED** the petitions received by the City Deal Joint Assembly.

2. FORWARD PLAN

The Executive Board **NOTED** the City Deal Forward Plan and asked that the following items be added:

- To the June 2017 agenda – progress implementing the Mouchel report.
- To the July or September 2017 agenda – Cambridge City Access..

3. CITY ACCESS CONGESTION REDUCTION PROPOSALS: CONSULTATIONS RESPONSES AND NEXT STEPS

The City Deal Executive Board:

a) AGREED that:

- i. Officers should work up and assess options for a package of physical demand management measures.
- ii. Officers should assess existing data and evidence of desired access between destinations to create an overview of measures that will increase access while reducing congestion.
- iii. Physical demand measures should make the best use of the limited road space and capacity in Cambridge, in order to improve bus reliability, cycling and walking, particularly within the designated Air Quality Management Area.
- iv. No further work is undertaken on the package of six peak-time congestion control points consulted upon.

b) AGREED that officers should continue to work up and assess options for the other seven elements of the eight-point plan consulted on, including:

- i. A Workplace Parking Levy: Co-design a workplace parking levy (WPL) scheme with employers with more detail available for Board and public review later in 2017:



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1. To work with individual employers and groups of employers during 2017 on the details of the scheme.
 2. To determine the local transport priorities that will receive the revenue raised, building on employer evidence of transport needs and coordinated with Council infrastructure planners.
 3. To be coordinated with and if feasible form a part of the City Deal and the Local Enterprise Partnership's broader engagement with the business community.
 4. The roll-out to include practical support for employers looking to manage their parking demand in advance of the levy coming into effect.
 5. It is recommended that as far as possible, the Cambridge WPL should resemble the Nottingham template. However, there will need to be agreement on how to charge, the price, its geographical extent, exemptions and how it will be administered and enforced.
- ii. On-Street Parking Controls: **NOTED** that the Cambridge City Joint Area Committee (CJAC) recommended changes to parking policy in Cambridge. The Executive Board **REQUESTED** that officers bring forward a report on complementary measures to be implemented at the same time as changes to on street parking controls.
- iii. Improved Public Space and Air Quality: **AGREED** that officers should:
1. Assess the possibility of establishing a Clean Air Zone and the potential for the introduction of a pollution charge in central Cambridge within the existing Air Quality Management Area. Key criteria for assessing this should be its impacts on: health; the local environment, including air quality and public realm; bus reliability and cycling; business and the economy; deliverability and value for money.
 2. Ensure that initiatives to improve city centre access should continue to consider opportunities for improving the city centre experience and economy and that this should be coordinated with other work across the Partnership that has similar objectives, including planning policy.
- iv. Better Bus Services and Expanded Park & Ride: **AGREED** that officers should continue work to identify how to reduce bus delays on key bus routes by engaging bus operators and finalising the Bus Network Review.
- v. Better Pedestrian and Cycling Infrastructure: **AGREED** that officers should continue to work with other partners to improve cycling and pedestrian infrastructure.
- vi. Travel Planning: **AGREED** that officers should continue to work with Travel for Cambridgeshire to support employers to adopt sustainable policies and practices with regard to travel to work and travel during work.



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- vii. Smart Technology: **AGREED** that officers should continue to work with Connecting Cambridgeshire to develop smart technology solutions and that there is more emphasis placed on Smart Technology by the Greater Cambridge City Deal going forward.
- c) **AGREED** that officers, with partner assistance, should deliver a City Access communication and engagement plan to support these recommendations. The plan will focus on communicating:
- (i) Factual information about the vision for the future;
 - (ii) Statistics and research results;
 - (iii) The need for a package of complementary measures to ensure productivity growth without commensurate growth in congestion;
 - (iv) How we are developing workable solutions by designing them in partnership with those who will be impacted and those impacted if changes are not made;
 - (v) The plan will also set out how the City Access programme fits into the broader plan for city centre revitalisation, and the wider City Deal transport vision and housing plan.
- d) To take these recommendations forward, the Executive Board **AGREED** that proposed work on the individual elements of the City Centre access work be developed through a series of delivery plans. Proposed plans are:
- (i) Data analysis and joined up strategy
 - (ii) Bus improvement delivery plan
 - (iii) Communications and engagement delivery plan
 - (iv) Cycling provision delivery plan
 - (v) Demand management delivery plan
 - (vi) Parking management delivery plan including a workplace parking levy and on-street parking controls
 - (vii) Public space & air quality delivery plan including pedestrian infrastructure
 - (viii) Smart technology delivery plan
 - (ix) Travel planning delivery plan

Reason For Decision: The public and stakeholder consultation undertaken July-October 2016 found there to be a range of views on the best options to reduce peak time congestion in the city, yet there is widespread recognition that 'do nothing' is not an option. This is supported by analysis which shows that if no action is taken to increase the proportion of non-car modes travelling into Cambridge as Greater Cambridge grows, time spent in congested conditions could double by 2030.

The Board's view was assisted by considering the consultation responses and the analysis and recommendations of the Assembly. The Board decided that in addition to continuing to support seven elements in the consultation, a package of physical demand



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management measures should be worked up, and assessed that these were the best combination to be further developed in line with the options criteria adopted following the Call for Evidence.

The concept of six peak-time congestion control points to restrict all vehicles except buses and cycles raised significant and valid concerns, although there was some support for it in consultation, therefore the Board decided not to proceed with it.

The Board agreed that an Air Quality Management Zone including the potential for fiscal intervention through pollution charging, should be investigated given the importance of transport policy in tackling air quality and that air quality was a key theme emerging from the consultation, including when caused by congestion.

4. CHANGE CONTROL AND ISSUE MANAGEMENT

The City Deal Executive Board:

- a) **NOTED** and **ENDORSED** the codification of the principles used in the City Deal for change control and issue management.
- b) **AGREED** the proposed approach for reporting issues and change control.

Reason For Decision: The City Deal has change control and issue management approaches and principles, but these have not previously been set out in one place. Change control and issue management are part of good programme management, which significantly improves delivery of major programmes.

5. PROGRESS REPORT

The Executive Board **NOTED** the City Deal progress report.

6. FINANCE MONITORING

The Executive Board **NOTED** the financial position for the period ending 31 December 2016.