



**Greater Cambridge
Enterprise Partnership**



GREATER CAMBRIDGE
GREATER PETERBOROUGH



**UNIVERSITY OF
CAMBRIDGE**



South
Cambridgeshire
District Council

Report To: Greater Cambridge City Deal Executive Board

18 June 2015

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

Proposal for consultation on Cambridge City Centre access measures

Purpose

1. To outline for the Board proposals to develop a strategy for addressing the congestion that occurs regularly in Cambridge City. This will complement the other measures that have already been agreed by the Executive Board and follows the agreement of the Board to develop more radical proposals for Cambridge City.

Recommendations

2. It is recommended that the Board:
 - a) Approves the process for developing the strategy to address congestion issues in Cambridge City; and
 - b) Approves the development plans for an initial engagement exercise with key traffic generators in Cambridge City followed by a public consultation.

Reasons for Recommendations

3. Congestion is a significant issue within the morning and evening peak periods in Cambridge. In the long run, this will harm business and the environment. Any major new transport measures take a significant period of time to develop and implement and so work needs to start early on developing the proposals.

Background

4. The City Deal programme for the first five years, agreed by the Executive Board on 28 January 2015, contains a number of measures to address specific access issues into and around Cambridge. Alongside that, significant funding has been allocated to develop a City Centre Access Strategy. This will need to be developed with key businesses, stakeholders and the public.
5. The Executive Board agreed to an initial consultation to develop this strategy at its meeting on 27 March. It was noted that this should, if possible, be before the summer break to keep up momentum in developing the strategy. Themes for the measures that could be implemented in Cambridge were as follows:
 - (a) More restrictions on movement – such as the current access controls through the Core Traffic Scheme (e.g. rising bollards);

- (b) Demand management – which could be fiscal (such as workplace parking levies) or physical (such as additional parking restrictions);
 - (c) Capacity enhancement – for example further bus priorities, which are likely to be at the expense of capacity for cars in the most central areas; and
 - (d) Behavioural measures – to encourage use of other modes of transport.
6. Since that point, Officers have been looking at development of the strategy options and the consultation and this report contains recommendations based upon that work.

Addressing congestion issues in Cambridge

7. It is important that any measures for managing congestion in Cambridge are well thought out before implementation and are focussed on addressing the specific issues the City faces. Whilst some more radical measures than those already implemented may be needed, it is important that any such measures target the areas with the greatest problems, promote the economy of the area and benefit the environment. It is also recommended that before any specific 'hard infrastructure' measures are implemented, options for addressing the problem, particularly through behavioural change, are investigated.
8. Following consideration by officers, it is therefore proposed that a three stage approach to the development of this strategy be followed. An initial workshop of Assembly and Board members will be held during June, informed by work undertaken so far on the extent of the problem and some new analysis of the current level of congestion. This will be followed by engagement with a range of the largest traffic generators in the city such as major employers and academic institutions, schools and retailers. This will seek to develop plans with them on how their actions can address the congestion problems and what measures will need to be introduced in addition, through the City Deal. It is expected that this will take place late September and into October.
9. Following that, it is proposed that a wider public consultation exercise be undertaken to test the developing solutions. Implementation of an agreed strategy will take place over at least the first five years of the City Deal programme and a series of shorter and longer term measures is likely.

Implications

10. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered:

Financial

Funding for measures to address congestion in Cambridge is included in the initial five year allocation agreed by the Executive Board. Further funding may be required and depending on the development of the strategy and the measures agreed, this could be achieved by either reallocation of funding within the first five years or allocation of funding from later allocations.

Staffing

Additional staff are likely to be required to deliver this work and this can be funded through the City Deal allocation.

Risk Management

It is necessary to develop a robust and effective package of schemes to provide the greatest impact on economic growth. In the long term, as identified in the original City Deal bid, if congestion problems in and around Cambridge are not addressed, the level of economic growth may diminish and the full potential of the area may not be realised.

In terms of delivery, it is vital that full engagement with stakeholders is undertaken to ensure the vision that is developed matches the needs of local people and businesses. If this work is not undertaken, schemes may be delayed or may not be deliverable.

Climate Change

The City Deal programme is based on the development of sustainable modes of transport which should deliver climate change benefits.

Background Papers

Greater Cambridge City Deal Joint Assembly 12 January 2015 paper and appendices on 2015-20 prioritised infrastructure investment programme:

<http://scams.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=6512&Ver=4>

Greater Cambridge City Deal Joint Assembly 12 January 2015 draft minutes:

<http://scams.moderngov.co.uk/documents/g6527/Printed%20minutes%20Monday%2012-Jan-2015%2015.30%20Greater%20Cambridge%20City%20Deal%20Joint%20Assembly.pdf?T=1>

Greater Cambridge City Deal Executive Board 28 January 2015 draft minutes:

<http://scams.moderngov.co.uk/documents/g6529/Printed%20minutes%20Wednesday%2028-Jan-2015%2014.00%20Greater%20Cambridge%20City%20Deal%20Executive%20Board.pdf?T=1>

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