

*To:* City Deal Executive Board

*From:* Edward Leigh, Smarter Cambridge Transport (local community organisation)

*Subject:* External Review

*Meeting date:* 25 January 2016

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## Question 1: Scheme methodology

May I congratulate the Board on commissioning and publishing an external review, and moving quickly to appoint a new Chief Executive and Transport Director.

However we are concerned that the report only addresses the delivery of schemes already in progress, and does not examine the strategy or methodology for prioritising and developing schemes.<sup>1</sup>

We would not expect Mr Lugg to have conducted a detailed review of schemes, but we would have expected him to examine the methodology involved in:

- drawing up the regional transport strategy;
- prioritising projects; and
- developing schemes.

It would seem to be a wise insurance policy to examine this now, especially in light of Mr Menzies assertion at the October board meeting that a public enquiry into the Cambourne–Cambridge scheme is likely.

Since I have received no response to my request to the Board on 1 September 2016 for documentation, I can only conclude that the City Deal has not adhered to WebTAG<sup>2</sup> as officers

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<sup>1</sup> p.13 Technical Issues: “The question about the overall appropriateness of the transport programme in relation to achieving the City Deal objectives from a technical transport perspective is outside the scope of this review.”

<sup>2</sup> Paragraph 1.1.5 of the [TAG Transport appraisal process](#) sets out the following summary of principles for the Stage 1 appraisal process (my emphases):

- There must be a **clear rationale for any proposal** and it must be based on a **clear presentation of problems and challenges** that establish the ‘need’ for a project.
- There must be consideration of **genuine, discrete options**, and not an assessment of a previously selected option against some clearly inferior alternatives. **A range of solutions should be considered across networks and modes.**
- **There should be an auditable and documented process** which identifies the best performing options to be taken forward for further appraisal.
- There should be an appropriate level of **public and stakeholder participation** and engagement at suitable points in the process. In most cases **this should inform the evidence-base which establishes the ‘need’ for an intervention, guide the option generation**, sifting and assessment steps, as well as informing further appraisal in Stage 2.

have claimed. For instance, the Stage 1 report for the Cambourne-Cambridge scheme did not consider a number of options that have been suggested subsequently; and there appears to be no Stage 1 Options Appraisal Report for the Milton and Histon Rd schemes.

Implementing schemes in the right way is important; but it's even more important to implement the **right** schemes in the right way.

**Will the Board therefore move quickly to commission an external review of the appropriateness and rigorousness of the procedures used to prioritise and develop schemes?**

## Question 2: Vision and strategy

The external review recommended a “light touch refresh” of the transport strategy. The action plan indicates that this will not happen until spring 2018, after the draft Local Plan has been adopted and the Local Enterprise Partnership has refreshed its Strategic Economic Plan.

We contend that the spatial, economic and transport strategies must be developed together as facets of a *single coherent* strategy.

The current transport strategy was developed and consulted on in 2012, before the City Deal had been conceived. But it's not just five years out of date; it is decades out of date, taking almost no account of transport, technology and social trends in the twenty-first century.

It needs rebuilding from the ground up – and now, so that it can inform the Tranche 2 programme. Otherwise we'll end up with an ill-co-ordinated mix of outmoded engineering schemes and new technologies, with a high risk of some Tranche 1 or 2 investments becoming prematurely redundant.

Mr Lugg also identified a need to more clearly articulate the vision of what Greater Cambridge will look like in 2030<sup>3</sup>. We, Cambridge PPF, CamCycle, and numerous councillors and residents contend that this vision does not exist. If it did, you would be able to tell us whether it includes:

- Busways or lanes wherever they can be accommodated?
- Underground rail, trams or bullet buses?
- Dutch-style protected-cycle junctions?
- More or less green space in the city?
- Zero emissions zones?
- More or less parking in the city?
- Larger Park & Rides or more Park & Rides?

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<sup>3</sup> p17 Communications: “There is a need to more clearly articulate the vision as all too often there is lack of understanding of how individual schemes fit into the wider picture. For example having some imagery of what Cambridge will look like in 2030 may help to capture people's imagination of what the GC City Deal is aiming to achieve.”

- Public or community transport serving isolated villages?
- Smart ticketing across the region?
- Road pricing?
- Driverless vehicles?

If you do have answers, where is this vision set out?

Though also in need of updating, the 2030 Vision report<sup>4</sup> published in 2013 comes closest to offering a coherent vision for the region. But not only was this not adopted, its recommendations on transport have largely been ignored by the councils and City Deal.

**So, will you, as members of the City Deal Board, and representatives of the local authorities, LEP and Cambridge University, commit to developing *this year* a clear vision for the Greater Cambridge region in the 2030s, along with a new, coherent transport strategy?**

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<sup>4</sup> This report grew out of a series of workshops involving 600 people, representing residents, academia, business, and community organisations. It can be found at: <http://www.damtp.cam.ac.uk/user/pvl/vision/>