

AGENDA ITEM No. 11

Liz Pinchen

From: John Vickery <clerk@cambourneparishcouncil.gov.uk>
Sent: 11 November 2016 10:24
To: liz.pinchen@cambourneparishcouncil.gov.uk
Subject: FW: City Deal - Agenda item for December meeting please.
Attachments: cambourne to cambridge recommended options 28_09_2016.pdf; Decisions 13102016 1600 Greater Cambridge City Deal Executive Board.pdf

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From: Simon Crocker [<mailto:cllr.crocker@cambourneparishcouncil.gov.uk>]
Sent: 11 November 2016 09:54
To: John Vickery
Cc: Joe O'Dwyer
Subject: City Deal - Agenda item for December meeting please.

Hi John.

Can we have the Cambourne to Cambridge aspect of the city deal as a separate agenda item at the December PC meeting please? The attached docs are for distribution in the agenda pack.

Specifically, I'd like the PC to consider the option 3/3a issue, with secondary focus on the location of the proposed Park and Ride. I will also be seeking a resolution from the PC to invite CCC's Executive Director of Economy, Transport & Environment (Graham Hughes: graham.hughes@cambridgeshire.gov.uk – 01223 715660) or his delegate to attend a Cambourne PC meeting for the purposes of discussing the ramifications as far as our Parish goes.

Cheers.

Simon
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**Cambourne to Cambridge Better Bus Journeys Scheme:
Recommended Option
AREA 2 South + AREA 1 South**

Achieving bus priority through established settlements, such as Cambourne, presents engineering challenges. The team is working with the LPA to seek potential solutions.

Based upon the initial investigations it is clear that the provision of a high quality public transport route along the existing St Neots Road corridor is feasible, although it may require the realignment of the existing highway or land take at certain locations to accommodate.

Park and Ride could be located here. Area shaded includes land to the south which could be used to provide environmental mitigation.

Routing between Crome Lea business park and water reservoirs.

Exact routing is dependent on which road has been used to gain access to Grange Road and possible connection points to the West Cambridge site. Wide area shown does not mean the entirety of the fields would be built over.

Indicative Option Corridor Catchment Maps

- Catchment Area of Potential Transport Infrastructure 3a
- Potential Transport Infrastructure through existing and new developments
- Catchment Area of Potential Transport Infrastructure

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CLIENT NAME: City Deal Partners
LICENCE NUMBER: 100023205
(For Illustrative Purpose)

There is the potential to introduce a rapid bus transit route through Bourn development from its design stage. The project team have discussed with the developer how this may be achieved.

West of the M11, the route should travel north of Cotton village in order to avoid residential properties.

Three options have been considered for bypassing Highfields Caldecote, however it is considered that bypassing to the north is the most likely.

Exact location of the new bridge across the M11 will be dependent on the alignment of the route to the east and west of the motorway, and also the cost and complexity of embankment construction.

Four possible connections to Grange Road are being considered:

- University Sports Ground/Adams Road
- Herschel Road
- North of Cambridge University Rugby Ground
- North of Cambridge University Rugby Ground/ Cranmer Road





**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

THURSDAY, 13 OCTOBER 2016

DECISIONS

Set out below is a summary of the decisions taken at the Greater Cambridge City Deal Executive Board held on Thursday, 13 October 2016. 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 Graham Watts (019054) 713030 or graham.watts@scambs.gov.uk

1. CITY DEAL FORWARD PLAN

The Executive Board **NOTED** the City Deal Forward Plan.

2. CITY DEAL PROGRESS REPORT

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

3. A428 CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS: SELECTION OF A CATCHMENT AREA FOR DETAILED SCHEME DEVELOPMENT

The Executive Board:

- (a) **NOTED** the accompanying option assessment report, the further background papers containing the outline business case and the map appended to the report.
- (b) **AGREED**, in principle, that a segregated route between Cambourne and Cambridge, with a Park and Ride near the Madingley Mulch roundabout, best meets the strategic objectives of the City Deal and the City Deal Agreement, given the wider economic benefits.
- (c) **AGREED**, in principle, that the possibility of a segregated cross country super cycleway running close to or through the key villages between Bourn Airfield and the M11 should be explored as part of a wider examination into improving cycle links between settlements in Greater Cambridge.
- (d) **INSTRUCTED** officers to undertake a topographical survey of the A1303 from Madingley Mulch to the M11 and undertake preliminary design to assess whether or not it is feasible to provide a two way busway, a cycleway and a road within the existing highway boundary, and to share the information with the Local Liaison Forum.

- (e) **INSTRUCTED** officers to undertake further appraisal on:
- (i) Possible specific route alignments within catchment area 3a, with catchment area 3 as an alternative if option 3a proves unviable, noting that both would connect with and potentially through Cambridge West, in accordance with the scheme design criteria set out in paragraph 12 of the report, and within established environmental and planning policies.
 - (ii) A new Park and Ride at either Scotland Farm or a new location 4, which combines site 2 with the north portion of site 3, as set out in the report, with the remainder of site 3 not to be used for any Park and Ride facilities, in accordance with the scheme design criteria set out in paragraph 12 of the report, and within established environmental and planning policies.
- (f) **REQUESTED** officers to:
- (i) Ensure designs for the Western Orbital bus route, the bus route through north-west Cambridge to the Science Park and the management of buses in the city centre fully integrate with this project.
 - (ii) Seek to deliver all of these schemes as close in time as possible to the eastern section of the A428 Cambridge to Cambourne scheme.
- (g) **DELEGATED** to Cambridgeshire County Council's Executive Director of Economy, Transport and Environment:
- (i) To act with input from the A428/A1303 Local Liaison Forum, including the Parish Councils and Residents' Associations along catchment areas 3a and 3, interested Members of the Joint Assembly and interested elected Members from the County Council, City Council and District Council.
 - (ii) To act in consultation with the Chairman and Vice-Chairman of the City Deal Executive Board.
 - (iii) Responsibility to identify a specific route alignment(s) within catchment area 3a or, if necessary, catchment area 3.
 - (iv) Responsibility to identify a footprint for a Park and Ride location at either Scotland Farm or new location 4, as set out above.
 - (v) Responsibility to bring back the results of (d), (g)(iii) and (g)(iv) above to the Joint Assembly and Executive Board ahead of the next round of public consultation.
 - (vi) Responsibility to undertake a public consultation on that specific route alignment and Park and Ride location.
 - (vii) Responsibility, subsequent to that public consultation, to provide a report to the Joint Assembly and Executive Board containing a recommendation and full outline business case for a specific route alignment and one Park and Ride location that would then subsequently be worked up in detail and an application made for Statutory Approval in 2018.

Other Options Considered: Other options considered are set out in paragraphs 80 to 84 of the report and as part of the main body of the report.

Reason For Decision: Reasons for the decision are set out in paragraphs 4 to 11 of the report and as part of the main body of the report.

4. INDEPENDENT ECONOMIC ASSESSMENT PANEL UPDATE

The Executive Board:

- (a) **NOTED** the overview of the gateway review process for future tranches of funding.
- (b) **NOTED** the progress on the procurement of the Independent Panel on the evaluation of local growth interventions.
- (c) **ENDORSED** the preferred tenderer status.
- (d) **NOTED** the links between the Economic Assessment Panel and the prioritisation of City Deal infrastructure investments.
- (e) **AGREED** that the details of the successful bidder be made public as soon as possible.

Other Options Considered: Other options considered are set out in the body of the report.

Reason For Decision: Reasons for the decision are set out in the body of the report.

5. CITY DEAL FINANCIAL MONITORING

The Executive Board **NOTED** the financial position as at 31 August 2016.

6. CITY DEAL STRATEGIC RISK REGISTER

The Executive Board **NOTED** the position in regard to the Strategic Risk Register.