

HAVE
YOUR
SAY



GREATER
CAMBRIDGE
CITY DEAL

Securing future prosperity

Tackling Peak-time Congestion in Cambridge

Inside this information leaflet you will find out ways in which the Greater Cambridge City Deal is proposing to tackle congestion in Cambridge – this is likely to affect you and the journeys you make to work, to school, or for leisure.

Please complete the survey inside this leaflet or online at www.gccitydeal.co.uk/congestion by Monday 10 October 2016 to have your say.

The Greater Cambridge
City Deal working
in partnership:



What is the Greater Cambridge City Deal?

The Greater Cambridge City Deal vision is to unleash a second wave of the 'Cambridge Phenomenon' securing sustainable economic growth and quality of life for the people of Cambridge and South Cambridgeshire.

The 15-year programme aims to achieve this by focussing on four key issues to support economic prosperity: transport, housing, skills and innovation.

In recognition of the area's contribution to the UK economy, a historic 'city deal' was struck between Central Government and a partnership of local councils, business and academia in 2014, which secured additional funding and the powers needed to make improvements to the local transport infrastructure, to help underpin the area's economic pull.

£100m of funding is being made available in the five years to 2020 and, if the first phase of improvements is successful, up to another £200 million will be made available from April 2020 onwards with up to £200 million more from 2025. It is anticipated that up to £500m of additional investment will be generated through other income streams.

The City Deal partnership is made up of Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and Greater Cambridge and Greater Peterborough Local Enterprise Partnership.

The Transport Challenge

Over
50,000



workers travel into
Cambridge each day.

Over
206,000



motor vehicles come in or
out of the city every day.

Nearly
10.5 million



rail passengers travel
to/from Cambridge each year.

Over
15,000



walking and cycling trips
in or out of the city every day.

Around **50%** of Cambridge residents cycle at least
once a week – this is the highest level in England.



Around **25%** of South Cambridgeshire residents cycle
at least once a week – the fifth highest in England.

If we carry
on as we
are by 2031



- Traffic in Cambridge will increase by over 30% in the morning peak.
- Traffic in South Cambridgeshire will increase by almost 40% in the morning peak.
- The time spent in congestion will more than double.

Why is tackling congestion important?

Cambridge continues to grow and with this growth comes an increased number of journeys.

There has been a huge rise in motor vehicle journeys, filling our historic, compact city and roads that were not designed to take high volumes of traffic.

The net result is congestion and daily gridlock which threatens to choke both business and people's quality of life - for residents as well as the many thousands of people who travel into and out of the city daily.

The City Deal is committed to tackling congestion - keeping people, employment and our economy moving - and to maintain Cambridge as a city for people not traffic.

A transport network for the future

Plans for increasing the number of homes and jobs in Cambridge and South Cambridgeshire over the next 15 years are set out by the local councils.

Key for these plans to be viable is a well-functioning transport system that connects existing and new residential areas and places of employment.

Research shows that, in a compact city like Cambridge which is surrounded by

towns and villages, this can be best achieved by reducing reliance on private transport and making it easier for people to travel by public transport, cycling or walking.

In addition, increasing road capacity for cars is shown to have very little long term effect as new space quickly fills up with more vehicles.

The approach that we are adopting within the City Deal transport programme is to invest in schemes that will make it easier, more reliable and more attractive for people to travel in, out and around Cambridge by public transport, cycle or on foot.

However, these schemes need to be supported by measures to tackle congestion in Cambridge city centre so these journeys are not then interrupted when they hit rush hour traffic.

Our vision is for a less congested city with an enhanced environment, better air quality and a greater number of people using public transport, walking or cycling. Specifically, we aim to reduce traffic levels by 15%, compared to today's levels and maintain traffic at this level despite expected growth in the number of journeys.

How did we get here?

Our package for tackling congestion has been developed through detailed research by specialist transport consultants working with transport experts from Cambridgeshire County Council. We have also invited and assessed ideas from the public and transport experts across the country.

The final proposed package is based on all of this work and has been shown to meet the Greater Cambridge City Deal objectives and transport vision for Cambridge. It is the package that the Greater Cambridge City Deal Executive Board feel will be most effective at achieving our aims and objectives.



"If we don't sort out Cambridge congestion, we risk both our quality of life and our future economic prosperity. Doing nothing is not an option."

Cllr Lewis Herbert, Leader of Cambridge City Council and Chair of the Greater Cambridge City Deal Executive Board.

The City Deal's transport vision for Greater Cambridge is that it should be easy to get into, out of, and around Cambridge by public transport, by bike and on foot.

Tackling Congestion - The Proposals

We are putting forward an eight-point package of measures to tackle congestion which are:

Better bus services and expanded use of Park & Ride



Better pedestrian and cycling infrastructure



Improved public space and air quality



Peak Congestion Control Points in the weekday morning and evening peak periods



A Workplace Parking Levy



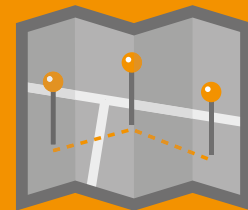
On-Street Parking Controls (including Residents' Parking)



Smart Technology



Travel Planning



These proposals aim to transform people's ability to travel into, out of and around Cambridge by providing more efficient, safe and reliable capacity for travel without the need to get in a car. They include measures to increase public transport services and walking and cycling capacity and to target roads and areas that suffer most from congestion.

Better bus services & PCCPs

Peak-time Congestion Control Points (PCCPs) will remove traffic from key bus routes during the busiest times of day. This will have the immediate effect of improving bus reliability and reduce bus journey times in the city.

We have already received a pledge from one bus operator to improve services and consider a new, lower, fare zone for people who live just outside Cambridge – if we can reduce congestion for buses.

Improved reliability, a regular income stream, together with on-going negotiation with service providers, could bring the potential for other possibilities such as extended operating hours and express bus services to Cambridge from surrounding towns and villages.

Park & Ride

The City Deal transport programme includes further investment in Park & Ride sites, including building new Park and Ride sites.

Improving the environment for cyclists and pedestrians

The removal of traffic from key routes

will also allow us to enhance the environment for cyclists and pedestrians in these areas. This includes improved air quality and the opportunity to make the most of our public spaces.

Elsewhere in its programme, the City Deal is investing in improvements to cycling and pedestrian infrastructure with the aim of creating a comprehensive Cambridge and South Cambridgeshire cycle network, and further linking to the ring of towns and villages in South Cambridgeshire and beyond.

Workplace Parking Levy

We will need on-going funding to deliver and maintain some of the elements of our package. Our proposals therefore include a Workplace Parking Levy - a charge levied on big employers based on the number of workplace parking spaces that are in use at individual premises across the city.

This would provide an annual income to re-invest in better local transport services to help people travel to work.

Residential Parking, Smart Travel and Travel Planning

Additional on-street parking controls would be introduced where necessary to protect limited space for people who live close by. We will use technology to improve travel and movement around the city and expand the existing travel planning service to help people, businesses, schools and other organisations adapt to any changes.

Why are we not proposing a congestion charge?

Some people have proposed introducing a congestion charge to help reduce congestion and raise funds to re-invest in local transport.

While congestion charging would likely be effective in reducing car journeys and could generate greater funding than the Workplace Parking Levy, we think the proposed package can be introduced sooner and is a fairer solution.

- A congestion charge would cost more for the individual. We think this would be unfair, especially for those people who cannot afford to live in the city but must travel in and out regularly for work. In London, to remain effective, the daily fee has risen from £5 to £11.50 or £57.50 per week.
- It would be likely – depending on the type of scheme introduced – to affect all drivers in the city during its hours of operation i.e. all residents as well as commuters.
- Congestion charging has been introduced in cities where good alternative travel options are in place. This is not yet the case for the Cambridge area which the City Deal is working to address.

Better Travel Choices

Our proposed package intends to give you more choice in how you can travel into, out of and across Cambridge.

It is a combination of an investment in walking, cycling and public transport and managing traffic levels at peak-times to make this investment more effective.

Using road space in a different way, preventing general traffic from using some of the most congested routes during peak week-day periods and introducing wider on-street parking controls will reduce the attractiveness of driving into Cambridge by car.

While those who need to still can, it means those who could use alternative modes of transport will think more seriously about it – especially if the alternatives are quicker, more reliable, cheaper and healthier.

Peak-time Congestion Control Points (PCCPs) on key congested routes will mean we can address many of the reasons why people don't use public

transport - bus services will become quicker and people will have greater confidence that the bus will arrive when it's meant to.

Removing general traffic from key routes means that greater consideration can be given to improving the public space as it will be less car-dominated. This will allow us to create a safer and more pleasant environment for pedestrians and cyclists and will encourage more journeys to be made by bike or on foot.

Significant new cycle facilities are already planned around the city, and the intention is to roll the principle of high quality cycle infrastructure out to surrounding settlements to enable people who live outside the city to cycle in and incorporate more active travel into their daily lives.

Smart technology will be used to complement the control points, by giving greater priority at junctions to buses, cyclists and pedestrians where appropriate.

Complementing our proposals...

Cambridge North Station will open in 2017 and a further new station is recommended in the south of the city to serve Addenbrooke's and the Biomedical Campus as part of the package.

The City Deal programme is already developing proposals for new or replacement capacity on the A428 (west), A1307 (south east), A10 (south), and as part of the Western Orbital scheme.

Our proposals could deliver:

Better bus services and expanded use of Park & Ride



Better pedestrian and cycling infrastructure



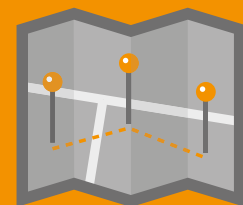
Improved public space and air quality



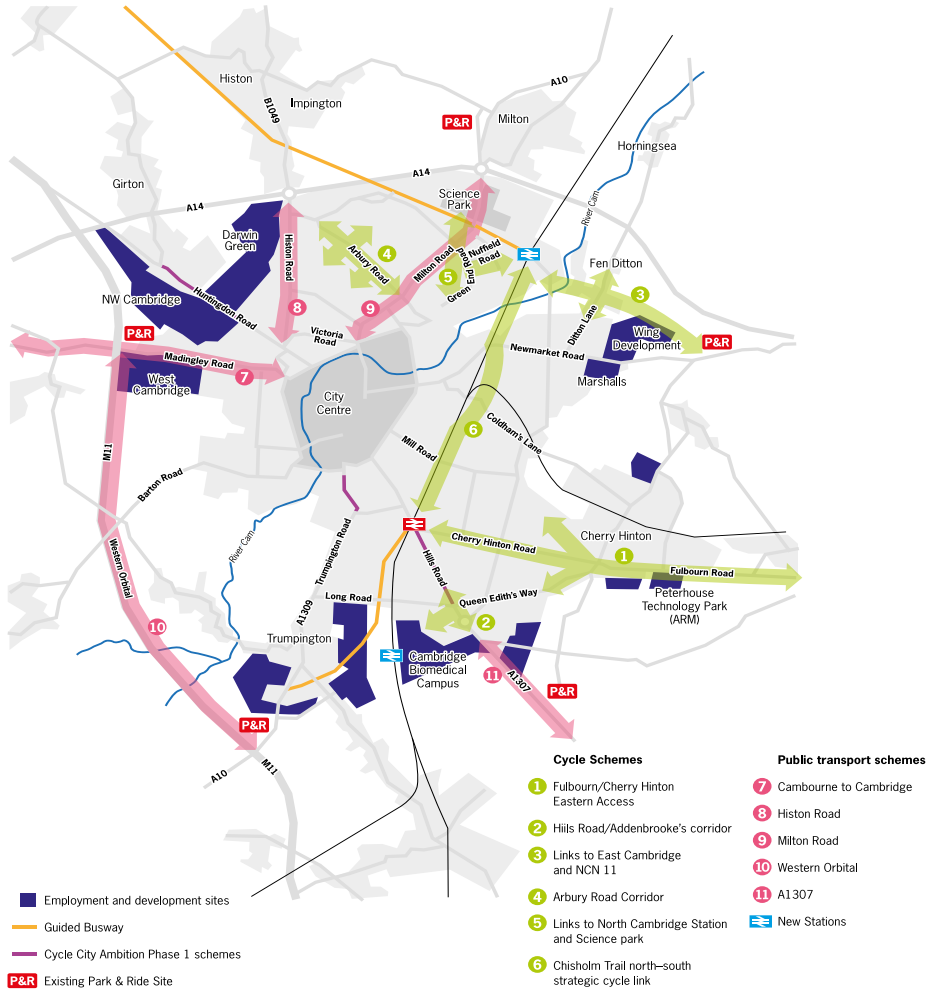
Smart Technology



Travel Planning



City Deal Projects in Development



Research has shown that travel planning can help people to make informed choices by providing information, advice and support at a time when change is taking place, therefore we propose to expand the existing Travel for Cambridgeshire travel planning service.

To keep our city flourishing and realising its full potential, the package proposes some radical changes to the way that we currently travel around the city.

The PCCPs will inevitably mean that, at certain times, travelling by motor vehicle will take longer than it currently does. Greater parking controls will mean it will be more difficult and costly to park in the city. We also recognise that some people are likely to be more affected than others.

Over the coming months we will be talking and listening to individuals, organisations and businesses across Cambridge, South Cambridgeshire, Cambridgeshire and beyond, with a view to seeking the best solution for tackling peak-time congestion.

The Cycling Vision

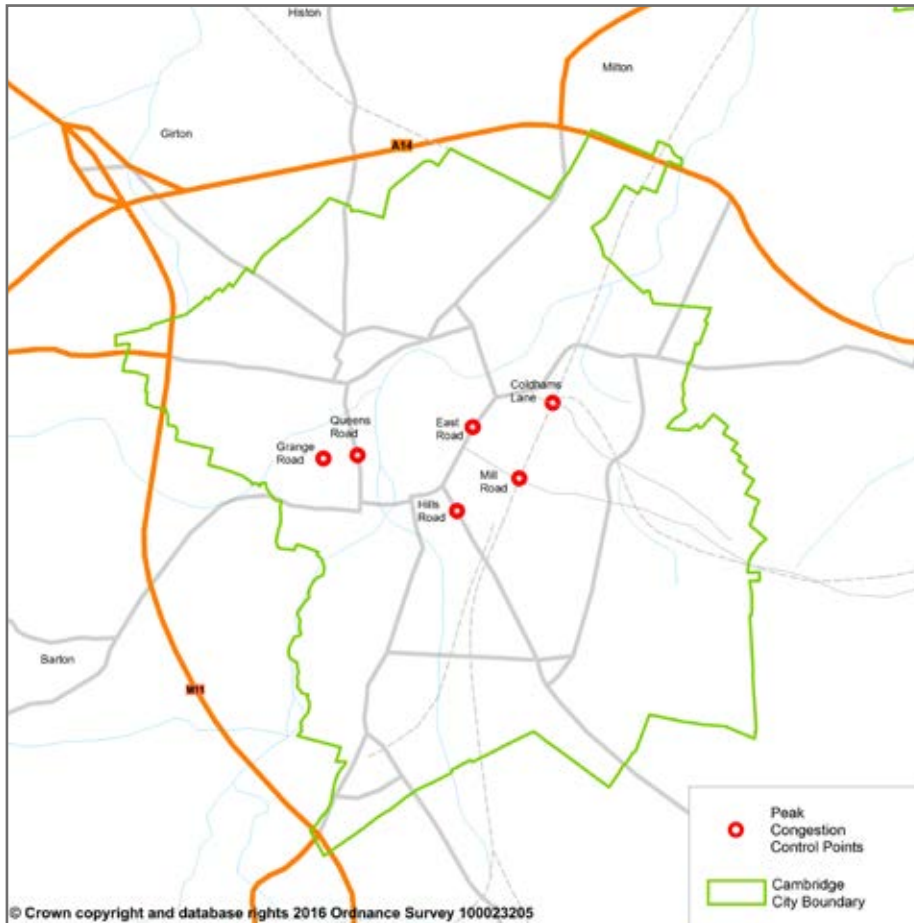
We would like to achieve the following for cyclists:

- Segregated cycle lanes on main arterial roads
- Junction improvements to improve conditions for cyclists
- Greenways – cycle routes extending from the city centre out to South Cambridgeshire villages
- Further crossings of rivers, rail lines and major roads
- 'Mini Holland treatments' - measures that restrict motor traffic but gives access for cyclists.
- Further cycle parking provision



This new cycleway on Huntingdon Road represents the type of infrastructure improvements the Greater Cambridge City Deal would like to make for cyclists across the city.

Peak-Time Congestion Control Points (PCCPs)



PCCPs in Cambridge

This map is for illustrative purposes only and shows potential locations for PCCPs on Queens' Road, Grange Road, East Road, Hills Road, Mill Road and Coldhams Lane.

Further analysis is required which may lead to more or fewer control points or alternative locations before detailed options can be put forward for inclusion in a trial in Autumn 2017.

Our proposals is to introduce Peak-time Congestion Control Points on a trial basis in Autumn 2017 with a view to improving travel conditions for pedestrians, cyclists and buses.

Our intention is to introduce PCCPs on some or all of the roads outlined in the map which are some of the most congested parts of the city during rush hour.



The new PCCPs are similar in principle to the already established Cambridge Core Scheme but won't be using rising bollards

How they work

PCCPs are points on a road at which Automatic Number Plate Recognition cameras (ANPR) would be located either side.

At peak-times – the busiest morning and evening periods – only certain vehicles (buses, taxis, cycles and emergency vehicles) would be able to pass freely.

Vehicles with permitted access would be recorded on a database. All other general traffic would need to find an alternative route, around the PCCP, or be subject to a fine.

It is important to underline that all properties and businesses along a road with a PCCP would still be accessible at all times – including during peak-hours. The intention is for the PCCPs to deter high volumes of traffic using it as a quick route across the city during rush hour.

These PCCPs are similar in nature to the already established Core Scheme Access Controls 'bollards' on Bridge Street, Silver Street, St Andrew's Street and Emmanuel Road. We are not proposing the use of rising bollards for the new PCCPs, as this technology is being phased out and replaced with ANPR. The existing Core Scheme Access Controls have resulted in a 15% reduction in traffic and we think new PCCPs would have a similar or greater impact.

Hours of operation

It is likely that the PCCPs would be introduced in morning and evening peak traffic times only, to encourage drivers to switch modes of transport or to leave their cars at the edge of the city and use the much improved Park & Ride services.

Initial recommendations are to implement them Monday to Friday with exact times subject to further research and discussion.

Next steps

We will be undertaking further technical work and listening to your views to determine the most appropriate locations for the PCCPs, whether they need to be one-way or both ways and the suggested hours of operation.

We will look very carefully at the locations proposed to ensure we opt for points that minimise the risk of 'rat running'.

We will also be working very closely with bus operators ahead of the trial to ensure that the 'right' bus services are in place from the start.

We are planning to introduce the new PCCPs on an experimental basis in Autumn 2017 and will measure their impact. We will also undertake much more public consultation before deciding whether to make them permanent or whether we need to make any changes.

Improving Public Transport

We are working closely with all public transport providers. Stagecoach East has already committed to improving bus services in Cambridge if our proposals for tackling congestion are delivered.

Andy Campbell, Managing Director of Stagecoach East has stated that:

"The City Deal proposals recognise the need to take bold measures to solve the city's congestion problems, though we appreciate that any change will inconvenience some members of the public while benefitting others. If we can significantly speed up bus journeys in the city, as a result of reduced congestion, we would be able to run a more reliable and more frequent bus service that would benefit all of our passengers, delivering faster journey times.

We should also be able to make travel more affordable in planned growth areas by moving from a two-zone to a three-zone fare system, and an increase in demand would help to create additional jobs for local people. However, these proposals are not without risk to Stagecoach, as they would require significant investment in resources and staffing in order to prepare to meet the anticipated demand."

Workplace Parking Levy (WPL)

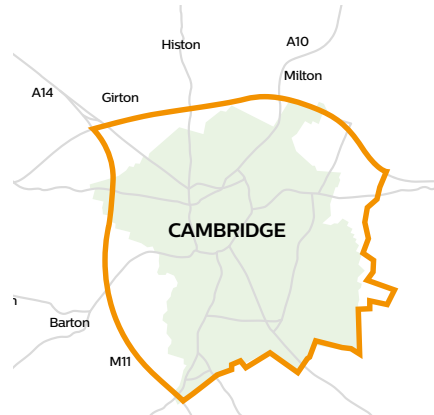
We are proposing to introduce a Workplace Parking Levy for the Greater Cambridge area.

Map of the proposed Greater Cambridge WPL zone*

*Subject to consultation

KEY

— WPL zone



In 2017 we will undertake a specific Workplace Parking Levy (WPL) consultation that will seek to define the specifics of the Cambridge scheme.

A WPL is an annual fee that can be charged to employers by the local authority for spaces used for employee parking. It will be at the discretion of employers as to whether this cost is passed on to employees.

The introduction of a Workplace Parking Levy would create a regular and reliable funding stream to invest in local transport. This investment would have benefits for employers as the objective would be to provide funding for those transport improvements that are needed to ensure people can get to and from their workplace more easily. This investment will therefore act as a further incentive to car commuters to switch to walking, cycling and public transport as these modes are made significantly more attractive.

A Cambridge scheme implemented on the same basis as the scheme in Nottingham, where the WPL costs £1.50 per space per day for employers with more than 10 spaces, would be expected to raise £7-11 million a year, which would be reinvested in transport infrastructure and services and in travel planning. The Workplace Parking Levy scheme in Nottingham has not reduced traffic levels in the city, but it is thought to have reduced growth in traffic by 8%.

Under our proposals, any employer within the defined Workplace Parking Levy zone would need to apply for a licence for all of their parking spaces, and would be required to pay an annual fee for each parking space that is in use for employee parking. It is likely that some exemptions will be applicable – as a case study, the Nottingham Workplace Parking Levy scheme only affects employers' premises with more than ten employee parking spaces – and certain employers could be exempt.



On-Street Parking Controls

To ensure our proposals are as effective as possible we will, where necessary, expand on-street parking controls – including additional Residents' Parking Zones. This will enable us to ensure that the Peak Congestion Control Points and Workplace Parking Levy do not displace parking to nearby streets to the detriment of local residents and businesses in these areas. Our aim is to ensure that the limited on-street parking is maintained as required for residents and for local businesses and neighbourhood shopping areas to ensure they continue to thrive.

The City Deal is not directly responsible for policy on Residents' Parking in Cambridge. This policy is made by Cambridgeshire County Council and implemented by the Cambridge Joint Area Committee, a joint committee of City and County Councillors. The Joint Committee is currently reviewing the Residents' Parking policy in Cambridge and the City Deal will work closely with them, and aid delivery where appropriate to ensure the aims of the City Deal package can be fully realised.

Next Steps

Between now and Monday 10 October we will be asking for your views on our plans for tackling congestion in Cambridge. All the feedback gathered during this period will be consolidated into a report to the Joint Assembly and Executive Board at their January 2017 meetings. At this point the Executive Board will be asked to make a decision on whether the package should be progressed further.

Workplace Parking Levy

The next step here is to begin a consultation with businesses and residents to shape the final area, the fee structure and the exemptions. This process is likely to take 2-3 years to complete.

Peak-time Congestion Control Points

The next step here will be to introduce new Peak Congestion Control Points under an experimental order (in Autumn 2017) and then undertake a consultation on their impact during the experiment period, which would be for a period of up to 18 months.

Pedestrian, cycle network and public realm enhancements

Work to develop plans for the comprehensive cycle and pedestrian network will be taken forward immediately. Where these improvements would be facilitated by the Peak Congestion Control Points, it is likely that implementation would not take place until a permanent scheme had been confirmed.

Public transport improvements

Subject to detailed consultation with bus operators, improvements to bus services, including additional vehicles and a new fare zone, would be implemented alongside the Peak Congestion Control Points to ensure that the necessary capacity to allow people to change the way they travel is available from the start. In time, further improvements could include new and extended bus routes.





Between Monday 11 July and Monday 10 October you can let us know your views.

Public Exhibitions – Join us at a public exhibition where members of the City Deal project team will be available to discuss our proposals at the following informal events:

Cambridge / Wed 20 July 17.30-20.00
*St John the Evangelist, Hills Road,
Cambridge CB2 8RN*

Great Shelford / Thurs 21 July 17.00-20.00
*Memorial Hall, Woollards Lane, Great
Shelford CB22 5LZ*

Grand Arcade / Tues 6 September 10.00-15.00
Grand Arcade, Cambridge, CB2 3BJ

Waterbeach / Wed 7 September 17.30-20.00
*Waterbeach Primary School, High Street,
Waterbeach CB25 9JU*

Histon / Thurs 8 September 17.00-20.00
*Histon Baptist Church, Station Road,
Histon CB24 9LN*

Bottisham / Mon 12 September 16.30-19.30
*Bottisham Village College, Lode Road,
Bottisham CB25 9DL*

Cambridge / Tues 13 September 15.30-18.00
*Meadows Community Centre, 1 St Catharine's
Road, Cambridge CB4 3XJ*

Melbourn / Wed 14 September 17.00-19.30
*Melbourn Village College, The Moor,
Melbourn, SG8 6EF*

Cambridge / Thurs 15 September 16.00 -19.00
*Chesterton Community College, Gilbert Road,
Cambridge CB4 3NY*

Newnham / Mon 19 September 17.00-20.00
*West Road Concert Hall, 11 West Road,
Cambridge CB3 9DP*

Swavesey / Tues 20 September 17.00-20.00
*Swavesey Village College, Gibraltar Lane,
Swavesey CB24 4RS*

Cambridge / Wed 21 September 15.30-18.30
*St Pauls Main Hall, Hills Road,
Cambridge CB2 1JP*

Trumpington / Thurs 22 September 17.00-20.00
*Trumpington Village Hall, High Street,
Cambridge CB2 9HZ*

Cambridge / Mon 26 September 17.00-20.00
*The Old Library, Emmanuel College,
St Andrew's Street, Cambridge CB2 3AP*

Cambourne / Tues 27 September 17.30-19.30
The Hub, High Street, Cambourne CB23 6GW

Chesterton / Wed 28 September 16.30-19.30
*Shirley Community Nursery & Primary School,
Nuffield Road, Cambridge CB4 1TF*

Cherry Hinton / Mon 3 October 17.00-20.00
*Cherry Hinton C of E Primary School, High
Street, Cambridge CB1 9HH*

Addenbrooke's / Tues 4 October 11.00 – 14.30
*The Concourse, Addenbrooke's, Hills Road,
Cambridge CB2 0QQ*

Linton / Tues 4 October 16.30-19.30
Linton Village College, Linton CB21 4JB

Comberton / Wed 5 October 17.30-20.00
*Comberton Sports & Arts, West Street,
Comberton CB23 7DU*

We want to hear your views on the package – please answer the short questionnaire enclosed and return it to us.



We also welcome your views by phone, email, post and social media by Monday 10 October:

Phone:
01223 699906

Email:
city.deal@cambridgeshire.gov.uk

Post:
**City Deal Team, SH1311, Shire Hall,
Castle Hill, Cambridge, CB3 0AP**

Website:
www.gccitydeal.co.uk/congestion

Twitter:
www.twitter.com/gccitydeal

Facebook:
www.facebook.com/gccitydeal

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.

As part of this process we are planning to organise a series of web chats and offer the opportunity for you to book a telephone call with a member of the project team if you want to discuss the proposals in detail but can't attend an exhibition. Further information can be found at www.gccitydeal.co.uk/congestion