



To: **Executive Councillor for Planning Policy and Transport**

Report by: Simon Payne, Director of Environment – City Council

Relevant scrutiny committee: **City Environment Scrutiny Committee 17/10/2014**

Wards affected: All

**Key Decision**

**Keep Cambridge Moving Fund**

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**1. Executive summary**

1.1 The City Council is in discussion with the Highways Agency about the impact of proposed improvements to the A14 on traffic flows, noise, air quality and vibration within Cambridge. When this information has been received, and analysed, options will be prepared to mitigate the impact of the scheme on residents within the city. In the meantime it is recommended to agree the principle of an investment by the City Council of £1.5 million over 25 years to mitigate these impacts.

**2. Recommendations**

The Executive Councillor for Planning Policy and Transport is recommended to agree the principle of an investment within the next 25 years by Cambridge City Council of £1.5 million into measures that mitigate the impact of trunk road improvements on the A14 in accordance with the approach set out in the foregoing report and that the Head of Finance is requested to consider the financial implications of this commitment in the forthcoming Budget Setting Report of the City Council.

**3. Background**

3.1 The Capital Programme of the City Council makes provision for the establishment of a 'Keep Cambridge Moving Fund' to reduce the environmental and traffic impact of additional trips within the city that might arise from the A14 scheme.

3.2 In Spring 2014 the Department for Transport published proposals for improvements to the A14 and on 8 July 2014 the Environment Scrutiny Committee agreed an interim response to the proposals subject to

further information that had been requested from the Highways Agency concerning traffic predictions.

3.3 On 18 August 2014 the Director of Strategic Roads and Smart Ticketing at the Department for Transport wrote to the City Council requesting agreement to a draft Heads of Terms Agreement that seeks to confirm the Council's commitment to the 'Keep Cambridge Moving Fund' with an investment of £1.5m over the next 25 years in 'local improvement schemes designed to mitigate the effects of the trunk road works in the City; details of the proposed investments and the purpose and scope of the schemes will be provided to the Secretary of State by means of reports produced by the City Council for this purpose' (ref para 8.1 in the Appendix 1 to this report). This report seeks to respond to that request and set out an approach for addressing this issue.

### **3.1 Progress in Delivery of the A14 Improvements**

3.1.1 The Council's interim position was to give in-principle support for the A14 scheme, subject to understanding the detailed impacts on Cambridge in relation to peak time traffic flows, noise, air-quality and vibration. The Council has been waiting for detailed information on these impacts and the associated proposed impact mitigation measures. This is necessary to appreciate the full impact of the A14 improvement scheme upon Cambridge. The Highways Agency has provided additional scheme information since the close of the scheme public consultation in June 2014 but has not released this more detailed traffic modelling and environmental information publically.

3.1.2 The Highways Agency and their consultants continue to meet with officers and have briefed them on the emerging peak time traffic data and how that work has been modelled and verified. It is likely that the submission of the Development Consent Order Application in November will be the stage that the Council will be able to appreciate the full evidenced impacts of the scheme.

3.1.3 The brief for the Council's retained consultants includes providing commentary on appropriate future schemes within Cambridge for the Keep Cambridge Moving Fund to be invested in. This process can only happen when a full understanding of the impacts and proposed mitigation measures for the A14 scheme is reached. Further investigation of potential KCMF mitigation scheme options may also be necessary, possibly in concert with the Highways Agency team. This work will be undertaken as part of the current engagement with the Highways Agency and as soon as the full information is available.

### **3.2 Proposed Approach to Keep Cambridge Moving Fund**

- 3.2.1 Discussions to date demonstrate that there will be a need to make a strategic investment in measures to mitigate the impact of the A14 works on residents within the city. It is considered that an investment of £1.5m by the City Council would be proportionate to the scale of the likely impact although it may well be that this provision may need to be supplemented by additional funding from other sources depending on the outcome of detailed analysis that needs to be carried out on the traffic data that the City Council has been continually requesting.
- 3.2.2 Once the traffic data has been supplied and analysed it will be possible to bring forward options to mitigate the impacts and this will be the subject of a future report to this committee. These options will be prepared in the context of the wider Transport Strategy for the City and South Cambridgeshire.
- 3.2.3 In the meantime it is recommended that the Director of Environment writes to the Department of Transport to confirm that the City Council is prepared to agree the principle of an investment within the next 25 years by Cambridge City Council of £1.5 million into measures that mitigate the impact of trunk road improvements on the A14. The precise financial arrangements for this investment will be subject to further consideration by the City Council through the forthcoming Budget Setting Report.

## **4. Implications**

### **(a) Financial Implications**

The approved Capital Plan of the City Council makes provision of £700k for the Keep Cambridge Moving Fund and this amount would need to be increased by £800k to achieve the £1.5m budget. It is unlikely that the funding will be required until after 2020 when the A14 Improvements have been completed. The precise timing and spending of the Fund will depend on the nature of the works proposed.

### **(b) Staffing Implications**

There are no staffing implications

### **(c) Equal Opportunities Implications**

There are no equality impact implications at this stage.

### **(d) Environmental Implications**

There are no direct environmental implications of the recommendation. It will be at the next stage, when mitigation measures are considered, that there will be implications. The purpose of the investment will be to achieve a medium to high positive impact on climate change and environmental issues.

**(e) Procurement**

There are no procurement implications at this stage.

**(f) Consultation and communication**

At this stage discussions have been taking place at an officer level between the County Council and the Highways Agency. When options are generated for mitigation measures, then these proposals will be subject to full consultation with stakeholders.

**(g) Community Safety**

There are no community safety implications at this stage.

## **5. Background papers**

The following background papers were used in the preparation of this report:

- [A14 Cambridge to Huntingdon Improvement Scheme Public Consultation April 2014](#)
- [Consultation responses to previous A14 Schemes](#)

## **6. Appendices**

Appendix 1 – Letter dated 18 August 2014 from the Department for Transport

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

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