

My ref:  
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Date: 19 October 2017

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**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Greater Cambridge Partnership  
Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

Jim O'Sullivan  
Chief Executive  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

Dear Jim

**Re: Roads Investment Strategy 2 – M11 in Cambridgeshire**

As you will be aware, the Greater Cambridge Partnership (GCP, which delivers the Greater Cambridge City Deal) has an ambitious transport programme underway to support the significant growth planned in the Cambridge area. The purpose of this letter is to outline some of the priorities that we wish to work on collectively, as you prepare to submit your Road Investment Strategy (RIS2) to government.

This is an open letter which we shall publish on the GCP web-site.

***Purpose of this letter***

On 20<sup>th</sup> September 2017 the Executive Board of the GCP, following the recommendation of the GCP Joint Assembly, unanimously resolved to make:

*“a response to Highways England (HE) supporting*

- *the inclusion of an M11 Smart Motorway upgrade within the next Highways England Route Investment Strategy whilst ensuring that local impacts are fully assessed through the business case development process*
- *the upgrade of the functionality and the ‘all movement’ accessibility of the Girton Interchange subject to full impact assessment.”*

This letter formalises that response and makes clear requests for improved infrastructure in the Cambridge area to be included within the next Highways England Road Investment Strategy (RIS). This is essential to deliver on planned economic growth in the area and to maximise the return from other investments that are planned in the corridor.

***Consensus local support***

As you know, the GCP's Executive Board and Joint Assembly are comprised of nominees from Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, The University of Cambridge and the Greater Cambridge Greater Peterborough Enterprise Partnership,

with delegated responsibility from the three afore-mentioned Local Authorities for (amongst other items) certain transport responsibilities.

This letter therefore represents the views of those five organisations: ie local government, the academic and business communities. In addition, this letter has been countersigned by the Members of Parliament for Cambridge City and South Cambridgeshire. It therefore demonstrates clear consensus within our region for the improvements requested here.

### ***Background***

Currently, 206,000 vehicles travel into and out of Cambridge every day. By 2031, traffic in the morning peak in Cambridge is **expected to increase by 30%**, and in South Cambridgeshire **by 40%**.

With 15,000 new jobs planned on the Cambridge Biomedical Campus, including the relocation of Papworth Hospital to the campus and the construction of AstraZeneca's new global headquarters, the campus will have a working population of around 30,000. Analysis of Papworth Hospital staff postcode data shows significant clusters of staff around Papworth itself, but also Cambourne, Huntingdon, St Ives and St Neots. Therefore access around the south and the west of the city is a key focus.

The Cambridgeshire and Peterborough Combined Authority has committed to doubling GVA in the area over the next 30 years and with the high growth potential of the Cambridge area it is essential that the right infrastructure is available to make this happen.

### ***The M11 and the Girton Interchange***

As well as fulfilling its strategic function, the M11 in the Cambridge area acts as an important local link to the west of the city. With the growth at the Biomedical Campus, at West Cambridge, and on the corridor to St Neots along the A428 to the west of the city, pressure for more trips to be accommodated to destinations in and around Cambridge will increase.

The M11 has an important role to play in accommodating some of these trips.

There is already congestion and delay at all of the M11's junctions in Cambridgeshire, particularly at junctions 11 (Trumpington) and 13 (Madingley). Queuing at the off-slips at the junctions imposes significant delays and also leads to congestion on the local road network. In addition, slip road queues frequently extend onto the hard shoulder or running lanes of the M11 itself, creating a very serious safety concern which we know Highways England are aware of.

The GCP is progressing an ambitious package of measures to encourage modal shift and manage congestion with plans to achieve a reduction in peak time traffic levels in Cambridge by **10-15% by 2031**.

One of the ways to achieve this is to distribute traffic around rather than it needing to go into Cambridge. Consequently, Highways England has a key role to play through management of the Strategic Road Network. Specifically, the GCP and key local stakeholders would like the following interventions to be committed to by Highways England as part of RIS 2:

- Introduction of a 'Smart Motorway' between junction 8 with the A120 at Stansted Airport and junction 14 with the A14 at Girton, to include periodic hard shoulder running.
- Measures to achieve mode shift to non-car modes for trips currently on the trunk road network into Cambridge, which could include RIS investment in the GCP transport programme.

- Capacity improvements at junctions 10 (A505 Duxford), 11 (A10 / A1309 Trumpington), 12 (A603 Barton) and 13 (A1303 Madingley) to manage congestion as trunk road traffic meets the local road network.
- Provision for an 'all-movements' Girton interchange at junction 14 of the M11 to be delivered as part of the East West Expressway.

Work on each of these is under way to make a clear case for inclusion in the RIS.

Specifically, to develop the case for the Girton scheme which local stakeholders see as key to deliver growth in the corridor and relieve congestion on Madingley Road in Cambridge, a study has recently been commissioned jointly with Highways England to demonstrate the long term benefits of the scheme. Such a scheme needs to be seen alongside the development of the Oxford to Cambridge Expressway as it will help to maximise the value and benefits of that scheme as well as addressing local issues. This study will be completed within six months.

### ***Other related aspects***

The GCP Executive Board has recently agreed to fund enhancements to the Trumpington Park & Ride site close to junction 11 of the M11. This includes short term enhancements to car parking capacity and agreement to undertake detailed business case analysis in relation to medium term Park & Ride expansion and Park & Cycle options.

In addition to this, work is ongoing to develop a business case for a Western Orbital public transport facility in the M11 corridor that would provide connectivity from West Cambridge (near junction 13) to Trumpington (near junction 11).

- At West Cambridge this would link into bus routes to Cambourne, St Neots, the city centre, and onward orbital routes around the north of the city.
- At Trumpington, it would link into the Busway for onward trips to the Cambridge Biomedical Campus and the city centre.
- A public transport scheme between Cambourne and Cambridge is also being developed, which would connect to the proposed Western Orbital.

It is forecast that, together, these schemes would lead to a **4.1% reduction** in public transport costs. Furthermore, **62.9% of the total B-use jobs** of the Local Plan target (20,600 jobs) and **42.8% of the Local Plan housing target** (33,500) is anticipated to be created on those development sites linked to these schemes. **At a Greater Cambridge level, these jobs will generate £37.7m of GVA per annum, equivalent to £1.1bn of GVA over a 30-year time horizon.**

The GCP's City Access project is also exploring additional Controlled Parking Zones in the city, as the availability of on-street parking has a pivotal influence on people's choice of travel mode. A Workplace Parking Levy is also being investigated, together with a range of demand management measures, which would encourage further reductions in private car use and create a revenue stream for investment in sustainable transport measures.

Alongside enhancements to the trunk road and its junctions with the local road network, these proposals, and others that may come forward in the future, will lead to modal shift away from private car travel towards public transport and cycle use. This will reduce pressure on trunk and local road networks.

With this in mind, and as detailed above, the GCP seeks the direct provision of or contribution towards, measures to achieve mode shift for trips off the M11 into Cambridge as part of RIS 2.

## **Conclusion**

GCP officers have already been working closely with Highways England to consider the impacts of its proposals on the trunk road network. As local stakeholders we would seek continued engagement on these issues, in the pursuit of a complementary and holistic approach over the coming months as the RIS is developed for publication and approval by the DfT.

Specifically, we seek inclusion of Smart Motorway proposals between M11 Junction 8 and 14 and capacity improvements to avoid queuing at Junctions 10 to 14 and improvement of the Girton interchange within the next RIS period, and would be pleased to work with HE to further develop and evidence the need to these proposals.

Yours sincerely



Francis Burkitt  
Cabinet Member for South Cambs  
and Chair of Greater Cambridge  
Partnership Board



Lewis Herbert  
Leader of Cambridge City Council  
and Board Member of Greater Cambridge  
Partnership and the Cambridgeshire &  
Peterborough Combined Authority



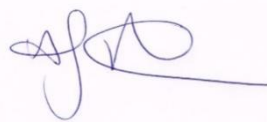
Cllr Ian Bates  
Chair of Economy & Environment Committee,  
Cambridgeshire County Council and Board  
Member of Greater Cambridge Partnership



Phil Allmendinger  
Head of the School of the Humanities  
and Social Sciences, University of Cambridge  
and Board Member of Greater Cambridge  
Partnership



Mark Reeve  
Chair of Greater Cambridgeshire and Greater  
Peterborough LEP and Board Member of GCP



Heidi Allen  
MP for South East Cambridgeshire



Daniel Zeichner  
MP for Cambridge

**cc Martin Fellows and Simon Amor, Highways England**