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<b>Project:</b>	M11 J11 Park and Ride		
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<b>Subject:</b>	Strategic Outline Business Case (SOBC) Summary and Next Steps		

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## 1 Introduction

### 1.1 Context

A draft Strategic Outline Business Case (SOBC) has been developed in support of major enhancements to Park and Ride facilities in close proximity to M11 Junction 11. The SOBC has a relatively tight geographical scope, focusing on the transport issues in the Southern Fringe area between the Cambridge Biomedical Campus and M11 Junction 11. It also focuses on a road-based public transport Park and Ride solution to serve the A10 and M11 (south) corridors from sites (of at least 1000 spaces) close to the M11, based on the measures set out in the Transport Strategy for Cambridge and South Cambridgeshire 2014.

The SOBC option long list considers options for new sites adjacent to the M11, as well as a major expansion of the existing Trumpington site. The option short list similarly includes a smaller number of new site options and an option to expand the existing site.

Other schemes that serve trips into Cambridge from the A10 and M11 (south) corridors are recognised as interdependent and complementary within the SOBC. However these schemes have not yet been considered as alternative options to satisfy the forecast Park and Ride demand arising from the A10 and M11 corridors.

At a meeting on 21 March 2018, the Greater Cambridge Partnership (GCP) Executive Board agreed to analyse a wider range of alternative transport options, in advance of progressing to the next business case stage (Outline Business Case).

### 1.2 Purpose of this Technical Note

This Technical Note has been prepared in response to the GCP Executive Board decisions made on 21 March 2018. Section 2 summarises the key points from the SOBC, focusing on the rationale for the scheme (the Strategic Case) and its expected impacts (the Economic Case).

It also sets out (in section 3) the approach to be taken to assess a wider range of alternative transport options and to produce an SOBC Addendum, which will compare and contrast these options with the option short list presented in the SOBC. The GCP Executive Board will use the SOBC and the contents of the SOBC Addendum to decide whether any of the alternative options should be added to the short list. All short list options will then need to be assessed to a consistent level of detail as part of the Outline Business Case.

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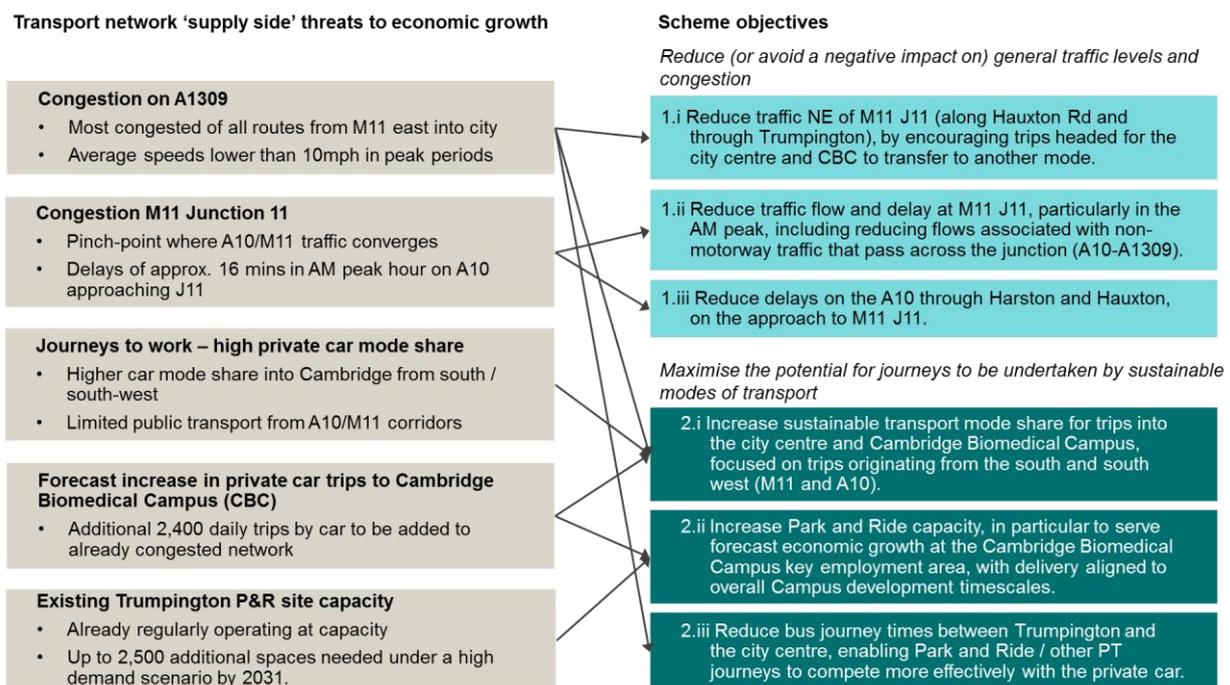
## 2 Strategic Outline Business Case (SOBC) Summary

### 2.1 Strategic Case

Greater Cambridge is a world-leading centre for research, innovation and technology and is home to the internationally significant Cambridge Biomedical Campus which is expected to employ 30,000 people by 2031. Greater Cambridge’s success brings jobs and opportunities for the whole region and beyond.

Alongside its success, Cambridge faces transport supply threats to its economic growth. Transport problems in the Southern Fringe have been identified (Figure 1). In conjunction with a review of existing policy and strategy documentation, the problems have been translated into six objectives to guide option selection.

**Figure 1: Scheme rationale – case for change**



Source: Mott MacDonald

Investments in transport infrastructure will be critical, ensuring transport network capacity, high congestion levels and poor reliability issues are addressed to unlock the city’s growth potential. Major enhancements to Park and Ride facilities in close proximity to M11 Junction 11 can contribute to the economic growth of Cambridge, in particular the Cambridge Biomedical Campus, and will be ideally positioned to support the Cambridge Autonomous Metro proposals – providing a location where trips from outside the area can be aggregated and loaded onto the system.

The option sifting process has identified that a new site to the west of the M11 would best meet the scheme objectives, as it would intercept trips along the A10 before they reach Junction 11. It would also be more deliverable within the required timescales, due to land availability, and have the least adverse environmental impacts with the potential to provide enhancements to the Trumpington Meadows Country Park.

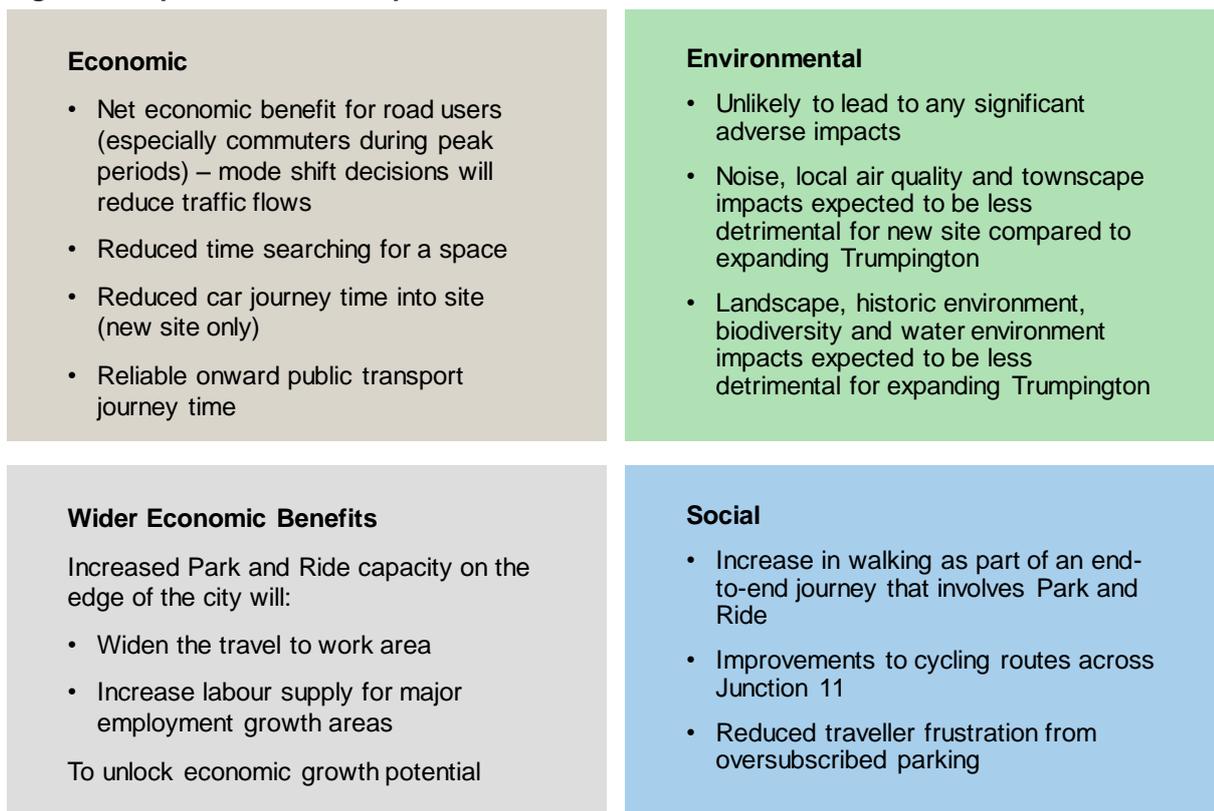
Following a multi-criteria assessment, based on 26 indicators, the option short list comprises four new site options on land to the west of the M11. A fifth option for major expansion at Trumpington has been retained. All options include complementary public transport priority measures along the A1309/A1134 corridor to the city centre.

## 2.2 Economic Case

The Economic Case has been prepared using methods that are appropriate for an early stage of scheme development. A high-level assessment of the five short list options has been undertaken, based on the Department for Transport's standard WebTAG economic, environmental, and social impact headings.

At this stage, a value for money category has not been identified, although there are clear benefits associated with each of the short list options. The expected impacts are set out in Figure 2.

**Figure 2: Expected scheme impacts**



Source: Mott MacDonald

## 2.3 Financial, Commercial and Management Cases

The following key points are raised in the SOBC Financial, Commercial, and Management Cases:

- The M11 Junction 11 Park and Ride scheme is a component of the GCP West of Cambridge Package, to be funded through the £1 billion Greater Cambridge City Deal investment. GCP is the scheme promoter.
- Park and Ride site works are likely to be procured through established procurement routes. Separate procurement exercises might be required for transport services, site operation and maintenance, although it might be possible to extend existing arrangements to cover a new or expanded site.
- The scheme will pass through three business case stages, of which the SOBC is the first. The next stage, Outline Business Case, is due for completion by July 2019 (following public consultation later in 2018).
- A Consultation Plan has been prepared to cover non-statutory stakeholder engagement and public consultation during the SOBC / Outline Business Case stages. This will remain as a live document.
- A risk register has been prepared, which is reviewed and updated regularly.

## 3 Business Case Development – Next Steps

### 3.1 Alternative Options

To widen the geographical scope and range of solutions under consideration, four alternative transport options (Figure 3) will be compared on an equal basis with the options set out within the SOBC document. The analysis and conclusions will be presented in an SOBC Addendum.

**Figure 3: Alternative transport options (locations)**

F) Foxton rail station A10 - major Park and Ride (beyond rural travel hub levels)	G) Whittlesford Parkway station M11 - major Park and Ride (beyond rural travel hub levels)	H) Major Park and Ride provision at both Foxton and Whittlesford Parkway (beyond rural travel hub levels)	I) Additional on-site parking facilities at Cambridge Biomedical Campus
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The alternative transport options involve providing for the levels of demand forecast for a Park and Ride close to M11 Junction 11, but at alternative locations further afield – on the A10 at Foxton, at Whittlesford Parkway close to M11 Junction 10 and additional parking directly at the Cambridge Biomedical Campus.

A new station at Cambridge South is being progressed by the Department for Transport, to serve the Cambridge Biomedical Campus. Cambridge South will not include a car park and will therefore not provide for any opportunity to intercept car journeys. As it is likely to function predominantly as a destination station within Cambridge, rather than a station from which people commence the public transport part of their journey into Cambridge, it will remain complementary to the alternative options.

### 3.2 Option Assessment

The process for comparing the alternative transport options to those already shortlisted is the same as adopted for the SOBC shortlisting, as summarised in Figure 4.

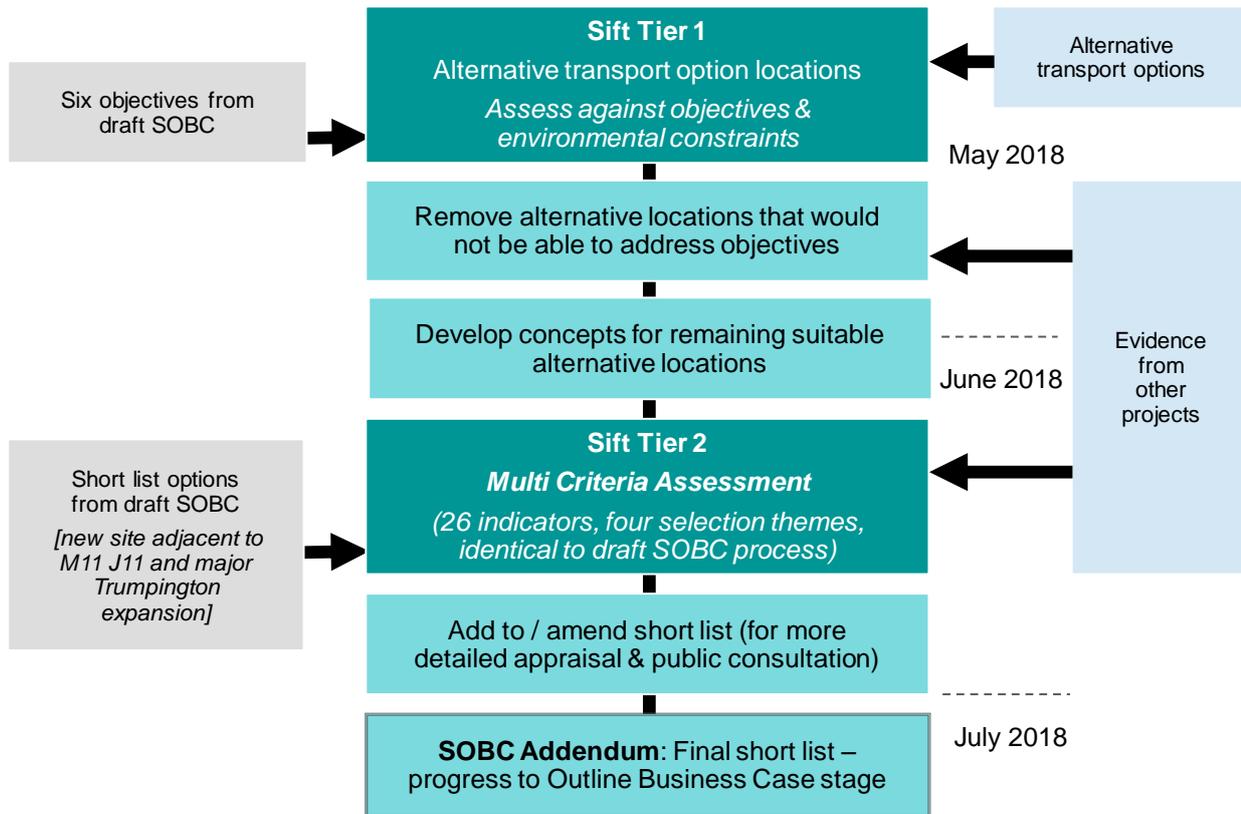
The first stage involves assessing the alternative transport option locations against the scheme objectives and environmental constraints.

The following questions will need to be answered for rail-based Park and Ride options, to identify the extent to which each location might meet travel demands and help work towards the scheme objectives that aim for reduced traffic flows and delays:

- What level of capacity exists on trains to cater for additional passengers travelling into Cambridge?
- How will rail service frequencies compare with the frequencies for a road-based Park and Ride?
- Which destinations within Cambridge can be served by rail from each Park and Ride site, compared to the destinations that can be served from a road-based Park and Ride?
- To what extent will rail-based Park and Ride attract users travelling elsewhere (towards London)?
- How might the fares from a rail-based Park and Ride compare to a road-based Park and Ride?

Concepts will be developed for any locations that are identified as likely to address the objectives. These concepts will be entered into the long list and will be run through the multi-criteria assessment, using the same scoring approach as adopted for the SOBC.

**Figure 4: Sifting alternative options**



Source: Mott MacDonald

### 3.3 SOBC Addendum

The overarching purpose of the SOBC Addendum is to identify whether, by considering a wider range of options, a case exists to amend the short list and take alternative options through to the Outline Business Case stage. The decision on whether to progress any of the alternative options will be made by the GCP.

The document will use the HM Treasury / Department for Transport's five case model structure, focusing on the expected performance of the alternative transport options in contrast to the expected performance of the options in the SOBC short list. The SOBC Addendum is due to be completed in July 2018.

### 3.4 Outline Business Case

The starting point for the Outline Business Case stage (commencing July 2018, with public consultation later in 2018) will be the short list from the SOBC, as amended by the SOBC Addendum. More detailed economic, environment and social assessments, including transport modelling, will identify how each short list option is expected to perform against alternative demand scenarios (medium / high). Reductions in demand for Park and Ride options close to Junction 11 will be applied based on how much demand is expected to be satisfied by other projects, such as the rural travel hubs.

Further information on short list options will be presented at public consultation later in 2018 and consultation results will be used to inform preferred option selection. Recognising that the short list options are not mutually exclusive, the preferred option could involve combinations of solutions and a phasing strategy.