

A428-A1303/Western Orbital Local Liaison Forum

7th March 2016

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The Greater Cambridge City Deal
working in partnership:



Welcome

- First Local Liaison Forum (LLF) for any City Deal project
- **Joint** forum due to close proximity and relationship between 2 projects
- LLF's have been used in other CCC projects e.g. Chesterton Station – but as planning conditions
- Scope and scale of A428/WO different – so early start LLF deemed necessary
- Lesson learnt from A428 consultation in late 2015 – need to ensure effective and ongoing engagement – not just during formal consultation periods
- **Local** – is focused on the direct area of influence of projects
- **Liaison** – is a conduit for information exchange between local representatives and the project
- **Forum** – is a focused meeting with structured topics
- A 'learning process' which can develop over the course of the project

First Meeting

- More about process



- Future Meetings – focusing on the developing options/schemes



Today's Meeting

Item #	Title (lead)
1	Attendance and apologies (CCC)
2	LLF Terms of Reference (CCC)
3	Understanding Scope
4	Conducting the Business of the LLF (CCC)
5	Election of Chair and Vice Chair (CCC)
6	Introduction to Major Scheme development approach (Alan Brett, WS Aitkins Ltd)
7	The A428-A1303 Project – Next Steps (CCC)
8	Western Orbital Project – Next Steps (CCC)
9	Any other Business (CCC)
10	Date of Next Meeting (CCC) Chairs Agenda Meeting – (6 weeks prior to DNM)

Terms of Reference

1. Membership

1.1 The following representatives will be invited to join the LLF:

- All local authority Members from wards directly affected by the proposals within the geographical scope of the scheme options
- Representative of local Parish Councils within the geographic scope of the scheme options

1.2 The LLF may co-opt additional members from other organisations or interest groups, as considered appropriate, to facilitate the function of the LLF in support of the delivery of a project.

Function

2. Functions

2.1 The LLF will act as a conduit through which local issues, opportunities and concerns relevant to the project* will be taken into account during its development and delivery.

2.2 To this end, the LLF may offer advice to the Project Board and put forward suggestions, as considered appropriate, to influence and inform the delivery of the project within the scope of the Project Inception Document (PID).

2.3 Upon completion of the construction phase, the LLF will participate in a review of a project's delivery, in accordance with the Greater Cambridge City Deal Project Review Protocol, making recommendations, as considered appropriate, to inform future programme delivery.

Meeting Conduct

3. Term of office

3.1 The LLF will function for the duration of the project which will include its design, delivery and review stages.

4. Appointment of Chairman and Vice-Chairman

4.1 The LLF will appoint a Chairman and Vice-Chairman at its first meeting for the duration of the term of office or as otherwise agreed

5. Meeting frequency, administration and attendance

5.1 The LLF will set its own timetable for meetings. Administration of the LLF will be the responsibility of the Project Manager.

5.2 LLF meetings will be open to the public but members of the public will not have the right to speak or participate in the meeting unless invited to by the Chair

Meeting Conduct

6. Agenda and Minutes

6.1 The agenda for the LLF will be agreed by the Chair of the LLF in liaison with the Project Manager. The Project Manager may require that items are put on the agenda as required by project exigencies

6.2 The Chairman will sign the minutes of the proceedings at the next suitable meeting. The Chairman will move that the minutes of the previous meeting be signed as a correct record. The only part of the minutes that can be discussed is their accuracy.

6.3 The LLF is not able to make decisions. The minutes can however include 'Proposals' which are recorded as such.

6.4 Once signed, LLF meeting minutes will be made publicly available via the City Deal website.

6.5 The minutes of the LLF are taken as an agenda item at the next Project Board

Understanding 'scope'

- What is scope?
- Scope in effect is what the project is about –
Time: how long
- Cost: how much
- Quality: where/what



How is scope defined

- 2 key sets of document (s) that define scope
 - **A)** The 'key decisions' of the City Deal Board
 - This sets the overall framework of the project
 - **B)** The Project Inception Document (PID)
-
- Key Decisions > PID



PID

- Key Decisions are dealt with City Deal Board and Assembly by means of report
- *Between* Key Decisions the PID is the fundamental governing document of the Project

PID contents

- Purpose of this document
- Project Rationale
- Benefits and Objectives
- Key Outputs
- Scope
- Programme
- Links with strategy, policy and development
- Project Process & Resources
- Project Board
- Local Liaison Forum
- Review
- Issues & Assumptions
- **Appendix A Project Board Terms of Reference**
- **Appendix B Project Liaison Forum Terms of Reference**

A428/1303 Key PID sections

Outputs within scope

- Measures such as Park & Ride/ Cycle on A428 /A1303 and Madingley Road
- A shared, dedicated or partially segregated bus facility running either on or broadly parallel to the A428 /A1303 from Caxton Gibbet to Cambridge City Centre or other options on a similar alignment
- Additional bus priority infrastructure to improve journey times or the customer experience on public transport along the corridor
- Bus waiting and passenger information enhancements
- Improved and safer cycle and pedestrian infrastructure
- Measures to ensure the protection of the environment of the corridors;
- Measures to mitigate the impact of proposals on local road network
- Measures to physically integrate into other City Deal proposals e.g. Western Orbital and City Access studies and
- Any other transport related infrastructure measures to promote growth in key housing and employment centres along the corridor including ticketing and marketing initiatives
- Measures to ensure ongoing maintainability of new infrastructure

A428/1303 Key PID sections

Outside of the Scope

- Operation of bus services
- Non transport related infrastructure except for mitigation
- New Park and Ride except those that are integral to the preferred options
- Rail, tram or other non-bus based solutions as these are not deliverable within the City Deal funding and time constraints
- Any measures west of Caxton Gibbet or east of Northampton Street
- Any measures significantly north or south of the linear corridor between Caxton Gibbet and Northampton Street which do not directly support the corridor proposals
- Any measures that do not meet the broad City Deal objectives or the policy objectives of the City Deal partners

Western Orbital – Key PID sections

Within the scope

- Measures such as Park & Ride/ Cycle on the M11, A603, B1046 and A10(S)
- A shared, dedicated or partially segregated bus facility running either on or broadly parallel to the M11 between junctions 11 & 13
- New or enhanced junctions at J11,12 and/or 13 of the M11
- Bus and or car only slip road for priority access from J11 to Trumpington Park & Ride/
- Bus priority infrastructure between Cambridge North West/West Cambridge university site (Madingley Road) (J13 of M11) and Cambridge Biomedical Campus (Hauxton Road / Trumpington Park & Ride) so that buses can compete with private car on journey times
- Other non motorway junction improvement measures to facilitate public transport priority through key pinch points

Western Orbital – Key PID sections

Within the scope

- Improved orbital cycle and pedestrian infrastructure including links across and alongside the M11
- Measures to ensure the protection of the character and environment of the corridors;
- Potential traffic management solutions such as High Occupancy Vehicle lanes
- Cycle and pedestrian links including both strategic and local options
- Measures to physically integrate into other City Deal proposals such as the A428 corridor proposal and
- Measures to promote growth in key housing and employment centres
- Measures to mitigate the impact of new developments on local road network
- Landscaping
- Signage, waiting facilities and bus passenger information enhancements

Western Orbital – Key PID sections

Outside of the Scope (things that the project will definitely not deliver)

- Rail, tram or other non-bus based solutions as these are not deliverable within the City Deal funding and time constraints
- All non transport related measures except for mitigation
- Any measures north of Junction 13 or south of Junction 11 except where these are integral to the within scope scheme
- Any measures that do not meet the broad City Deal objectives or the policy objectives of the City Deal partners
- Bus operational issues except where such issues are directly relevant to the establishment of a business case for infrastructure interventions

Managing the project between 'key decisions'

PID - the project objectives

Project Plan – how the project is progressing

Project Board - monitors progress & makes non key decisions

Views/Opinion

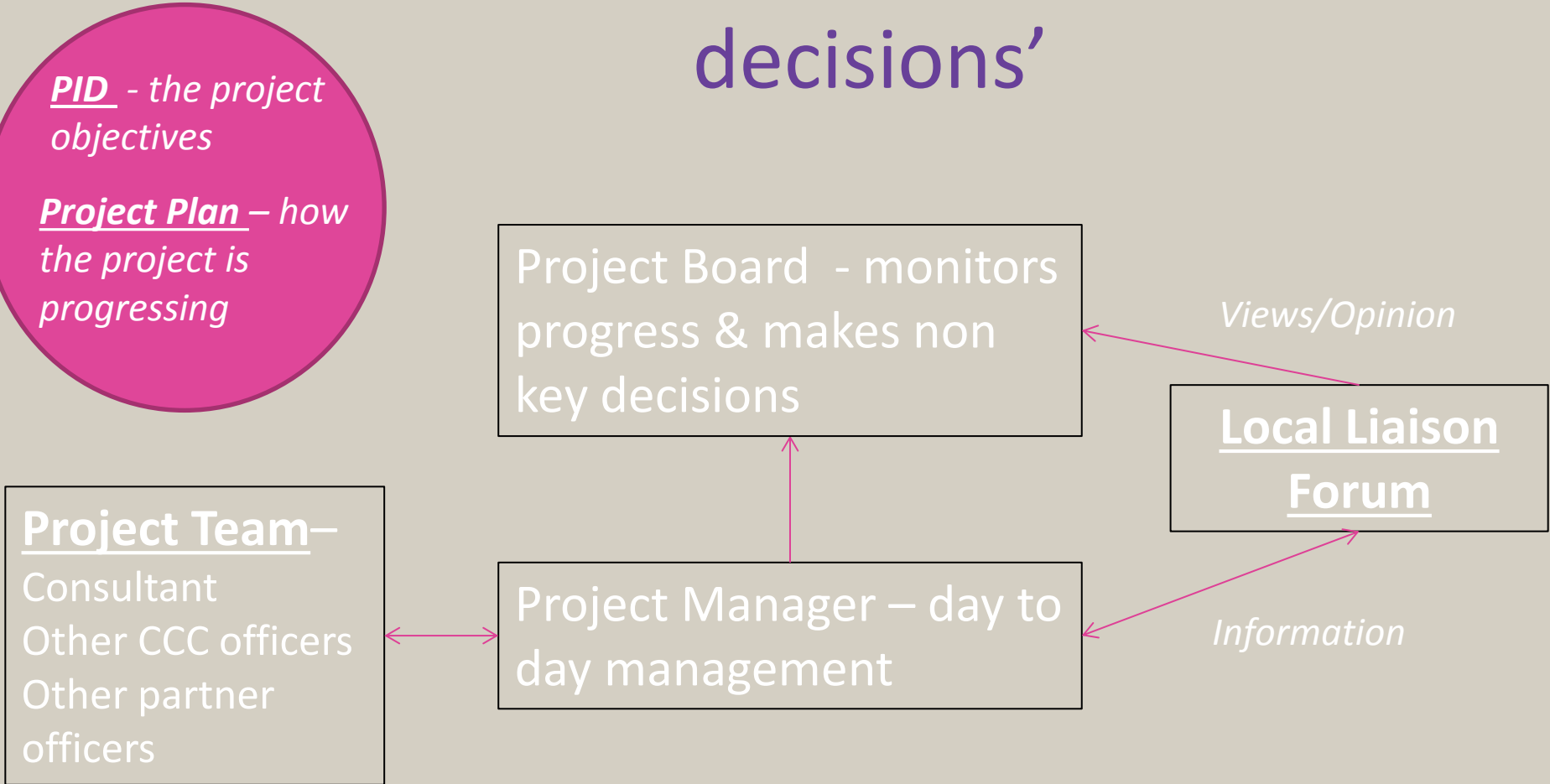
Local Liaison Forum

Project Team–

Consultant
Other CCC officers
Other partner officers

Project Manager – day to day management

Information



Conducting the Business of LLF

- TOR set “minimum standard”
- Beyond that members of LLF can determine approach that they feel reflects local circumstances
- Key considerations should be how to ensure the LLF performs its function best

Possible models



Public Meeting

Presentations and questions

+ Allows widest possible participation

- Unstructured – not going to capture 'resolutions to Project Board

Scrutiny Committee

Only Members – highly formal

+ Formality may add to influence

- May not offer sufficient scope for wider public engagement

Balanced approach?

- Membership of LLF.....
- Other stakeholders?
- Focus on general or specific issues?
- Questions from the floor versus prepared presentations?

Example of conventional approach

- “Update” role of meeting
- General wide ranging agenda
- Content of meeting led by officers
- Only questions from floor – can become confrontational
- Difficult to ‘capture’ views in coherent way
- Therefore difficult to directly impact project development



Example of constructive input

- “Quality assurance” role
- Identify key local issues e.g. landscaping, design, screening etc.....
- Focus on limited number at each meeting
- Allow presentations/questions notified in advance plus ad hoc questions
- Obtain views of LLF – concerns/agreement
- Feed back to Project Board



Meeting Frequencies?

- Meetings should be held around 1-2 months in advance of Project Boards
- Project Boards currently scheduled for 26th April, 20th July, 22nd September, 24th November
- Agenda meeting to be held with Chair around 1 month in advance of these meetings
- Next LLF June – Agenda meeting early May?

Resolutions?

- Not “compulsory”
- What are they?
 1. A collective view of the LLF
 2. Provide a formal and auditable manner of putting local views into the project development process
 3. Not decisions
 4. Are recorded and will be reported to Project Board
 5. Project Board will be asked to “note”
 6. However they can also agree and instruct further work to reflect/investigate resolution
 7. Resolutions cannot be out of scope
 8. Of course the normal other means of influence and engagement still exist! e.g. consultation, City Deal questions etc.

Election of Chair and Vice Chair

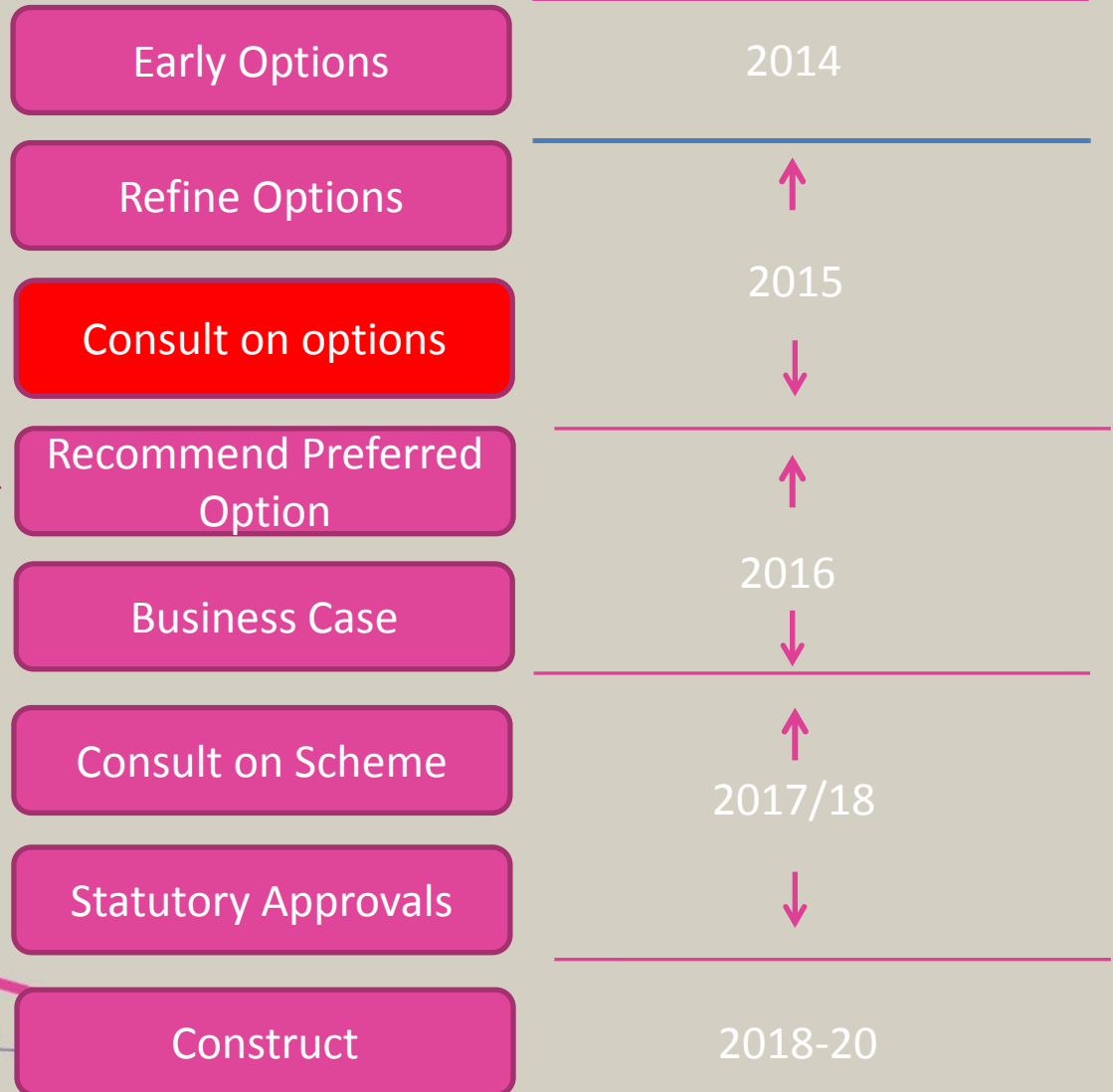
- Any Member of the LLF can be Chair / Vice Chair
- Initially proposed to rotate Chair / Vice Chair after 3 meetings of LLF (not including this one)
- Main responsibility is to set agenda of LLF, chair meetings
- Pre Agenda meeting to be held with officers
- Vice Chair is invited to agenda setting meeting and can deputise for Chair
- Full support to be provided by officers of CCC as required
- If no Chair/ Vice Chair appointed today Officers will continue to chair meeting until appointment

A428-A1303 Next Steps



A428 Corridor

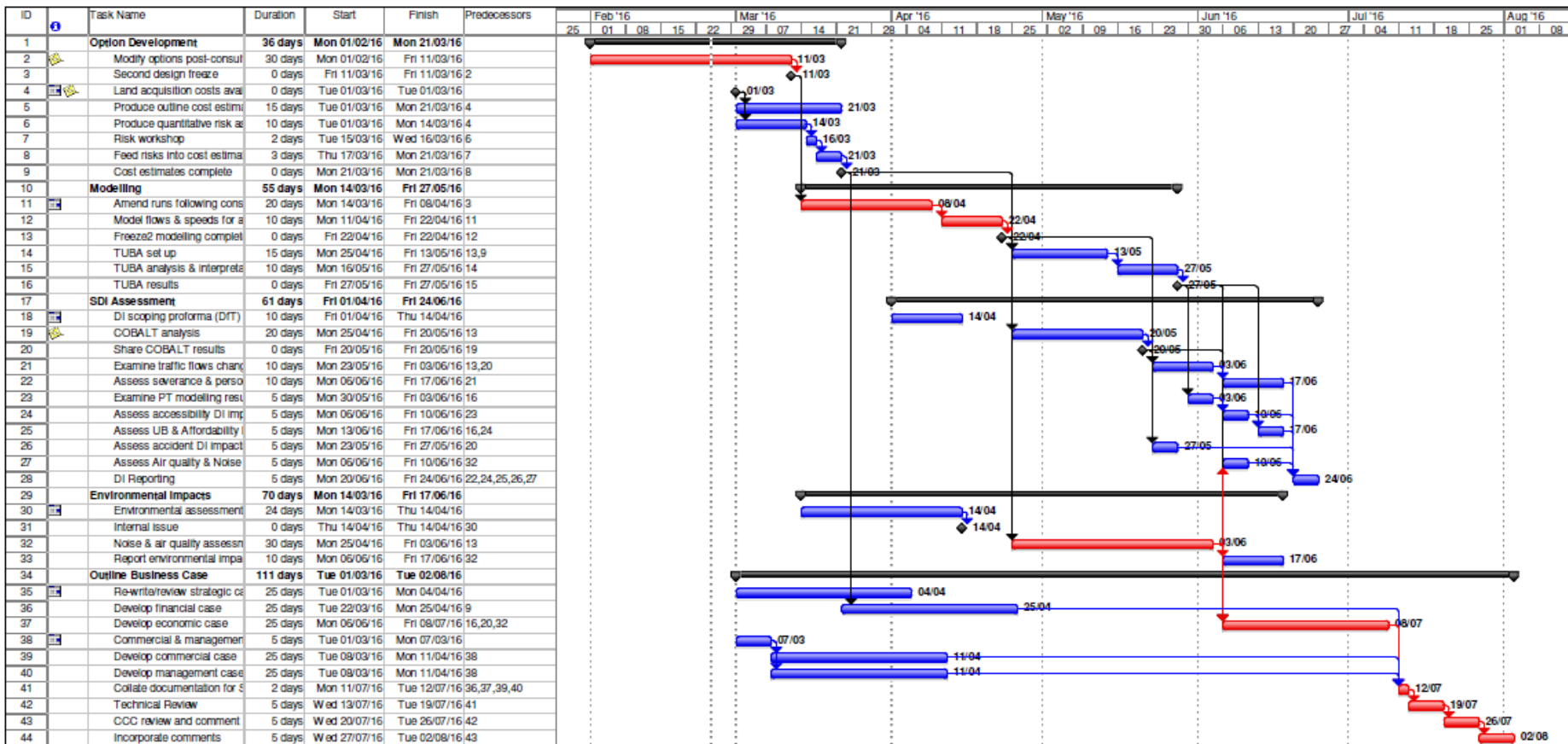
We are here



Glossary

- Modelling – use of Cambridgeshire Strategic Regional Model to assess likely journey time impacts, patronage, general congestion impacts
- COBALT (COst and Benefit to Accidents – Light Touch) is a computer program developed by the DfT to undertake the analysis of the impact on accidents as part of economic appraisal for a road scheme
- TUBA: Transport Users Benefit Appraisal - The purpose of TUBA is to carry out transport scheme economic appraisal in accordance with the DfT's published guidance. It implements a 'willingness to pay' approach to economic appraisal for multi-modal schemes with fixed or variable demand.
- DI = Distributional Impact = consider the variance of transport intervention impacts across different social groups

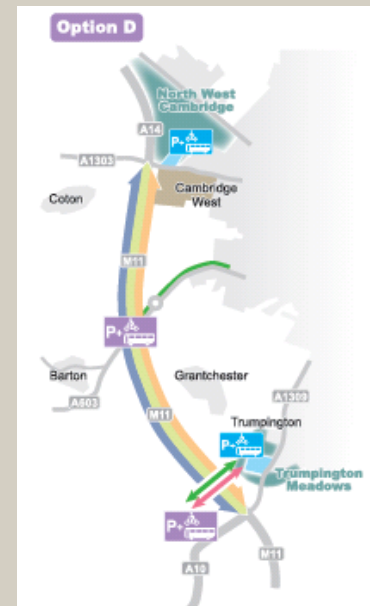
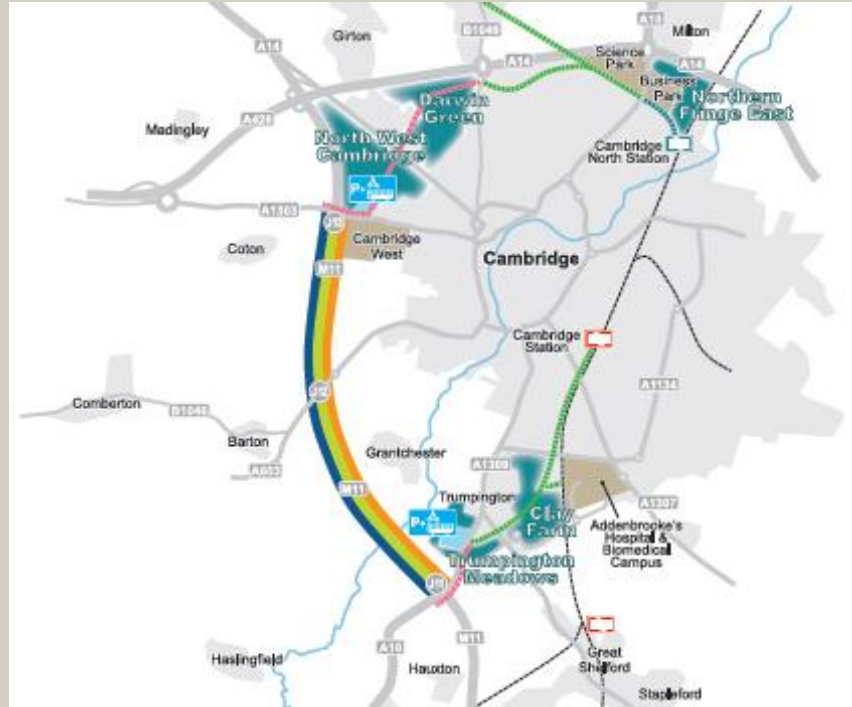
Programme



Project: Project1
Date: Thu 25/02/16

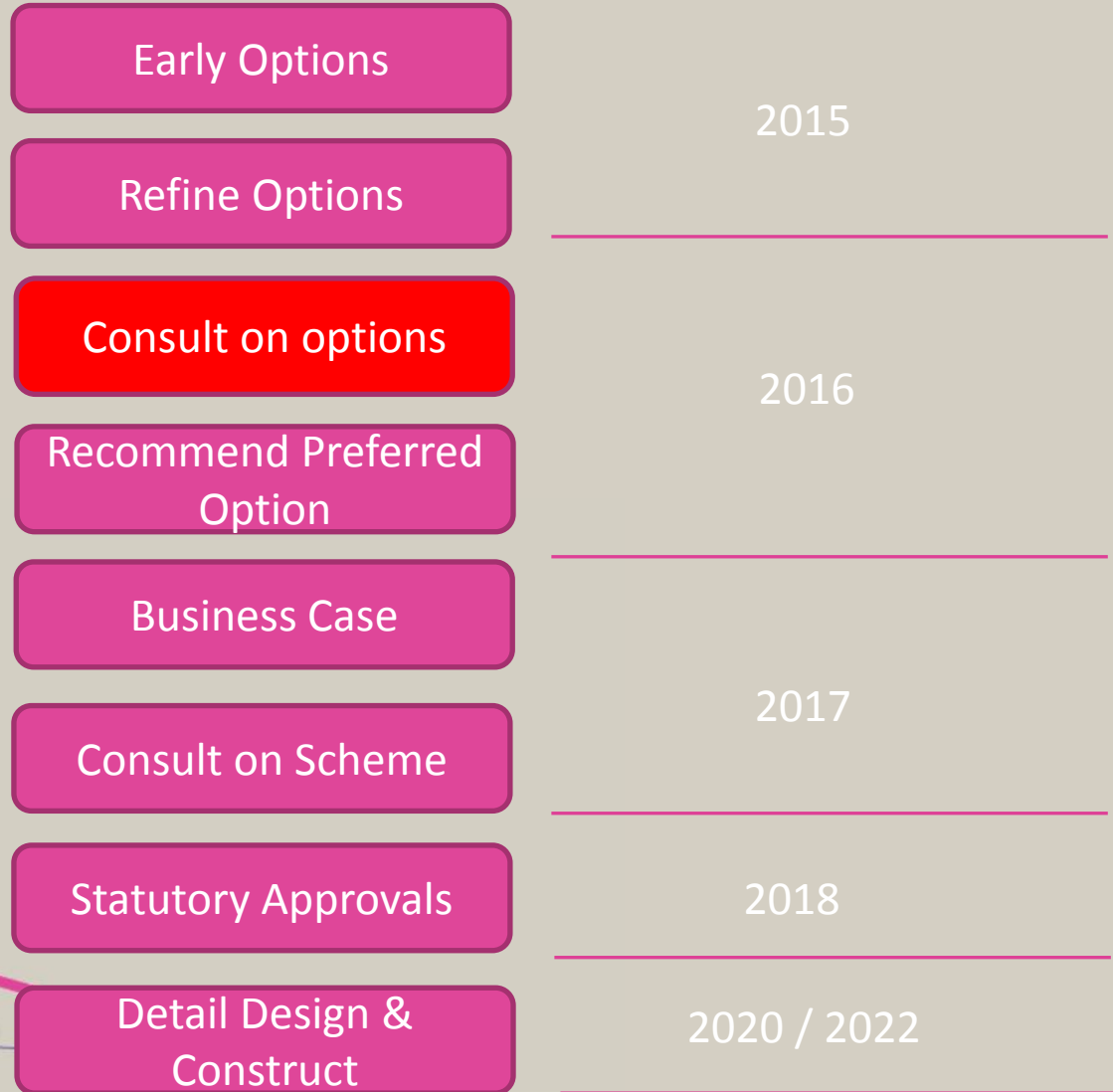
Task		Milestone		Rolled Up Critical Task		Split		Group By Summary	
Critical Task		Summary		Rolled Up Milestone		External Tasks		Deadline	
Progress		Rolled Up Task		Rolled Up Progress		Project Summary			

Western Orbital Next Steps



Western Orbital

We are here



Summary Tables

Appraisal Summary Table		User produced:	05-Apr-15	Contact:		
Name of scheme: Torquay Town Centre Access		Name: Adam Lacombe		Organisation: Torbay Council		
Description of scheme: The proposal aims to improve access into the town centre through Torke by changing the direction of traffic on Union Street and rerouting traffic out of town, involving numerous junction changes.		Preparation Role: Promoter/Critical				
Impacts		Quantitative		Assessment		
Summary of key Impacts		Qualitative		Monetary (€000/yr)		
		Dispositional (7.9t netter sustainable gpp)				
Economy	Business users & transport providers	Business users will benefit due to a shorter travel distance into Torquay town centre and associated reduced travel time (less than 1 minute). Some benefits will be offset by the impact to traffic heading outboard from the town centre. Over the area of study, average journey times will fall across the day.	Value of journey time changes (2006) 524 Net Journey Time Changes (2006) 0 to 2011 -2 to 2011 0 to 2011 0	Moderate Beneficial	548	Not assessed but given the demography in Torbay the scheme is expected to benefit lower income groups to a greater extent.
	Reliability impact on Business users	The scheme is not expected to impact significantly on reliability, however there will be improved resilience given that the current routes will remain open and so additional alternatives for accessing the town centre have been provided.	Not assessed in detail	Slight Beneficial	N/a	
	Regeneration	The scheme is not within a regeneration area and therefore regeneration must be assessed as neutral. However, the scheme is likely to lead to improvements for businesses in Torne through increased passing trade and increased opportunities for parking. The scheme also improves the image of Torbay by making access more direct into the Town Centre, providing economic benefits for the town.	Not assessed - scored neutral	Neutral	N/a	
	Wider Impacts	The scheme will lead to positive/wider impacts but these are not expected to be significant and therefore these have not been assessed in detail.	Not assessed in detail - scored neutral	Neutral	N/a	
Environmental	Noise	The scheme encourages traffic closer to receptors on Union Street where flows will increase significantly and to a lesser extent on Tor Hill Road and therefore it is likely to cause a perceptible change in noise levels.	Not assessed in detail	Slight Negative	N/a	N/a
	Air Quality	The scheme encourages traffic closer to receptors on Union Street where flows will increase significantly and to a lesser extent on Tor Hill Road.	Not assessed in detail	Slight Negative	N/a	N/a
	Greenhouse gases	The scheme leads to more efficient vehicle movements across the study area which in turn leads to reduced emissions from traffic.	Change in non-road carbon over 6ly (2006) -30 Change in road carbon over 6ly (2006) 0	Slight Beneficial	11	
	Landscape	There are no likely to be no impact due to the lack of landscape features in the study area and the land being already within highway corridors.	Not assessed in detail - scored neutral	Neutral	N/a	
	Landscaping	No likely impact due to the low landscape character of the study area and the low level of interaction with the intervention likely to occur.	Not assessed in detail - scored neutral	Neutral	N/a	
	Heritage of Historic resources	No likely impact due to the lack of heritage features in the study area and the low level of interaction with the intervention likely to occur.	Not assessed in detail - scored neutral	Neutral	N/a	
Social	Stakeholder	The scheme is within highway boundary and utilises existing carriageway, consequently there will be negligible impact on biodiversity.	Not assessed in detail - scored neutral	Neutral	N/a	
	Water Environment	Some impact on surface water run off but this will be mitigated fully during detailed design. This will be confirmed at detailed design.				
	Commuting and Other users	Commuter and Other users will benefit due to a shorter travel distance into Torquay town centre and associated reduced travel time (less than 1 minute). Some benefits will be offset by the impact to traffic heading outboard from the town centre. Over the area of study, average journey times will fall across the day.				
Public Accounts	Reliability impact on Commuting and Other users	The scheme is not expected to impact significantly on reliability, however there will be improved resilience given that the current routes will remain open and so additional alternatives for accessing the town centre have been provided.				
	Physical activity	The scheme is expected to provide a slight improvement for pedestrians due to generally improved crossing facilities. Improvements Castle Circus could encourage pedestrian movements between the Town and shops in Torne. These additional movements have not been quantified.				
	Journey quality	The scheme leads to improvements in journey quality by making the route into the Town Centre more direct and reducing driver stress particularly for drivers who are unfamiliar with the area.				
	Accidents	Overall the scheme is expected to lead to an overall accident saving due to relocation of traffic from Lymington Road which currently experiences a high accident rate to Union Street. Benefits are sufficiently uncertain due to realignment of junctions that savings would be difficult to quantify.				

Public Accounts (PA) Table

	ALL MODES TOTAL	ROAD INFRASTRUCTURE	BUS and COACH	RAIL	OTHER
Local Government Funding					
Revenue	0	0	0	0	0
Operating Costs	0	0	0	0	0
Investment Costs (included developer contribution)	160	160	0	0	0
Developer and Other Contributions	0	0	0	0	0
Grant/Subsidy Payments	0	0	0	0	0
NET IMPACT	160 (7)	160	0	0	0
Central Government Funding: Transport					
Revenue	0	0	0	0	0
Operating costs	0	0	0	0	0
Investment Costs	319	319	0	0	0
Developer and Other Contributions	0	0	0	0	0
Grant/Subsidy Payments	0	0	0	0	0
NET IMPACT	319 (8)	319	0	0	0
Central Government Funding: Non-Transport					
Indirect Tax Revenues	28 (9)	28	0	0	0
TOTALS					
Broad Transport Budget	478 (10) = (7) + (8)				
Wider Public Finance	28 (11) = (9)				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. All entries are discounted present values in 2010 prices and values.

RAIL	OTHER
Passengers	0
	0
	0
	0
	0
	0
	0
	0
	0

RAIL	OTHER
Passengers	0
	0
	0
	0
	0
	0
	0
	0
	0

During Construction & Maintenance	0	0	0	0	0
NET NON-BUSINESS BENEFITS: OTHER	360 (1b)	360	0	0	0
Business					
User benefits					
Travel time	504	132	272	0	0
Vehicle operating costs	42	19	23	0	0
User charges	0	0	0	0	0
During Construction & Maintenance	0	0	0	0	0
Subtotal	546 (2)	151	295	0	0
Private sector provider impacts					
Revenue	0	0	0	0	0
Operating costs	0	0	0	0	0
Investment costs	0	0	0	0	0
Grant/subsidy	0	0	0	0	0
Subtotal	0 (3)	0	0	0	0
Other business impacts					
Developer contributions	0 (4)	0	0	0	0
NET BUSINESS IMPACT	546 (5) = (2) + (3) + (4)				
TOTAL					
Present Value of Transport Economic Efficiency Benefits (TEE)	1,045 (6) = (1a) + (1b) + (5)				

Notes: Benefits appear as positive numbers, while costs appear as negative numbers. All entries are discounted present values, in 2010 prices and values.

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The Greater Cambridge City Deal
working in partnership:

