

Cycle City Ambition Grants



Department
for Transport

Guidance on the Application Process is published alongside this application form on the Department's website.

Please include all relevant information with your completed application form.

The level of information provided should be proportionate to the size and complexity of the package proposed.

One application form should be completed per project.

Applicant Information

City Name: Cambridge

Bid Manager Name and position:

Mike Davies

Team Leader – Cycling Projects

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This bid will be published on the Cambridgeshire County Council website

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/68/transport_funding_bids_and_studies

SECTION A - Project description and funding profile

A1. Project name: Greater Cambridge Cycle City (GC³)

A2. Headline description:

The aim is to deliver a step change in cycling so that this becomes a principal mode of transport across our City region.

Cambridge is already a national cycling leader, and our ambition is to take cycling onto a par with Dutch cities by delivering a comprehensive integrated network between key destinations and where people live and access employment, and services. This will help ensure growth can be accommodated sustainably; while enhancing health and well-being, and supporting continued economic prosperity.

The extension of the programme proposes strategic cycleway links including a new bridge over the river Cam in Cambridge, important links in South Cambridgeshire and segregation for cyclists on arterial routes in Cambridge.

A3. Geographical area:

Our proposal covers the geographical area of Cambridge and South Cambridgeshire, which has one of the most dynamic economies in the UK and tremendous growth potential. The area has a population of 272,622, and by 2031 is expected to be home to 340,000 residents and 226,000 jobs. Local partners including District Councils and the Greater Cambridge Greater Peterborough LEP are committed to growth, including supporting the largest new town in the UK since Milton Keynes at Northstowe. This growth will require significant investment in transport infrastructure between key economic hubs, services and residential areas. This geography also aligns with that of the Transport Strategy for Cambridge and South Cambridgeshire.

A4. Total DfT funding contribution sought (£m): £6,027,672

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

B1. The Scheme - Summary

Please give a detailed description of the scheme being proposed, including the objectives:

The aim is to deliver a comprehensive integrated network for cycling and walking between key destinations and where people live and access employment, and services. This will help to enhance the attractiveness of cycling and walking as a principal mode in our City region, and help to significantly raise the mode share for cycling.

Our target for cycling mode share in 2023 is 40% for the city, and 20% for the outlying rural area of South Cambridgeshire.

This proposal aims to provide more direct, safe and accessible links for cycling across the City region by undertaking the following key interventions:

- On some of the main arterial routes it is proposed to continue with the delivery of segregated cycle provision of the highest quality to give safe, direct, high capacity routes that will attract non cyclists.
- To create a direct, attractive link to the new railway station planned at Chesterton by building a new foot and cycle bridge over the River Cam. The new bridge will be the first phase of a strategic traffic free north-south link across the city for pedestrians and cyclists (known locally as The Chisholm Trail).
- To ensure that junctions are not barriers for cyclists by working to improve conditions and provision for cyclists at a number of locations.
- In addition, in South Cambridgeshire the objective is to provide good quality cycling infrastructure and to fill in gaps in the existing network between important destinations/hubs such as rail stations, key settlements, secondary schools and large employment sites to enhance accessibility and cycling as a principal mode of transport.

B2. The Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing problems and barriers, explain how the preferred scheme was selected and explain what the predicted impacts will be (please make reference to the guidance document and the strategic objectives of the Cycling Delivery Plan).

Problems and barriers

While the Greater Cambridge city-region has significant economic growth potential, it faces several constraints that threaten to choke off that potential and lead to economic decline. This would be damaging to both the local economy and to the wider UK economy as the city-region is such an important driver of the economy in crucial areas such as high-tech and research-based industries. Greater Cambridge competes on an international stage with other city-regions and therefore our ability to attract investment is important for the wider UK economy as growth experienced here is in general net new growth to the UK.

Some of the key drivers of the international high-tech and knowledge-based economy are based in South Cambridgeshire, for example at Granta Park and the Genome Campus in Hinxtton. Many of these business and research parks are notoriously difficult to access by means other than private car and there is evidence to suggest there is a suppressed demand for cycling to many of these sites. Many of the potential employees of these sites live in Cambridge and do not drive, so providing safe cycling routes is essential in terms of sourcing the correct labour force. Several of these sites are located within cycling distance of a rail station that is connected to both Cambridge and London, but there are few options to cycle to/from these interchanges. This represents a considerable missed opportunity.

Barriers that we expect to address through continued investment through the Cycle City Ambition grant vary between the more urban area of Cambridge and its necklace villages and the more rural areas of much of South Cambridgeshire. In the more urban areas and along the key transport corridors, congestion is one of the main constraints to economic growth. The city's key radial roads, such as Huntingdon Road and Hills Road, are frequently congested particularly in the peak hours, which greatly harm the reliability of the transport network for the city's residents and businesses. In the more rural areas, accessibility is a significant constraint. This applies both to residents in terms of accessing employment, education and other essential opportunities, and to businesses in terms of staff and customer access to their sites.

Congestion acts as a significant constraint to economic growth not only through its role in harming the reliability of the transport network, but also by damaging the perception of the city-region among international investors, thereby discouraging investment in Greater Cambridge. Significant growth is being planned for the area to 2031 with a specific focus being on Greater Cambridge – which could add 37% to road traffic levels from 2009-25 and increase travel times by 23% by 2021, which illustrates the scale of the challenge that we face in this area. Therefore it is critical that further investment is made in sustainable alternative modes in order to ensure that the network can facilitate and mitigate the impacts of growth, as planning for increased car growth through the city is not an option.

Indeed there are real opportunities for achieving a modal shift as was confirmed by earlier consultation on developing a Draft Transport Strategy for this area (Sept 2012)¹; consultation results confirmed that while the most common mode for travel to work for respondents was by bicycle at 33%, more than 46% said their preferred mode of travel to work would be bicycle.

¹ http://www.cambridgeshire.gov.uk/download/downloads/id/2725/final_draft_for_jstspg_211112pdf

This helps to demonstrate some levels of suppressed demand and the real opportunity here to achieve a greater modal shift of 40% for cycling across the City into the future.

Funding is a particular challenge that needs to be addressed in order for us to achieve such results. Due to the nature of many of the transport funding streams that have traditionally been available, it has been difficult to allocate resources to the more strategic cycling schemes that can help to improve accessibility to such key destinations as business and research parks, therefore this opportunity to provide cycle links to these sites either from Cambridge or from train stations such as Foxton or Shepreth is one that we hope to seize through the further funding and commitment that more Ambition Grant can deliver.

Vision

In common with The Cycling Delivery Plan we would like to see walking and cycling become the natural choices for shorter journeys across the Greater Cambridge area or for walking and cycling to be part of a longer journey. We would not wish to exclude anyone by age, gender, fitness level or income, and we would seek to do this by good design.

Whilst the Cycling Delivery Plan sets a target of doubling cycling over 10 years, this would be very challenging in Cambridge given its already high levels of cycling, but our target is nonetheless ambitious in aiming for a modal share of 40% across the City region into the future, putting Cambridge on a par with leading Dutch cities. The consultation of the Transport Strategy for Cambridge City and South Cambridgeshire (October 2013)² confirmed support for this ambition.

Cycling and walking are critically important to the future vision for Cambridge and South Cambridgeshire. Our aim is for this area to become renowned for its efficient, accessible and sustainable transport system which will support a thriving and beautiful historic core, and provide efficient and networked links to and from the city and its major employment hubs to the bustling villages and key centres beyond. Our ambition is for more and more people to walk, cycle or use community or passenger transport as the more sustainable option when travelling. This will help enhance accessibility, protect the area's distinctive character and enhance quality for life and well being for all.

Our vision is to be achieved by delivering a comprehensive integrated network between key destinations and where people live and access services. This links well with our wider vision for the Transport Strategy for Cambridge and South Cambridgeshire, and for the City Deal where our aim is to achieve more sustainable transport capacity between key economic hubs in and around the city, and to where people live and access services. The backbone of this strategy will be a high quality passenger transport network of bus and busways, building on the existing guided busway routes to provide a complete orbital route around the city, connecting key employment and residential sites, complemented by enhanced rail infrastructure and services and fed by comprehensive pedestrian and cycle networks. Highways capacity enhancements would ensure that traffic could move efficiently in appropriate locations without interfering with passenger transport corridors. Good facilities and provision for cyclists and pedestrians will also be provided within the schemes.

The scale of the City Deal proposals is such that a focus can be expected to be taken on more 'big ticket items' such as the passenger transport network. However, this vision recognises the importance of pedestrian and cycle networks within the wider network. Our vision for cycling as part of this proposal is to make the city-region a safer and more attractive place to cycle, to encourage people out of their cars and to transfer their trips to active travel modes. Achieving this vision would allow us to deliver benefits in terms of reducing congestion, enhancing

² http://www.cambridgeshire.gov.uk/download/downloads/id/2723/transport_strategy_final_consultation_reportpdf

accessibility and public health in particular. If our proposals for a City Deal and an extension of Cycle City Ambition Grant are successful, this would allow us to make a real step change for cycling and walking and deliver a well-connected and accessible transport network that emulates that of the smaller city of 40 years ago but on a much larger geographical scale while protecting the quality of life that marks Greater Cambridge out among its international competitors.

Scheme selection

The approach we continue to propose to take in Cambridge is one of segregating cyclists along the key radial routes, providing more direct strategic cycle links and of improving traffic conditions on other routes by proposing reduced speed limits and making improvements to junctions. Together these should make a considerable contribution to transferring car trips to cycling, reducing the pressure on the city-region's road network and enhancing the connectivity of our businesses, research and academic institutions, residential areas and growth areas.

In South Cambridgeshire our approach is to try to make high quality links to key destinations that are currently not in place, or currently poor. Public support for this approach and proposed schemes is demonstrated by the suggestions from the 2013 consultation on the Transport Strategy for the area³.

Ultimately we believe that the schemes we propose to take forward as part of this proposal will allow us to deliver the greatest benefits and align best with realising our vision enhancing accessibility and promoting a step change in modal shift across the city-region. The programme of measures proposed will thereby support the economic strength and competitiveness of Greater Cambridge into the future.

Strategic fit

This proposal aligns closely with the vision that was developed for the Transport Strategy which was recently adopted. Over 80% of respondents in City and South Cambridgeshire agreed with the vision and the Transport Strategy was developed on that basis. The Transport Strategy aligns both with the adopted Local Transport Plan for Cambridgeshire and the Local Plans which are being finalised at present. The aim is to ensure that the transport network can accommodate future growth, enhance accessibility and support continued economic prosperity across the area.

In order to achieve the vision and strategy objectives, investment is required to help raise cycling levels significantly across the City region so that this becomes a principal mode of transport. Cycling and walking are critically important to the future vision for Cambridge and South Cambridgeshire. Our aim is for this area to become renowned for its efficient, accessible and sustainable transport system which will support a thriving and beautiful historic core and provide efficient and networked links to and from the city and its major employment hubs to the bustling villages and key centres beyond. Our ambition is for more and more people to walk, cycle or use community or passenger transport as the more sustainable option when travelling. This will help enhance accessibility, protect the area's distinctive character and enhance quality for life and well being for all.

Our vision is to be achieved by delivering our Cycle City programme. This links well with our wider vision for the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and

³ Appendix 4 Transport Strategy for Cambridge City and South Cambridgeshire Pubic consultation 2013.
http://www.cambridgeshire.gov.uk/download/downloads/id/2723/transport_strategy_final_consultation_reportpdf

for the City Deal where our aim is to achieve more sustainable transport capacity between key economic hubs in and around the city, and to where people live and access services.

The TSCSC addresses the role of all modes of transport in accommodating the city-region's growth prospects. The approach includes creating networks for pedestrians and cyclists that provide routes linking together all the major growth areas in Cambridge and the main employment areas, transport interchanges and secondary schools in South Cambridgeshire. In doing so, consideration has been given to how barriers to cycling and walking can be overcome to encourage more people to undertake trips using these modes. The approach is supported through a programme of education and marketing.

As well as this, the backbone of the strategy for TSCSC is a high quality passenger transport network of bus and busways, building on the existing guided busway routes to provide an orbital route around the city, connecting key employment and residential sites, complemented by enhanced rail infrastructure and services and fed by the comprehensive pedestrian and cycle networks. Highways capacity enhancements would ensure that traffic could move efficiently in appropriate locations without interfering with passenger transport corridors

Our proposal aligns very closely with the Greater Cambridge City Deal, and continuing work towards this deal. We see both work areas as pulling towards the same goal, namely supporting economic growth and prosperity in the Greater Cambridge city-region while retaining the area's high quality of life. Our proposed Ambition Grant phase 2 programme complements the City Deal proposal, while recognising of course that where transport infrastructure is concerned different modes will be relevant to solve different problems and a combination of modes will be needed to realise the city-region's full potential.

Ultimately we hope to have a City Deal and Cycle City Ambition Grant programme to provide investment to help achieve our vision and objectives, thereby strengthening each other and the growth potential of the Greater Cambridge city-region. Such investment, if achieved, could make a significant difference and enable us to deliver the infrastructure early and achieve a real revolution in modal shift for cycling in the next 10 years. This means that Cambridge could in the future become renowned internationally not only as a great place to do business but for its connected, accessible networks for walking and cycling as a main means of getting around and its great quality of life.

Impacts

We anticipate the positive impacts of implementing the programme to be: accident reductions, anticipated savings to the NHS, reduced pollution, journey ambience improvements, health benefits and reduced CO₂ emissions.

We also of course expect our proposal to deliver significant benefits in terms of reduced congestion, journey time savings and productivity gains for the local economy.

Rationale for investment

Altogether we believe that the Greater Cambridge Cycle City (GC³) proposal would allow the delivery of tremendous benefits to the local economy, which would in turn allow the wider UK economy to experience benefits as Greater Cambridge performs more strongly in attracting and developing high value businesses and investors.

If funding for our proposal is not secured, then some of the projects included in our bid would be likely to be delivered in future as part of a process of mitigating the impacts of developments in the city-region. However this would take longer and could happen in a more piecemeal way.

We have committed funding for some schemes from developer contributions, and these schemes would be expected to go ahead without an Ambition Grant.

However, some of the more strategic and innovative aspects of our proposal such as adopting a segregation model on key radial roads would be extremely unlikely to be implemented. Resources are not available for these schemes in the short- or medium-term – it is difficult to forecast the long-term – and without the binding effect of an Ambition Grant it is unlikely that buy-in could be achieved to implement these schemes. The cycle routes to business parks may be implemented in future, although resources would not be available within a predictable timeframe so we may not be able to commit to exploiting the opportunities as readily without match funding. However the more strategic routes such as North-South links across the City and segregated routes would be unlikely to be delivered soon without significant added investment.

Ultimately a successful bid for a Cycle City Ambition Grant would allow us to achieve a real step change in our ambition for cycling as a main means of travel and importantly help us achieve our ambitious targets for modal shift to cycling of 40% across the city-region. There is such significant potential here in Cambridge and the grant could make all the difference to help secure the delivery of significantly more benefits than would otherwise be possible. There are wider benefits in that it would enable growth to be delivered and accommodated sustainably. The funding would also help secure commitment to a long-term programme of investment in cycling schemes in the city-region aligned with our vision. An Ambition Grant would allow us to take this long-term view, and demonstrate commitment early, much more effectively than we would otherwise be able to do, providing a level of certainty for cycling funding that cannot be experienced when relying on the standard process of relatively short-term grants.

Our vision of walking and cycling becoming the natural choices for shorter journeys also fits with our Health and Well-being Strategy⁴ in promoting and facilitating active travel for work, to school, for access to services and for leisure. Priority 5 Create a sustainable environment in which communities can flourish: *Develop and maintain effective, accessible and affordable transport links and networks, within and between communities, which ensure access to services and amenities and reduce road traffic accidents.*

Fit with Cycling Delivery Plan

Cambridge's vision, targets and objectives fit well with the Cycling Delivery Plan, and we fully support and endorse the document.

Reference in the strategic objectives is made to strong leadership and this is something that is in place in Cambridge from senior officers, Councillors and the City's MP. Cambridgeshire County Council and Cambridge City Council were amongst the first few local authorities to appoint cycling champions. The two current post holders, Councillor Noel Kavanagh for County and Councillor Martin Smart for City both play an active role in working closely with officers and elected members as well as schools, businesses and developers.

Proof of the support and strong leadership was the approval for the Phase 1 schemes including Huntingdon Road, Hills Road and Trumpington Road, all of which experienced a degree of strong objection from the public at consultation.

As outlined above our targets are very much in line with the spirit of the Cycling Delivery Plan and with cycling levels approaching 40% we would certainly have cemented cycling as very much the norm for many people.

⁴ http://www.cambridgeshire.gov.uk/download/downloads/id/359/cambridgeshire_health_wellbeing_strategy_2012-2017

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing maintenance and operating costs), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
DfT funding sought	1,480	2,168	2,380	6,028
Local Authority contribution	100	2,050	2,350	4,500
Third Party contribution	0	2	0	2
TOTAL	1,580	4,220	4,730	10,530

Notes:

1) Department for Transport funding is for the three years from 2015/16 to 2017/18.

2) Bids should seek to identify enough local contributions to bring the total spend on cycling to at least £10 per head.

The overall funding would mean an investment of £13 per head of population per year over three years.

B4. Package description

Please provide a detailed description of each of the package elements being bid for.

Queen Edith's Way/Cherry Hinton Road/Robin Hood junction

This scheme in the south of the city has 3 key elements:

Queen Edith's Way is a main link to the regional Addenbrooke's Hospital and the expanding employment site of the Biomedical Park. A large secondary school and Sixth Form centre also lie on Queen Edith's Way and this is a key route between a number of neighbourhood centres. It is proposed to introduce segregated cycle lanes on what is currently grass verge to replace a very narrow shared use path that brings cyclists into conflict with pedestrians on a daily basis. This scheme would link up to the southern end of the Hills Road scheme thus starting to build a joined up network of segregated routes that provide a high quality, attractive level of service for users and ensure that whole journeys can be undertaken on safe, direct infrastructure.

At the eastern end of Queen Edith's Way lies a four-arm signalised junction called the Robin Hood. The junction is currently a barrier for unconfident cyclists and less able pedestrians as it is relatively hostile and has little in the way of cycle provision. It is proposed to review the junction to see how it could be made more cycle and pedestrian friendly through a combination of engineering and traffic signal solutions.

Cherry Hinton Road links Queen Edith's Way and the Robin Hood junction at its southern end to

Hills Road at its northern end. Improvements in 2010 at the southern end have gone some way to improving conditions for cycling, but at its northern end there is a mix of on street parking, discontinuous shared use paths and fairly hostile on-road cycling conditions. It is proposed to remove parking and to introduce good quality segregated cycle lanes to link with the provision in Hills Road. Again this starts to build a high quality network of consistently good provision.

Hills Road Phase 2

Hills Road is a very well used route for cyclists linking the Addenbrooke's site and Biomedical Park with the City Centre. Currently funding from the Cycle City Ambition programme is being used to remove some of the grass verges to introduce raised 2.1 metre wide, uni-directional segregated cycle lanes and floating bus stops. Work commenced on 26th January 2015.

Cyclists will be segregated from motor vehicles and pedestrians by a raised 'hybrid' lane on each side of the road.

Extensive consultation, engagement and ultimately vision and political will were required to get agreement for the scheme.

During the consultation discussions, the issue of improving how the scheme ties in at each end of Hills Road arose, and there were suggestions for making minor improvements in other parts of Hills Road. Additional funding would offer a more complete Hills Road scheme.

Trumpington Road Phase 2

Trumpington Road is a well used route for cycling close to the City Centre. Many cyclists use this stretch between Bateman Street and Brooklands Avenue as part of a link for journeys to school and to the railway station. Often cyclists choose to ride illegally on the out-bound side in both directions as this stretch is a well used link with no side roads or accesses crossing it, staying on this side of the road saves time by not having to cross the road twice to use the other shared use path or stay on road.

Currently funding from the Cycle City Ambition programme is being used to remove parking on one side of the road and to provide a segregated cycle lane as well as an on-road cycle lane without adjacent parked cars.

With additional funding the shared use path on the west side of the road could be widened and segregation introduced. Extra funding would also allow some investigation into junction improvements at each end of the approved Phase 1 scheme.

Huntingdon Road Phase 2

Huntingdon Road is a key route into the city for cyclists. Funding from Cycle City Ambition programme Phase 1 allowed work to commence on 5th January 2015 on a scheme to replace a 1.4m wide on-road lane with a 2.1m wide segregated cycle facility with floating bus stops.

Cyclists are segregated from motor vehicles and pedestrians by means of a kerbed island at the north end of the scheme and a raised 'hybrid' lane at the southern end of the scheme.

Extensive consultation, engagement and ultimately vision and political will were required to get agreement for the scheme.

During the lengthy consultation, the issue of extending the scheme further towards the city centre was raised. With additional funding the facility could be extended either as a hybrid lane

or if it is not possible to remove parking areas then a wide on-road lane would still be a great improvement on the existing situation.

Two-way cycling in one-way streets

Cambridge was part of a successful trial in 2010 to introduce 'no entry except cycles' signs, and since then has introduced this arrangement at fourteen sites. Allowing two-way cycling in narrow streets opens up a much wider network for cyclists, which adds to the attractiveness of cycling as a quick and convenient option. Further sites will be investigated either for 'no entry except cycles' and/or the introduction of contraflow cycle lanes.

Chesterton – Abbey Bridge

A new foot and cycle bridge over the River Cam is proposed. This would link residential areas with employment areas, and give an excellent traffic free link for pedestrians and cyclists to the new railway station which is planned for Chesterton/Cambridge Science Park. Feasibility work has already been undertaken to show that thousands of people are likely to use a bridge at this location.

The bridge would contribute greatly to reduced trips by private car in the area and would make commuting by foot or cycle a much more attractive option than driving.

The bridge is the first phase of the north-south strategic link known as The Chisholm Trail. Ultimately this route would provide a direct, attractive, traffic free route across the city giving access to two stations, residential areas, schools and many of the largest employment sites in the city.

Due to the difficulties of accessing the site and other local constraints a steel truss bridge of 4-5 metres in width is likely to cost £4.5million and would be subject to planning application and procurement of land from a Cambridge College and from Network Rail. Land negotiations are underway.

£1.5million of locally secured S106 funding is available towards the project.

A feasibility study has already been undertaken, as well as an initial public consultation showing strong support for the new bridge. The project team is in the process of appointing an architect, negotiating the two plots of land required, and engaging with local stakeholders.

Quy to Lode

The villages of Stow-cum-Quy and Lode form part of the necklace of villages around Cambridge. The lack of any sort of cycle facility acts as a barrier for Lode residents considering cycle commuting at present.

The presence of Anglesey Abbey, a National Trust property with cycle hire facilities, and the local leisure route called The Lodes Way means that there is great potential to increase leisure journeys in this area and to take Cambridge residents more conveniently to reach The Lodes Way via a new Quy to Lode route.

The off-road shared use path scheme has very strong support locally from Parish Councils with some fund raising already underway.

A10 Cambridge to Foxton Station

A new good quality route for walking and cycling along the A10 South corridor, with local spurs, would link people to jobs and services, and ensure that an alternative to the car is available to large numbers of people.

The route is a former trunk road, and through the village of Harston the provision for cycling is very poor with cyclists forced to use a busy road with narrow traffic lanes and central islands. Cyclists have to mix with a high percentage of heavy good vehicles. There are rail stations at Foxton and Shepreth providing great potential for multi modal journeys involving bicycles. This scheme would increase mobility choice for people, reduce congestion and negate the need for extensive car parks at stations, as well as reducing the likelihood of residential streets being clogged with commuter cars.

Longer term there is an aspiration to extend the scheme, and to complete a route along the whole Cambridge to Royston corridor. Royston to the south, has a population of 16,000, and a range of employment and educational establishments and other local services. This wider scheme looks at where people actually want to go and where they access services locally, rather than sticking to traditional County boundaries. Joint working with Hertfordshire will be necessary to deliver the whole project, which includes a new foot and cycle bridge over the A505. Initial fruitful discussions have already taken place and are going well. There is also potential funding from the Greater Cambridge City Deal.

B5. Package costs

More detailed costing is set out in Appendix A.

The risk allowance for schemes does vary, as some schemes are more developed than others.

A detailed Risk Register is set out in Appendix B.

Any cost overruns will be borne by Cambridgeshire County Council. See Section D2 Section 151 Officer Declaration.

B6. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) *Any non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.*

The non DfT contribution is comprised of the following elements:

- **Section 106 funding (£4.5 million).** For the Cambridge area, Corridor Transport Plans are in place so that funding can be secured from developments towards schemes that support growth and mitigate their effects, whilst encouraging modal shift to more sustainable modes. Approval of S106 funding ear-marked for the Queen Edith's Way / Cherry Hinton Road / Robin Hood Junction scheme and for the Chesterton-Abbey Bridge scheme was given by Cambridgeshire County Council's Economy and Environment Committee in October 2014. See Council decision.

<http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=10485>

b) *Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.*

Lode Parish Council have been campaigning and fund raising for a new link foot and cycle link between the villages of Stow-cum-Quy and Lode. Further information is available from the campaign website <https://angleseyinstitches.wordpress.com/support-the-lode-quy-track/>

B7. Cycling Delivery Plan Partnership Projects

Acceptance of this grant means that the party agrees to work with the Department for Transport as a partner in the realisation of the Cycling Delivery Plan (currently in draft and due to be published in 2015).

We agree to work with the Department as partners of the Cycling Delivery Plan: Yes

B8. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the proposal. In your appraisal, please do not include benefits of your current project – only additional benefits accruing from the proposal can be considered for additional funding. Proposals cannot be made to fill funding gaps in existing projects. However if you are expanding the scope of an existing project this should be clearly stated.

Please provide a description of the expected impacts of your proposal and relate this back to its objectives. Please be clear on how the interventions are expected to result in those impacts.

Please fill in the economic case pro forma with those expected impacts and provide an explanation in a technical note of how you have estimated these, including reference to any sources you have relied on.

See Appendix C Scheme Impact Pro Forma
See Appendix D Economic Case Technical Note

Supporting evidence to demonstrate that the current CAG project is delivering its intended outcomes will be considered favourably.

See Appendix E Progress report

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please confirm that you are committed to working with the Department and Sustrans to improve current monitoring and evaluation plans, and that you agree to improve processes where needed to enable end of programme comparisons across the Cycling Ambition cities.

Yes

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Greater Cambridge Cycling City I hereby submit this request for approval to DfT on behalf of Cambridgeshire County Council and confirm that I have the necessary authority to do so.

I confirm that Cambridgeshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Bob Menzies

Signed:

Position: Service Director for Strategy and Development



D2. Section 151 Officer Declaration

As Section 151 Officer for Cambridgeshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Cambridgeshire County Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2017/18
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:
Chris Malyon

Signed:



Submission of bids:

Applications must be submitted by 5pm, **31 January 2015**. Submissions should be sent electronically to cycling.ambition@dft.gsi.gov.uk.