

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. As a guide, for a small programme (ie a city with less than 250,000 population) we would suggest around 25-35 pages including annexes would be appropriate.

One application form should be completed per project.

Applicant Information

Local authority name: Cambridgeshire County Council

Bid Manager Name and position:

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When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<http://www.cambridgeshire.gov.uk/transport/strategies/fundingbids/>

SECTION A - Project description and funding profile

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

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 100 words)

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 services. This will help ensure growth can be accommodated sustainably; while enhancing health and well being, and supporting continued economic prosperity.

The programme proposes strategic cycleway links, segregation for cyclists on arterial routes, and a 3,000 space cycle park at the main railway station.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

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 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): £4.075m

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

A6. Partnership bodies

Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

Cambridgeshire local authorities and cycling groups have a long established and successful working relationship in the development and design of cycling schemes, for both infrastructure and promotion. Through the Cycle Cambridge programme (2008-11 as part of Cycling England's Cycling Towns & Cities Programme), a Stakeholder Group has been established and this group continues to work in partnership to champion cycling in the Cambridge city region.

The Cycling Stakeholder Group is represented by Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, Cambridge Cycling Campaign, Cyclists Touring Club, Primary Care Trust (now Local Authority Public Health), Cambridgeshire Travel for Work Partnership and Sustrans. The group meets to promote cycling, address cycling issues and develop appropriate cycling infrastructure.

In addition there is a Cycling and Walking Liaison Group which meets regularly to review and discuss scheme proposals. This group is chaired by Cambridgeshire County Council and includes Living Streets, Camsight (local charity for blind and partially sighted people), Cambridge Cycling Campaign and Cambridge City Council's Access Officer.

All three local authorities are committed to cycling as a key element of the Cambridge and South Cambridgeshire Transport Strategy, and the Cambridgeshire Long Term Transport Strategy. Letters of support are appended to this application.

See Appendix A for the letters of support from the following individuals/organisations:

Cambridgeshire County Council's Cabinet Member for Growth and Planning
Cambridgeshire County Council's Cycling Champion
Cambridge City Council
South Cambridgeshire District Council
Greater Cambridge Greater Peterborough LEP
Sustrans
CTC
Cambridge Cycling Campaign
Director of Public Health
Travel for Work Partnership
Chairman of Cycling and Walking Liaison Group
Meldreth, Shepreth and Foxtton Rail User Group
A10 Corridor Cycling Campaign
Companies and individuals based at Buckingham Business Park, Babraham Research Campus and Granta Park.
Foxtton Parish Council

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? Yes No
See Appendix A Letters of support

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 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 towards 40% across the region over 10 years.

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 move towards segregated cycle provision of the highest quality to give safe, direct, high capacity routes that will attract non cyclists, and thus raise mode share for cycling towards 40% over a 10 year period.
- Creating brand new convenient strategic cycle way links such as The Chisholm Trail which would provide a cross city north south strategic cycle route as well as new cycleway links connecting to the key economic clusters around Addenbrookes, the Babraham Institute & Granta Park.
- Providing new routes such as Ring Fort Path and Hills Road ramp to enable even faster, safer journey across the city for cyclists and pedestrians, making these modes even more attractive.
- For quieter streets away from arterial routes where cyclists enjoy a well signed network already, these areas could become 20mph zones, subject to consultation.
- In addition in South Cambridgeshire the objective is to provide good quality cycling infrastructure 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).

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 city-regions such as San Francisco and Bangalore, 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

Hinxton. Many of these business and research parks are notoriously difficult to access by means other than private car – although some put on shuttle buses for staff, there is evidence to suggest there is a suppressed demand for cycling to many of these sites. 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 our proposal 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 Newmarket 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 to 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); 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. 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 is one that we hope to seize through the funding and commitment that an Ambition Grant can deliver.

Vision

Our vision is to raise cycling levels significantly across the region so that cycling and walking become a principal mode of transport and for cycling to achieve a much higher modal share of 40% across the City region into the future.

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 areas 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 (see Appendix N which shows conceptual map of cycling links for wider area). The programme proposes strategic cycleway links, segregation for cyclists on arterial routes, and a 3,000 space cycle park at the main railway station. This links well with our wider vision for the Transport Strategy for the City & 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.

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 accessibility and public health in particular. If our proposals for a city deal and a 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 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. 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.

There have been a wide range of options considered in shaping our vision – some of which we propose to take forward through an Ambition Grant, some of which have been rejected and some of which have not been ruled out but do not form a key part of this proposal. The key options that have been considered but that we do not currently propose to pursue are explained below.

- **Reducing rural speed limits.** We considered a widespread roll out of lower speed limits on minor rural roads to 40mph, with an ambition to reduce speeds by other measures later. This would only be as effective as the enforcement of these speed limits, which is unlikely to reduce the actual experienced traffic speeds on these roads. It was concluded that this could be explored as part of a longer term strategy but not for taking forward at this stage.
- **'Camcycle rings' network.** This is an option that has not been rejected and may come to be realised through our proposal and other works, but this is not certain. This is an approach to network design that envisages a range of rings, including for example a tight inner ring around Cambridge city centre and other rings radiating outwards. To a certain

extent this informs our approach to network design, but the approach we have traditionally taken and expect to take in future is more focused on responding to the needs of various parts of the network rather than trying to make the network fit a pattern, such as a pattern of rings.

- **Reducing free parking on the Cambridge fringes.** The effect of this option would be to discourage driving to work in Cambridge, particularly on the fringes of the city, thereby encouraging the use of sustainable transport modes. This option needs further consideration related to the wider transport strategy which is under development.
- **‘Continental boulevard’ approach to street design.** We considered the possibility of redesigning some of the streets in Cambridge to resemble a ‘continental boulevard’, with segregated cycle routes in the middle, etc. This option would effectively be an extreme version of our proposed approach to segregation on key radial routes in Cambridge. This option has been rejected as it is considered to be unnecessarily difficult and expensive, while we believe that our key radial route segregation approach would achieve about as much benefit for cyclists without the detriment to buses, taxis and drivers.
- **Widespread introduction of advanced green signals.** This option has not been ruled out, but does not form part of our approach at this point. We have received approval to trial advanced green signals at one junction, and there is a possibility in future of applying these to several of our more dangerous junctions in Cambridge. This is an option that will be considered going forward, as long as permission is available from the Department for Transport, but does not form part of this proposal.
- **Filtered permeability.** Cambridge has many areas where there are access routes between roads for cyclists that are not available for use by motorists, and these form an important part of our cycle network. We have not rejected the possibility of creating more filtered permeability in future, however this option does not form part of our current proposal as we have focused instead on an ambitious approach to major routes, and so do not propose to adopt a focus on measures such as these on the more minor roads in Cambridge.

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 vision that was developed for the Draft Transport Strategy which is currently being drafted for consultation in the summer. Over 80% of respondents in City and South Cambridgeshire agreed with the vision and the Transport Strategy is being developed on this basis. The Transport Strategy is to align both with the adopted Local Transport Plan for Cambridgeshire and the Local Plans which will also be consulted on shortly. 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 areas 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. The programme proposes strategic cycleway links, segregation for cyclists on arterial routes, and a 3,000 space cycle park at the main railway station. This links well with our wider vision for the Transport Strategy for the City & South Cambridgeshire (TSCSC) 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 TSCSC will address the role of all modes of transport in accommodating the city-region's growth prospects. The approach will include 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 will be given to how barriers to cycling and walking can be overcome to encourage more people to undertake trips using these modes. The approach will be supported through a programme of education and marketing.

As well as this, the backbone of this strategy for TSCSC will be 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 Expression of Interest, 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 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 step change 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

Drawing upon research that has been undertaken to demonstrate the benefits of cycling schemes in terms of public health (please see section B7 for a description of the methodology employed), we forecast that our proposal will enable the delivery of significant benefits, with an Average Annual Value (AAV) of:

- Accident reductions: £28,633,363
- Anticipated savings to the NHS: £1,982,808
- Reduced pollution: £2,147,144
- Journey ambience improvements: £2,612,752

- Life years saved: 845
- CO₂ emissions reduction: 1,466.7 tonnes

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. We forecast an AAV in this respect of:

- Economic value of journey time savings (in terms of congestion reduction and productivity gains): £7,814,519
- Total cycle journey time savings: 300,795 hours
- Additional cycle trips: 7,744,750

We plan to monitor the effectiveness of the schemes as part of an ongoing process – please see Section C1 for further details. As evidence is gathered through monitoring, this will be used to inform forecasts for the effectiveness of schemes that follow.

It should be noted that these figures refer to only the infrastructure schemes included in our proposal, so do not account for the whole £8,150,000, rather for the £7,640,000 allocated to specific infrastructure schemes.

Value for money

Although our proposal is for a 10+ year vision, certainty around the funding for which we are bidding and that we propose to commit as match funding is only available for the first two years, as indeed are the schemes to which we have committed. Therefore value for money is assessed on the basis of AAV. The total cost allocated to infrastructure schemes in the first two years is divided by two to give an AAV.

The total AAV of financially quantifiable benefits detailed above is £43,190,586. With a comparable AAV cost of £3,820,000, this therefore gives an outstanding anticipated Benefit-Cost Ratio (BCR) for our proposal of 11.3:1.

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 be 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 cycle funding that cannot be experienced when relying on the standard process of relatively short-term grants.

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	2013-14	2014-15	2015-16	Total
DfT funding sought	1,220	2,855		4,075
Local Authority contribution	200	400	460	1,060
Third Party contribution	835	1480	700	3,015
TOTAL	2,225	4,715	1,210	8,150

Notes:

- 1) Department for Transport funding must not go beyond 2014-15 financial year.*
- 2) Bids that clearly identify a local contribution (local authority and/or third party) towards the project costs will be favoured. Ideally the local contribution should be at least 30% of the project costs.*

B4. Package description

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

We are proposing an integrated package of measures which will help to deliver a comprehensive integrated cycling and walking network between the key destinations and where people live and access services.

Investing in cycling infrastructure will help to deliver a step change so that cycling becomes a principal mode of transport across our City region. Not only will this help to enhance health and well being locally, it will also enhance Cambridge's appeal as a key place to do business as well as helping ensure growth can be accommodated sustainably into the future.

Below are the key measures in this interrelated programme which include key measures such as

- Segregated cycle lanes connecting key growth locations to key destinations such as the City, rail station and employment hub
- Segregated lanes for cyclists on arterial routes to/from the City,
- New strategic city wide cycling links, as well as new cycle links to/ from key employment destinations. These include the ambitious north south Chisholm Trail link across the City/ river providing a new strategic direct link for cycling and walking as well as links to our key employment clusters such as Addenbrookes, Babraham Institute and Granta Park, and a 3,000 space cycle park at the main railway station. This package also includes links to the key train station and improved cycle links with growth locations as well as interventions that enhance safety and accessibility for cycling more generally.

Huntingdon Road city bound segregated lane

Huntingdon Road is a key route into the city for cyclists. There are currently 1.4 metre wide mandatory on road cycle lanes in place.

It is proposed to remove some of the grass verge so as to be able to construct a 2.1 metre wide, uni directional cycle lane that is segregated from motor traffic and that segregates cyclists from pedestrians. Cyclists would be segregated by use of a kerbed island. There would be breaks in the island where private accesses or side roads are encountered – in these situations the lane would continue as an on road lane, thus maintaining priority across junctions. A width of 2.1 metres allows faster cyclists to overtake slower cyclists in busier conditions and allows for cyclists to ride two abreast in quieter conditions. The proposal is shown on Plan 1.

Constructing the city-bound facility would only require two trees to be removed, many more would need to be felled to accommodate a similar level of provision in the out-bound direction. It is hoped that building one side in advance, would help to build the case to provide the other direction in the future.

Hills Road segregated lanes

Hills Road is a very well used route for cyclists linking the Addenbrooke's site with the City Centre. There are currently 1.4 metre wide mandatory cycle lanes on both sides of the road and the outbound side of the road has a line segregated facility that loses priority over side roads.

It is proposed to remove some of the grass verges to introduce 2.1 metre wide, uni directional cycle lanes that are segregated from motor traffic and that segregate cyclists from pedestrians. Cyclists would be segregated by use of a kerbed island. There would be breaks in the island where private accesses or side roads are encountered – in these situations the lane would continue as an on road lane, thus maintaining priority across junctions. A width of 2.1 metres allows faster cyclists to overtake slower cyclists in busier conditions and allows for cyclists to ride two abreast in quieter conditions. The proposal is shown on Plan 1.

Trumpington Road two-way 'Dutch-style' segregation

Trumpington Road, is a well used route for cyclists close to the city centre. There are currently 1.4 metre wide advisory lanes placed in a relatively hostile position adjacent to parked cars. There is also a relatively wide shared use path on the city-bound side. Many cyclists use this stretch between Bateman Street and Brooklands Avenue as part of a link for journeys to school and to the 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.

It is proposed to relocate the parked cars, introduce a kerbed island and thus introduce 2.4 metre wide, bi directional cycle lanes that are segregated from motor traffic and that segregate cyclists from pedestrians. There would be no breaks in the island as there are no private accesses or side roads in this length. A width of 2.4 metres allows faster cyclists to overtake slower cyclists in busier conditions and allows for cyclists to ride two abreast in quieter conditions. Providing a two way segregated facility would reflect demand for users and allow for a safe, uninterrupted, convenient facility. The proposal is shown on Plan 1.

20mph Zones

A long-term proposal for cycle provision for Cambridge city is to introduce a 20mph speed limit on many local roads subject to the views of local people, and on the roads that remain 30mph to provide segregated facilities for cyclists. The proposal for 20mph zones is to (subject to consultation across the city region) introduce these in four phases, with the north of the city to be the first to potentially see more extensive reduced speed zones. Extensive speed monitoring and discussions with the Police and consultation with local communities will inform whether traffic calming is needed in certain locations to bring existing speeds down. Other measures such as gateway treatments using different types of surfacing and roundels will also be used.

In conjunction with the potential introduction of the 20 zones there will be extensive community engagement and events to ensure buy-in from users and communities.

The proposed planned phasing of the 20mph zones is shown on Plan 2

The Chisholm Trail

A brand new route is proposed to link Cambridge Station and the southern section of the Busway, to the new station at Cambridge Science Park and the northern section of the Busway. This would provide a direct, safe and attractive route from new developments in the Cambridge Southern Fringe through to the market town of St Ives with a multitude of linkages along the way. Providing such a route would also allow cyclists and pedestrian to avoid the need to cross busy roads and void known accident sites.

The Chisholm Trail utilizes 'spare' land in the rail corridor between the two stations and also includes a new crossing of the river Cam at Chesterton.

£560,000 has been allocated by Cambridgeshire County Council to develop the scheme, and proposals for the new bridge to take it through the planning process. It is anticipated that future S106 contributions will fund the construction of the bridge.

The route would manifest itself as a 3-metre wide two-way cycle way with a 2-metre wide footway segregated by 50mm level difference. A 500mm strip would be allowed on each side of the route with varying boundary treatments. As land negotiations take place it may be necessary to accept relative pinch points where the route may revert to shared use, but equally some sections may be significantly wider with the creation of pocket parks and/or areas of tree planting, public art, seating, habitat enhancement etc.

Linking the two stations and providing a brand new safe route cutting right through the city ought to be effective in making cycling and walking even more attractive options.

Newmarket Road/Ditton Lane toucan crossing

There is currently a wide shared use path on the north side of Newmarket Road, the continuity of which is broken by Ditton Lane. The break in the facility makes it unattractive to users.

A new toucan crossing is proposed to provide a safe, attractive crossing point which should increase the usage of the shared use path on the north side of Newmarket Road.

Kings Hedges Road/Arbury Road toucan crossing

There is currently a wide shared use path on the south side of Kings Hedges Road, the continuity of which is broken by Arbury Road. The break in the facility makes it unattractive to users.

A new toucan crossing is proposed to provide a safe, attractive crossing point which should increase the usage of the shared use path on the south side of Kings Hedges Road.

The Tins Phase 2

Cherry Hinton is the ward with the lowest levels of cycling in Cambridge. The Tins is a direct off road route that links the suburb with the rail station and city centre. In 2010 land was procured to enable one part of the route to be significantly widened and made more attractive. Phase two seeks to procure a further strip of land to allow the route to be made wider and thus complete the whole route to a high standard.

Hills Road steps/ramp

This is a scheme that seeks to improve access for pedestrians and cyclists to make these modes convenient, quick and attractive.

The provision of either steps or a ramp would allow convenient access from Hills Road bridge down onto the Southern leg of the Busway cycle route. In addition users can then avoid crossing Hills Road.

Orchard Park to City Centre

This is the main route from the northern section of The Busway to the City Centre. The existing route is hard to follow and has a mix of somewhat elderly traffic calming. Working with the community via a series of planning for real events it is proposed to develop a scheme that keeps traffic speeds low and is an attractive, direct and easy to follow route for cyclists.

Ring Fort Path

Improvements for cyclists at the B1049/A14 interchange are planned as part of the Dft Cycle Safety Fund. Ring Fort Path is a scheme that seeks to improve access for pedestrians and cyclists from the B1049/A14 interchange to Orchard Park by the provision of a ramp and/or steps.

Such a facility would give a significant journey saving for pedestrians and cyclists and a much improved route ambience.

Busway Street Lighting

The cycle route alongside The Busway has been a great success since it opened in 2011. Large numbers of cyclists use the route for commuting, school journeys and leisure use, as well as runners, dog walkers and skateboarders.

Recently solar studs were installed from the A14 to St Ives, a length of some 11 miles.

It is proposed to install lighting columns on the more built up sections of the Busway where usage levels are highest.

Long Road cycleways

In discussions with local users a package of minor improvements have been developed for this well used route that links to Addenbrooke's Hospital and Long Road VI Form College. The improvements will comprise areas of widening of the existing shared use path and better side road crossings.

Cherry Hinton High Street

Cherry Hinton has the lowest levels of cycling in Cambridge. It's High Street is an unattractive mix of guard rail, severe traffic calming and very narrow lengths of cycle lanes.

Working with the community via a series of planning for real events it is proposed to develop a scheme that keeps traffic speeds low and is an attractive, safe and direct route for cyclists.

Contraflow Cycling

Cambridge was part of a successful trial in 2010 to introduce 'no entry except cycles' signs, and since then has introduced this arrangement at five 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. 12- 15 other sites are currently being investigated either for 'no entry except cycles' and/or the introduction of contraflow cycle lanes.

Cambridge Station cycle park

Cambridgeshire County Council is working in partnership with Greater Anglia and the developer of the Cambridge station area, Brookgate, to implement a 3,000 space multi storey covered cycle park/cycle point. The facility would also include a bike shop with a range of services including bike rental. 95% of the space within the cycle park will be free for users. It will be conveniently located so that users can gain access to the ticket hall quickly.

Wandlebury to Babraham Institute

In 2010 a new shared use path was built to link Babraham Road Park & Ride sit on the edge of Cambridge with Wandlebury Country Park. With more funding the route could be extended to link up with the Babraham Research Campus which employs over 1,000 staff in the Science and Research Sector. The site has always enjoyed high levels of cycling as the staff are younger people who tend to live in Cambridge.

Pedestrian flows are very light in this area, and the cycling levels will be relatively tidal, so it is proposed to build a 2 metre wide shared use path, with a 1 metre verge strip to keep users away from the carriageway.

Babraham Research Park have underlined their commitment to promoting sustainable journeys to work by offering £200,000 of match funding towards the scheme.

Whittlesford Station to Granta Park

Granta Park is a Scientific Research Park that houses a variety of companies, with a staff base of 1,500. Linking the site to the nearby rail station at Whittlesford and into the wider cycle network in South Cambridgeshire would give many people the option to commute on foot or cycle, thus avoiding the busy A505.

Pedestrian flows are very light in this area, and the cycling levels will be relatively tidal, so it is proposed to build a 2 metre wide shared use path, with a 1 metre verge strip to keep users away from the carriageway.

Links to Foxton Station

Foxton Station provides a link to Cambridge or London and is a well used rural station which lies on the A10. Whilst there is a shared use path to the north linking to Harston the facility is only 1 metre wide and is a relatively poor surface. Provision to the south linking to Shepreth is even worse.

With some investment in providing better links to Harston and Shepreth many more journeys could be made by foot or cycle. Such links would be useful in providing continuous provision on the A10 where there is a long term aspiration to link Cambridge and Royston.

Pedestrian flows are relatively low in this area, and the cycling levels will be relatively tidal, so it is proposed to widen the existing path to a 2 metre wide shared use facility, with a 1 metre verge strip to keep users away from the carriageway.

Swavesey to Buckingway Business Park

There are over 20 companies based on Buckingway Business Park employing a total of around 600 staff. There is currently no way of walking or cycling to this location so the majority of staff do drive. By providing a route to Swavesey, and thus giving a way of people to reach the Busway, this opens up great potential for staff to cycle to work.

Pedestrian flows are likely to be low in this area, and the cycling levels will be relatively tidal, so it is proposed to provide a 2 metre wide shared use facility, with a 1 metre verge strip to keep users away from the carriageway.

B5. Package costs

More detailed costing is set out in Appendix B.

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

A detailed Risk Register is set out in Appendix C.

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) The 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.** 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. £2,225,000 of funding for cycling schemes was allocated by Cambridgeshire County Council's Cabinet in July and September 2012.

- **Cambridge City Council.** Historically Cambridgeshire County Council and Cambridge City Council have always worked very closely on cycling projects. The City Council recently commenced work on a city wide 20 mph zone project of which Cambridgeshire County Council is one of the main stakeholders. The City has set aside £500,000 of funding for the project.

- **Babraham Research Campus.** Levels of cycling to work in the science and IT sectors has always been high in the Cambridge area. There is potential to grow the numbers of those cycling to work further with the provision of better infrastructure. In recognition of this Babraham Research Campus has offered £200,000 of funding towards the overall £650,000 cost estimate to extend the shared use path from Wandlebury Country Park to the roundabout that gives access to the Research Campus.

- **Cambridgeshire County Council Public Health.** Public health functions moved from Cambridgeshire Primary Care Trust to Cambridgeshire County Council in April 2013, together with a ringfenced public health budget allocated by the Department of Health. Some of the Public Health funding has been transferred to other Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team. This included £35,000 for managing Bikeability cycling promotion and £25,000 (proportion of cycling within the £225,000 for Road safety).

Source: Cambridgeshire County Council Business Plan 2013-14 Section 4 Finance Tables page 140

- 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.

See Letter from Babraham Research Campus in Appendix D.

B7. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

- a) Please provide a short description of your assessment of the value for money of the scheme including your estimate of the BCR. This should include:
- Significant monetised and non-monetised costs and benefits;
 - A description of the key risks and uncertainties and the impact these have on the BCR;

- Key assumptions including (but not limited to): appraisal period, forecast years, level of optimism bias applied; and
- A description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

N.B. Please see section B2 under 'impacts' for a breakdown of the forecast scheme impacts according to category.

Each of the individual schemes that comprises our proposal has a scheme impacts pro forma completed (please see Appendix E for further details). These have been drawn from various relevant sources, and in some cases data was not available to allow some impacts to be estimated, so these are not considered in the BCR. Effectively this means that further benefits could be delivered by our proposal, but it is not possible at this point to quantify these.

Many of the values used are derived initially from research undertaken by SQW into the impacts of cycling projects¹. These figures were indexed according to CPI to give present-day values. This document gives values attributable to an additional cyclist cycling regularly for one year, drawing upon an earlier document from SQW², which defines this as 160 trips in a year of 3.9km on average. This enabled the data to be broken down into per-trip values. For clarity the 3.9km average trip length was applied in ascertaining financial impacts for our proposal.

These impacts are in several cases differentiated according to type of project (i.e. urban on-road, etc.), so each scheme was listed accordingly and the appropriate values were applied. These figures were then applied to the estimated increase in cycling trips contained in the scheme impact pro formas (the values given for additional users per day were doubled to provide a number of additional trips per day). These values were then up-rated to estimate their impacts over one year, and added together to provide the total forecast benefits under each category.

Each of these schemes of course face several key risks and uncertainties, and these are detailed in the Risk Register attached in Appendix C, and in aggregate for our whole proposal in the Quantified Risk Assessment in Appendix F.

- b) Detailed evidence supporting your assessment – including a completed [Appraisal Summary Table](#) – should be attached as annexes to this bid.

Has an Appraisal Summary Table been appended? Yes No N/A

For each element of your scheme as well as for the aggregated package, please attach:

- A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. The Pro Forma can be accessed from the Departments website and is published alongside this application form. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme.).
- A detailed description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. This would most typically take the form of an Economic Appraisal Report. Please include references to this material against each metric in the Pro Forma.

¹ SQW, *Planning for Cycling: Executive Summary* (2008)

² SQW, *Valuing the Benefits of Cycling* (2007)

- Has a Scheme Impacts Pro Forma been appended? Yes No N/A
- Has an Economic Appraisal Report been appended? Yes No N/A

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

B7. The Commercial Case

Please refer to the guidance when completing this section:

We will procure services for the delivery of our strategy through the existing ‘Cambridgeshire Highways’ framework contract, which exists between Cambridgeshire County Council and Atkins. This contract has been relied upon heavily for our previous capital projects and there is no reason to doubt the appropriateness of this contract in terms of scale and/or scope.

See Joint letter from the Section 151 Officer and Head of Procurement in Appendix H.

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

B8. Management Case - Delivery

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

- a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

Has a project plan been appended to your bid? Yes No

- b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.

The only scheme in the programme funded by Dft monies and hence to be implemented before May 2015 is the Swavesey to Buckinghamway Business park scheme. Letters outlining support for the scheme (conditional upon accommodating their reasonable requirements) from landowners can be seen in Appendix I.

Has a letter relating to land acquisition been appended? Yes No N/A

- c) Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

Table C: Construction milestones – shown on main programme

	Estimated Date
--	-----------------------

Procurement of land where applicable	See programme
Political approval for each scheme	See programme
Planning consent	See programme

- d) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)
- Cambridgeshire Busway – a £120m major scheme completed in 2011.
 - Cambridge CB1 Bus Interchange and Link Road opened on time (phased opening) and to budget (2011 - £5m).
 - Addenbrooke’s Hospital Access Road (2009 - £25m).

B9. Management Case – Statutory Powers and Consents

- a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.
n/a
- b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.
n/a

B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Senior Responsible Owner – Graham Hughes, Service Director for Strategy and Development, Cambridgeshire County Council.

Programme Manager – Mike Davies, Team Leader of the Cycling Projects Team based at the Major Infrastructure Delivery Service of Cambridgeshire County Council. Role - day to day responsibility for delivering all the schemes in the Greater Cambridge Cycle City proposal.

Greater Cambridge Cycle City Governance Structure

Cycle City Steering Group

Senior Responsible Owner, Cambs County Council
Senior Officer, Cambridge City Council
Senior Officer, South Cambs District Council
Programme manager (Mike Davies)
Cambridge Cycling Campaign
Cambridge CTC
Cambridgeshire Public Health
Road Safety Manager, County Council

The Steering Group is chaired by the Senior Responsible Owner of Greater Cambridge Cycle City. The role of the Group is to ensure progress of delivery, resource allocation, issues resolution, benefits realisation and sustainability of the cycling ambition. The Group will meet twice per year.

Advisory Officer Technical Group

Mike Davies, Cycling Team Leader, CCC
Amanda Mays, Road Safety Manager, CCC
Clare Rankin, Cambridge City Council Officer
Claire Spencer, SCDC Officer
Cambridge Cycling Campaign representative
Cyclists Touring Club representative
Sustrans representative

The Technical Group is chaired by the Cycling Projects Team Leader. The Group will meet four times a year to advise on the delivery of planned schemes and the development of new schemes.

Greater Cambridge Cycle City Stakeholder Group

Cambridgeshire County Council
Cambridge City Council
South Cambridgeshire District Council
Cambridge Cycling Campaign
Cyclists Touring Club
Sustrans
Cambridgeshire Public Health
Travel for Work Partnership
Living Streets

The Stakeholder Group is a liaison group chaired by the Cycling Projects Team Leader. The Group is formed by representatives of the key stakeholders. The Group will meet regularly to discuss progress with the programme and issues arising.

The governance structure is a legacy of the successful Cycle Cambridge Programme. Since the end of the programme part-funded by Cycling England, the Technical Group and the Stakeholder Group have continued to work in partnership advising and developing cycling infrastructure and promotional initiatives.

B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? Yes No

Has a Risk Management Strategy been appended to your bid? Yes No

B12. Management Case - Stakeholder Management

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways Agency, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

- a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

We propose to establish a Stakeholder Group comprising of Cambridge City Council, South Cambridgeshire District Council, Cambridge Cycling Campaign, CTC and Sustrans. The group would meet regularly to discuss progress with the programme and issues arising. More detailed engagement would be required with some stakeholders on a scheme by scheme basis. A Stakeholder Analysis is shown in Appendix J.

- b) Can the scheme be considered as controversial in any way? Yes No
If yes, please provide a brief summary (in no more than 100 words)

There is a strategic acceptance in the area that modal shift towards cycling is necessary in order to avert traffic chaos choking off our economic growth potential. However, any scheme that seeks to enhance cycling by increasing the difficulty of driving will be controversial with the public. In Greater Cambridge there is a level of resentment among drivers at the focus on cyclists, therefore some members of the public will challenge the dedication of funding to cycling. Politically there is a consensus in favour of cycling measures, but where these reduce provision for drivers challenge is more likely.

- c) Have there been any external campaigns either supporting or opposing the scheme?

Yes No

If yes, please provide a brief summary (in no more than 100 words)

The A10 Corridor Cycling Campaign has been established to campaign for better cycle provision along the A10 corridor where there is an extensive network of villages, a number of rail stations and some large employment sites.

- d) For large schemes please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? Yes No N/A

- e) For large schemes please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? Yes No N/A

Appendix K shows an example of a scheme communications plan. There will be such a plan per scheme, size will depend on the scheme's complexity and/or level of controversy.

B13. Management Case - Assurance

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

The proposed scheme costs and the funding package are shown in Appendix B. All the schemes with DfT funding will be delivered in years 2013-14 and 2014-15. Local funding contribution have been allocated for delivering the schemes, including allocated budget from the S106 developer contribution and the Public Health budget.

We accept that the DfT funding is for capital cost only. Our local contribution will meet the ongoing revenue requirement in relation to the scheme. Our local contribution will also meet the revenue costs of promoting cycling to complement the effective use of the new and improved infrastructure. A Cycling Project Team is well established in the Major Infrastructure Delivery Service to champion the long term cycling ambition in the Greater Cambridge Cycle City, as well as to apply lessons learnt to other parts of the County. The Cycling Projects Team also has established joint working practice with the Transport Strategy Team on integrating walking and cycling in all Cambridgeshire transport strategies, adding assurance to the development and implementation of our long term cycling ambition.

The services for the delivery will be through the existing 'Cambridgeshire Highways' framework contract, which exists between Cambridgeshire County Council and Atkins. This contract has been relied upon heavily for our previous capital projects and there is no reason to doubt the appropriateness of this contract or the deliverability of the schemes. See also Section B7.

Cambridgeshire County Council has an excellent track record of delivering capital schemes on time and to budget. All proposed schemes have been risk assessed and will be monitored through the Risk Register. See Sections B8 and B11 above for our approach to monitor and ensure delivery.

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 set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

Manual counts of cyclists are undertaken in the Cambridge area as part of the County Council's Traffic Monitoring Report. The scheme sites that are currently not covered by this monitoring will be included. The Traffic Monitoring Report will continue as an annual exercise to give an indication of the growth (or otherwise) of cycling levels.

Currently there are 22 solar powered real time monitoring stations in the Cambridge area that measure the flow of cyclists. These stations support the trends recorded in the Traffic Monitoring Report as well as showing in more detail the impacts of factors such as weather on cycling levels.

A Sustrans route user survey was undertaken in 2011 in central Cambridge. This was useful in providing both quantitative and qualitative data such as attitude surveys. As part of Cambridgeshire County Council's work as a partner in the EU funded 2 Seas: Bike Friendly Cities project, a number of attitude surveys were undertaken involving adults and children to ascertain their views on cycling. It is proposed to repeat the route user survey on a two-yearly basis.

A Travel for Work survey is undertaken annually in Cambridge. The figures can be broken down per employer and this will be useful in gauging the effect of providing much better cycle routes to employment sites in South Cambridgeshire.

Longer term the 2021 census will reveal how successful the 10 year programme of investing in cycling in the Cambridge area has been.

Cambridge was one of Cycling England's Cycling Towns and was successful in raising its mode share for cycling from 18% in 2007 to 22% in 2011. A range of schemes and initiatives were successfully delivered.

A fuller evaluation for large schemes may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Greater Cambridge Cycle 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:
Graham Hughes

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 2014/15
- 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:

For both small bids and large bids the deadline is 5pm, **30 April 2013**

3 hard copies and a CD version of each bid and supporting material should be submitted to:

Cycle City bids (Wave 1 and 2)
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to cycling.ambition@dft.gsi.gov.uk

Shortlisted authorities may be invited to give a presentation of their bid between 10 and 21 May 2013.