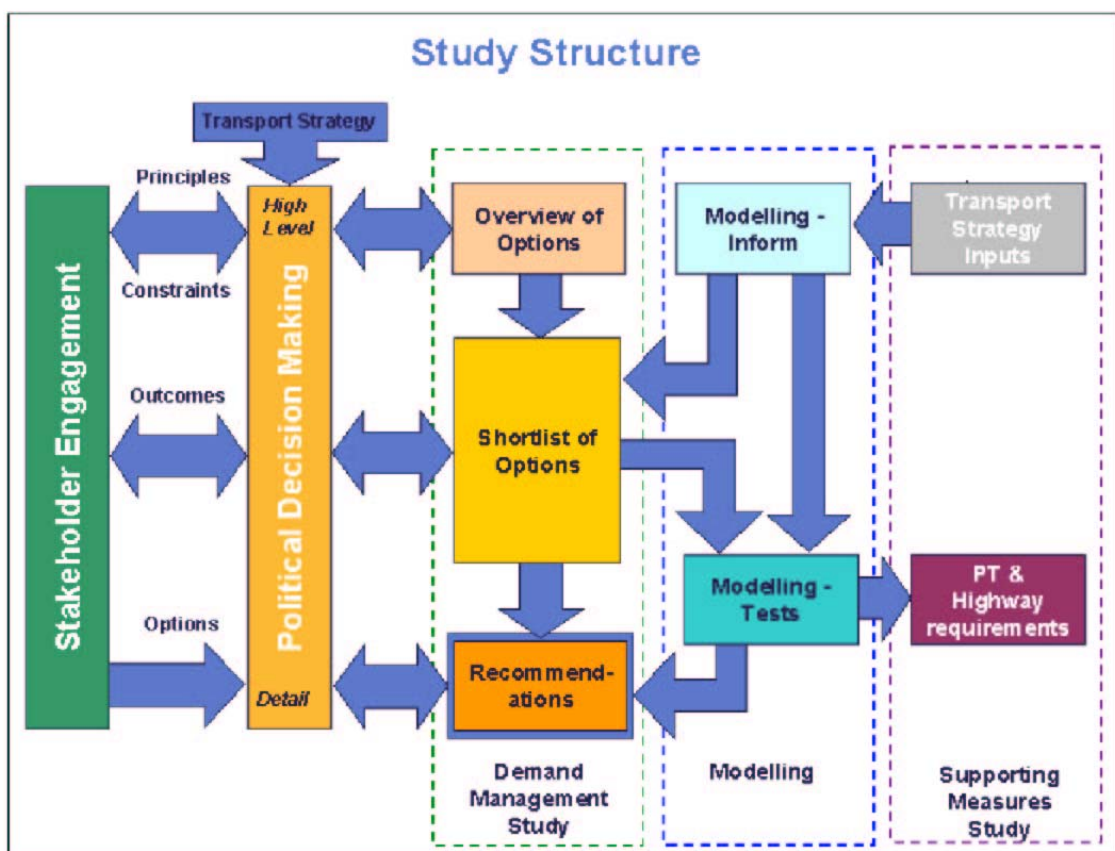


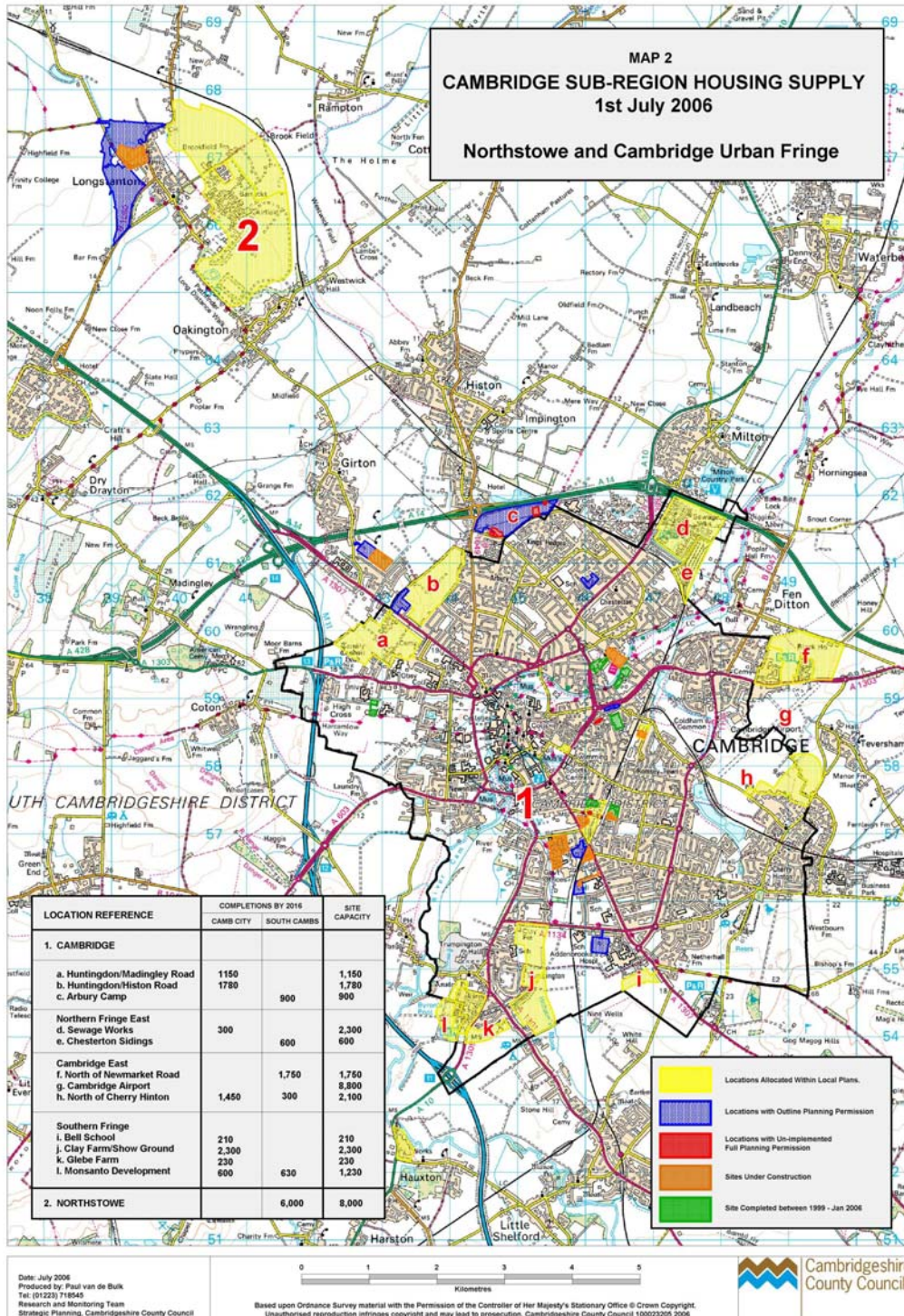
**TRANSPORT INNOVATION FUND  
PUMP PRIMING 2<sup>ND</sup> ROUND BID**  
“Keeping Cambridge Moving”  
July 2006  
**CAMBRIDGESHIRE COUNTY COUNCIL  
APPENDICIES**

**Appendix 1 TIF Study Structure**

**Appendix 1 ATKINS – STUDY STRUCTURE DIAGRAM**

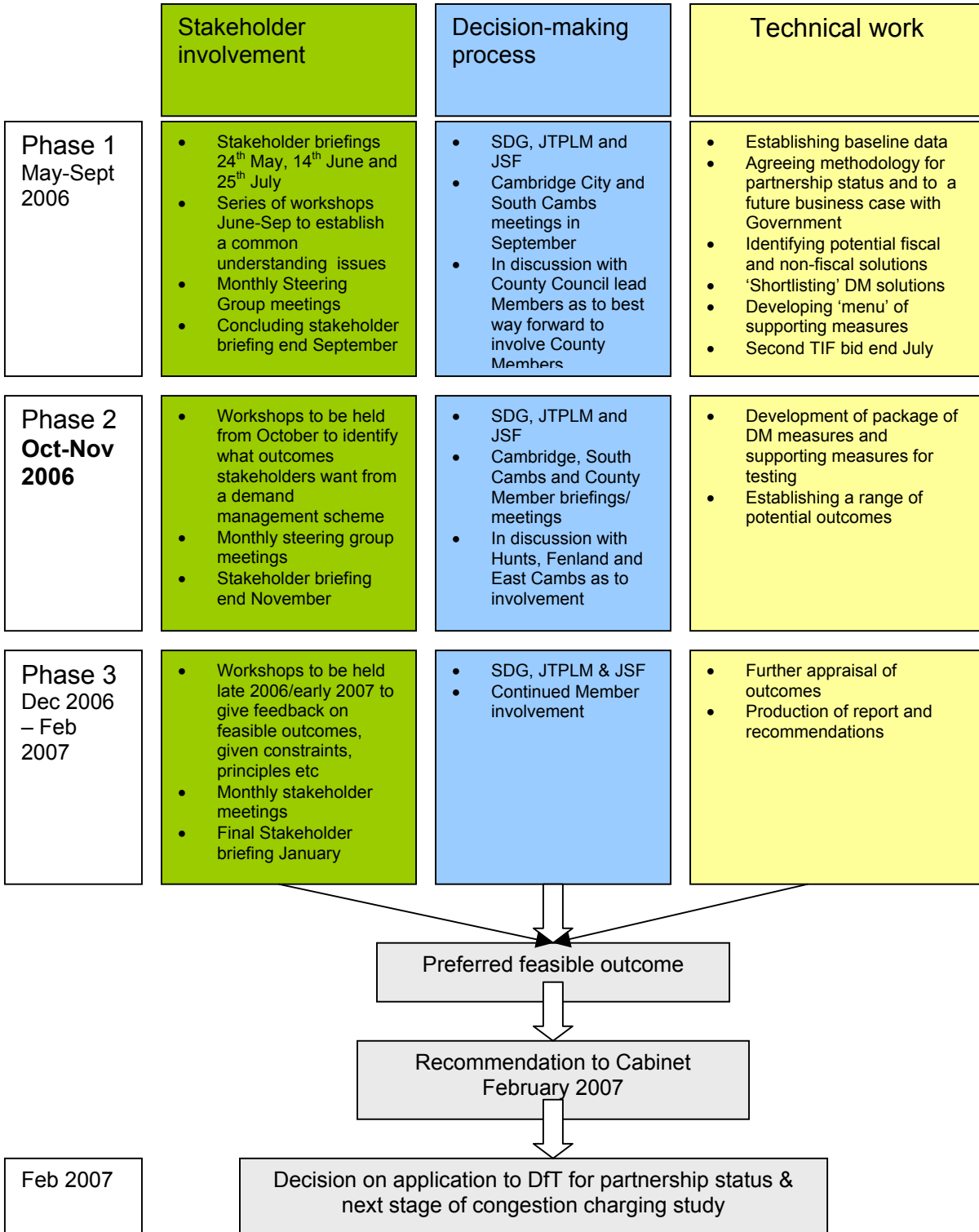


**Appendix 2 Map Showing The Cambridge Area Within Which A Charging System Would Be Investigated**

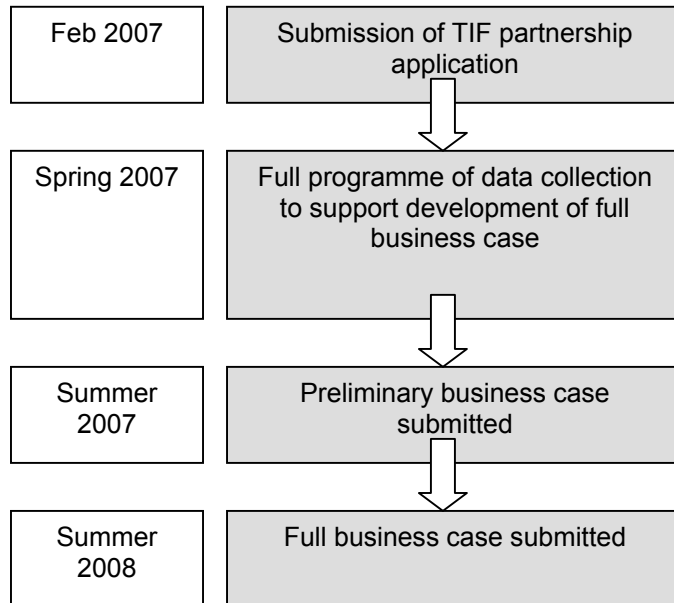


**Appendix3 Indicative Programme To Business Case Stage  
The Long Term Transport Strategy Process and timescale**

1 To February 2007



## 2 Possible process and timescale from February 2007 (subject to Cabinet decisions)



### **Appendix 4 Examples Of Types Of Scheme Which Could Form An Essential Part Of The Overall Package- (From The Original Tif Bid)**

Until the investigative work set out in the body of this bid has been completed, it is not possible to be definitive regarding the package elements, or indeed whether a TIF scheme is appropriate. The study will determine the shape of scheme that can successfully address local needs.

However, as an indication, complementary improvements to public transport and infrastructure will be an essential part of the overall package. Some possible examples include:

#### *Public Transport Network Improvements*

- Further public transport network improvements, particularly on local buses, building on any which may be supported by Kickstart funding, and extending the number of participating operators beyond Stagecoach
- Improving the integration between bus and rail services, through integrating timetables, information and ticketing
- High quality vehicles as part of the Cambridgeshire Guided Busway scheme
- Application of technology to reduce emissions and improve the safety, efficiency, and customer experience of public transport: for example use of optically guided buses in parts of the city centre, and alternative fuel, very low emission public transport vehicles in urban areas
- Development of the public transport rural network to address accessibility issues

#### *Highways Improvements*

The package of measures will only be fully effective if it includes improvements to the main highways network to address the issues identified by the LTTS. Partnership

working with the Highways Agency is critical to address many of these. Examples include:

- Improvements to the A14 west of Cambridge
- Further improvements to the A428 beyond the current scheme, in particular to the section between and A1 and Caxton Gibbet
- Some traffic management improvements to alleviate congestion on the A10 North of Cambridge and provide faster public transport journey times
- The proposed Cambridgeshire Guided Busway, which is an essential component of contributing to containing traffic growth on the A14, as well as providing high quality public transport services to Northstowe and other development areas
- Alleviation of delays at pinch points such as Ely railway station
- Measures to deter traffic from rat-running through residential to complement means of encouraging modal shift

*Infrastructure and Other Improvements*

- Bus priority measures to improve journey times and reliability
- Highways schemes to help manage traffic flow efficiently and control congestion, while providing advantageous journey times for public transport
- Improvements to public transport related roadside infrastructure
- A series of softer measures to reinforce the above, including further cycling, walkway and proactive travel planning activities
- Extension of the principles applied to traffic management in the centre of Cambridge (the “core scheme”) to an outer ring
- A highways management centre to enable proactive monitoring and control of the traffic network throughout the County
- A series of fund raising measures to help support the revenue costs of the schemes, potentially linked to gaining financial or “in kind” contributions from beneficiaries of the scheme

Use of emerging technology to present comprehensive, integrated information on all components of the transport network to private and commercial users

**Appendix 5- A Task Based Breakdown of the Total Funding Required for the Preparation of the Business Case**

**Data Collection**

RSI				
	Survey			£112,900
		Site Work	£67,500	
		Police Costs	£36,000	
		Turning Count	£5,400	
		Journey Time	£4,000	
	Management			£18,000
				£130,900
	Household Survey			
		Pilot	£6,000	
		Mainstream	£196,524	
		Management	£25,000	
				£227,524

**Model Development**

Strategic Model Development

	Preliminaries		£68,000	
	2001 Census updated Structure		£85,000	
	Mode Choice		£45,000	
	Reference Case		£75,000	
	Management		£25,000	
	TIF Surveys inclusion		£20,000	
	PM Peak Mode choice		£30,000	
	MEPLAN licence		£18,000	
	Total STM development			£366,000
	<b>Local Highway Model</b>			
	RSI data processing		£27,788	
	Matrix construction		£25,009	
	Validation		£111,150	
	STM links (P&R etc)		£9,263	
	Reporting/documentation		£37,050	
	Time of day		£10,000	
	Tot LHM development			£220,259
	<b>Business Case</b>			
	Modelling Tests	STM	£75,000	
		LHM Model Tests	£98,154	
	Environmental Appraisal		£68,079	
	Economic Appraisal		£110,872	
	Wider Economic Benefits		£55,922	
	Social & Distributional Impacts		£41,820	
	Document Preparation		£10,474	
	Project Management		£227,580	
	Scheme Design		£221,744	
	Supporting Measures		£159,800	
				£1,069,446
	CCC 'Stakeholder & Public Attitudes			£120,000
	Contingency			£100,000
	CCC internal staff costs			£200,000
	<b>Total</b>			<b>£2,434,128</b>

**Appendix 6 Cambridge Focused Transport Programme with Enhancements for TiF Scheme (excludes maintenance and highway safety measures)**

<b>Major/ National Scheme</b>	<i>Cost</i>	<i>Timescale</i>	<i>Comments</i>
A428 Caxton Common to A1- Highways Agency	--	Post 2016	National and Regional Growth agenda
<b>TiF Potential Schemes</b>	<b>Cost</b>	<b>Timescale</b>	<b>Comments</b>
Chesterton Station (North side of Cambridge)	£27m	2010/1	Adjacent to A14, and Science Park growth agenda, linked to Guided Bus. (Part TiF Productivity & TiF Congestion) Operational Relief to Cambridge Station. Joint CCC/SRA feasibility study, LTP bid /business case in 2006
ITP- Bus Corridors outside Cambridge	£3.00m	2011	
ITP- Bus Corridors inside Cambridge	£2.00m	2011	
Cycleway Improvements	£4.29m	2011	major GAF & developer funding
Smarter Travel RTBI	£1.98m	2011	
-Ditto- Smartcard dev	£0.50m	2011	
Safer Routes to School	£1.59m	2011	
Huntingdon Bus Priority-linked to GB	£1.30m	2011	Could spend further £2.7m with additional projects
Eastern Cambridge Expansion- guided bus link /bus priorities	£20m ?	Post 2011	Linked to development on the Airport – up to 15,000 dwellings
Development Access roads in and around Cambridge	£60m ?	Up to 2016 and beyond	Developer and GAF funded- Growth Agenda. To access 47,000 new dwellings
<i>Demand Management Support Measures for TiF. Beyond LTP programme</i>			Comments
Administration and Enforcement	£2m/ year		Very much depends on system ultimately devised, before becoming self-financing.
Real time public info, eg on charges	£1m/ year		-ditto-
“Kickstart” type funding for new service support and potentially new vehicles	£1m rev. £4m capital.		30 upgraded new vehicles to initiate services. More from later RUC proceeds.
5 No small remote P&R sites, eg 250 spaces (or expansion of existing P&R)	£20m	Post 2011	Work in conjunction with existing corridor services and provided reverse services into market towns
Enhanced rail services, Eg Ely Cambridge	£2m/ year	Post 2011	Longer trains, longer platforms at some stations
Electrification Power upgrade Kings Lynn Cambridge	£3m	Post 2011	Wide impact on rail services, part of bigger upgrade of power supply to Cambridge for growth agenda. £30m
Acceleration of cycleway enhancement	£2m	2009 onwards	
Smartcard extension	£2m	2011	Increase in level of use

**Appendix 7: Governance Arrangements for the Cambridgeshire TiF Study**

**Member process**

