



GREATER CAMBRIDGE SHARED PLANNING

Cambridge City Council and South Cambridgeshire District Council Community Infrastructure Levy Infrastructure Statement

January 2026

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Executive Summary

Councils wishing to introduce the Community Infrastructure Levy (CIL) must publish an infrastructure funding statement which draws from the infrastructure assessment undertaken when the relevant plan was prepared. It should identify the infrastructure needs, the total cost of this infrastructure, anticipated funding from developer contributions, and the choices the authority has made about how these contributions will be used. This infrastructure funding statement prepared on behalf of Cambridge City and South Cambridgeshire District Councils demonstrates a funding gap and therefore the necessity of a CIL being introduced to deliver the respective plans.

The Cambridge and the South Cambridgeshire Local Plans were adopted in 2018 both of which relied on the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) adopted by Cambridgeshire County Council on 4 March 2014. The TSCSC details the transport infrastructure necessary to deliver the 2018 Cambridge and South Cambridgeshire Local Plans. The Infrastructure Delivery Study commissioned by the Councils in relation to their respective Local Plans put the cost of delivering the transport infrastructure at £855,896,500.

Around the same time the Greater Cambridge City Deal was signed to support the delivery of this transport infrastructure through an innovative gain share mechanism. The Government would provide up to £500m which would sit alongside £500m that Greater Cambridge pledged to invest to unlock the benefits of growth in the Greater Cambridge area. This 'local contribution' was to be made up from multiple sources including Business Rates, New Homes Bonus, Section 106 contributions, and CIL receipts.

The Cambridge City Deal is delivered by the Greater Cambridge Partnership (GCP) and an initial indicative programme based on the TSCSC was established and agreed by the GCP Executive Board on 14 August 2014. On 28 September 2023 the GCP Executive Board were advised that, because of external factors, including considerable high inflation within the construction industry, the identified gap between funding to expenditure had increased. The decision was made to pause work on CSET Phase 2 and Foxton Travel Hub.

The GCP Draft Budget for 2026/26 shows that £809m is required to deliver the projects (excluding those projects that have been paused and the full cost associated with Cambridge South East (A1307) - Phase 2). It shows funding of £810m including a 'local contribution' including circa £27m from New Homes Bonus and £230m assumed Section 106 income.

Since the TSCSC was adopted around £150m has been secured from signed section 106 agreements towards transport projects and reducing traffic of which £60m is specifically for GCP projects. Other developments have provided work in

kind. If the additional contributions assumed by GCP is not realised the funding gap increases and more projects may need to be paused. One component of the 'local contribution' that has not contributed is CIL. Cambridge City and South Cambridgeshire District Councils propose introducing a CIL to ensure that all forms of development that can contribute towards the transport needs of Greater Cambridge do so. It will lead to a fairer system where all development pays.

CIL would be used alongside Section 106 planning obligations which are negotiated agreements used to mitigate the impact of development and will continue to be secured towards localised community infrastructure including schools, libraries, doctors surgeries, village halls, play areas, allotments etc.

Full details of the nature and level of section 106 contributions required across the two Councils is set out in the Planning Obligations SPD proposed being adopted by Cambridge City Council and South Cambridge District Council in March 2026.

Chapter 1: Greater Cambridgeshire Governance

Local Government in Cambridgeshire is complex with statutory functions and services discharged through several bodies. Whereas some of these are centred around specific communities, others have much larger remits spanning some or all of Cambridgeshire.

Cambridgeshire County Council provides services across the five districts areas of Cambridge City, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire including:

- Births, Deaths and Marriages Registration
- HM Coroner's Services and Inquests
- Education including Education Admissions and Place Planning
- Special Educational Needs and Disability (SEND) Services
- Youth Justice and Youth Participation
- Fostering and Adoption Services including the Regional Adoption Agency
- Home to School Transport
- Statutory Highways Authority including On-Street Parking, Traffic Management, Street Lighting, Highways Maintenance and Road Safety
- The Cambridgeshire Guided Busway and Park and Ride Services
- Libraries including Archives and Heritage
- Children's and Adults Social Work and Social Care Services
- Public Health, including Health Protection
- Emergency Planning and Civil Contingencies response
- Strategic planning, Natural Environment and Archaeology
- Flood Risk Management
- Trading Standards
- Waste Disposal and Household Waste Recycling Centres

Cambridge City Council and South Cambridgeshire District Council are responsible for services including:

- Council Tax Payments and Benefits
- Household Bin Collections
- Housing and Housing Benefits
- Council Leisure Facilities
- Environmental Health
- Planning

South Cambridgeshire contains over 100 Parish Councils, Community Councils, Town Councils, and Parish Meetings who are responsible for services and amenities including:

- Allotments
- Community centres
- Play areas and play equipment
- Cemeteries
- Neighbourhood planning

Additional governance and infrastructure delivery is provided through the Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority.

1.1 Cambridgeshire County Council

Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) on 4 March 2014. In addition to covering the respective districts it also considered the transport corridors beyond the district boundaries from the ring of towns around Cambridge. Giving a detailed consideration of the respective Local Plans period to 2031, the strategy considered how the transport network and trip making patterns may develop in the longer term. It had two main roles:

- It provided a detailed policy framework and programme of schemes for the area, addressing current problems, and is consistent with the Cambridgeshire Local Transport Plan 2011-26. It was part of how the Council manages and develops the local transport network of the County as a whole
- It supported the Cambridge and South Cambridgeshire Local Plans and took account of future levels of growth in the area. It detailed the transport infrastructure and services necessary to deliver this growth

T TSCSC sets out the vision for Cambridge and the surrounding area of South Cambridgeshire is to be 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, its major employment hubs, and the bustling villages and key centres beyond.

It envisages that more and more people will walk, cycle or use community or passenger transport as the more sustainable option when travelling. This will help to reduce car traffic on key routes and protect the area's distinctive character and environment while supporting continued growth of the area.

The TSCDC outlines that there will be an extended network of dedicated passenger transport routes with fast and frequent links to and from key destinations. This will link up with community or local transport at hubs connecting with some more rural

parts of the area. Information about sustainable travel options will be readily available with new technology making this easier to access.

Both the strategic and local road networks will operate efficiently and reliably, with most car traffic choosing to access the rural hubs or Park & Ride hubs. Accident clusters and congestion hotspots will be addressed and the impacts of congestion on the bus network will be reduced significantly.

A frequent and reliable rail service with enhanced services and capacity to London, market towns and cities across the region will ensure that rail travel will continue to be a popular choice for a growing number of residents, commuters and visitors.

The TSCSC acknowledged that the funding environment was challenging but that opportunities such as the Government's City Deal offered potential opportunities to invest in infrastructure. Developers would be required to make provision to mitigate both the site specific and network impacts of their planning proposal. Mitigation measures would be secured by direct improvements carried out by the developer, and through the Community Infrastructure Levy and/or a Section 106 agreement. In Cambridge (and South Cambridgeshire where applicable), until such time as CIL is implemented, planning obligations would continue to be secured through the Area Transport Plan process.

The Cambridgeshire and Peterborough Combined Authority is developing a new transport strategy for Greater Cambridge which will supersede the TSCSC.

1.2 Cambridgeshire and Peterborough Combined Authority

On 3 March 2017 Cambridgeshire and Peterborough Combined Authority was established as a Mayoral Combined Authority for the Cambridgeshire and Peterborough area. It is made up of a directly elected Mayor and seven local authorities and the Business Board (Local Enterprise Partnership).

The devolution deal includes significant benefits for the communities of Cambridgeshire and Peterborough including:

- A new £600m fund (£20m annually for the next 30 years) to support economic growth, development of local infrastructure and jobs
- A new £100m housing fund to build more homes in Cambridgeshire and Peterborough including affordable, rent and shared ownership
- A new £70m fund to be used to build more council rented homes for Cambridge over the next five years because house prices are so high in the city

The Combined Authority works with the local councils, the Business Board, local public services, Government departments and agencies, universities and businesses to grow the local and national economy. Key ambitions for the Combined Authority include:

- Doubling the size of the local economy
- Delivering outstanding and much needed connectivity in terms of transport and digital links providing the UK's most technically skilled workforce
- Growing international recognition for our knowledge-based economy
- Improving the quality of life by tackling areas suffering from deprivation.

The Combined Authority Board is chaired by the elected Mayor of Cambridgeshire and Peterborough and consists of the leaders of the seven constituent councils, the chair of the Business Board and co-opted members: the Cambridgeshire & Peterborough Police & Crime Commissioner and representatives from the Cambridgeshire & Peterborough Fire Authority and the Cambridgeshire & Peterborough Clinical Commissioning Group.

The remit of the Combined Authority is broad. For the economy and business support it continues to prioritise ways to upskill and train more local people, including supporting the establishment of a new University in Peterborough, with skills offers driven by local employer demand, supporting apprenticeships, and by working to increase employer demand. For the environment it is funding innovative solutions to tackle climate change and drive sustainability across the region and is developing a Local Nature Recovery Strategy to help prioritise where and how to invest in nature.

As the Local Transport Authority for Cambridgeshire and Peterborough, the Combined Authority is responsible for making sure that people can get around the region as easily as possible.

The Local Transport and Connectivity Plan (LTCP) was approved on November 29th 2023 and is the Combined Authority's long-term strategy to make transport in Cambridgeshire and Peterborough better faster, greener, and more accessible for everyone. It sets out a vision and goals for how transport supports a better future and describes the projects needed to make that new future possible. This includes things like better buses, more train services, less pollution and carbon emissions, and helping more people to cycle and walk.

A transformed public transport network will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours.

The Combined Authority is committed to working in partnership with rail operators, Network Rail and the Rail Delivery Group to adopt an integrated approach to rail services, including community rail partnerships. The Combined Authority is heavily involved in funding and enabling a range of local rail projects including a new station at Cambridge South serving the biomedical campus and local community.

Although the Combined Authority wants to prioritise the development of public and 'active' transport modes, it also recognises that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. Targeted highway infrastructure and enhancement schemes are therefore supported.

Improvements to the A14, one of the most congested routes in the country, have been completed bringing journey time, reliability and safety benefits to residents, workers and businesses alike. New travel hubs and interchanges will act as gateways to our public transport network, giving car users the opportunity to travel sustainably for part of their journey.

Buses are an integral part of the sustainable transport network for longer journeys that are impractical for active travel, enabling access to key services, education, training, leisure and employment opportunities. However, the current model is ineffective with the Combined Authority having to contribute more to the running of bus services. In 2019/20, total expenditure for public transport was £12.3m. This rose to £15.6m in 2023/24.

The Combined Authority will enhance the public transport offerings by developing and implementing the most suitable financial and operational framework for buses. The goal is to create a virtuous cycle: increasing usage and reducing operating costs to sustain better services without permanently higher per-passenger subsidies. The Bus Service Improvement Plan 2024 establishes the vision for the bus network in Greater Cambridge along with the considerable capital and revenue investment needed to deliver this, including through bus franchising where the Combined Authority has approved plans to take control of bus services in the area, including their planning, setting fares, and specifying service contracts.

The Combined Authority has committed to improve cycle and pedestrian facilities across the region to get more people walking and cycling. These measures all form part of a broader vision from the Combined Authority for healthy and sustainable travel post Covid.

Around 60% of all road trips in the UK are for distances of between 1 and 3 miles and the Combined Authority trialled the use of e-bikes and e-scooters to understand how this affordable transport mode could help people go farther than they can walk and who don't have access to a car.

A revised Transport Strategy for Cambridge and South Cambridgeshire will be prepared to support later stages of the Greater Cambridge Local Plan. This will confirm the transport infrastructure and policies required to mitigate the proposed sites once the development strategy is finalised.

1.3 Cambridge City Council

The Cambridge Local Plan was adopted in October 2018 and sets out the vision, policies and proposals for the future development and land use in Cambridge to 2031.

The Plan is essentially a continuation of the 2006 growth strategy, adjusted to reflect the experience of delivering that strategy and the current context for planning. It focuses on delivery and meeting Cambridge's needs. The Plan reflects how the current growth is changing the city and the new challenges this creates. In the light of experience, the plan has an increased emphasis on mitigating transport impacts and securing further progress on sustainable development, area improvement and place making.

Built around the banks of the River Cam, Cambridge is a successful city with a world-class reputation for education, research and knowledge-based industries and its historic environment. It is a place that people want to visit, live, work and study in.

The vision for Cambridge is of a compact, dynamic city, located within the high-quality landscape setting of the Cambridge Green Belt. The city will draw inspiration from its iconic historic core, heritage assets, river and structural green corridors, achieving a sense of place in all its parts, with generous, accessible and biodiverse open spaces and well-designed architecture.

Although the hi tech and biotech clusters in Cambridge remain successful, the city has seen some negative impacts from this success. Management and mitigation of the impacts of growth is therefore a key challenge. Average wages in the city have not risen in line with the city's average house prices. This has made it increasingly difficult for people to purchase property in the city, and this has associated impacts on the number of people commuting in from the surrounding villages and market towns. More people in Cambridge than anywhere else in the United Kingdom are likely to use sustainable modes of transport to travel to work. According to the 2011 Census, 33 per cent of residents commute to work by bike, compared with 34 per cent by car. Given the level of commuting, the growth of the city and ongoing demand for its services and facilities, transport infrastructure in the city is under pressure.

The Plan recognises that more needs to be done to support the use of sustainable modes of transport and that, without an integrated approach to the planning of

development and transport, the significant achievements in shifting towards sustainable transport – walking, public transport and cycling – in recent years will be undermined.

It advises that development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the TSCSC.

Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge specific proposals in the LTP and the TSCSC, with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport. In addition, Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region and by doing so increase the use of sustainable transport modes to get to and from Cambridge.

1.4 South Cambridgeshire District Council

The Local Plan for South Cambridgeshire was adopted in September 2018 and sets out the vision, policies and proposals for the future development and land use in South Cambridgeshire to 2031.

South Cambridgeshire is consistently recognised as one of the top places to live and work in the country due to its thriving economy and quality of life. The successful local economy is important on a national stage and South Cambridgeshire is one of the fastest growing areas in the country.

It is a largely rural district which surrounds the city of Cambridge and comprises over 100 villages. It is surrounded by a ring of market towns just beyond its borders, which are generally 10–15 miles from Cambridge.

The vision for South Cambridgeshire is to continue to be the best place to live, work and study in the country. The district will demonstrate impressive and sustainable economic growth. Its residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

The Plan aims to strike the right balance between growth and conservation, valuing what makes the area unique. It is about making sure jobs are created, and new homes provided, in the right areas, and that all transport needs are considered and people have a choice about where to live so they do not have to rely on cars for all of their journeys.

Several factors contribute to quality of life and help make South Cambridgeshire such a good place to live, work and study. The successful economy, attractive

villages, high quality new developments, and the quality of the local environment all come together to give the district its particular character. The relationship with Cambridge and the focus it provides for shopping, entertainment, culture and services for residents of South Cambridgeshire is also significant and a number of major new developments in the district lie on the edge of Cambridge. Parts of the area also look to surrounding market towns for services and employment.

For the success of the district to continue, the Local Plan recognises it is important to make sure growth is delivered with the right strategy that will deliver sustainable development. The Local Plan provides for appropriate levels of employment so the Cambridge area can continue to develop as part of the home of one of the largest clusters of research and development activity in Europe, with housing in the right locations to support the local economy and provide for housing needs.

Growth is to be delivered whilst maintaining the quality of life for residents in existing and new communities, as well as the quality of the natural and built environment.

Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary.

1.5 The Cambridge Delivery Group and Cambridge Growth Company

In 2023 the government established the Cambridge Delivery Group (CDG) to drive forward the vision for Cambridge in collaboration with local partners.

Building on the work of local authorities and Homes England in the region, the CDG will work with local partners to support the delivery of the existing and emerging Local Plans and accelerate existing sites in and around Cambridge. This work will support immediate and long-term growth ambitions, backed by central government to overcome barriers to delivery.

The CDG aspiration is for an expanded Cambridge based around well-connected city quarters where residents experience:

- Quicker journey times across and around the city as improved links between different parts of the city make it easier to get around by public transport, car,

cycling or walking. We want to help people ‘move freely’ by making a wide range of safe, speedy and pleasant transport options.

- Better digital and power connections, making it easier to set up and run a business, and work and study in the city.
- A safe and sustainable supply of water that not only serves the city’s population but protects the area’s natural environment.
- Improved access to health and social care services, supported by neighbourhoods that encourage healthy lifestyles.
- Better air quality through improved cycling, walking and public transport connections, and reduced emissions from traffic, following the introduction of the Air Quality Management Area.

The CDG recognises that transport and mobility is holding back its potential. Severe road congestion is a feature of daily life, leading to journey delays, frustration for local people, poor air quality and related health consequences. Critically, pressured public transport and poor connectivity is constraining the local economy, wasting time and is inefficient for everyone. A journey from the north of Cambridge to the south of Cambridge can frequently take longer than the train from King’s Cross to Cambridge.

CDG wants to help people to move freely, with a wide range of options that are safe, speedy and pleasant. Planning now for the long-term transport options that will serve the city and link in with the wider region, is vital to making it a much better place to do business and to support this long-term ambition and the immediate transport requirements of Greater Cambridge, the government will:

- Deliver East West Rail, radically improving connectivity to other innovation and economic centres in Bedford, Milton Keynes and Oxford, and making sure we bring the full benefits of this new line to the city of Cambridge.
- Ensure that the Cambridge Biomedical Campus, the world-leading life sciences cluster in the south of the city, has the right public transport links

The CDG has been tasked with developing and delivering the government’s vision for Cambridge, for the benefit of the local area and the UK as a whole.

In order to further support this work, the government established the Cambridge Growth Company (CGC). Under the sponsorship of DLUHC and Homes England, the Growth Company has the following remit:

- Development acceleration: enabling and accelerating developments which align with the overall strategy for growing Cambridge and unlocking held-up development on sites allocated in the current local plan.
- Establishing a Cambridge presence and brand: through communications including a website and direct engagement with Cambridge residents as well as local leaders and other stakeholders.

- Developing the evidence base and case for investment to underpin and support development of its long-term growth strategy: working with experts to assess areas of potential growth and investment.
- Leading development: through large scale land assembly, major infrastructure projects, and ensuring maximum recovery including through planning contributions.
- Cross-government engagement: identifying solutions to complex constraints and supporting cross-government engagement to unblock existing development and provide the right incentives for successful development in the long-term.

On 23 October 2025 the Government published a press release saying that it is going further and faster on growth with a commitment of providing over £500 million investment for new homes, infrastructure and business space for the Oxford to Cambridge Growth Corridor.

It said that up to £400 million of initial government funding will kickstart development in Cambridge with affordable homes, infrastructure and business expansion. In Oxford the Cowley Branch railway line will reopen with new stations at Littlemore and Cowley - connecting people to jobs, homes and opportunity. These investments build on government's commitment to deliver East West Rail, which will strengthen links between Oxford and Cambridge, Milton Keynes, Bedford and beyond.

Housing and Planning Minister, Matthew Pennycook said:

“This government is putting its money where its mouth is to realise the full potential of Greater Cambridge. The funding we have allocated will provide the Cambridge Growth Company and a future delivery vehicle with capital needed to unlock key sites, remove barriers to sustainable growth and ramp up housebuilding in the years ahead to the benefit of existing communities in Greater Cambridge and the UK economy as a whole”.

Alongside the statement, the CGC published its latest vision document, called ‘A place of national and global significance’.

At the time of publication no detail has been provided on how these funds are intended to be committed.

1.6 Greater Cambridge Partnership

The Greater Cambridge City Deal was signed on 19 June 2014 by the Government and five local partners:

- Cambridgeshire County Council
- Cambridge City Council
- South Cambridgeshire District Council
- Greater Cambridge Greater Peterborough Enterprise Partnership
- University of Cambridge

The City Deal creates a framework for the Government providing up to £500m that will be invested in transport and housing in the Cambridge and South Cambridgeshire area. In signing the deal local partners committed to invest a further £500m made up from multiple sources including Business Rates, New Homes Bonus, Section 106 planning obligations, and Community Infrastructure Levy receipts. Collectively this is known as the Investment Fund. The City Deal is delivered by GCP with the accounting of the investment fund, and all other GCP funding streams, managed by Cambridgeshire County Council as the GCP's Accountable Body.

By investing £1bn of national and local public sector funding in housing, transport infrastructure and skills it was estimated that the Greater Cambridge City Deal would:

- Support an additional overall increase of around 44,000 jobs in the City Region
- Accelerate the delivery of around 33,500 planned homes, and enable the delivery of 1,000 extra new homes on rural exception sites
- Enable an estimated £4bn of private sector investment in Greater Cambridge
- Create a governance arrangement for joint decision making between the councils.

The first £100m was made available in April 2015. Following successful Gateway Reviews, another £200m was made available from April 2020, with the final tranche of £200m agreed in April 2025.

Delivery of the City Deal objectives is achieved through a collaborative governance framework including an Executive Board and a wider Joint Assembly.

The Executive Board is responsible for commissioning projects funded by money provided through the city deal and for overall control of that programme of investments. The board comprises three elected members with full voting rights (one from each of the three partner councils) and two non-voting members co-opted by the executive board; one nominated by the business board, and one nominated by the University of Cambridge.

The role of the joint assembly is to advise the executive board, acting as a forum for discussion with a wider range of members and stakeholders across the Greater

Cambridge area. The joint assembly comprises three elected members from each partner Council; three co-opted members nominated by the business board and three co-opted members nominated by the University of Cambridge.

The Greater Cambridge City Deal Assurance Framework provides the basis for Membership, Governance and Working arrangements. It states that GCP partners will prioritise projects that deliver against four strategic objectives:

- Nurture the conditions necessary to unlock the potential of Greater Cambridge to create and retain the international high-tech businesses of the future.
- Better target investment to the needs of our economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the Universities.
- Markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth.
- Ease the labour market by investing in transport and housing, in turn allowing a long-term increase in jobs emerging from our internationally competitive clusters and more University spin-outs.

An initial indicative programme based on the TSCSC was established and agreed by the GCP Executive Board (then known as the Greater Cambridge City Deal Shadow Board) on 14 August 2014. Schemes under consideration for inclusion in the City Deal programme underwent a high-level assessment in line with criteria agreed between local partners and Government within the Assurance Framework. This ensured that schemes which offered maximum benefits and value for money were prioritised for investment.

Subsequently, GCP has refined this approach through the development of a Future Investment Strategy (FIS) which includes a series of strategic prioritisation criteria, designed to ensure that schemes are prioritised which have the greatest potential to deliver the City Deal's objectives.

The first FIS was drafted in March 2018 and updated in March 2019 (including evidence taken from the 2018 Cambridgeshire and Peterborough Independent Economic Review). It was updated again in December 2020 in the light of Covid-19 and reflecting on the City Deal's priorities following the first Gateway Review of the Investment Fund.

On 28 September 2023 the Executive Board agreed FIS 3 which recognised that, because of external factors including considerable high inflation within the construction industry, the identified gap between funding to expenditure had increased from £111m to £278m. Within the constrained financial environment, the difficult decision to pause work on CSET's Phase 2 and Foxton Travel Hub were taken.

The local evaluation framework for the second gateway review, to unlock the final payment of £200m, was submitted to the government in spring 2023. At the time of writing £500m of the Investment Fund had been committed across 26 interventions. Approximately £118m had been spent.

On 6 November 2025 the GCP Executive Board received a quarterly progress report with an accompanying budget showing forecasts up to 2030/31. This shows that £809m is required to deliver the remaining projects.

At this stage not all schemes have the full budget available for delivery. It is also highlighted that borrowing is likely required in advance of S106 receipts to deliver the programme, this will lead to increased costs for the programme that are not yet fully understood.

Chapter 2. Transport Infrastructure Delivery

2.1 Completed Projects

2.1.1 Cross City Cycling

In 2016 the GCP Executive Board agreed five Cross City Cycling packages to make it safer and easier for people to travel by bike. The combined cost of this package of measures cost £11.266m with all schemes completed by 2021.

A. Arbury Road

The Arbury Road project sought to improve links to schools, homes and workplaces in this expanding area of north Cambridge. It delivered:

- New cycle lanes and footpaths and carriageway resurfacing
- New traffic signals installed at the Campkin Road junction
- 2m wide cycleways with the cyclist-friendly Cambridge kerb between Campkin Road and North Cambridge Academy
- Low-level cycle signals on Arbury Road
- Mansel Way changed to a give way junction with no traffic signals
- Replacement of mini roundabouts with priority T-junctions
- Widening the play area path to a 2.5m wide shared use path
- New hedges to replace those removed as part of the project

B. Cambridge North railway station and science park

The Cambridge North railway station and science park project sought to improve links to schools, homes and places of employment in northeast Cambridge, making it easier to reach Cambridge North Railway Station and the Science Park. It delivered:

- Extended double yellow lines outside Chesterton primary school
- New double yellow lines from the junction with Scotland Road to Water Lane, with gaps to Allow parking outside local shops
- Traffic calming cushions
- A new floating bus stop near Frank's Lane
- New, segregated 2m wide cycle lanes
- A realigned Nuffield Road junction
- New landscaping including replacement trees to replace those which needed to be removed as part of the project

C. Ditton Lane

The Ditton Lane project set out to reduce congestion and improve air quality, health, and road safety. It sought to better link Fen Ditton village and the Fison Road area with the primary school, link to new housing developments and connect with national cycle network routes 11 and 51. It delivered:

- A shared use foot and cycleway between Fison Road and High Ditch Road on the east side of Ditton Lane
- A widened foot and cycleway on both sides of Horningsea Road between High Ditch Road and just north of Fen Ditton primary school
- A new toucan crossing north of Fen Ditton primary school
- An upgrade of the High Street puffin crossing to a toucan crossing
- Extended bollards and fencing on the approach to the school
- Widening of the footway on the west side of the green area on Ditton Lane
- Daffodil bulbs planted along the embankment slope

D. Hills Road and Cambridge Biomedical

The Hills Road and Cambridge Biomedical project sought to make it easier for walkers and cyclists to reach the Cambridge Biomedical Campus and the bus stops at the Addenbrooke's roundabout from the Hills Road/Long Road/Queen Edith's Way junction. It delivered:

- Safer crossings at the junction of Hills Road, Long Road and Queen Edith's Way and dedicated raised cycle lanes as well as two new bus stops
- A new toucan crossing on Hills Road at the Addenbrooke's roundabout
- Two floating bus stops, with lead-in cycle lanes on the approach to the junction and a 9m deep advanced stop box
- An outbound lead-in cycle lane located between the two traffic lanes to help the majority of cyclists reach the middle and right side of the advanced stop box, then make the diagonal movement to the west side of Hills Road (south of the junction) or the right turn into Long Road

E. Fulbourn/Cherry Hinton eastern access

The Fulbourn/Cherry Hinton access project sought to improve links to schools, homes and workplaces in east Cambridge. It delivered:

- New floating bus stops and cycle lanes at the Robin Hood junction
- A widened shared use path on the north side of Fulbourn Road, east of the Leete Road crossing
- Mature hedges planted to fill gaps on the south side of Fulbourn Road between the Leete Road crossing and Queen Edith's Way
- New trees and sections of mature hedges

2.1.2 Other Completed Projects

A. Histon Road

The Histon Road project aimed to improve public transport journey times, as well as cycling and walking facilities, to encourage people to use sustainable modes of transport as an alternative to the car. The final design for Histon Road was approved by the executive board on 3 October 2019. It included:

- 6,400m² of new footpaths
- 8,000m² of new cycle lanes
- 540m of bus lane
- 3 floating bus stops
- 2 additional pedestrian crossings
- 8,200m of new and recycled composite material drainage kerbs
- installation of 160m of green fence
- 16 new trees

Work started in 2020 and concluded in 2023 with a final project cost of £12m.

B. Chisholm Trail Phase 1

The Chisholm Trail will eventually provide an important 3.5 km link in a 26 km walking and cycling route from St Ives to Trumpington and Addenbrooke's. It will create a mostly off-road and traffic-free route between Cambridge Station and Cambridge North Station linking to the business and science parks in the north and to Addenbrooke's Hospital and the Biomedical Campus in the south.

The north-to-south route follows the railway line and will provide a quicker and safer route across Cambridge. It will be mainly off-road or along quiet streets and will link up green spaces in Cambridge including Coldham's Common, the Leper Chapel Meadows, Barnwell Lake area, Ditton Meadows and Stourbridge Common.

Phase 1 of the Chisholm Trail starts at Cambridge North Station and ends at Coldhams Lane. £17.914m was spent on Phase 1.

C. Milton Road

The Milton Road project aims to improve public transport, cycle and walking infrastructure to make these sustainable travel options a more attractive alternative to the car, and to encourage the continued economic growth of Greater Cambridge, without harming existing communities and the environment. It features:

- Continuous segregated cycleways and footpaths
- 14 Copenhagen crossings
- One CYCLOPS junction
- Four rain gardens
- New and improved signalised crossing facilities
- Over 200 new trees

This scheme completed in late 2024 at a cost of £31.945m.

2.1.3 Completed Project Costs

| Closed Infrastructure Budgets | Cost |
|--------------------------------------|--------------------|
| Cross City Cycling | £11,266,000 |
| Histon Road | £12,000,000 |
| Chisholm Trail Phase 1 | £17,914,000 |
| Milton Road | £31,945,000 |
| TOTAL | £73,125,000 |

Table 1 Showing cost of completed projects (source GCP draft budget 2026/27)

2.2 Current Projects

2.2.1 Active Travel Projects

A. Addenbrooke's roundabout

The objective of the Addenbrooke's roundabout project is to reduce the size of the central island to accommodate the upgraded walking and cycling links, while retaining the width of the lanes in the road for motorised vehicles, with the roundabout being used at all times by emergency services. In January 2024, the executive board approved the final detailed design for the Addenbrooke's roundabout. The detailed design features significantly widened cycle lanes and footpaths on both sides of the Fendon Road arm. This forms part of the Cycling Plus A1134 scheme.

B. Chisholm Trail Phase 2

The objective of Chisholm Trail phase 2 project is to continue the route to Cambridge Station. GCP are in discussions with landowners and stakeholders which need concluding before further progress can be made with the scheme.

The estimated cost is £5m but could potentially increase depending on the outcome of negotiations with stakeholders including Network Rail.

C. A1134 and Hills Road projects (formally Cycling Plus)

The GCP undertook a study of routes within the city that could be upgraded to deliver active travel improvements, supporting key growth areas. The Cycling Plus programme identified 12 possible investment opportunities. At this stage, funding was requested to deliver the top two of these (A1134 and Hills Road) however others could potentially be unlocked subject to funding becoming available.

The objective of the Hills Road project is to make walking and cycling safer, easier, more attractive and more inclusive for all street users. The scheme aims to:

- Increase walking and cycling levels with better active travel infrastructure
- Improve pedestrian and cycle safety along Hills Road and at the signal-controlled side-road junctions
- Maintain or improve the appearance of our streets
- Maintain or reduce bus journey times along Hills Road wherever practicable, improve waiting areas at bus stops and make it easier to get on and off buses
- Reduce the conflict between local businesses (for example, kerbside parking for servicing and delivery) and the safe movement of pedestrians and cyclists

The budget for this and the A1134 scheme combined is £19.705m with further work required to fully define the cost of the scheme.

D. Madingley Road

The objective of the Madingley Road project is to address the considerable congestion, particularly at the junction with the M11. The scheme aims to:

- Provide better cycling and walking links
- Enhance the streetscape with improved and additional landscaping
- Reduce air pollution and improve public health
- Improve connectivity and accessibility within Greater Cambridge to support economic growth

The budget for the scheme is £14.548m with significant design work still to be completed.

E. Queen Anne Terrace Cycling Parking

The Queen Anne Terrace cycling parking project will improve on the existing number of spaces and security currently available at Queen Anne Terrace car park on Gonville Place in Cambridge. It includes:

- Installing 'toast-rack' style stands and improving fixings

- Creating over 40 new internal cycle parking spaces, as well as more than tripling the available external cycle parking spaces
- Potentially installing CCTV cameras and improving signage
- Extending the undercover cycle parking area to provide secured area for cyclists

2.2.2 Greenway Projects

GCP is actively working on delivering 12 greenways with the objective of connecting people with the places they want to go. It will help people get to schools, shops, friends and family without the need to use motor vehicles by providing safer streets and roads, providing better crossings on main roads, side-streets and big junctions, and creating new paths.

The combined cost of delivering the Greenway projects is around £119m including £4m for programme development and management.

A. Barton Greenway

The Barton Greenway project will provide safer walking, wheeling and cycling between Cambridge and the western villages of Barton and Grantchester. The greenway will see improvements made to well used paths by local school children who commute to and from Barton primary school. It will link to the Comberton and Haslingfield Greenways.

The project is expected to cost £11.905m

B. Bottisham Greenway

The Bottisham Greenway project will make it safer and easier to reach Bottisham Village College, the new Marleigh development, the Newmarket Road park and ride, Fen Ditton Primary School, shops and green spaces including the River Cam on Ditton Meadows, Stourbridge Common and Riverside.

The project is expected to cost £10.335m

C. Comberton Greenway

The Comberton Greenway project will make it safer walking, wheeling and cycling between Cambridge and the western villages of Comberton, Hardwick, Coton. The Greenway will make it safer and easier to reach Cambridge University West Campus, the Sidgwick site and Newnham as well as provide better access to Comberton Village College and Long Road Sixth Form.

The project is expected to cost £8.628m

D. Fulbourn Greenway

The project will link south-east Cambridge to its superstores, shops and facilities. It will create better schools runs to Fulbourn Primary and Cherry Hinton primary. It will connect via Mill Road with Cambridge Station

The project is expected to cost £7.059m however it is the early stages of development and may require further funding.

E. Haslingfield Greenway

The Haslingfield Greenway project will make walking, wheeling and cycling safer between Cambridge and the western villages of Haslingfield, Hauxton and Grantchester. The Greenway will also connect to the Melbourn and Barton Greenways for better connections to the Cambridge South West Travel Hub, the Sidgwick Site and the West Cambridge Campus, as well as providing better access to Cambridge Rugby FC and green spaces including the Bourn Brook and Grantchester Meadows.

The project is expected to cost £11.645m

F. Horningsea Greenway

The Horningsea Greenway project provides a better way to get to Fen Ditton Primary School, residential areas, businesses, the river and leisure or retail facilities in this part of Cambridge. It includes convenient links to the Bottisham and Swaffham Greenways for onward travel into Cambridge and out to nearby villages and attractions such as Anglesey Abbey. Off-road shared paths, safer crossings and quiet streets with reduced speed limits where the Greenway runs on the road will make it safer and easier to travel along.

The project cost £2.845m

G. Linton Greenway

The Linton Greenway project will provide safer and better route for people walking, cycling and where appropriate, horse-riding, between Linton, Hildersham, Babraham and Cambridge.

The project is expected to cost £9.475m

H. Melbourn Greenway

The Melbourn Greenway project will provide safer and easier travel for Melbourn, Meldreth, Shepreth, Foxton and Hauxton by connecting people to jobs, schools, services and opportunities along the A10 with wider paths, better crossings and safer

20mph streets. Spurs to Shepreth and Meldreth provide links to these villages and their railway stations. It will include a bridge over the A505 to link to Royston.

The project is expected to cost £15.276m

I. Sawston Greenway

The Sawston Greenway project will improve journeys between Sawston, Stapleford, Great Shelford, Addenbrooke's, Royal Papworth and Cambridge

The project is expected to cost £6.707m

J. St Ives Greenway

The St Ives Greenway project will link villages between St Ives and Cambridge to the guided busway path helping with school runs, commutes and days out. The project includes creating a new route between Oakington, Westwick, the busway and Cottenham and enhancing routes to Fen Drayton village and RSPB Fen Drayton Lakes.

The project is expected to cost £6.704m

K. Swaffhams Greenway

The Swaffhams Greenway project will connect people with Anglesey Abbey and the Bottisham Greenway at Stow-cum-Quy for travel to Bottisham Village College, Fen Ditton Primary School and shops and on to Newmarket Road Park and Ride, Ditton Meadows, Stourbridge Common and Riverside and the city centre.

The project is expected to cost £6.420m

L. Waterbeach Greenway

The Waterbeach Greenway project will create a safer route between Waterbeach, Milton and Cambridge North. Linking homes, schools and businesses in Waterbeach, Milton and northern Cambridge and joining up to the Chisholm Trail, Milton Road, Railway stations and Park and Rides for onward journeys.

The project is expected to cost £11m which may increase depending on the design of the route through Milton village.

2.2.3 Active Travel Project Costs

| Active Travel Project costs | Cost |
|---|---------------------|
| Addenbrookes roundabout | £unknown |
| Chisholm Trail Phase 2 | £5,000,000 |
| A1134 and Hills Road projects (formally Cycling Plus) | £19,705,000 |
| Madingley Road | £14,548,000 |
| Queen Anne Terrace Cycle Parking | £unknown |
| Greenway Projects | £119,078,000 |
| TOTAL | £158,331,000 |

Table 2 Showing cost of the Active Travel projects (source GCP draft budget 2026/27)

2.3.1 Public Transport Projects

A. Cambourne to Cambridge

The Cambourne to Cambridge project comprises a bus route via the Bourn Airfield development, Hardwick, Cotton and the West Cambridge site, a new 2000 space travel hub at Scotland Farm, Dry Drayton, and a new path for walkers, cyclists and, where appropriate, horse riders.

A Transport and Works Act Order has been submitted to the Department of Transport (DfT) and a Public Inquiry was held from September-November 2025. A decision by the Secretary of State is expected in the first half of 2026.

The scheme is currently proposed to cost £181m.

B. Cambridge Eastern Access

The Cambridge Eastern Access project proposes transformational changes to Newmarket Road to provide high-quality footways, crossings, segregated cycle tracks, bus lanes and junction improvements. It includes relocating and expanding the Newmarket Road Park & Ride site.

A consultation period on the corridor proposals took place between midday 24th January to midday 20th March 2023. The planning application for the replacement Park and Ride is expected in 2026.

The scheme is currently proposed to cost around £58m.

C. Cambridge South East Transport (Phase 1)

The CSET project will link the new Cambridge South station to Granta Park and Babraham Research Campus. A path for walkers, cyclists and horse riders will run alongside the busway.

Phase 1 looks at road safety, walking, cycling and bus priority along the A1307 between Haverhill and Cambridge. The majority of Phase 1 projects are now completed including Bartow Roundabout and the expansion of Babraham Park and Ride.

The budget for Phase 1 is £20.77m.

D. Cambridge South East Transport (Phase 2)

Phase 2 of the Cambridge South East Transport project will provide a new busway between a new A11 travel hub and Cambridge Biomedical Campus. It will link the new Cambridge South station to Granta Park and Babraham Research Campus. A path for walkers, cyclists and horse riders will run alongside the busway.

On 9 January 2025 an application for a Transport and Works Act Order to the Department for Transport (DfT) was made.

The budget for Phase 2 is £23.323m, however, the overall cost of delivering CSET is around £160m with £7.2m received from government in 2024 to unpause the project, develop the TWAO and deliver early works on Francis Crick Avenue.

E. Waterbeach to Cambridge

The Waterbeach to Cambridge project comprises busway connecting the new town of Waterbeach to north Cambridge, a travel hub west of the A10 near Waterbeach, a path for walkers and cyclists alongside the new busway.

On 7 November 2024 the GCP Executive Board formally agreed to proceed to the next stage which is to ask Cambridgeshire County Council to submit a Transport & Works Act Order application to the government for permission to build the project.

The scheme is currently proposed to cost £109m.

2.3.2 Public Transport Project Costs

| Public Transport Project costs | Cost |
|--|---------------------|
| Cambourne to Cambridge | £181,349,000 |
| Cambridge Eastern Access | £58,472,000 |
| Cambridge South East Transport (Phase 1) | £20,770,000 |
| Cambridge South East Transport (Phase 2) | £160,000,000 |
| Waterbeach to Cambridge | £109,400,000 |
| TOTAL | £529,991,000 |

Table 3 Showing the Public Transport Projects Costs

2.4.1 Other Transport Schemes

A. Cambridge South West Travel Hub

The Cambridge South West Travel Hub project will help take thousands of cars out of the city by constructing a travel hub on a site to the west of the M11 junction. The travel hub will have up to 2,150 car parking spaces – with 108 blue badge spaces and 108 electric vehicle charging bays – and 326 cycle spaces to encourage more people to get out of their cars and cycle, walk, or use public transport. It will also have 12 parking spaces for coaches, a horse corral for equestrian use and an off-road public transport link between the travel hub and the A10 Hauxton Road/Addenbrooke's Road junction.

B. New station for Waterbeach

The new station for Waterbeach project involves building a new railway station near to the new town and closing the existing station. GCP is providing £20m of the £37m needed to relocate the railway station, as this new station will help unlock thousands of new homes and deliver new and sustainable transport links. The remaining £17m will be funded by the developer as the development is built out, under the terms of the Section 106 agreement, with Homes England forward funding this part of the funding. In addition, Homes England are funding a haul road to deliver the station, which GCP are delivering (costed at £6.35m).

2.4.2 Other Transport Schemes Costs

| Other Transport Project costs | Cost |
|--------------------------------------|---------------------|
| Cambridge South West Travel Hub | £72,003,000 |
| New station for Waterbeach | £43,350,000 |
| TOTAL | £115,353,000 |

Table 4 Showing the Other Transport Schemes Costs

2.4.3 Current Project Costs

| Current Project costs | Cost |
|--------------------------------|---------------------|
| Active Travel Project costs | £158,331,000 |
| Public Transport Project costs | £529,991,000 |
| Other Transport Project costs | £115,353,000 |
| TOTAL | £803,675,000 |

Table 5 Showing the Current Project Costs

2.5.1 Paused Projects

A. Foxton Travel Hub

The Greater Cambridge Partnership is working on an infrastructure programme to improve connectivity and quality of life for thousands of people. A travel hub at Foxton could provide in the region of 500 car parking spaces and in the region of 150 high quality cycle parking. The close proximity of the proposed Foxton travel hub to the current Foxton train station, means more people could use the rail network to travel into Cambridge.

B. Whittlesford Parkway

The Whittlesford Parkway project aims to improve public transport, cycle and walking infrastructure to and at the railway station and to improve parking and other facilities at the station, while protecting local heritage. The project aims to encourage the continued economic growth of Greater Cambridge without harming existing communities and the environment.

2.5.2 Paused Projects Costs

| Paused Project costs | Cost |
|-----------------------------|--------------------|
| Foxton Travel Hub | £14,043,000 |
| Whittlesford Parkway | £324,000 |
| TOTAL | £14,367,000 |

Table 6 Showing the Paused Projects Costs

Chapter 3. Cambridgeshire and Peterborough Combined Authority Transport Projects

3.1 Local Transport and Connectivity Plan

The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to make transport in Cambridgeshire and Peterborough better faster, greener, and more accessible for everyone. It sets out a vision and goals for how transport supports a better future and describes the projects needed to make that new future possible. This includes things like better buses, more train services, less pollution and carbon emissions, and helping more people to cycle and walk.

A transformed public transport network will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours.

Rail

The Combined Authority is committed to working in partnership with rail operators, Network Rail and the Rail Delivery Group to adopt an integrated approach to rail services, including community rail partnerships. The Combined Authority is heavily involved in funding and enabling a range of local rail projects that include reinstating of Soham Rail Station that closed in 1965, improvement of Fenland services, rail connectivity Wisbech to Cambridge, capacity improvements through Ely and a new station at Cambridge South serving the biomedical campus and local community.

Roads

Although the Combined Authority wants to prioritise the development of public and 'active' transport modes, it also recognises that the private car remains a key mode for many residents across Cambridgeshire and Peterborough.

Targeted highway infrastructure and enhancement schemes are therefore supported.

Improvements to the A14 are complete bringing journey time, reliability and safety benefits to residents, workers and businesses alike. New travel hubs and interchanges will act as gateways to our public transport network, giving car users the opportunity to travel sustainably for part of their journey.

Bus support

Buses are an integral part of the sustainable transport network for longer journeys that are impractical for active travel, enabling access to key services, education,

training, leisure and employment opportunities. However, the current model is ineffective with the Combined Authority having to contribute more to the running of bus services. In 2019/20, total expenditure for public transport was £12.3m. This rose to £15.6m in 2023/24.

The Combined Authority will enhance the public transport offerings by developing and implementing the most suitable financial and operational framework for buses. The goal is to create a virtuous cycle: increasing usage and reducing operating costs to sustain better services without permanently higher per-passenger subsidies.

The Bus Service Improvement Plan 2024 establishes the vision for the bus network in Greater Cambridge along with the considerable capital and revenue investment needed to deliver this, including through bus franchising where the Combined Authority has approved plans to take control of bus services in the area, including their planning, setting fares, and specifying service contracts.

Active Travel

The Combined Authority has committed to spend £2.9m to improve cycle and pedestrian facilities across the region to get more people walking and cycling. These measures all form part of a broader vision from the Combined Authority for healthy and sustainable travel post Covid.

The Cambridgeshire & Peterborough Combined Authority, in partnership with Voi, became the first region in the country to roll out e-bikes and e-scooters to the public, offering the potential for fast, clean and inexpensive travel that can help to ease congestion on the roads and transport networks, reduce pollution and allow for social distancing.

Around 60% of all road trips in the UK are for distances of between 1 and 3 miles and the Combined Authority trialled the use of e-bikes and e-scooters to understand how this affordable transport mode could help people go farther than they can walk and who don't have access to a car.

Chapter 4: Cambridgeshire County Council Transport Projects

4.1 Transport Strategy for Cambridge and South Cambridgeshire

The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) was developed by Cambridgeshire County Council alongside the Local Plan's for Cambridge and South Cambridgeshire (2018) to form a key part of the transport evidence base for these plans.

Whilst the formation of the GCP (which occurred after the adoption of the strategy) means that the GCP is leading on the majority of the proposals within the strategy including several high profile projects, Cambridgeshire County Council is responsible for delivering other improvements identified by the TSCSC.

Despite the age of the TSCSC and the changes in governance locally, many of key challenges identified to be addressed by the strategy are still relevant to the delivery of growth from the 2018 Local Plans. These include:

Accessibility

- Making it easier to walk, cycle and use passenger transport for work and leisure journeys
- Increasing the number of bus lanes, pedestrian routes and cycle routes
- Addressing passenger transport availability, particularly in rural areas and in the evenings
- Finding alternatives to passenger transport where it is not viable for commercial services to run
- Improving transport links for new and existing communities

Managing Demand

- Managing the increasing demand for road space
- Tackling congestion and delay
- Reducing unnecessary through traffic in Cambridge
- Managing parking capacity in a balanced way
- Reducing reliance on road transport for the movement of freight

Safety

- Improving road safety
- Tackling stretches of road or junctions where there are accident or congestion problems

Travel Information

- Raising awareness of travel options
- Ensuring transport information is available and easy to use

Environment

- Addressing local air pollution
- Addressing carbon emissions
- Preserving the area's natural environment, including green corridors

Many of the active travel and public transport schemes contained in the TSCSC have been taken forward by the GCP for scheme development and delivery. Some remaining schemes have been taken forward by Cambridgeshire County Council, while others have not been progressed due to changes to local transport policy. These schemes, along with proposals from other County Council strategies and plans are listed in section 4.5 of this chapter.

4.2 Local Cycling and Walking Infrastructure Plan

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the Government's ambition to increase walking and cycling, particularly to school, by 2025 as outlined in the first Cycling and Walking Investment Strategy (CWIS, 2017) and more recently the CWIS 2 (2022). The CWIS sets out the Government's aim to make walking and cycling the natural choice for shorter journeys, or as a part of a longer journey. The strategy's targets, by 2025 are to:

- increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 46% in 2025, 50% in 2030 and to 55% in 2035.
- double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025, and to work towards developing the evidence base over the next year.
- increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.
- deliver a world-class cycling and walking network in England by 2040

The LCWIP identifies cycling and walking improvements required at the local level but is not a static document and will be reviewed and updated on a regular basis to reflect changes such as new Local Plans, new developments, and new schemes such as the High Street Fund work. Cambridgeshire County Council adopted the LCWIP in October 2022.

4.3 Active Travel Strategy

Cambridgeshire County Council adopted an Active Travel Strategy in 2023 to which the LCWIP forms part of. The Active Travel Strategy Action Plan builds on the work of the LCWIP and identifies and prioritises further gaps in the network, particularly in more rural areas where there are few options for those without access to a car, thus forming a second tier of routes for each district.

4.4 Transport Proposals Database

Cambridgeshire County Council maintains a Transport Proposals Database (TPD) for Cambridge City & South Cambridgeshire. This database includes schemes from the various studies and strategies produced including the TSCSC, the LCWIP, Active Travel Strategy, Capital Programme and other development specific proposals and is a document that is kept 'live' and updated. The TPD contains a varying levels of information for each of the schemes contained within the database ranging from:

- Identification number
- Typology (i.e. cycling, walking, public transport, traffic and highways, safety)
- Location
- Parish
- Ward
- Electoral Division
- Description
- Strategy basis (i.e. TSCSC, Active Travel Strategy, LCWIP etc)
- Funded status (Funded, Part-Funded, Unfunded)

4.5 Cambridgeshire County Council Transport Schemes

Table 7 below shows potential Cambridgeshire County Council transport schemes that will support the 2018 Local Plans.

| Location | Scheme description | Strategy Basis |
|-----------|---|----------------------------------|
| Cambridge | Footway/cycleway improvements Darwin Green to Villa Road, Histon | TSCSC, Active Travel Strategy |
| Cambridge | Castle Street, Streetscape improvements | TSCSC, Active Travel Strategy |
| Cambridge | Footway/cycleway Darwin Green to Histon Rd via squash club | TSCSC |
| Cambridge | Pedestrian and cycle improvements at Four Lamps roundabout | TSCSC |
| Cambridge | Active travel crossing improvements: Sheeps Green | |

| | | |
|---------------------------------|---|-------------------------------|
| Cambridge | Active travel crossing improvements: Jesus Lock | |
| Cambridge | Active travel crossing improvements: Fort St George | |
| Cambridge | Active travel crossing improvements: Cutter Ferry | |
| Cambridge | Arbury Road southern section active travel improvements | |
| Cambridge | Edington to Girton active travel improvements | |
| Cambridge | Huntingdon Road active travel improvements | |
| Cambridge | Cambridge Railway Station Eastern Access | |
| Cambridge | Cambridge East Station (Cherry Hinton station) | TSCSC |
| Cambridge | Third City Centre Cycle Park | TSCSC |
| Cambridge/Milton | Expansion of Milton Park & Ride site | TSCSC |
| Cambridge | Southern section busway: Active Travel improvements | |
| Cambridge | Southern section busway: new active travel crossing | |
| Cambridge/Milton | Capacity improvements at Milton Interchange | TSCSC |
| Cambridge to Ely | CPCA Ely to Cambridge dualling project | CPCA |
| Cherry Hinton/Shelfords | Cherry Hinton to Shelford orbital cycleway | TSCSC, Active Travel Strategy |
| Queen Edith's Way | Cycleway | TSCSC, Active Travel Strategy |
| Cambridge, North East Cambridge | Park and Cycle opportunities at P and R locations | IDP |
| Cambridge, North East Cambridge | Consolidation hubs at three locations | IDP |
| Cambridge, North East Cambridge | Bridge over Milton Road to Cambridge Science Park | IDP |
| Cambridge, North East Cambridge | Underpass between St Johns Innovation Centre and CSP | IDP |
| Cambridge, North East Cambridge | Busway crossings to the area | IDP |
| Cambridge, North East Cambridge | Pedestrian and cycle bridge over the railway line | IDP |

| | | |
|---------------------------------|--|--|
| Cambridge, North East Cambridge | Intra NEC area bus shuttle system | IDP |
| Cambridge, North East Cambridge | Upgrade to underpass between Cowley Road and the busway | IDP |
| Cambridge, North East Cambridge | Improvements to Cowley Road as an access route to the area | IDP |
| Cambridge, North East Cambridge | Provision for cycling on the Cambridge Science Park loop road | IDP |
| Cambridge, North East Cambridge | Improved crossing at Milton Road with the busway junction | IDP |
| Cambridge, North East Cambridge | Improved cycle route to North Cambridge Academy Secondary School | IDP |
| Northstowe | B1050 cycle route between Bar Hill and Northstowe | |
| All | Bus seed funding for new/extended services to new developments | TSCSC |
| Cambourne | Direct cycle link between Cambourne and St Neots | TSCSC, Active Travel Strategy |
| Elsworth, Cambourne | New shared use footway/cycleway St Neots Rd btwn A1198 jct and Elsworth FP17 and Cambourne Rd, Cambourne | TSCSC, Active Travel Strategy |
| Waterbeach | PROW improvements btwn Ely and Waterbeach | Active Travel Strategy |
| Waterbeach | Investigate options to improve cyclist accessibility over the river on Lodes Way | Active Travel Strategy |
| Waterbeach | A10/Denny End Road junction improvements | |
| Longstanton | Longstanton Park & Ride improvements | TSCSC |
| Longsaton/Swavesey | New bridelway link between Longstanton & Swavesey | |
| Girton/Histon | Girton to Histon active travel improvements | |
| Cambourne | Active travel access to and within Cambourne. | TSCSC |
| Fulbourn | Fulbourn Railway Station | TSCSC |
| South Cambridgeshire | Offline West-West Active Travel corridor between Melbourn and Babraham/Gt Abington/Hinxton | Royston to Granta Park Strategic Transport Study |

| | | |
|----------------------|--|--|
| South Cambridgeshire | Melbourn Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Fowlemere Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Whittlesford Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Duxford Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Sawston Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Gt Abington Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Gt Chesterford Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Improvements to the A505/A10 junction – dual carriageway approach and exit from the A505 West, single carriageway flared out elsewhere - estimated range | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Redesign of Flint Cross + Signalisation | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Signalisation of Motorway junction (all arms) – M11 J10 | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Segregated Bus Rapid Transit from Babraham Travel Hub to Chesterford Research Park | Royston to Granta Park |

| | | |
|----------------------|---|--|
| | | Strategic Transport Study |
| South Cambridgeshire | Segregated high quality PT service from Babraham Travel Hub to IWM Duxford + unsegregated PT shuttle to Royston | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Offline West-West Active Travel corridor between Melbourn and Babraham/Gt Abington/Hinxton | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Melbourn Mobility Hub | Royston to Granta Park Strategic Transport Study |
| South Cambridgeshire | Fowlmere Mobility Hub | Royston to Granta Park Strategic Transport Study |

Table 7 Showing TSCSC schemes to be delivered by Cambridgeshire County Council

Chapter 5: Infrastructure Costs

| Project costs | Cost |
|----------------------|---------------------|
| Completed projects | £73,125,000 |
| Current projects | £803,675,000 |
| Paused projects | £14,367,000 |
| TOTAL | £891,167,000 |

Table 8 Showing the Infrastructure Costs for GCP Projects

Chapter 6: Funding

When preparing infrastructure funding statements, authorities should consider known and expected infrastructure costs taking into account other possible sources of funding to meet those costs. This process will help the charging authority to identify the infrastructure funding gap and a levy funding target.

Guidance states that charging authorities should focus on providing evidence of an aggregate funding gap that demonstrates the need to put in place the levy. Any significant funding gap should be considered sufficient evidence of the desirability of CIL funding, where other funding sources are not confirmed.

Alongside the Government contribution of £500m the GCP Draft Budget 2026/27 identifies a total income of £810m made up of funding already received, funding that is considered as secured but not yet received, and funding that is anticipated but not guaranteed.

Whilst the Budget includes £230m income for future S106 contributions there is no evidence to suggest this contribution will be realised and in any case the developments that would be asked to contribution through a section 106 agreement would instead be required to contribute via CIL. In the absence of any certainty this figure is deducted from known or anticipated funding.

6.1 Secured Funding

A. New Homes Bonus

£27,232,000

B. Section 106 Planning Obligations

£11,747,000

See Table 9 Showing Section 106 contributions secured towards GCP transport projects since 2014

A. Transforming Cities Fund

£200,000

D. Innovate UK Funding

£1,556,000

E. Cambridge South East (A1307) – Phase 2 Government Allocation

£7,200,000 to be applied to Francis Crick Avenue and development of the Transport and Works Act Order (TWAO).

F. Interest Accrued

£20,188,000

6.2 Future Funding

A. New Homes Bonus

Through the Local Government Finance Settlement 2025/26 the Government confirmed that 2025 to 2026 would be the final year of the New Homes Bonus in its current format, and that government will consult in the first half of 2025 on detailed proposals for arrangements beyond 2025 to 2026.

B. Section 106 Planning Obligations

The value of section 106 contributions that are secured but not yet received totals £50,673,000.

6.3 Funding Total

| | Cost |
|------------------|---------------------|
| Received Funding | £568,123,000 |
| Secured Funding | £50,673,000 |
| TOTAL | £618,796,000 |

Table 9 Showing the value of Section 106 contributions Received and Secured

Chapter 7: Gross Funding Gap

The deficit against the current list of GCP projects is £272m.

| Funding Gap | Cost |
|--------------------------|----------------------|
| Total Costs | £891,167,000 |
| Total Income | £618,796,000 |
| GROSS FUNDING GAP | -£272,371,000 |

Table 10 Showing the Gross Funding Gap

Chapter 8: CIL Income

The plan period for the Cambridge and South Cambridgeshire 2018 Local Plans is 2011 to 2031.

Estimates using these rates show that introducing a CIL based on previous levels of growth would generate at least £25m over the next 5 years. A greater income is expected based on the actual level of growth that is anticipated taking place across the area. An income of £50m is therefore assumed.

Over the longer-term CIL receipts expect to be more considerable with the Cambridge Biomedical Campus alone potentially contributing significantly.

Chapter 9: Net Funding Gap

Analysis shows that CIL will generate around £50 over the plan period which will contribute towards closing the funding gap but that a gap of £222m will remain.

| Funding Gap | Cost |
|------------------------|----------------------|
| Funding Gap | £272,546,000 |
| Net CIL Income | £50,000,000 |
| NET FUNDING GAP | -£222,546,000 |

Table 11 Showing the Net Funding Gap