

**GREATER CAMBRIDGE PARTNERSHIP
JOINT ASSEMBLY**

2:00 pm

Thursday 9th September 2021

**University of Cambridge Sports Centre,
Philippa Fawcett Drive,
Cambridge,
CB3 0AS**

*The meeting will be live streamed and can be accessed from the GCP
YouTube Channel - [Link](#)*

AGENDA

- | | |
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| 1. Apologies for Absence | (-) |
| 2. Declaration of Interests | (-) |
| 3. Minutes | (3-35) |
| 4. Public Questions | (36) |
| 5. Petitions | (-) |
| 6. Quarterly Progress Report | (37-65) |
| 7. Public Transport Improvements and City Access Strategy | (66-99) |
| 8. Active Travel: Experimental Traffic Regulation Orders | (100-126) |
| 9. Date of Next Meeting | (-) |

- 2:00 p.m. Thursday 18th November 2021

MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor Tim Bick	-	Cambridge City Council
Councillor Rosy Moore	-	Cambridge City Council
Councillor Simon Smith	-	Cambridge City Council
Councillor Alex Beckett	-	Cambridgeshire County Council
Councillor Brian Milnes	-	Cambridgeshire County Council
Councillor Neil Shailer	-	Cambridgeshire County Council
Councillor Ian Sollom	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Councillor Eileen Wilson	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Vacancy	-	Business Representative
Karen Kennedy	-	University Representative
Lucy Scott	-	University Representative
Helen Valentine	-	University Representative

IMPORTANT INFORMATION FOR THOSE WISHING TO OBSERVE PROCEEDINGS

Whilst the situation with COVID-19 is on-going, if you can observe the meeting remotely, rather than attend in person, you are encouraged to do so.

The GCP will be following the latest Government guidance in organising and holding its meetings. We ask you to maintain social distancing at all times and to wear a face covering unless you are exempt or when speaking at the meeting. Hand sanitiser will be available on entry to the venue. If you have any questions about the meeting arrangements please contact Democratic Services.

The meeting will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#) . We support the principle of transparency and encourage filming, recording and taking photographs at meetings that are open to the public. We also welcome the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what's happening, as it happens.

For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services)

on 01223 699763 or via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.

Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 10th June 2021
11:00 a.m. – 4:40 p.m.

Present:

Members of the GCP Joint Assembly:

Cllr Tim Bick	Cambridge City Council
Cllr Rosy Moore	Cambridge City Council
Cllr Simon Smith	Cambridge City Council
Cllr Alex Beckett	Cambridgeshire County Council
Cllr Brian Milnes	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Ian Sollom	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Cllr Eileen Wilson	South Cambridgeshire District Council
Heather Richards	Business Representative
Christopher Walkinshaw	Business Representative
Dr Andy Williams	Business Representative
Karen Kennedy	University Representative
Helen Valentine	University Representative

Officers:

Peter Blake	Transport Director (GCP)
Niamh Matthews	Head of Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Election of Chairperson

It was proposed by Councillor Wilson, seconded by Councillor Beckett and resolved unanimously that Councillor Bick be elected Chairperson of the GCP Joint Assembly for the municipal year 2021/22.

2. Appointment of Vice-Chairperson

It was proposed by Councillor Smith, seconded by Councillor Shailer and resolved unanimously that Councillor Moore be elected Vice-Chairperson of the GCP Joint Assembly for the municipal year 2021/22.

3. Apologies for Absence

Apologies for absence were received from Lucy Scott.

Apologies for lateness were received from Helen Valentine and Christopher Walkinshaw.

The Chairperson welcomed Councillors Beckett, Milnes, Moore, Shailer and Smith to the Joint Assembly, expressed thanks to former Joint Assembly members Councillors Baigent, Kavanagh, Nethsingha, Sargeant and Wotherspoon, and paid tribute to the work carried out by Councillor Wotherspoon during his tenure as Chairperson.

4. Declarations of Interest

Councillor Beckett declared a non-statutory disclosable interest in relation to the Better Public Transport – Cambridge Eastern Access Project item (agenda item 9) as a property owner in the area covered by the study.

Karen Kennedy declared a non-statutory disclosable interest in relation to the Better Public Transport – Cambridge Eastern Access Project item (agenda item 9) as a resident of the area covered by the study.

Councillor Smith declared a non-statutory disclosable interest in relation to the Better Public Transport – Cambridge Eastern Access Project item (agenda item 9) as a property owner in the area covered by the study.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to the Better Public Transport – Cambridge Eastern Access Project item (agenda item 9) due to his employment with Marshall of Cambridge.

Councillor Williams declared a non-statutory disclosable interest in relation to the Better Public Transport – Cambridge Eastern Access Project item (agenda item 9), due to South Cambridgeshire District Council's interest in the Cambridge Ice Arena.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to the Quarterly Progress Report (agenda item 10) as a joint sponsor of the Centre for Business Research.

Dr Andy Williams declared a non-statutory disclosable interest in relation to the Cambridge South East Transport Scheme item (agenda item 12) as an employee of AstraZeneca.

5. Minutes

The minutes of the previous Joint Assembly meeting, held on 24th February 2021, were agreed as a correct record and signed by the Chairperson.

6. Public Questions

The Chairperson informed the Joint Assembly that twenty-three public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was clarified that those submitting questions had been offered the option of attending the meeting in person or having their question read out by an officer.

It was noted that four questions related to agenda item 8 (Better Public Transport – Waterbeach to Cambridge), four questions related to agenda item 11 (Cambourne to Cambridge Independent Audit) and fourteen questions related to agenda item 12 (Cambridge South East Transport Scheme). A further question related to multiple agenda items and would therefore be taken at this stage of the meeting.

Councillor Hannah Copley, Cambridge City Councillor for the Abbey ward, had asked a question as a representative of a partner organisation, which was read out to the Joint Assembly. Noting that the recently elected Mayor of Cambridgeshire and Peterborough had expressed concerns about plans for the Cambridge Autonomous Metro (CAM) and that GCP transport schemes continued to evolve and go through consultations, Councillor Copley asked whether an update to the Greater Cambridge Future Network map would be published. The Transport Director drew attention to the Future Network map on page 19 of the agenda and confirmed that it would be reviewed and updated following the development of GCP transport schemes or changes to external projects, such as the CAM or East West Rail.

A public question was received from Edward Leigh. The question and a summary of the response are provided at Appendix A of the minutes.

7. Petitions

The Chairperson notified the Joint Assembly that a petition containing more than 1,600 signatures had been submitted by Paul Brackley, Editor of the Cambridge

Independent, calling for homes in Glebe Road and Cambridge Road in Waterbeach to be safeguarded from demolition as a result of the Better Public Transport – Waterbeach to Cambridge scheme (agenda item 8). A statement from Mr Brackley was read out to the Joint Assembly, in which it was noted that the Save Our Waterbeach Homes campaign had been established in response to concerns of residents and the local community over the impacts of proposed routes, including the demolition of homes. Arguing that such action was incompatible with the GCP's aim of improving residents' lives, the petition called on those options to be ruled out and for alternative solutions to be developed. The Transport Director clarified that when developing a scheme it was necessary to examine all options before rejecting or refining them, and he confirmed that the options that had caused concern to residents had now been ruled out.

8. Better Public Transport – Waterbeach to Cambridge

Four public questions were received from Melanie Hale (on behalf of Landbeach Parish Council), Roger Hale, Shelley Mason (on behalf of Waterbeach Parish Council) and Jane Williams. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which set out the preferred options for a segregated public transport route between the new town at Waterbeach and Cambridge, including the Public Consultation Report and Strategic Outline Business Case. Consultation with the local community had identified support for an increase in capacity of the corridor, given ongoing traffic congestion on the A10, the expansion of the Science Park in North Cambridge and the proposed development of an additional 10,000 homes in Waterbeach in the Local Plan, although concerns had been raised over the interaction of the scheme with the village of Waterbeach. The Executive Board would be asked to consider taking forward a revised Central route option to the next stage of assessment and further development. Attention was drawn to the coverage in the report of a relocation of Waterbeach train station as a requirement of the planning consent, and although it was noted that this had not been part of initial plans for the project, it was suggested that it might be appropriate for the GCP to provide some funding for the relocation.

While considering the report, the Joint Assembly:

- Observed that Waterbeach New Town included plans for 11,000 new homes, as opposed to 10,000 as indicated in the report. While recognising that such a large development required additional transport infrastructure, it was argued that this should be not be to the detriment of existing residents.
- Highlighted the importance of ensuring that local communities and residents felt that they were being listened to and treated fairly throughout the development of the scheme. In order to achieve this, it was suggested that the revised option should be subject to further consultation before a final decision was made on the proposed route. Noting that the next stage would involve another public consultation on the final proposed route alignment(s), the Transport Director advised that accommodating an additional consultation phase prior to this would

delay the project and that the prescribed process allowed for continuous development of the final route anyway. It was also suggested that increasing the effectiveness of consultations would be more productive than increasing the number of consultations.

- Recognised the importance of ensuring the transport scheme aligned with a relocated train station but sought clarification on the proposal for the GCP to provide funding for the relocation, given a previous refusal to do so. It was argued that public funding should not be used to enable commercial development, although it was suggested that a system could be implemented that would allow for clawback of funding if the developers received more income than expected. The Transport Director highlighted that the relocation of the station was a condition that had been set by the local planning authority and informed members that the proposal to consider providing financial support had been made due to current financial problems that had arisen as a result of the condition.
- Argued that the Strategic Outline Business Case should consider the impact on surrounding villages that were also due to experience growth and expansion, such as Cottenham, and the impact of the journeys that would be made from these villages to connect to the transport scheme. While acknowledging that a new scheme in the corridor would impact surrounding villages and existing transport infrastructure, the Transport Director argued that such communities would also be impacted by other projects, such as the City Access Strategy, and that it was important to focus on the corridor itself.
- Sought clarification on what would happen to the proposed off-road route once it reached Cambridge, noting that a requirement to make multiple connections could deter people from using the service. It was confirmed that the issue would be considered during the next stage of consultation and scheme development.
- Sought clarification on the capacity of the existing busway, how it would interconnect with the new scheme and whether it represented a potential constraint on the project. The Transport Director noted that the two busways would use different technologies and informed members that connectivity between them would be considered during the detailed design stage.
- Emphasised the importance of maintaining interaction with other bodies, such as Highways England and Network Rail, given the impact of their own schemes on GCP projects.

The Chairperson concluded that the Joint Assembly had indicated support for the strategic case for a transport scheme in the corridor, as well as the route options that had been proposed, subject to their further development. He recognised the importance that members had placed on the effectiveness of consultation with local residents and stakeholders and highlighted the caution that had been expressed regarding the financial implications of supporting the relocation of the train station.

9. Better Public Transport – Cambridge Eastern Access Project

The Head of Transport and Strategy presented the report on the Cambridge Eastern Access project, which included the results of the public consultation and the development of a Strategic Outline Business Case. While the consultation had identified strong local support for an intervention, the strategic case for the scheme had not been met, although it was noted that further development along the corridor that emerged as part of the Local Plan would be likely to affect the strategic case. It was proposed that a smaller scheme on Newmarket Road could be undertaken in the meantime to improve public transport, walking and cycling, with emerging recommendations set out in section 4 of the report. A significant level of concern had been raised during the consultation related to Coldhams Lane and the Joint Assembly was informed that the area would be reviewed in parallel with other projects, such as City Access.

While considering the report, the Joint Assembly:

- Highlighted residents' concerns that Coldhams Lane had not been included as part of the project, with particular emphasis on the northern section between Brooks Road and Newmarket Road, which it was argued did not have the capacity to deal with the current volume of traffic. The Transport Director noted that the issue would be discussed as part of the subsequent agenda item (Quarterly Progress Report).
- Welcomed proposals to reduce traffic levels on Newmarket Road, although cautioned that this should be achieved through modal shifts rather than displacement of vehicles to alternative routes. Members argued that such measures needed to be part of a holistic strategy and encouraged the Executive Board to be bold in developing such a strategy. It was also observed that it would be difficult for individual projects to fulfil their maximum potential until an overall City Access Strategy had been developed.
- Noted that 79% of respondents had supported the proposal to improve public transport and associated active travel routes into Cambridge from the east of the city and argued that the subsequent proposals were underwhelming in comparison to other similar schemes, particularly in light of such a high level of support. It was suggested that waiting until the Local Plan had been published would increase the possibility of a more long-term and ambitious scheme being achievable, although it was acknowledged that there was demand for immediate solutions. The Transport Director emphasised that the GCP was not responsible for the Local Plan and could only operate within the constraints of the existing one, noting that it was not certain when a new plan would emerge. A balance was needed between short-term solutions that were sought by local communities and long-term strategies with a wider scope.
- Expressed support for the relocation of the Park and Ride site and argued that it should be able to accommodate a larger number of vehicles. It was also suggested that the layout of the roundabout at Junction 35 of the A14 had a negative impact on the accessibility of the Park and Ride site and should be improved.

- Observed that many people arriving in Cambridge via transport schemes such as the City Eastern Access project would still need to cross the city once they arrived and that the corridor would therefore require appropriate onward connections.
- Argued that an additional train station in the Cherry Hinton area of Cambridge would be beneficial for people travelling into and out of the city, although it was acknowledged that new train stations were not the responsibility of the GCP.
- Expressed concern about the proposed cycle route on Coldhams Common and argued that the current road system would be able to support parts of it instead. The Project Manager acknowledged the concerns that had been raised and informed members that the route had been included in order to connect with the Chisholm Trail. Noting that the proposal was for an improvement to the current track, he reassured members that it would not be progressed if it was not supported, although he observed that future development in Cherry Hinton and Marleigh would eventually require additional cycling infrastructure.
- Suggested that it would be beneficial for the proposed bus alignment that was indicated to use Mill Road to instead serve the Beehive Centre and surrounding shops, which were poorly served by public transport, thus improving connectivity and reducing traffic in the area. The Transport Director acknowledged the suggestion and indicated that the alignment was illustrative and more detailed work would look at alternative route options.

The Chairperson concluded that the Joint Assembly was keen to be able to develop the long-term, strategic scheme as soon as possible, noting the need for the City Access Strategy to also be brought forward as a priority in order for this to occur.

10. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme. Further to the updates, the report included the GCP's revised Assurance Framework, a request to extend the Centre for Business Research work until November 2022 at a cost of £60k, and a proposal to allocate £150,000 from the city access budget for a secure cycle parking match funding pilot.

While discussing the report, the Joint Assembly:

- Observed that paragraph 11.11 of the report stated that there were eleven Greenways schemes, and it was confirmed that there were in fact twelve.
- Indicated support for the proposed secure cycle parking pilot, noting that there was a high demand for such infrastructure, and suggested that the scheme could be expanded to include community organisations and charities. Members also argued that the ability of passengers to carry bikes on public transport would further encourage cycling and the Transport Director informed members that the GCP was working with bus operators to permit this.

- Noted that the table in section 10.1 of the report included a forecast completion date of 2023 for the St Ives Greenway and clarified that it would include the cycleway between Oakingham and Cottenham.
- Expressed concern that the City Centre Access Project was labelled with an amber status in section 10.1 of the report and sought confirmation that a well-developed version would be presented to the Joint Assembly and Executive Board at their next meetings, given that it underpinned all the individual projects. It was also argued that in order to change the widespread preference for car usage, it would be necessary to not only provide sustainable transport alternatives, but also to convince people to use them.
- Suggested that it would be of benefit to conduct research following up on those who had been helped by Form the Future in order to establish the level of long-term success of the programme. While acknowledging that such information would be useful, the Assistant Director of Strategy and Programme noted that it was not easy to track people's progress, although she indicated that future work would attempt to obtain such data.
- Paid tribute to Form the Future and officers for exceeding key performance indicators for Skills, noting the importance of the area of work in recovery from the impacts of Covid-19.
- Welcomed that Form the Future had been able to reach so many people through virtual events but expressed concern that there were people who were not able to participate in virtual events. The Assistant Director of Strategy and Programme acknowledged that events had been limited in this way but reassured members that more options would become available to people as the service expanded and government restrictions relaxed.
- Expressed support for an extension to the Centre for Business Research work, as it provided accurate data about what was happening in Cambridgeshire on which future plans for emerging from the pandemic could be based, although members requested that such future requests for funding include a more detailed indication of where the resources would come from.
- Noted that it was unlikely that the Cambridge South West Travel Hub would be considered at the Executive Board meeting on 30th September 2021 due to ongoing delays in the planning process.
- Noted that the Whittlesworth Parkway and A505 projects were pending a strategic review by the Combined Authority and County Council.

While summarising the discussion, the Chairperson highlighted the Joint Assembly's urgent call for progress to be made on the City Access Strategy in order to supplement the other schemes.

11. Cambourne to Cambridge Independent Audit

Four public questions were received from Dr Marilyn Treacy, James Littlewood (on behalf of Cambridge Past, Present and Future), Heather Du Quesnay (on behalf of North Newnham Residents' Association) and Dan Strauss. The questions and a summary of the responses are provided at Appendix A of the minutes.

Following an introduction by the Chief Executive, the Independent Auditor presented the Independent Audit of Key Assumptions and Constraints for the Cambourne to Cambridge Better Public Transport Project to the Joint Assembly. The auditor had been selected following a competitive process of applicants who had not previously worked with the GCP or on the Cambourne to Cambridge project, and the GCP was not involved in the selection of the auditor or the audit process itself, beyond providing requested information. A list of constraints and assumptions underpinning the Business Case for the transport scheme was published, along with a second invitation to local representation organisations to submit evidence. Following its review, the audit concluded that the scheme aligned with national, regional and local policies on economy and transport, while stakeholder engagement had been carried out in a robust manner and the development of the Business Case had followed the necessary requirements and methodology. The appraisal, economic analysis and financial business case were considered to all be valid, while further information on the environmental impact would be established during the subsequent stage of the process. Significant impacts that had emerged since the scheme had begun, including the Covid-19 pandemic, the announcement of the East West Rail alignment, and changes to planned Combined Authority transport schemes, would be also be taken into account in the next stages of the scheme's development. The overall conclusion of the audit surmised that there was no reason for the Executive Board to delay the scheme from progressing to the next stage.

In light of the Independent Audit's conclusion, the Transport Director presented a report outlining the proposed next steps in the process, which included progressing the preferred route in the Outline Business Case to the next stage of development, proceeding with the development of an Environmental Impact Assessment (EIA) and further consultation, while taking into account the significant changes that it had been noted as having had an impact on the route since being first developed.

While discussing the report, the Joint Assembly:

- Confirmed that neither the GCP or local activists had influenced the process or conclusions of the audit.
- Welcomed the clarity of the audit's conclusion that the project's assumptions and constraints were valid, and expressed hope that it would increase confidence in the project.
- Supported the project moving forward to the next stage, with particular attention being given to the impact that widespread changes could have on the project, particularly with regard to the decrease in bus travel as a result of Covid-19. While some members suggested that further analysis was required before being able to make an informed decision, it was acknowledged that some of the impacts would

be beneficial and allow for improvements to the scheme, such as potentially no longer requiring the removal of trees on St Neots Road in Hardwick, and that they would be taken into consideration throughout the next stages of the project.

- Supported the development of the EIA, observing that it would be decisive in establishing whether the project's benefits outweighed the negatives, and would confirm the validity of current assumptions.
- Considered whether the GCP should also consider alternative route options in case the detailed assessment of the preferred route in the next stage identified significant problems, although it was noted that alternative routes had already been reviewed and rejected, mainly due to higher costs and lower performance than the preferred option.
- Indicated support for moving forwards with short-term measures as a catalyst for modal shift in preparation for the final transport scheme being operational. The Independent Auditor suggested that the short-term measures could be complimentary to the long-term objectives of the scheme and would not be in conflict with later developments. The Transport Director noted that the GCP would continue to support the Combined Authority in order to ensure that services aligned to the National Bus Strategy.
- Expressed concern regarding the relationship between the GCP and local communities along the scheme's proposed route and suggested that greater attention could be given to communication and use of language.
- Expressed concern about the route when it reached Cambridge, arguing that the City Access Strategy would be fundamental in ensuring the full length of the route was efficient and successful. It was suggested that segregated routes going into the city would be necessary.
- Argued that the planned location for a Travel Hub at Scotland Farm would add a delay to the journey time that would deter people from using the service, and it was queried whether it would be preferable, in the case of the East West Rail leading to a train station in Cambourne, for the Travel Hub to be located close to the train station. The Transport Director acknowledged the suggestion and informed the Joint Assembly that he would be able to respond once the East West Rail's Business Case was published, noting that the GCP had requested early sight of the document.
- Recognised that it was often difficult to align local needs and wishes with wider strategic objectives. It was acknowledged that the current and predicted growth in the corridor led to a need for improved public transport between Cambourne and Cambridge. It was argued that the development of an effective Local Plan required a future housing plan based on appropriate transport infrastructure.
- Considered the effects of the project on local biodiversity in the Greenbelt and noted the GCP's commitment to a 10% biodiversity gain for each scheme.

- Acknowledged that the scheduling of bus services would be determined by the level of demand generated by the emerging housing and employment growth in the area.

The Chairperson concluded that the Joint Assembly broadly supported the project moving forwards and the recommendations that would be presented to the Executive Board. He highlighted the importance that members had placed on assessing the impacts that factors such as Covid-19 and Combined Authority transport schemes would have on the project moving forwards, while seeking to rebuild trust and confidence with the local communities that would be affected by the scheme.

12. Cambridge South East Transport Scheme

Tony Orgee, Chairperson of the Cambridge South East Transport Local Liaison Forum (LLF), attended the meeting to present feedback from the public meeting held on 7th June 2021. While sharing the concerns that had been expressed at the meeting, Mr Orgee drew attention to issues that had been discussed related to the route and route variants, as well as proposed changes following the EIA consultation that had been carried out in 2020.

Fourteen public questions were received from Glyn Huskisson, John Hall, Roger French, Rosie Brown, Martin Goldman, Colin Greenhalgh, Lynda Warth (on behalf of British Horse Society Cambridgeshire), Gavin Flynn, Jenny Coe, Colin Harris (on behalf of Cambridge Connect), Miranda Fyfe, Peter and Susan Ray, Councillor Howard Kettel (on behalf of Stapleford Parish Council), and Barbara Kettel (on behalf of herself and Tom Robinson). The questions and a summary of the responses are provided at Appendix A of the minutes

The Transport Director presented the report, which was a summary of work carried out on development of the Cambridge South East Transport Scheme since June 2020, including the response to the EIA consultation, the design improvements and the Environmental Impact Assessment (EIA), in order to seek approval from the Executive Board to submit the Transport and Works Act Order application and powers for construction of the works. Noting that the final route proposals would be considered further as part of the Transport and Works Act process, most likely through a public inquiry, attention was drawn to refinements listed in paragraph 2.2 of the report that had been made to the scheme's design following recommendations and preferences raised in the EIA consultation.

While discussing the report, the Joint Assembly:

- Observed that a significant factor in the route selection had been ensuring that it aligned with the planned CAM and it was suggested that if the CAM was no longer going to be developed, it would be reasonable to reconsider the different route variants. The Transport Director clarified that the decision for a segregated route had been made before the CAM project emerged and noted that significant assessment had already been carried on the route variants.

- Acknowledged that the GCP's assumptions on the cost and demolition requirements of the route had been challenged and argued that further attention should be given to the matter to protect trust and support from local communities.
- Expressed concern about how the scheme, including the Park and Ride, would interact with local transport provision within Cambridge, although it was acknowledged that the accompanying cycle route would considerably expand the cycling network in the area.
- Questioned whether the new Cambridge South train station would have the capacity and sufficient interchange functionality to interface with the Park and Ride. Noting that the train station was a responsibility of National Rail, the Transport Director assured members that the GCP was working with the organisation to maximise the effectiveness and benefits of interconnectivity.
- Noted that only 6% of parking spaces in the proposed Park and Ride had been allocated for electric cars and argued that a greater number would be required in the future. The Transport Director acknowledged the point and undertook to consider the matter, although he noted that the focus of Park and Ride sites had shifted from simply changing from a car to a bus, to facilitating various modal connections, particularly through the provision of cycling storage infrastructure.
- Highlighted the issue of the cost of travelling on buses and argued that the GCP could do more to encourage and support a lower cost.
- Noted that the scheme would require a large amount of car parking spaces at the beginning of the route and sought clarification on how large the car park could grow if demand exceeded availability. The Transport Director noted that there were currently 11,000 spaces across the network and argued that increasing the size of car parks should be done incrementally to avoid unnecessary impact in the Greenbelt.
- Noted the commitment to deliver a minimum of 10% biodiversity net gain (BNG) on any one project with an overall objective to deliver 20% gain across the GCP transport schemes, and argued that this project was an ideal one to aim for at least 20% gain. It was also suggested that more detail and clarity about biodiversity could have been included in the report.
- Argued that further work was required in developing connectivity to the scheme for villages that it passed through or close to, and it was suggested that assessments of such issues should be conducted in partnership with the local communities. While it was noted that the scheme had progressively developed from its original limited scope to a scheme that took the alignment to the edge of settlements, members recognised that the over-riding objective of the project would be negatively affected by taking it further into the settlements. It was also noted that while the infrastructure was public, the provision of the bus services was controlled by private operators and therefore such decisions were beyond the scope of the GCP.

- Acknowledged concerns that building stops outside of villages could encourage development in the surrounding areas.
- Sought confirmation as to whether consideration of demolitions included those properties that were currently not built but held outstanding planning consent. The Transport Director confirmed that such properties were material consideration and been included in the EIA, as required.
- Welcomed the refinements that had been made to the scheme in response to some of the issues that had been raised during the consultation and highlighted the strategic and economic importance of connecting the key centres in the area.
- Acknowledged concerns that had been raised about the scheme passing through the Greenbelt, but observed that Greenbelt policy permitted such construction if a viable alternative could not be found after careful examination. It was further suggested that the scheme represented a thin strip of development that would be well-concealed and surrounded by biodiversity. The Transport Director noted that planning law ensured that no further development would be permitted in the Greenbelt on the back of the construction of transport infrastructure.

In summary, the Chairperson indicated that the Joint Assembly supported the project proceeding to the next step, notwithstanding reservations about certain aspects of the scheme. He noted particular emphasis on the need for further work to consider connectivity with the communities close to the route so they had access to the service and the call for the project to reach a BNG of 20%.

13. Date of Future Meetings

The Joint Assembly noted that the next meeting was due be held on Thursday 9th September 2021 and the programme of meeting dates up to the end of 2022.

Chairperson
9th September 2021

Greater Cambridge Partnership Joint Assembly – 10th June 2021
Question from Representative of a Partner Body

From	Question	Answer
<p style="text-align: center;">City Councillor Hannah Copley</p>	<p>The newly elected Mayor of Cambridgeshire and Peterborough Combined Authority has significant concerns about the Cambridgeshire Autonomous Metro (CAM), there is much opposition to the so-called “preferred” Southern Route for East-West Rail, and the GCP transport schemes are evolving as shown in the quarterly transport update report. However, there appears to be no revision to the schematic “The Greater Cambridge Future Network 2020”, which provides a holistic overview and helps to show how the various schemes are integrated. Would the GCP therefore provide such an update as a matter of urgency, so that we can understand the progress being made towards a fully integrated, sustainable and environmentally sound transport system that will not require urgent re-adjustment in the near future?</p>	<p>It is understood that the CPCA may amend or cancel the CAM programme, and that there has been a strong response to the East West Rail (EWR) corridor proposals.</p> <p>Continued dialogue is ongoing on CAM and EWR and we await confirmation of the formal position via a refresh of the Local Transport Plan</p> <p>The GCP will continue to update the network schematic on the basis of changes to the position of CPCA, EWR and other stakeholders.</p> <p>The GCP will also continue to develop and deliver its Integrated Transport Programme in line with Government guidance including:</p> <ul style="list-style-type: none"> • Major transport corridors. • Greenways and cross city cycling. • Histon, Milton Road, etc. • City Access.

Greater Cambridge Partnership Joint Assembly – 10th June 2021
Public Questions Listed by Agenda Item

From	Question	Answer
Edward Leigh	<p>Agenda Items 8, 11, 12: Busway and Park and Ride Car Park Schemes</p> <p>Are new roads, exclusively for buses, and 2,000 space car parks in the Green Belt really the only and best way to spend the City Deal and planning gain money?</p> <p>The Cambourne, A11 and Waterbeach busway schemes have a budgeted cost of £340 million. Officers will have told you that these schemes are the only way to “unlock” new housing agreed in the last Local Plan.</p> <p>However, that is no longer the only, nor indeed the top, priority for the region’s future. Decarbonising road transport, reducing water extraction, restoring ecology, reducing toxic air pollution, reducing illness from inactivity and social isolation, and eliminating deaths on the roads are increasingly urgent priorities.</p> <p>Modal shift is the key to achieving all the transport objectives: people make more trips on foot, cycle, bus or train instead of driving. That will also reduce, and eventually eliminate, congestion. It may be hard to imagine, but that is the future we have to create.</p> <p>Once road congestion is under control, busways serve no purpose. Infrastructure with a design-life of over fifty years will become redundant within ten years.</p>	<p>We would agree entirely that decarbonising road transport, reducing water extraction, restoring ecology, reducing toxic air pollution, reducing illness from inactivity and social isolation, and eliminating deaths on the roads are increasingly urgent priorities alongside unlocking of housing opportunities for local people.</p> <p>The GCP’s proposals are well aligned with many of the potential remedies.</p> <p>But the remainder of the question simply fails to understand the challenge that Greater Cambridge faces and the reality of our choices of interventions. The fact is that we are a hugely successful, growing area. That has created enormous pressure on both transport and housing.</p> <p>To respond to the transport challenge, we need new integrated infrastructure, new services and to refocus the city centre away from the private car. To achieve more people using public transport, it needs to be reliable, frequent and affordable and you need all of these elements to achieve that.</p> <p>Today’s agenda covers some of our infrastructure proposals, modelled on the hugely successful Cambridgeshire Guided Busway.</p>

	<p>Ex-councillor Ian Bates said at the last board meeting that he now agreed with Cllr Bick that the GCP needed to develop a revenue stream to support an expansion of bus services. That would make possible an alternative strategy with better outcomes for all transport objectives.</p> <p>That strategy would replace building busways and car parks with investing, alongside the Combined Authority, in ‘pump-priming’ new, extended and expanded bus services; building more safe cycling infrastructure and highly-connected travel hubs; installing localised bus priority measures and smart traffic management systems; and much more.</p> <p>People voted in the last local election for change. So, ask the officers: what other options can they offer you to recommend to the Board to take forward?</p>	<p>The last Joint Assembly meeting considered the City Access and Public Transport services proposals and these will be brought back to the next meeting in detail.</p> <p>Together these initiatives, along with Greenways, Cross City Cycling, Cambridge South Station, state of the art traffic signals and the like, form part of our integrated strategy.</p> <p>We will continue to work closely with the CPCA to deliver successful solutions for the Greater Cambridge area.</p>
<p>Melanie Hale Chairman, Landbeach Parish Council</p>	<p>Agenda Item 8 - Better Public Transport – Waterbeach to Cambridge</p> <p>1 Will you arrange a proper consultation on the Revised Central Option before it is taken forward to the Executive Board? It is scheduled to come up at their next meeting on 1 July but this should be delayed. The route has changed significantly (re. p169 of 617 in the Agenda pack) and should not be considered an Option until it has been properly consulted on. It would have a significant impact on Landbeach residents, heritage and farmland. It would be very undemocratic to select an Option which has not even been consulted on.</p> <p>2. Can you confirm that you are fully considering the interests of existing communities? Your preferred Options do not really serve Waterbeach village</p>	<p>1. During the first public consultation we outlined “corridors of investigation” for a public transport route between the new town at Waterbeach and Cambridge.</p> <p>Through the course of the consultation period we discussed these options with a large number of stakeholders, local residents and Parish Councils, including Landbeach Parish Council.</p> <p>The revisions that have been made to the original Central Option have been made reflecting those discussions.</p> <p>At the next stage of the project more work will be done to assess the viability of the two broad options that have</p>

	<p>(population 5000+) or Milton (population 4600+).</p> <p>3. Why have you constrained the study area so that Cottenham (population 6000+) is not included? A Western Option which is further west could be designed to benefit Cottenham residents.</p>	<p>been put forward. This will include further and much more detailed engagement with communities. Further formal consultation on the specific routing options that are put forward at the end of this process.</p> <p>2. One of the benefits of the revised central option is that it allows for enhanced between the proposed public transport route and the villages of Waterbeach, Milton, and Landbeach.</p> <p>This means that selected services would be able to pass through the villages, and then join with the public transport route for a more direct onward journey.</p> <p>3. The focus of this project is to focus on the current transport issues within the A10 corridor but is also able to mitigate the effects of the major new developments at Waterbeach and north east Cambridge. Other areas such as Cottenham will be looked at by other areas of our programme including our City Access & PT work</p>
Roger Hale	<p>Agenda Item 8 - Better Public Transport – Waterbeach to Cambridge</p> <p>1. The Revised Central Option has not previously been consulted on. On what basis can a new option be included in the decision making without democratic consultation?</p> <p>2. Neither the Revised Central Option, nor the Western Option serve Waterbeach or Milton villages. How is this consistent with the following statement in the report: "Response to the public consultation suggested that public transport connectivity to the villages of</p>	<p>1. During the first public consultation we outlined "corridors of investigation" for a public transport route between the new town at Waterbeach and Cambridge.</p> <p>Through the course of the consultation period we discussed these options with a large number of stakeholders, local residents and Parish Councils, including Landbeach Parish Council.</p> <p>The revisions that have been made to the original Central</p>

	<p>Waterbeach and Milton was also a very important factor that should be considered"?</p> <p>3. If Waterbeach and Milton villages are not served by two of the proposed routes, the proposed scheme does not fully address the purported need for better public transport in the Study Area. Why therefore is the Study Area constrained not to take in the villages further west? Cottenham is poorly served by public transport and a route further to the west, along the edge of Cottenham, could address this.</p>	<p>Option have been made reflecting those discussions.</p> <p>At the next stage of the project more work will be done to assess the viability of the two broad options that have been put forward. This will include further and much more detailed engagement with communities Further formal consultation on the specific routing options that are put forward at the end of this process.</p> <p>.</p> <p>2. One of the benefits of the revised central option is that it allows for on road links between the proposed public transport route and the villages of Waterbeach, Milton, and Landbeach. This will be assessed further and discussed with communities during the next stage of development</p> <p>3. The focus of the project is the A10 corridor, but is also able to mitigate the effects of the major new developments at Waterbeach and north east Cambridge. Other areas, such as Cottenham, will be looked at under areas of our programme including the City Access work</p>
<p>Shelley Mason Parish Clerk & RFO, Waterbeach Parish Council</p>	<p>Agenda Item 8 - Better Public Transport – Waterbeach to Cambridge</p> <p>The approach to dealing with the transport issues at Waterbeach appears to those not directly involved to be very fragmented – please can you provide an explanation of the overall blueprint for Waterbeach that explains the relationship of this scheme to the others and how all of them relate to each other.</p>	<p>The GCP programme has been developed to support sustainable economic growth and the delivery of the Local Plan</p> <p>The Network map in paper outlines the infrastructure elements – City Access proposals, discussed at the last Assembly and which will come back to the next Assembly, outline proposals to include bus services etc.</p>

Jane Williams	<p>Agenda Item 8 - Better Public Transport – Waterbeach to Cambridge</p> <p>The revised central option has been significantly changed as shown on page 169 of 617 of the agenda pack and was not included in the consultation that ended on the 14th December 2020. Does the Joint Assembly agree that a further consultation is undertaken before W2C is progressed to the next stage and that a new consultation is also appropriate on the grounds that the revised central option bypasses Waterbeach village and in tandem with the proposed relocation of Waterbeach station to the New Town, residents especially the less mobile and financially able will not have as much access to public transport as they do at present. Does the GCP Joint Assembly agree that a new consultation may change residents views and therefore the revised options? Bearing this in mind and considering that proposals to dual the A10, relocate Waterbeach Station to the New Town and W2C are currently unfunded, developers of the New Town Urban & Civic and RLWE's transport plans are substantially underfunded, Cam Metro scrapped by the Mayor of which W2C is a part, loss of huge swathes of the Cambridge Green Belt, farmland and habitat, does the Joint Assembly agree that the GCP and the Combined Authority work together to provide sustainable, accessible, affordable transport for Waterbeach residents at least cost to the public purse and the environment?</p>	<p>During the first public consultation we set out our ideas for possible areas of investigation for a public transport route between the new town at Waterbeach and Cambridge.</p> <p>Through the course of the consultation period we discussed these options with a large number of stakeholders, local residents and Parish Councils – changes reflect that.</p> <p>At the next stage of the project a lot more work will be done to assess the viability of the two broad options that have been put forward. This will include further and much more detailed engagement with communities, and indeed a further round of formal consultation on the specific routing options that are put forward at the end of this process.</p> <p>The strategic case in the paper makes clear the need for action – the A10 is busy now and the Waterbeach New Town will place significant further pressure on the area.</p> <p>GCP will continue to work with CPCA and others to improve public transport options along the A10 corridor.</p>
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<p>Dr Marilyn Treacy</p>	<p>Agenda Item 11 - Cambourne to Cambridge Independent Audit</p> <p>The mayor has withdrawn support for the CAM and the major transport infrastructure scheme now being proposed is EWRail with a station planned for Cambourne. Against this background, I would like to ask members of the J.A. (rather than the officers) whether they have doubts that the deeply unpopular and environmentally destructive C2C off-road busway scheme with its route through the Cambridge greenbelt is really justified. Given the withdrawal of the CAM and the implementation of a fast rail link from Cambourne to Cambridge and knowing the local geography and commuter destinations, who in their right minds would now endorse a £195m off road busway that runs from Cambourne to Grange Road? The audit raised major issues that have been glossed over in the auditor's conclusions and officers comments. If the purpose of the JA is to scrutinise, why is it not performing its function?</p>	<p>The purpose of the audit is to review the continuing validity of the assumptions and constraints underpinning the C2C scheme, not to evaluate the merits of different options. The conclusions reached are appropriate to the scope of the audit. Recommendations are made to address some oversights and the changing policy context for the scheme, but these do not invalidate the assumptions and constraints that remain valid in the corridor. Therefore, the audit concludes that there is no reason why the scheme should not proceed to the next stage.</p>
<p>James Littlewood Chief Executive CPPF</p>	<p>Agenda Item 11 - Cambourne to Cambridge Independent Audit</p> <p>Cambridge PPF has identified a number of significant factual errors in the C2C Independent Audit report. For example:</p> <ol style="list-style-type: none"> 1. "The EWR does not provide an alternative to travel [to] the City Centre." [Key Finding 7 on p7 / p 312 of the agenda pack]. It will take about 17 minutes by train from Cambourne to Cambridge central station, adjacent to the CB1 business district. From there it is a 20-minute walk, a 6-minute cycle ride or a 5-minute bus ride to the city centre. By comparison, the forecast C2C journey time from Cambourne to the city centre is 31 minutes. How is 	<ol style="list-style-type: none"> 1. The travel times quoted are estimates of the in-vehicle journey times that do not take account of the total door-to-door travel times or the transfer times that are incurred at the stations in Cambourne and Cambridge, nor the frequency of public transport services. Several submissions made by individuals and organisations make assertions that EWR would replace the need for the C2C without providing any evidence. It is reasonable to assume that EWR will abstract some travel demand in the corridor – as commented on in S.5.2 of the Audit. Rather than speculate on what might be the impact of the EWR the

	<p>East West Rail not an attractive alternative?</p> <p>2. “Current delay on the A1303 ... in the westbound PM Peak [is] between 50%-75% slower speeds than night-time average speeds.” [Section 3.2 on p19 / p324 of the agenda pack]. Analysis of data provided by GCP’s Smart Cambridge programme shows there is no significant delay to traffic westbound at any time of day. There is therefore no benefit to be gained from building a westbound busway lane.</p>	<p>audit concludes that the EWR should be brought into the appraisal framework as stated in Audit Comment A15, p53, and in the Recommendations.</p> <p>2. This information was extracted from the Outline Business Case which uses data compiled from traffic surveys as documented in the modelling reports. It is one of eight transport constraints listed in S.3.2. The question refers to the current situation but as pointed out in the OBC and summarised in S.3.2 the demand generated by the growth in housing and employment will generate ever greater levels of demand for travel in and around Cambridge, with approximately 29% increase in trips during the AM peak, 31% increase during the PM peak and 38% increase during the interpeak period by 2036, and will thereby exacerbate current congestion issues.</p> <p>The Audit finds that the OBC is not as transparent as it should be in presenting projections of future travel demands in the A427/A1303 corridor, as discussed in the review of the Strategic Economic Case: Transport User Benefits (S4.2.1) and commented on in Audit Statement A8 (p.34). The Audit concludes that: “It would be helpful to compare the model outputs on general traffic as well as ridership on the C2C to understand better the impacts of the developments as well as the C2C scheme” (S.7.2.2 Options Development: Preferred Option Impacts, p.74); and in the Recommendations, “More testing of travel demands under different scenarios would be helpful, in understanding the long-term impacts of the scheme on general traffic in the corridor as well as on bus ridership” (p.77).</p> <p>3. The Audit presents the published information on the Girton</p>
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<p>Heather Du Quesnay Chair, North Newnham Residents’ Association</p>	<p>Item 11 Cambourne to Cambridge Independent Audit</p> <p>NNRA welcomes the publication of the audit report on the Cambridge to Cambourne scheme.</p> <p>Will the Joint Assembly please reaffirm its commitment to the safety of the 5900 cyclists a day who use Adams Road as the main route between the West Cambridge site and Grange Road and ensure that the Environmental Impact Assessment takes account of the environmental factors affecting this important part of the West Cambridge Conservation Area which led 3300 people to sign a petition against the use of Adams Road for buses?</p>	<p>Adams Road is not part of the recommended preferred route for C2C.</p> <p>The GCP intends to promote improvements to the safety of cyclists using Adams Road as a part of the Comberton Greenway, and should be in a position to discuss proposals with local residents in the near future.</p>

<p>Dan Strauss</p>	<p>Item 11 Cambourne to Cambridge Independent Audit</p> <p>As one of the organisers of the Save Your Cycle Route petition of 3300 signatories, which urged the GCP not to use Adams Road, the busiest cycle route in Cambridge, as the final stage of the C2C, I welcome the Audit report.</p> <p>Leaving Adams Road Bus-free will improve the safety of 6000 cyclists a day.</p> <p>However, more needs to be done on Adams Road as cycle traffic is set to double as the West Cambridge site grows. When will parking be removed and traffic-calming measures introduced?</p>	<p>Adams Road is not part of the recommended preferred route for C2C.</p> <p>The GCP intends to promote improvements to the safety of cyclists using Adams Road as a part of the Comberton Greenway, and should be in a position to discuss proposals with local residents in the near future</p>
<p>Glyn Huskisson</p>	<p>Agenda Item 12 – CSETS</p> <p><u>Babraham to Bio-Medical Campus proposed Busway and Park and Ride</u></p> <p>A 2020 King's college, London study found that pm2.5 particulates from tyres and brakes are 1000 times more harmful than car exhausts as they cause and exacerbate asthma and COPD. Pm2.5 particulates have been known to be dangerous for some time. Bus tyres are large so they will cause significant pollution in what is currently clean air in our countryside. Did you consider this factor when opting for a busway e.g. in your environmental assessment, or when you stated that the busway would be 'cleaner' and 'improve air quality'?</p>	<p>The assessment has considered emissions of PM2.5. This includes emissions from exhausts, tyre and brake wear and road abrasion for all road emission sources, including buses. The data used in the assessment was taken from DEFRA's Emission Factor Toolkit.</p> <p>The air quality assessment shows that the scheme has no significant effects on PM2.5 concentrations and total PM2.5 concentrations along the route remain well below the relevant air quality standards.</p>

John Hall	<p>Agenda Item 12 – CSETS</p> <p>If the Joint Assembly acknowledges that, since the vote/choice approx two years ago for the proposed South Eastern route, on which this proposal rests, that firstly, through the efforts of the GCP, the public is much better informed about the advantages and disadvantages of the route, and secondly, that much has changed, including the future of flexible working, the global climate and environmental sensitivity of the public, local conditions on water stress, local decisions on the Cambridge Metro etc,</p> <p>... then would the Joint Assembly therefore recommend to the board, that in view of the reduced urgency following the pandemic, that, it is only reasonable that a further vote /choice should be held by a more informed public, or their locally elected representatives, to affirm support for the proposal against some of the other recent alternatives that have been suggested as improvements?</p>	<p>In Greater Cambridge people are returning to cars more quickly than any other mode. In this situation the strategic case for the CSET scheme remains strong.</p> <p>It is currently too early to make any reliable assessment of the long-term impact of COVID-19 on travel demand within the CSET study area. The business case for the scheme will, in accordance with DfT requirements, continue to be reviewed and updated as new data becomes available</p>
Roger French	<p>Agenda Item 12 – CSETS</p> <p>A report published in March 2021 by expert consultants i-Transport, commissioned by Stapleford and Gt Shelford Parish Councils and supported by local crowdfunding, found that the Shelford Railway Alignment (SRA) was a viable route option and Mott MacDonald had substantially over estimated the extent of demolition required. The GCP's own 'independent' assessment also found that design compromise was not considered a 'show stopper' that rules out the feasibility of the SRA at this stage.</p> <p>How can this be squared with a senior Officer of the GCP making a public statement* "We know that the proposal will</p>	<p>The alternative route using the alignment of the former Cambridge-Haverhill railway through Stapleford and Shelford has been evaluated by GCP and is included in the report. That evaluation, in accordance with DfT requirements, continues to show issues of cost, impact on local properties and on the railway as being significant.</p> <p>The development of the project has been informed by community and stakeholder engagement since its inception in 2016, in accordance with DfT requirements.</p>

	<p>require us to knock down a lot of homes and commercial properties”. Will the GCP now agree to pause and review in detail the alternative routes in accordance with industry recognised and transparent optioneering processes which are evidence based?</p> <p>*ITV Anglia early evening news 3/6/21</p>	<p>The Statement of Community Involvement records how community and stakeholder engagement has influenced the development of the CSET project and the rigorous route appraisals has led to the preferred route being chosen.</p>
Rosie Brown	<p>Agenda Item 12 – CSETS</p> <p>According to the National Planning Policy framework, ‘The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open’. And yet the proposed Stapleford CSET Busway stop is adjacent to a 47 hectare potential development site for 987 houses, with over 800 further home developments proposed in proximity to the busway stops between Hinton and Haverhill roads. This proposed development is all situated within Green Belt land and the housing and Busway projects are inextricably linked.</p> <p>The proposed development will, in aggregate, result in significant sprawl and environmental impacts- including loss of wildlife habitats and biodiversity, more cars on the road, unsustainable levels of water use, and erosion of flood resilience. These cumulative environmental impacts of the Busway and associated property development will never be subject to strategic evaluation.</p> <p>The CSET busway scheme was classified as poor value for money per DfT methodology before C-19 impacted working patterns and the CAM project was scrapped, and this is without taking into consideration the cumulative impacts that come from the proposed large scale destruction of our Green Belt.</p>	<p>The CSET scheme is subject to a detailed Environmental Impact Assessment (EIA) of the scheme and takes into account ongoing developments in the planning process.</p> <p>The existing housing development that is being built at present has been taken this into account in the EIA for the CSET scheme.</p> <p>The independent assessment by Planning consultants concludes that the degree of harm to the Green Belt from the proposals (would be between Moderate, Moderate-Minor and Minor with appropriate planting, assessed in the context of the surrounding environment) will, with careful and robust landscaping and retention of as much of the existing vegetation as possible, harm to the Green Belt would be minimised. – we have committed to do this.</p> <p>This assessment will be reported in the Environmental Statement that will be submitted as part of the TWAO application.</p> <p>The business case for the scheme will continue to be reviewed and updated as new data becomes available, this includes the BCR.</p>

	<p>I discuss with my children the need for more affordable public transport in this area but I am unable to explain to them the logic behind carving their local environment into bitesize chunks for property developers, or how encouraging people to drive to a 2,000+ space park and ride facility will take us towards carbon neutrality. How can the GCP continue to propose the CSET 'white elephant' to current residents, taxpayers and future generations? Please pause the scheme and rethink smarter, sustainable public transport solutions for this area.</p>	
<p>Martin Goldman</p>	<p>Agenda Item 12 – CSETS</p> <p>Since COVID-19 our way of living is challenged. Our outlook and our future vision transformed.</p> <p>Aspects of Cambridge transport access - Waterbeach, Northstowe, Cambourne, Bedford, Great Abington - are being addressed separately. No Linton or Haverhill. An even more fragmented Cambridge approaches.</p> <p>East-West Rail - without public consultation - rejects a northern route. They plan to divide communities. Viaducts twice the height of our houses are proposed to carry noisy trains with smelly and dangerous diesel freight fumes to be broadcast far and wide. No electrification!</p> <p>The wisdom and practice of professional consultants claim to quantify value and economic benefit. This is in the process of having its principles challenged. The how of its measurement and for whom.</p>	<p>In Greater Cambridge people are returning to cars more quickly than any other mode. In this situation the strategic case for the CSET scheme remains strong.</p> <p>It is currently too early to make any reliable assessment of the long-term impact of COVID-19 which is why the CSETS business will continue to be reviewed and updated as new data becomes available – in accordance with DfT guidance</p> <p>The GCP does have an Integrated Strategy to respond to the transport challenges in our area - we need new infrastructure, new services and to refocus the city centre away from the private car. Today's agenda covers some of our infrastructure proposals, modelled on the hugely successful Cambridgeshire Guided Busway, but modernised to be electric vehicles and adopting less intrusive guided technology.</p> <p>The last Joint Assembly meeting considered the City Access and Public Transport services proposals and these will be brought back to the next meet in detail.</p>

	<p>The wisdom of hindsight is wonderful. 25 years ago a campaign for a railway to link Cambridge to St Ives was defeated. We got the guided bus, with half the number of promised passengers. It is 8 kilometres short of the Edinburgh-London mainline. Freight cannot use it. Two thirds of the time it is empty.</p> <p>Another bus route is proposed, dividing the Gog Magog Hills. Perversely, it does not align to existing routes. More congestion. More opportunities to litter the Green Belt with housing.</p> <p>More than any other part of England, wildlife has declined in Cambridgeshire. A call for a Nature Network is made. A band of opportunity exists: Fulbourn, across the Gog Magogs, Wandlebury, Trumpington Meadows and Coton.</p> <p>Pressure for recreational space close to our homes has risen. We need to create more practical opportunities to generate and reinforce our physical and mental wellbeing. We need to link our overview of these individual issues in a longer-term vision - one to avoid compounding historic planning failures.</p> <p>Where is the joined-up thinking in Cambridge area transport strategy?</p>	<p>Together these initiatives, along with Greenways, Cross City Cycling, Cambridge South Station, state of the art traffic signals and the like form part of our integrated strategy.</p>
Colin Greenhalgh	<p>Agenda Item 12 – CSETS</p> <p>Given the current poor business case for CSET, why is the new economic model not being made available for public scrutiny and does this not undermine the credibility of the methodology and the resulting projections?</p>	<p>The new economic model is currently in draft form and being reviewed – this will inform future developments of the scheme. The model will be published when complete.</p>

<p>Lynda Warth County Access & Bridleways Officer – Cambs British Horse Society</p>	<p>Agenda Item 12 – CSETS</p> <p>Issues for Consideration:</p> <p>2.2 Wherever possible, feedback received has been incorporated into the scheme’s design. The following key refinements have been made to the scheme’s design following recommendations and preferences raised in the consultation. A number of design refinements have been made following the EIA consultation, including:</p> <ul style="list-style-type: none"> • Pedestrian and cycle access to Nine Wells Local Nature Reserve subject to landowner agreement; <p>This should include equestrian access – these routes have been used on a permissive basis by equestrians for over 25 years. Please could the Joint Assembly confirm that any permissive access to Nine Wells Local Nature Reserve will be negotiated for all non motorised users and not just pedestrians and cyclists?</p>	<p>It has been provisionally agreed that the bridleway status will extend up to where the Active Travel Path diverges from Passenger Travel Route, allowing equestrians to use permissive paths at Nine Wells.</p> <p>There will also be ability for equestrians to use the land to the east of the route (between the route and hedge) where there will be wide area of open grass than then leads up to Nine Wells and the existing permissive paths in the area.</p> <p>Equestrian access to the Nine Wells Nature Reserve will be further considered with landowners during the next stage of design.</p>
<p>Gavin Flynn</p>	<p>Agenda Item 12 – CSETS</p> <p>The CSET as planned bypasses existing centres of population and carves a swathe of destruction across our local greenbelt. Moreover, a tarmac road is carbon-intensive, as is the 2,000-space carpark needed at Babraham to support CSET. The latter will undermine local bus services by attracting people into their cars.</p> <p>Given all three Council’s stated support for sustainability, doubling nature and preserving green spaces as part of their strategy for climate change, and the recent Cambridge Nature Network with its emphasis on the Magog Hills, will the GCP</p>	<p>The CSETS was originally envisaged to serve the business parks only. Following consultation proposals to move closer to villages were included.</p> <p>The vehicles that will use the travel hub at Babraham are already using the A1307 to access Cambridge. They are congesting our roads and limiting the effectiveness of our local bus services. The CSETS scheme will significantly improve that situation.</p>

	listen to public demands for an open and transparent reassessment of alternatives to their proposal?	Experience from the Cambridgeshire Guided Busway does not support the assertion that local bus services will get worse. Rather, improved journey times & reliability encourages patronage...
Jenny Coe	<p>Agenda Item 12 – CSETS</p> <p>An integrated transport strategy for Cambridge and beyond would bring CSET together with East West Rail, existing rail lines, greenways, expanded on-road bus services, pedestrian routes and restrictions on car access to the city centre in a strategic, joined up manner, rather than hoping that they will all somehow magically come together to solve congestion and pollution and serve an expanding city over the coming decades: given that the new Mayor proposes to review the Cambridge Autonomous Metro, can the GCP justify why it does not appear to be pausing and reviewing its CSET plans to avoid developing a key part of Cambridgeshire transport infrastructure as a silo?</p>	<p>The CSET project has been assessed as a stand-alone scheme in accordance with DfT requirements.</p> <p>As the paper outlines, it also forms part of an integrated transport system as it is one of four corridor schemes being planned by GCP. We will continue to work with partners like the CPCA to further integrate activities across our geography.</p>
Colin Harris Cambridge Connect	<p>Agenda Item 12 – CSETS</p> <p>Given it has been demonstrated that a technically feasible alternative CSET route via the villages of Great Shelford and Stapleford is possible, and that this has been accepted by the GCP consultants Mott MacDonald and Atkins, and that a full appraisal of this alternative as put forward by the Great Shelford and Stapleford Parish Councils in the independent i-Transport report has never been carried out, will the GCP undertake to make a full comparative appraisal of this alternative, including full consideration of the environmental, landscape, social and heritage aspects as well as transport benefits, and please provide a full justification for the answer?</p>	<p>The appraisal has been carried out and is available in the papers as appendices to the main report. In summary, the Railway Alignment is:</p> <ul style="list-style-type: none"> • Considerably more expensive. • Requires the demolition of local properties. • Creates impacts with the railway line.

<p>Miranda Fyfe</p>	<p>Agenda Item 12 – CSETS</p> <p>The village Great Abington already has a bus service with a journey time of just 13 minutes into the Cambridge Biomedical Campus (CBC). The only real problem with this existing service is its infrequency (only two buses per hour, reducing to just one per hour after 7pm) and its excessive cost (return fare for an adult is £7, and £4.85 for a child). Similarly, Sawston has an existing service that's only 21 minutes to CBC (three per hour, reducing to one per hour after 6pm; same prices).</p> <p>In London's huge "Transport for London" area, equivalent bus journeys would only cost £1.55 one way for an adult (including a change of services in Cambridge to go on elsewhere within an hour), with a daily fare cap of £4.65; and the buses would be completely free for children up to age 16.</p> <p>The difference between London and Cambridgeshire is of course that in London the buses are not run for profit by private companies. Cambridgeshire could use this model. Running many extra buses along the existing road routes would also have none of the huge environmental impact that all of your proposed new construction of tarmac route, parking provision, concrete flyovers, etc. will have: all that excessive production of CO2 in the construction process is counter to the national aim to reduce carbon emissions in order to combat the climate emergency, and it is simply not necessary if the ultimate goal is just to provide extra bus services. And Park&Ride just "bakes in" reliance on the private car, rather than helping people to move away from car ownership.</p> <p>My question is: Will the GCP now work with the Mayor to direct its funds towards franchised bus services on existing</p>	<p>The GCP will work with the new Mayor, and continue to work with CPCA officers to improve transport services locally.</p> <p>Franchising is one reasons why fares & services in London are better. Hundreds of millions of pounds of revenue subsidy (£700m) and strong public transport infrastructure are some of the other reasons.</p>
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	roads, and abandon this environmentally damaging and unnecessary new infrastructure?	
Peter and Susan Ray	<p>Agenda Item 12 – CSETS</p> <ol style="list-style-type: none"> 1. Can you please confirm that there will be a Public Inquiry for this project and if there is not to be a PI, is there an option for the planning application or equivalent to be "called in" by the Secretary of State, particularly in view of the huge Covid impacts and need to spend public money very wisely? 2. In light of the events of 2020/2021 and their potential impact on the future, and with GCP citing cost as a reason not to consider another option, has the GCP considered reviewing the least expensive option for the SE Transport project? If not why not? 3. To whom (Cambridge City Council, Cambridge County Council, Secretary of State or someone else?) do I have to make representations for a Public Inquiry to be held on the South East Transport mass transport project, and by what date, if any? Who should I contact in those organisations please? 	<p>The decision on a Public Inquiry will be one for the Secretary of State although we fully expect there to be one.</p> <p>Low cost options have been considered as part of the business case as per DfT requirements.</p> <p>Details of the Public Inquiry will be made available to allow for representations from interested parties.</p>

<p>Cllr Howard Kettel FRICS Chair Stapleford Parish Council</p>	<p>Agenda Item 12 – CSETS</p> <p>Only air quality, greenhouse gases and noise has been included in the GCP report on the Economic Case covering Environmental Impacts. However the Transport Appraisal Guidance (TAG) includes monetising environmental, social, heritage and other “non-market “features of the project. Why is it that the BCR which is “poor” (at 0.71) takes no account of these key environmental impacts?</p>	<p>The assessment adheres to DfT requirements</p> <p>Whilst air quality, greenhouse gases and noise impacts are monetised and included in the BCR calculation, other environmental impacts are not. – they were qualitatively appraised to inform the overall Value for Money for the scheme.</p> <p>A Social Impacts Appraisal and Distributional Impacts Appraisal were also carried out in accordance with DfT’s requirements.</p> <p>(including accidents, physical activity, security, severance, journey quality, option and non-use values, accessibility, and personal affordability and how these would be experienced across different population groups).</p> <p>The BCR is simply one metric for assessing the scheme’s Value for Money, with wider non-monetised impacts such as environmental impacts, social and distributional impacts, and wider economic benefits such as the scheme’s ability to support new development and employment sites, and the creation of new jobs, GVA uplift, land value uplift, and increasing the job catchments area, all informing the overall Value for Money.</p> <p>The economic appraisal, including BCR will be re-considered at Full Business Case stage.</p>
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<p>Barbara Kettel and Tom Robinson *</p> <p>* Duplicate questions being combined</p>	<p>Agenda Item 12 – CSETS</p> <p>With the CSET busway operating at capacity on opening (i-Transport Report commissioned by Gt Shelford and Stapleford Parish Councils) how will the vision for growth at Cambridge Biomedical Campus be accommodated, and with the limited road capacity in central Cambridge preventing the implied exponential increase in the number of buses, should a more scalable system and future-proofed infrastructure be planned such as light rail?</p>	<p>CSETS will not open at capacity on Day 1 and is an entirely scalable solution – one of its benefits.</p> <p>One of the shortcomings of the I-Transport Report is that it ignores the ability to increase service frequency to meet increasing demand – as has occurred on the existing Cambridgeshire Guided busway.</p> <p>A study into mass-transit options for Cambridge did not favour light rail and those cities that do have light rail are in the main much larger than Cambridge.</p>
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Greater Cambridge Partnership Joint Assembly
Public Questions Protocol

Following the end of temporary legislation allowing for public meetings to be conducted entirely virtually, we are now required to hold meeting in a face to face setting. It will not be possible to participate in the meeting virtually. While it is now possible for public speakers to attend a meeting and speak in person, at the same time we need to ensure there is a Covid safe environment for everyone in the meeting. We therefore urge you to consider allowing your question to be read out on your behalf and to observe proceedings remotely.

At the discretion of the Chairperson, members of the public may ask questions at meetings of the Joint Assembly. This standard protocol is to be observed by public speakers:

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Joint Assembly, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 6th September 2021**

Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 9th September 2021

Lead Officer: Niamh Matthews – Assistant Director Strategy and Programme, GCP

1. Background

- 1.1 The Quarterly Progress Report updates the Joint Assembly on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Joint Assembly is invited to consider the progress to be presented to the Executive Board and in particular:

Note the request to approve funding of £200k to support the first stages of a network of traffic sensors in Greater Cambridge which will support the 2025 Gateway Review.

2. 2021/22 Programme Finance Overview

- 2.1 The table below gives an overview of the 2021/22 budget and spend as of July 2021.

Funding Type	**2021/22 Budget (£000)	Expenditure to July (£000)	Forecast Outturn (£000)	Forecast Variance (£000)	Status*		
					Previous	Current	Change
Infrastructure Programme	42,983	8,724	40,370	-2,613			↓
Operations Budget							

* Please note: RAG explanations are at the end of this report. As part of an officer led review the RAG explanations have been revised to ensure continued accuracy as spend significantly increases. Forecast spend remains well within expected tolerance levels for a programme of such significant scale.

** 2021/22 Budget includes unspent budget allocations from the 2020/21 financial year, in addition to the allocations agreed at the March 2021 Executive Board.

3. Impact of Covid-19 on the GCP Programme

- 3.1 As discussed by the Joint Assembly and Executive Board since the onset of the pandemic, it is difficult to predict the full impact that Covid-19 will have on the delivery of the GCP programme, as significant uncertainties remain e.g. around the impact that any further social distancing measures may have on scheme delivery.
- 3.2 However, the table below identifies new emerging impacts (e.g. delays, and anticipated changes) on the programme and provides references to further discussion throughout this paper, where applicable.

Workstream	Project	Impacts	Paragraph Reference
Housing	N/A	N/A	N/A
Skills	Skills Contract	Restrictions prohibit contractors from carrying out events in person. From The Future have managed to revise their programme of activities in light of this.	N/A
Smart	T-CABS	Previous restrictions had caused delays but the trial has now been successfully completed.	14.2
Transport	Waterbeach to Cambridge	Consultations completed in line with Government restrictions.	N/A
	Eastern Access		
	Experimental Traffic Regulation Orders		
Economy and Environment	N/A	N/A	N/A

4. GCP Programme – Strategic Overview

- 4.1 The GCP programme has reached significant strategic milestones in the previous financial year (2020/21). In particular, in May 2020 the Government confirmed that the GCP passed its first Gateway Review, securing the next tranche (£200m) of investment into the programme; then, in December 2020, the Executive Board agreed a revised Future Investment Strategy (FIS), updating the GCP programme in light of new evidence in order to maximise the benefits realised by the residents and businesses in Greater Cambridge through the delivery of the City Deal. The budget strategy agreed by the Executive Board in March 2021 has been designed to deliver the Future Investment Strategy. This includes the budget for this financial year (2021/22).
- 4.2 The 2020 Gateway Review recognised that Greater Cambridge is on the cusp of realising its most transformative infrastructure programme ever, unlocking the economic growth potential of Greater Cambridge over the coming decades. The GCP programme is also referenced in the Local Industrial Strategy (LIS), Local

Transport Plan (LTP) and Local Economic Recovery Strategy (LERS) for Cambridgeshire and Peterborough.

- 4.3 Delivery of the Greater Cambridge City Deal supports sustainable economic growth and the accelerated delivery of the Local Plan, as well as enabling a broader transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The GCP's vision for a future travel network is particularly important to support a green recovery from Covid-19, with sustainable transport options vital to enable communities to access work, study and other opportunities the city-region has to offer.
- 4.4 Investments in 2021/22 are essential to progress and deliver the infrastructure required to transform connectivity, with the GCP investing:
- £18.75m to progress the GCP's four major corridor schemes, linking growing communities to the north, south east, east and west of Greater Cambridge. This year, a number of quick wins to improve road safety and sustainable travel options will be finalised on the Cambridge South East Transport scheme (CSET);
 - £7.7m on cycling and active travel schemes, including progressing the design of the Greenways routes and delivering Phase 1 of the Chisholm Trail;
 - £12.1m on further schemes to improve public transport and sustainable travel options, including completing the Histon Road scheme and investing £5m in specific public transport schemes and other measures to encourage sustainable travel through the City Access project.
- 4.5 Aside from investments in transport improvements, GCP investments in Skills, Smart, Housing and Economy and Environment projects (as detailed throughout this paper), totalling more than £2m in 2021/22, will continue to alleviate barriers to economic growth and shared prosperity in Greater Cambridge. Particularly, the new Skills contract delivered by Form the Future, with Cambridge Regional College, will build on the delivery of new, high quality apprenticeships during the GCP's first five years of investment, providing local businesses with the skills they need to grow. The GCP continues to progress work to enhance energy grid capacity to sustain local growth and the Smart Cambridge programme is investing over £1m in projects to maximise the benefits of technological and digital innovation across the GCP programme.

5. Workstream Updates

- 5.1 This section includes key updates on progress, delivery and achievements across the GCP programme in the last quarter. Full reports for each workstream are attached to this report (Appendix 1-Appendix 5).

Transport

- 5.2 Two schemes within the GCP programme are currently RAG rated as red for project progress. The first is Cambourne to Cambridge due to the project being substantively paused following two interventions by the former Mayor of Cambridgeshire and Peterborough in 2018 and 2020. Following completion of an

independent audit and agreement by the Executive Board, the project is now proceeding to the next stage of scheme development. The second project is Residents Parking. A 4-year funding commitment to the County Council to facilitate the introduction of residents parking schemes ended in March this year although not all the allocation was used due in part to a County moratorium on new schemes over the last year. The work agreed by the Executive Board to develop an integrated parking strategy with the County and City councils includes consideration of further residents' parking schemes. A report to the Assembly and Board is planned for later this year.

- 5.3 Two schemes within the GCP programme are RAG rated as red for expenditure. The first is the Chisholm Trail; the project is currently over-budget. A report on overall project overspend was submitted to GCP Executive Board on 10th December 2020 where an additional budget of £6.582m was agreed for Phase 1 of the Chisholm Trail. The second is the West of Cambridge Package as the Cambridge South West Travel Hub was deferred at July's Planning committee. The decision was deferred unanimously by the Committee until further information on Green Belt, demand and drainage is provided. Officers are working with County colleagues to determine next steps. The delay will result in a reduction in the spend profile which is reflected in the forecast outturn variance.
- 5.4 The full workstream report for Transport, including tables outlining delivery and spend information, is available in Appendix 1.

Skills

- 5.5 The Skills contract entered in to with Form the Future in 2019 came to a successful conclusion at the end of March 2021. All the KPI targets were exceeded. Given the continued impact of Covid-19 on the labour market, this is a significant achievement.
- 5.6 The new contract became operational in April and progress against targets is set out in Section 12.
- 5.7 The full workstream report for Skills is available in Appendix 2.

Smart

- 5.8 The C-CAV3 Autonomous Vehicle trial service was successfully completed at the end of June. The trial generated significant interest and resulted in nearly a hundred local, national and international media stories. Further information on this is shown in the Quarterly Smart Workstream Report.
- 5.9 Work to procure and deploy a strategic sensor network in Greater Cambridge to provide data to support the next Gateway review is progressing. This is a project being led by Smart and in collaboration with the County Council and CPCA.
- 5.10 The full workstream report for Smart is available in Appendix 3.

Housing

- 5.11 The full workstream report for Housing is available in Appendix 4.

Economy and Environment

- 5.12 **Sectoral Employment Analysis:** The latest update from the Greater Cambridge Sectoral Employment analysis was released in July and gives some headline figures on the impact of Covid-19 on our sectors. At headline level the findings outline the strong performance of the Greater Cambridge corporate economy, with the impact of the first lockdown being mitigated by the resilience of KI (Knowledge-Intensive) companies, especially Life Science and ICT sectors. Non-KI companies showed modest employment growth but would have seen falls in employment without the support of the furlough scheme. More detailed findings can be found in Section 16.
- 5.13 **Energy Grid project:** Formal grid applications have been submitted to UK Power Networks (UKPN) for the highest priority electricity substations identified in the feasibility study, undertaken on GCP's behalf. UKPN's response, including costs and other critical information, was received in early August and is currently being analysed by technical and legal consultants.
- 5.14 The full workstream report for Economy and Environment is available in Appendix 5.

6. Funding to support Traffic Sensors

- 6.1 As above in 1.2 (a), officers are asking the Joint Assembly to note a request of £200k to support the first stages of a network of traffic sensors in Greater Cambridge which will support the 2025 Gateway Review. More information on this can be found in the Smart Programme Overview (Paragraph 13.8).

7. Citizens' Assembly

- 7.1 The contributions of individual projects to the GCP's response to the Citizens' Assembly are contained in reports relating specifically to those items.

8. Financial Implications

- 8.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2021, the proposed over-commitment is £123m. This assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200m).

Have the resource implications been cleared by Finance? YES

Name of Financial Officer: Sarah Heywood

List of Appendices

Appendix 1	Quarterly Transport Workstream Report
Appendix 2	Quarterly Skills Workstream Report
Appendix 3	Quarterly Smart Workstream Report
Appendix 4	Quarterly Housing Workstream Report
Appendix 5	Quarterly Economy & Environment Workstream Report
Appendix 6	RAG Explanations
Appendix 7	GCP Completed Projects
Appendix 8	Executive Board Forward Plan

Background Papers

Source Documents	Location
None	-

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

“Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity”

9. Transport Delivery Overview

9.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Project		Current Delivery Stage	Target Completion Date	Forecast Completion Date	Status		
					Previous	Current	Change
Cambridge Southeast Transport Study (formerly A1307)		Construction / Design	2024	2024	G	G	↔
Cambourne to Cambridge / A428 Corridor		Design	2024	2024	R	R	↔
Waterbeach to Cambridge		Early Design	2027	2027	G	G	↔
Eastern Access		Early Design	2027	2027	G	G	↔
Milton Road		Design (Reprofiled)	2023	2023	G	G	↔
City Centre Access Project		Design	2020	2021	A	A	↔
Chisholm Trail Cycle Links	Phase 1	Construction	2020	2021	A	A	↔
	Phase 2	Construction	2022	2022	G	G	↔
Cross-City Cycle Improvements	Fulbourn / Cherry Hinton Eastern Access	Construction / Complete	2019	2021	A	A	↔
Histon Road Bus Priority		Construction	2022	2021	G	G	↔
West of Cambridge Package		Design	2021	2022	A	A	↔
Residents Parking Implementation		Implementation / Paused	2021	2021	R	R	↔
Waterbeach Greenway		Project Initiation	2024	2024	G	G	↔
Fulbourn Greenway		Project Initiation	2024	2024	G	G	↔
Comberton Greenway		Project Initiation	2025	2025	G	G	↔
Melbourn Greenway		Project Initiation	2025	2025	G	G	↔
St Ives Greenway		Project Initiation	2023	2023	G	G	↔
Barton Greenway		Project Initiation	2025	2025	G	G	↔
Bottisham Greenway		Project Initiation	2025	2025	G	G	↔
Horningsea Greenway		Project Initiation	2025	2025	G	G	↔

Sawston Greenway	Project Initiation	2025	2025	G	G	↔
Swaffhams Greenway	Project Initiation	2025	2025	G	G	↔
Haslingfield Greenway	Project Initiation	2025	2025	G	G	
Madingley Road (Cycling)	Design	2022	2022	G	G	↔

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 9.2 Whilst the forecast completion dates captured above include the likely impacts of Covid-19 to the extent which they are currently known, it should be noted that considerable uncertainty remains e.g. over the length and extent of social distancing measures and the impact of those on construction works.
- 9.3 As shown above, two schemes within the GCP programme are currently RAG rated as red. The first is Cambourne to Cambridge due to the project being substantively paused following two interventions by the former Mayor of Cambridgeshire and Peterborough in 2018 and 2020. Following completion of an independent audit and agreement by the Executive Board, the project is now proceeding to the next stage of scheme development. The second project is Residents Parking. A 4-year funding commitment to the County Council to facilitate the introduction of residents parking schemes ended in March this year although not all the allocation was used due in part to a County moratorium on new schemes over the last year. The work agreed by the Executive Board to develop an integrated parking strategy with the county and city councils includes consideration of further residents parking schemes. A report to the Assembly and Board is planned for later this year.
- 9.4 Twelve Greenways have now been approved and allocated a budget. Greenways will make it easier for walkers, cyclists, horse riders and other non-motorised vehicle users to travel safely and sustainably.
- 9.5 The Greenways will serve communities and villages, railway stations (current and planned), transport hubs and park-and-rides, science and business parks and the Cambridge Biomedical Campus.

10. 2021/22 Transport Finance Overview

10.1 The table below contains a summary of expenditure to July 2021 against the budget for the year.

Project	Total Budget (£000)	2021-22 Budget (£000)	2021-22 Forecast Outturn Jul 21 (£000)	2021-22 Forecast Variance Jul 21 (£000)	2021-22 Budget Status		
					Previous	Current	Change
Cambridge South East (A1307) – Phase 1*	16,950	11,550	11,550	0	G	G	-
Cambridge South East (A1307) – Phase 2*	132,285	2,988	2,988	0		G	
Cambourne to Cambridge (A428)	157,000	2,663	2,663	0	G	G	-
Science Park to Waterbeach	52,600	464	464	0	G	G	-
Eastern Access	50,500	1,500	1,500	0	G	G	-
West of Cambridge Package	42,000	2,750	1,664	-1,086	A	R	↓
Milton Road Bus, Cycle and Pedestrian Priority	23,040	12	50	+38	A	A	-
Histon Road Bus, Cycle and Pedestrian Priority	10,600	3,065	3,065	0	G	G	-
City Centre Access Project	20,320	3,500	1,850	-1,650	G	G	-
FIS Allocation – Public Transport Improvements and Sustainable Travel*	75,000	2,500	2,500	0		G	-
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	250	150	-100	G	G	-
Chisholm Trail – Phase 1	17,914	4,419*	4,645	+226	R	R	-
Chisholm Trail – Phase 2*	5,000	750	750	0		G	-
Madingley Road Cycling	993	580	580	0	A	A	-
Greenways Programme	76,000	3,000	3,000	0	G	G	-
Cambridge South Station	1,750	635	684	+49	A	A	-
Programme Management and Scheme Development	5,450	350	350	0	G	G	-
Total	688,182	40,976	38,453	-2,523	A	A	-

*Certain projects have had their phases split or were not previously reported, which means there was no previous budget RAG status

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

10.2 Commentary relating to forecast outturns is set out below.

10.3 Cambridge South East (A1307) – Phase 1

It is currently anticipated that dependant on land acquisition and planning approvals, the programmed Phase 1 projects for this financial year will come in on budget at year-end. An evaluation of progress on these issues is planned for September.

10.4 Cambridge South East (A1307) – Phase 2

The scheme is expected to follow Cambridgeshire County Council's governance process for Transport and Works Act Order (TWAO) applications. Discussions are ongoing with the County to agree a Memorandum of Understanding (MoU).

Based on this year's forecast, the project is on track and will come in on budget at year-end.

10.5 Cambourne to Cambridge (A428)

Scoping works have now started and approval to resume the project was given at July's GCP Executive Board. Consultants are lined up to take the project over.

At this stage there is no evidence of a cost variance since GCP is awaiting substantial proposals for work.

10.6 Science Park to Waterbeach (formerly A10 North study)

The project received approval from July's Executive Board to progress to the next stage, which includes delivery of the Outline Business Case.

Consultants have been commissioned through the Joint Professional Services Framework.

10.7 Eastern Access

Scoping works have now started and approval to resume the project and restart Phase A was given at July's GCP Executive Board.

At this stage there is currently no evidence of a cost variance.

10.8 West of Cambridge Package

Cambridge South West Travel Hub was presented at July's County Planning Committee for determination. The decision was deferred unanimously by the Committee until further information on Green Belt, demand and drainage was provided. Other details, requested prior to the item being presented, included the possible impact on Trumpington Country Park, the number of Solar PV panels and charging points as well as specific detail on the proposed species and height of proposed vegetation. The Local Planning Authority have requested an extension of time for determination of the planning application until February 2022.

Officers are working with County colleagues to determine next steps. The delay will result in a reduction in the spend profile which is reflected in the forecast outturn variance.

Foxton Travel Hub engagement programme has been moved to September to allow for further discussions with local councillors and parish councils - this revised timeline has led to a reduction in the spend profile which is reflected in the forecast outturn variance.

10.9 Milton Road bus and cycling priority

Construction of this project is on hold until April 2022 to allow a break following Histon Road's completion. This year's budget will cover the second Road Safety Audit, Traffic Regulation Order process and final tweaks to the design and procurement.

A slight overspend is currently expected to cover additional design work on the Elizabeth Way roundabout, following receipt of the service diversion quotes from statutory undertakers and discovery of a large BT chamber in the centre of the roundabout.

10.10 Histon Road bus and cycling priority

Construction of the project is due to be completed in the late summer of 2021. The remaining budget will cover the associated remaining expenses.

10.11 City Centre Access Project

The City Access budget funds multiple workstreams which focus on tackling congestion, improving bus services and the cycling network, addressing air quality issues and better management of parking.

Some individual project delivery timescales are still to be determined, hence the current predicted underspend. A clearer picture of the expected yearly outturn will be determined following a further programme report to the Executive Board in September.

10.12 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)

Work on developing and delivering various projects included in the strategy has been held over to await the outcome of the Cambridge & Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council. It is anticipated that design work on improvements to bus access to the station will commence later this year once the implications of the A505 study are known.

10.13 Chisholm Trail cycle links – Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)

The project is entering the final six months of the programme and is due to complete by the end of 2021. However, significant time risks remain which require managing.

The £1,086k underspend from 2019/20 has now been allocated to this financial year's budget, meaning that the anticipated overspend for this year will be £226k. As the Executive Board has already agreed the total budget, no further agreement was required for this change.

10.14 Chisholm Trail cycle links – Phase 2

Phase 2 remains on target to deliver two elements of the Trail this financial year. The Coldham's Junction works is completing detailed design for tendering purposes but is now subject to the County's Experimental Traffic Regulation Order's (ETRO) consultation. The Great Eastern Street car park works are still under development and to be agreed with Cambridge City Council.

GCP are currently waiting on the County to confirm the ETRO programme so at this stage there is no anticipated cost variance.

10.15 Madingley Road

The existing preliminary designs are currently being updated. Detailed design and final costs will be required to go to GCP Executive Board for approval.

It is currently anticipated that this project will come in on budget at year-end.

10.16 Greenways Programme

The outline budgets for all Greenways projects were allocated during 2020/21.

Consultants have been appointed to the Joint Professional Services Framework. The Greenways programme has been split geographically between the two consultants and introductory meetings have been held with both companies.

The expectation is that the budgeted £3m will be spent on delivering various early interventions across the Greenways this financial year. As part of this budget, £1.25m is expected to be spent on Design and Preparation.

10.17 Cambridge South Station

The Department for Transport have now drawn down on the budget although additional contributions may be required later in the year.

10.18 Programme management and scheme development

This project is anticipated to come in on budget at year-end.

APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

“Inspiring and developing our future workforce, so that businesses can grow”

11. Update on Current Skills Delivery (2021-2025)

- 11.1 GCP’s new skills and training contract began delivery on 1st April 2021 and Form the Future have provided the following information on progress against their targets. This is the first time this has been reported to the Joint Assembly and Executive Board.

Indicator	Target (2021-2025)	Progress (April to July 2021)	Status		
			Previous	Current*	Change
Apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship	600	14	-	A	-
Adults supported with careers information, advice and guidance, broken down by sector where applicable	1520	29	-	G	-
Early Careers Ambassadors/Young People Champions recruited, trained and active, broken down by sector	600	22	-	G	-
Employers supported to access funds and training initiatives, broken down by sector	450	10	-	G	-
Students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector	400	0	-	G	-
Careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact	2486	24	-	G	-
All Primary Schools accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact	73	3	-	G	-
Students accessing mentoring programme as part of this service	200	0	-	G	-

*The RAG status highlights whether the work to achieve these targets is on track rather than the current actual.

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 11.2 Monitoring data for the eight service KPIs is outlined in the table above. Data is reported as of the end of July 2021. Service data shows that Form the Future have already begun to make progress against most of the KPIs, with all but one having a Green RAG rating.
- 11.3 Form the Future has so far been able to support 14 apprenticeship training starts, despite the fact that it is generally a quiet period of the year for apprenticeship

starts, in addition to the continuing challenges of Covid-19. This is expected to pick up as the academic year gets underway.

- 11.4 22 Early Career Ambassadors have already been recruited and trained, and have started to volunteer at outreach events, and 10 employers have taken up support to set up their Apprenticeship Service Account and access funding.
- 11.5 Over the next few months, during peak enrolment season, actions will intensify for all KPIs. 510 personal guidance sessions are booked in for the next academic year, as well as other virtual and face-to-face events. Resources and events aimed at primary schools are in development ready for launch in the new academic year, and all 50 mentoring places have been booked in with targeted schools for year one.

12. Update on Apprenticeship achievements across Greater Cambridge

- 12.1 The following information provides a quarterly update (up to April 2021) on apprenticeship starts and achievements delivered across the Greater Cambridge area. The data is for information to give Members an update as to general progress. Progress specially related to the GCP skills service can be found above in Section 11.1.

12.2 Apprenticeships

- Up to April 2021 (Quarter 3), there have been 1,665 apprenticeship starts across the Greater Cambridge area for the 2020/21 year. This is -6% less compared with the same period in 2019/20, when there were 1,763 apprenticeship starts. Nationally, apprenticeships starts were down by -7% when comparing starts up to Quarter 3 to in 2020/21 to 2019/20. For context, Quarter 2 starts were -32% down compared to the same period in 2019/20 locally and -18% nationally which shows that the gap is closing as the year progresses.
- The largest proportion of starts remain in Level 3 apprenticeships (37%), however, there were higher proportions of starts in Level 4, 5 and 7 apprenticeships compared to what was observed nationally.
- Health, Public Services and Care accounted for 33% of all starts this quarter. The highest last quarter was Business Administration and Law.
- 860 (52%) were starts among 25+ year olds, 32% starts were among 19-24 year olds and those aged 19 and under accounted for 16% of starts. For context, 25+ made up 47% of Quarter 2 starts and those aged 19 years and under were 20%. This shows that there's been a further decrease in the younger age group and further increases in the older.

12.3 Achievements

- There have been 713 apprenticeship achievements across the Greater Cambridge area for the 2020/21 year. This is an increase of 86% from 383 in Quarter 2 (up to January).

- The largest proportion of achievements across Greater Cambridge were in Level 3 apprenticeships (41%).
- Business, Administration and Law continued to account for the highest proportion of apprenticeship achievements (36%) across the Greater Cambridge area.
- 50% achievements were among 25+ year olds, 28% were among 19-24 year olds and learners aged 19 and under accounted for 21% achievements. This demonstrates that there has been an increase in those aged over 25 and a decrease in the younger age groups.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

“Harnessing and developing smart technology, to support transport, housing and skills”

13. Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
T-CABS (CCAV3 Autonomous Vehicle Project)	Complete		G	G	↔
Digital Wayfinding – Procurement and Installation	Jun 2021	Jun 2021	G	G	↔
ICP Development – Building on the Benefits	Phase Complete		G	G	↔
Data Visualisation – Phase 2	Phase Complete		G	G	↔
New Communities Phase One <i>(Extended)</i>	Phase Complete		G	G	↔
Smart Signals – Phase One	Phase Complete		G	G	↔
Strategic Sensing Network – Phase One	Phase Complete		G	G	↔
Smart Signals – Phase Two	Mar 2022	Mar 2022	G	G	↔
Smart Signals – Phase Three	Jun 2022	Jun 2022	N/A	N/A	
Strategic Sensing Network – Phase Two	Mar 2022	Mar 2022	G	G	↔

Progress reported up to 31st July 2021

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

13.1 A revised forward plan of work is being developed to reflect requirements in the context of the increasing pace of delivery across GCP workstreams.

13.2 C-CAV3 Autonomous Vehicle Project

The C-CAV3 Autonomous Vehicle project completed on 30th June 2021. Following the coverage of almost 100 media stories, the vehicles carried over 300 passengers and completed a distance of more than 1,000km in total. A news release and infographic showing the key details have been published ([available here](#)). The release highlighted how beneficial the project has been for our industrial partner, RDM, who have now secured commercial orders for these vehicles, but also for the GCP who have acquired detailed knowledge of the benefits and challenges of autonomous technology and its potential use in transport schemes being delivered now and for the future. During the final meeting InnovateUK, who funded the trial, complimented the partners (GCP and RDM) on delivery of a successful project, noting that this project is the only one that has been able to deliver passenger trials.

To ensure that the trials remained Covid-secure while social distancing measures remained in place, limited numbers of invited passengers were allowed on-board.

The final updates to the business case for the use of Autonomous Vehicles to connect Eddington and West Cambridge in the future are in progress and the document is with the project team for review.

The Smart Team will continue to explore opportunities for further AV trials and adoption with stakeholders including the University of Cambridge, campuses and DfT.

13.3 Digital Wayfinding – Procurement and Installation

As lockdown restrictions are eased and footfall in the city centre increases, the importance of wayfinding and the provision of hyper-local information and data has been identified as crucial to managing the return successfully.

An update to the hardware of the totem at Cambridge Station has been carried out to resolve a number of ongoing technical faults with the current device. The Smart team will then produce a final report, drawing the current phase of work to a close. This will allow the team to use the knowledge and experience gathered throughout this phase to support the initiatives being driven by other organisations in the region such as the City Council and Cambridge Business Improvement District (BID) in the city centre; Weston Homes at the Station Gateway; and the Cambridge Biomedical Campus.

The closure report, to be issued in Autumn 2021, will summarise the learning achieved from the project and will be shared with interested parties as we work collaboratively to deliver their wayfinding solutions.

13.4 Intelligent City Platform (ICP) Development – Building on the Benefits

As previously reported, the ICP is now fully operational, project delivery is complete and no further updates will be provided in this report. However, the methods by which we provision and store data across the GCP area and beyond are currently being discussed and learnings will inform other projects, in particular the Sensing Network and Data Platform.

13.5 Data Visualisation – Phase 2

The goal of this work was to get maximum value from the rich data sources collected by the local authority. By combining them in easily understandable visualisations, more detailed analyses of scenarios can be communicated to officers, Members and where appropriate, the wider public. Data from our Vivacity sensors (monitoring traffic flow across the city) and other key data streams have now been ingested into the latest version of the Geospock platform. The Business Intelligence team is currently using this data to produce dashboards and reports.

13.6 New Communities – Phase 1 (Extended)

Smart Infrastructure, Future Mobility and future Connectivity topic papers prepared by the programme have informed the emerging NE Cambridge Area Action Plan and work is on-going to embed 'Smart' principles and opportunities for data and digital in place-making within the new local plan. This is the end of the first phase of work and activities for the next phase are being developed.

Engagements with other cities and organisations such as Oxford and the Centre for Digital Built Britain also continue to ensure that Cambridge benefits from the

knowledge of similar activities being undertaken for new communities across the Arc.

The Smart team continue to engage with the Shared Planning Service to support the embedding of 'Smart' principles.

13.7 Smart Signals – Phase 2: Data Collection and Analysis

This project is being run in collaboration with the City Access project and Cambridgeshire County Council's signals team.

Phase One of the Smart Signals trial has been completed on time with the installation of the sensors at three of the junctions on Hills Road.

Phase Two has started and will see data gathered, analysed and modelled in simulation for up to three months prior to any control being passed to the systems. The Vivacity controller units have been installed at the three Hills Road area junctions. This equipment controls the traffic signal timings, determining how long each approach runs for. The Vivacity control systems have now been successfully tested at all Hills Road sites to ensure that the traffic signal controllers respond as expected to the Vivacity control units.

The Hills Road area sites will continue to run under their usual control method until the Vivacity control 'agent' is ready for full deployment. The process of implementing the Vivacity control agent to establish the optimum settings for the signals will be introduced gradually, starting in late August. The new system will initially control the signals for short periods of selected days, allowing the decisions made by the Vivacity control unit to be analysed and reviewed.

Smart Signals equipment will be installed at the Robin Hood junction as part of its refurbishment. Work to install the Vivacity sensors at this location was pushed back to allow a full survey of the new site layout which was completed by Vivacity at the end of June. The sensors are currently being built and are expected to be installed by mid-September. The data collection period will then begin with basic control being assumed by the system three months later in December 2021.

Amongst other objectives, the trial will look to understand the extent to which the solution is able to prioritise and reduce delays for various sustainable modes of transport at individual or multiple junctions; whether traffic flow through junctions can be improved; and issues relating to applicability in the Greater Cambridge context. Evaluation of the project will be conducted in Phase Three, starting in April 2022, and processes to support that activity are now being developed.

Members were invited to a session to discuss the objectives and progress of the trial on 21st July.

13.8 Strategic Sensing Network – Phase 2: Procurement

GCP's next Gateway Review is due in April 2025 and has the potential to unlock a further £200m of City Deal funding. The details of the methodology by which GCP will be assessed has not yet been agreed with central government but it is

imperative that GCP undertakes appropriate data collection to enable the impact of the investment to date to be demonstrated.

Individual schemes and projects already make use of a variety of data sets to prepare their business cases and to enable monitoring and evaluation post-implementation, often supplementing available evidence with new sensors to fill gaps in the data. This enables the impacts and benefits of each individual scheme to be demonstrated.

Preparation for the 2025 Gateway Review requires a more holistic assessment of changes in traffic levels and types across the whole GCP area. Traditionally, this type of assessment is made by annual counts, carried out by the County Council on one or more specific days in the year. This approach has considerable limitations as it cannot pick up changes or trends that occur in between annual surveys and can be impacted by events including severe weather. Consequently, a more modern and effective approach is required. The proposal is to deploy a network of sensors to provide 'classified' counts, meaning they can provide separate counts of cars, cycles, pedestrians and other vehicle types. As well as supporting the Gateway Review, GCP will have access to a more realistic, up to date view of key traffic data including traffic volumes and modal splits.

This type of technology has been successfully tested and trialled by the Smart Cambridge team and has been put into live use on a number of schemes. Data from several of these sensors trialled in the city, supports the monthly reporting that has been provided to Members since the start of the Covid pandemic. The procurement of a 'call off' contract for sensors is expected to commence in Autumn 2021 subject to the necessary approvals.

The proposed network will cover key locations on Cambridge radials and some city routes including cycle and pedestrian paths. As well as providing vital evidence to support the next Gateway Review, the data collected will be available for use by other bodies, in particular the County Council and the CPCA to support traffic modelling and other requirements. Consequently, it is anticipated that both the County Council and the CPCA will be asked to make a funding contribution. However, the bulk of their investment is likely to be in other parts of the County and CPCA areas respectively.

The work will be broken down into three main stages:

- Stage 1: delivery of a sensor framework contract from which GCP and other bodies can 'call-off'. It is intended that the County Council will be the accountable body for this as is the case for a number of other framework contracts.
- Stage 2: initial call-off and implementation of the most urgent aspects of the sensor network that GCP needs to support the 2025 Gateway Review. The CPCA has also indicated that they may have some urgent requirements that would fit into this stage.
- Stage 3: other call offs as required by all parts of GCP, the County Council, the CPCA and other relevant organisations.

The proposed budget for GCP's contribution to the implementation of Stage 1 and 2 of the sensor network is £200k.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Housing Development Agency (HDA) – new homes completed	250	2016 - 2018	301	Scheme Complete		
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	742 (approx.)	A	A	↔

** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2021) and new sites permitted or with a resolution to grant planning permission at 30 June 2021 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

14. Delivering 1,000 Additional Affordable Homes

- 14.1 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 14.2 The Greater Cambridge housing trajectory published in April 2021 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2022-2023. Until 2022-2023, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 14.3 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 14.4 The table above shows that on the basis of known rural exception schemes and other sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council's Planning Committee, approximately 742 eligible affordable homes are anticipated to be delivered between 2022 and 2031 towards the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 74% of the target on the basis of currently known sites.

- 14.5 There have been no additional permissions granted in the last quarter that contribute towards this indicator.
- 14.6 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2021) or from the Councils' typical assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 14.7 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 37,226 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 3,726 dwellings more than the housing requirement of 33,500 dwellings. There are still a further nine years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target. Historically there is good evidence of rural exception sites being delivered and therefore we can be confident that the target will be achieved.

APPENDIX 5: QUARTERLY ECONOMY & ENVIRONMENT WORKSTREAM REPORT

15. Greater Cambridge Implementation of the Local Economic Recovery Strategy (LERS) and Local Industrial Strategy (LIS)

- 15.1 As previously reported the GCP and the local authorities in Greater Cambridge (with engagement with the CPCA) collaborated to produce an Action Plan, designed to align ongoing local action with the five 'foundations of productivity' outlined in the LIS. The Action Plan identified 82 local actions, grouped under a series of objectives which blend local and regional priorities for growth.
- 15.2 Officers continue to identify progress against the actions outlined in the Action Plan. Of the 82 actions identified the majority continue to be well on track.

The LIS is due to be updated by the CPCA in the coming months. GCP officers will engage in that process to continue to ensure alignment in key policy areas.

16. Greater Cambridge Sectoral Employment Analysis

- 16.1 As previously outlined, this research programme is being undertaken by the Centre for Business Research (CBR) and is funded by the Greater Cambridge Partnership and Cambridge Ahead. The research will analyse the growth of employment in different sectors across Greater Cambridge, enabling local partners to have robust, timely data on local sectors and businesses. It will take the form of a series of updates, analysing data drawn from company accounts over time, designed specifically to understand the challenges facing specific local sectors over the coming months, in light of Covid-19.
- 16.2 The latest update, which was finalised in June, analysed data from accounting year ends between 6th April 2020 and 31st December 2020. The full report can be found at <https://www.greatercambridge.org.uk/asset-library/Future-Investments-Strategy/Research-and-Evidence/Greater-Cambridge-Employment-Update-June-2021-rev2.pdf>
- 16.3 This version reports that corporate employment growth has slowed down from 5.0% in 2018-19 to 3.9% in 2019-20 although it is noted that the latter is still a significant rate of growth considering the unprecedented challenges brought about by Covid.
- 16.4 Employment growth in Knowledge Intensive (KI) sectors (+6.9%) has been five times faster than in non-KI sectors (+1.3%). The fastest growing sectors during 2019-20 have been 'Life science and healthcare' (+10.6%), 'Information technology and telecoms' (+10.0%) and 'Wholesale and retail distribution' (+5.8%). A relatively large fall in employment has occurred in the 'Property and finance' sector (-1.5%) and 'Other services' (-0.8%) sector which includes hotels, pubs and restaurants.
- 16.5 The next update on this project will be in November and will be reported to the Joint Assembly and Board.

17. Electricity Grid Reinforcement

- 17.1 GCP is developing proposals to forward fund electricity grid reinforcement ahead of the need to remove a barrier to jobs and housing growth, with the intention of recouping the investment from developers. As part of this process, formal applications were submitted to UK Power Networks (UKPN) in early May. UKPN's response, including costs and other critical information to progress the project, was received in early August and is being analysed by technical and legal consultants.
- 17.2 GCP has the option to consider delivery of some elements of the new infrastructure using an Independent Distribution Network Operator and Independent Connection Providers rather than UKPN. Initial market testing has commenced and will be developed further but will continue to be evaluated to assess market capability and interest. An Outline Business Case is being developed for completion later in 2021.
- 17.3 Work also continues to explore alternative sources of funding and on lobbying relevant bodies to change current market operation to enable a more satisfactory approach to investing in electricity infrastructure ahead of need. Both Ofgem and the Department for Business, Energy & Industrial Strategy (BEIS) have responded to letters from the Executive Board and these are being considered by our technical advisers.

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

- **Green:** Projected to come in on budget
- **Amber:** Projected to come in over or under budget, but with measures proposed/in place to bring it in on budget
- **Red:** Projected to come in over or under budget, without clear measures currently proposed/in place

Indicator Tables

- **Green:** Forecasting or realising achieving/exceeding target
- **Amber:** Forecasting or realising a slight underachievement of target
- **Red:** Forecasting or realising a significant underachievement of target

Project Delivery Tables

- **Green:** Delivery projected on or before target date
- **Amber:** Delivery projected after target date, but with measures in place to meet the target date (this may include redefining the target date to respond to emerging issues/information)
- **Red:** Delivery projected after target date, without clear measures proposed/in place to meet the target date

APPENDIX 7: COMPLETED GCP PROJECTS

Project		Completed	Output	Related Ongoing Projects	Outcomes, Monitoring & Evaluation
Transport projects					
Ely to Cambridge Transport Study		2018	Report, discussed and endorsed by GCP Executive Board in February 2018.	Waterbeach to Cambridge	
A10 Cycle Route (Shepreth to Melbourn)		2017	New cycle path, providing a complete Cambridge to Melbourn cycle route.	Melbourn Greenway	
Cross-City Cycle Improvements	Hills Road / Addenbrookes Corridor	2017	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
	Arbury Road Corridor	2019	Range of improvements to cycle environment including new cycleway.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to Cambridge North Station & Science Park	2019	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to East Cambridge and NCN11/ Fen Ditton	2020	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	

Greenways Quick Wins	2020	Range of cycle improvements across Greater Cambridge e.g. resurfacing work, e.g. path widening etc.		
Greenways Development	2020	Development work for 12 individual Greenway cycle routes across South Cambridgeshire.	All Greenways routes	
Cambridge South Station Baseline Study (Cambridgeshire Rail Corridor Study)	2019	Report forecasting growth across local rail network and identifying required improvements to support growth.	Cambridge South Station	
Travel Audit – South Station and Biomedical Campus	2019	Two reports: Part 1 focused on evidencing transport supply and demand; Part 2 considering interventions to address challenges.	Cambourne to Cambridge; CSETS; Chisholm Trail; City Access; Greenways (Linton, Sawston, Melbourn)	
Housing projects				
Housing Development Agency (HDA) – new homes completed	2018	New homes directly funded by the GCP have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.		

APPENDIX 8: EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

- Decisions that that will be taken by the GCP Executive Board, including key decisions as identified in the table below.
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A 'key decision' is one that is likely to:

- a) Result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; and/or
- b) Be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Executive Board: 30th September 2021	Reports for each item to be published 20th September 2021	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
City Access and Public Transport Improvements	To receive an update on the City Access and Public Transport improvement proposals and agree next steps	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Experimental Traffic Regulation Orders – Emergency Active Travel Schemes	To consider the responses to the public consultations along with the objections and representations received during the trial period for the Tranche 1 measures before	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

	<p>deciding on a recommendation on the future of the each of the experimental measures.</p> <p>The Tranche 1 measures include schemes at Silver Street; Luard Road; Storey's Way; Newtown Area (phase 1); Nightingale Avenue and Carlyle Road.</p>			
Executive Board: 9th December 2021	Reports for each item to be published 29th November 2021	Report Author	Key Decision	Alignment with Combined Authority
Electricity Grid Reinforcement: Update and Next Steps	To approve next steps and the Outline Business Case.	Rachel Stopard	No	N/A
Integrated Parking Strategy	To consider a draft Integrated Parking Strategy	Peter Blake	No	CA LTP
Inclusive Access Study	An initial paper on improving accessibility for all looking at issues and options	Isobel Wade	No	CA LTP
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 17th March 2022	Reports for each item to be published 7th March 2022	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Update on Greenways Programme	To receive an update on the programme and agree next steps.	Peter Blake	No	N/A

Executive Board: 30th June 2022	Reports for each item to be published 17th June 2022	Report Author	Key Decision	Alignment with Combined Authority
Public Transport and City Access Strategy	To receive feedback on the City Access consultation and agree next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
30 th September 2021	20 th September 2021	9 th September 2021	27 th August 2021
9 th December 2021	29 th November 2021	18 th November 2021	8 th November 2021
17 th March 2022	7 th March 2022	17 th February 2022	7 th February 2022
30 th June 2022	20 th June 2022	1 st June 2022	20 th May 2022

Public Transport Improvements and City Access Strategy

Report to: Greater Cambridge Partnership Joint Assembly

Date: 9th September 2021

Lead Officer: Peter Blake – Director of Transport, GCP

1 Background

- 1.1. In March 2021, the Joint Assembly and Executive Board considered a report on the City Access Project. This included an update on delivery of short-term measures and agreed further proposals for action in the context of the GCP's ambitions and the continuing pandemic. Additional proposals included further cross-city cycling measures which have been the subject of the current *cycling-plus network* consultation.
- 1.2. Following the election of a new Mayor for Cambridgeshire and Peterborough in May, the Combined Authority (CPCA) is reviewing its position on the strategic transport intervention for Greater Cambridge, the CAM system. The Mayor has made clear his view that the CAM should not be supported in the context of the current transport strategy across the CPCA area and the need for improvements in the shorter-term. Greater priority should instead be given to promoting and reshaping the existing public transport network to the benefit of all.
- 1.3. The revised position around the CAM has a profound impact on the GCP's City Access agenda, in particular the need to significantly increase the level of intervention and bring forward delivery timelines; as indeed does the Mayor's agenda on securing comprehensive improvements to the local bus network. This now aligns with the GCP plans for delivering public transport based solutions for City Access.
- 1.4. The Government's agenda has also changed significantly over the recent period; the National Bus Strategy, Decarbonation of Transport Plan, National Walking and Cycling policy; all have a significant impact in this area, and support the proposed interventions under the City Access proposals. Likewise, the CPCA's Climate Change Commission supports an agenda that refocuses the city environment away from the private car.
- 1.5. Tackling these issues is more important than ever – the pandemic has demonstrated the benefits of lower traffic levels for our health, environment and community. However, data suggests there is a clear risk of a car-based recovery without action. There is both a need, and a real opportunity, for the GCP, working

with the CPCA, to deliver a City Access programme that refocuses the transport network away from the private car, promoting healthy and attractive, sustainable and active travel solutions.

2 Issues for Consideration

- 2.1 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board to establish a comprehensive package of measures to promote sustainable transport, improve air quality and reduce congestion and carbon emissions. In particular:
- (a) The development of a final package of options for improving bus services, funding an expansion of the cycling-plus network and managing road space in Cambridge as outlined in para 7.24 and 7.25;
 - (b) Plans to consult on a package which includes:
 - i. bus network improvements, based on the outlined 'future bus concept' including lengthening operating hours, increasing bus frequencies, and reducing fares, and;
 - ii. on proposals which prioritise road space for sustainable and active transport, and;
 - iii. measures that provide an ongoing funding source for the enhanced public transport network and more of the *cycling-plus network* across Greater Cambridge, for example parking or road charge; and
 - (c) Plans to work with the CPCA and local bus operators, to reduce emissions on the local public transport network by allocating £2.25m to support the ZEBRA bid to Government for zero emissions vehicles across Greater Cambridge.

3 Issues for Discussion

- 3.1 The GCP's public transport improvements and city access strategy sits at the heart of the City Deal, aiming to address some of the major pressures on the local economy by reducing congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys – key objectives of the Cambridgeshire and Peterborough Local Transport Plan.¹ Taking action on these issues is a key part of supporting a green recovery.
- 3.2 The GCP has undertaken detailed work to understand these issues, alongside comprehensive public and stakeholder engagement activities, and to develop a vision for the future that would include:
- A world-class, sustainable transport system that makes it easy to get into, out of, and around Greater Cambridge, giving people more choice about how they travel and better options for their journeys;
 - A transformed public transport network that better serves employment and residential areas, and offers people from across the travel to work area a reliable, competitive and sustainable alternative to travelling by car;

¹ <https://bit.ly/3mRfBEj>

- Significant enhancements to walking and cycling provision to develop and maintain a comprehensive network for the city and wider area;
- Delivery of the current infrastructure programme and continued investment to address further priorities identified through the GCP's Future Investment Strategy; and
- Investment in new digital technology to support the transport system by providing seamless journeys and better managing road traffic.

3.3 The vision supports the realisation of a series of benefits identified through the City Deal and further work to develop the city access strategy, including:

- Securing the continued economic success of the area;
- Significant improvements to air quality, supporting a healthier population;
- Reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

3.4 Lower traffic levels open up the opportunity to create more people-centred spaces in the city and reduce the dominance of the car to create more pleasant environments in which people want to spend time. This was a key component of the Citizens' Assembly's vision for Greater Cambridge. There is the potential to create more usable civic spaces to bring people into the city by sustainable modes, encourage them to spend time here, and support the economic recovery of our leisure and tourism industries following the pandemic. Linked to that, addressing parking issues in Greater Cambridge will also be an important part of the whole city access package. Work is underway to assess the baseline and consider options, and officers are working with colleagues at the County Council to consider how the GCP could support further progress on Residents' Parking. This includes considering how 'Liveable Neighbourhoods' approaches could work in Cambridge, whereby parking is considered in the round alongside issues such as electric charging provision, cycle parking and car club spaces.

3.5 To achieve this, as we come out of the pandemic, Greater Cambridge and the wider travel to work area will need to embrace some of the flexibility in working locations and patterns adopted during the pandemic and make these work in the longer-term. The planned growth of 44,000 more jobs and 33,500 homes (plus additional growth from the emerging Local Plan) in the Greater Cambridge area means that even with more flexible working, pressure on the transport network will remain acute. Many (more) people will still need to travel not just for work, but also for education, to access services, and for leisure – and the GCP agenda is encouraging, wherever possible, those journeys to be made using ultra-low or zero emission public transport or by cycling, walking or another active travel option.

3.6 The bulk of investment in the GCP's sustainable infrastructure plan is building new, high-quality, segregated infrastructure for active travel and public transport. Scheme delivery is underway with improvements being made across Greater Cambridge over the next 5 years. This capacity is necessary to meet the growth challenges outlined in Local Plans as mentioned above. In parallel, the City Access Project has explored ways to deliver better, more competitive sustainable transport for the first

last mile. Extensive technical work has been undertaken and set out in detail in earlier papers.²

3.7 This technical work has shown that:

- Any package needs to combine interventions to support the uptake of public transport with one or more measures to discourage car use in order to maximise impact and free up road space;
- The scale of the challenge is such that significant measures are needed to address the issues; and
- The introduction of measures that discourage car use must be timed to ensure people have alternatives in place first.

3.8 The changing situation in relation to the CAM proposal makes the need for such interventions even more important, focussing on alternative interventions that are deliverable in the shorter term, rather than a CAM network that had no funding in place and no certainty of delivery in the next decade plus. Critically, improvements to the public transport network must be made *before* major changes in road space reduction are progressed.

3.9 GCP continues to monitor the impact of the Covid-19 pandemic and restrictions on travel and transport. The latest data is set out at Appendix 1 and shows a continuation of the trends seen previously through the third national lockdown. The impact on public transport continues to be particularly acute and, given the likely importance of a high-quality public transport network to the future success of Greater Cambridge and the wider area, getting people back on to public transport will be an essential component of a successful strategy. Equally, with people returning to their cars faster than other modes following both lockdowns, there is a clear risk of a car-based recovery which could potentially make sustainable modes less attractive if congestion and pollution levels return unabated.

4. Consultation and Engagement

4.1 Extensive engagement on the issues considered in this paper has previously been undertaken and reported to the Joint Assembly and Executive Board in earlier reports. Engagement has included Our Big Conversation (2018), Choices for Better Journeys (2019) and the Greater Cambridge Citizens' Assembly (2019).

4.2 Key messages from the Choices for Better Journeys consultation include:

- 82% of respondents backed the GCP's vision to improve public transport;
- 81% of respondents chose a traffic reduction measure as their first choice for funding public transport and reducing congestion; and
- 44% of respondents favoured a pollution charge as their first or second option compared to 39% favouring a flexible charge.

² See particularly:

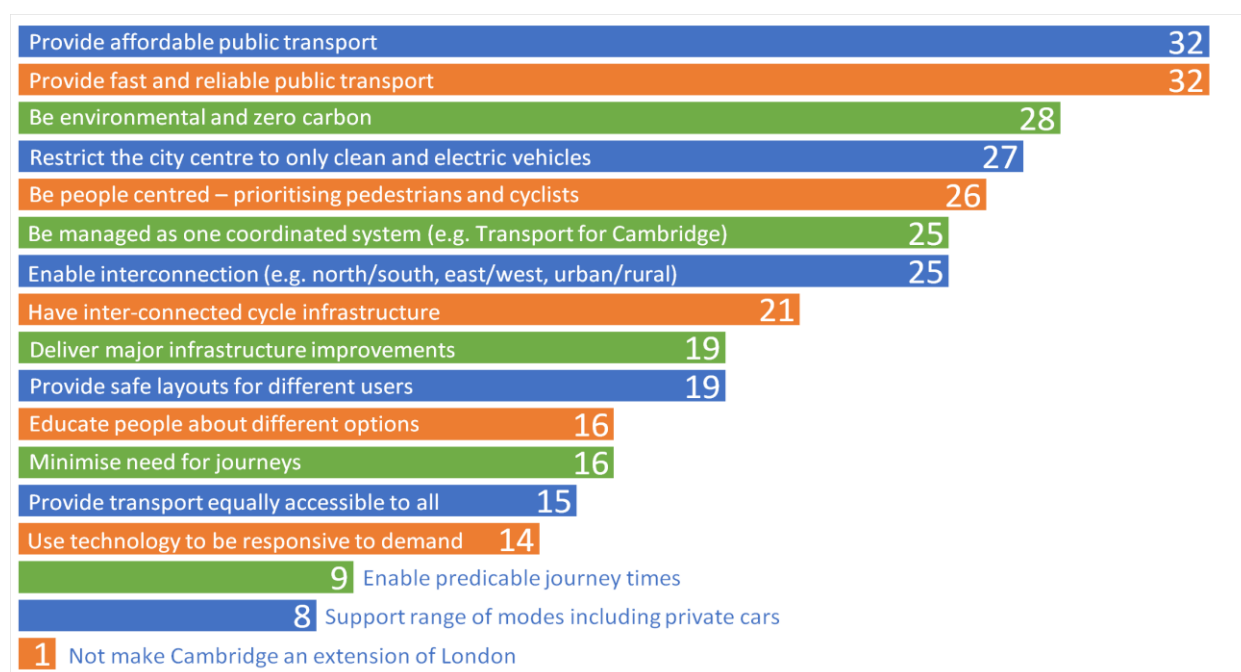
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1423/Committee/26/SelectedTab/Documents/Default.aspx>
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1419/Committee/26/SelectedTab/Documents/Default.aspx>

- 4.3 It is proposed that a further, detailed consultation is now undertaken to refine a detailed plan for delivery, working closely with the Mayor and Combined Authority. This should be supported by work with focus groups made up of key stakeholders across Greater Cambridge and the wider travel to work area in order to help shape the design of a final scheme, and reconsult with the Citizen's Assembly.

5. Citizen's Assembly

- 5.1 In July 2020 the GCP published the response to the Citizens' Assembly³, followed in January 2021 by a 'One Year On' Report setting out progress in implementing the response.⁴ The detailed recommendations of the Citizens' Assembly have informed the approach to date, in particular the proposals to provide better public and active travel options, create space for people and sustainable transport, and ensure proposals help to reduce air pollution and carbon emissions.

Table 1 – Citizens' Assembly Vision Outcomes

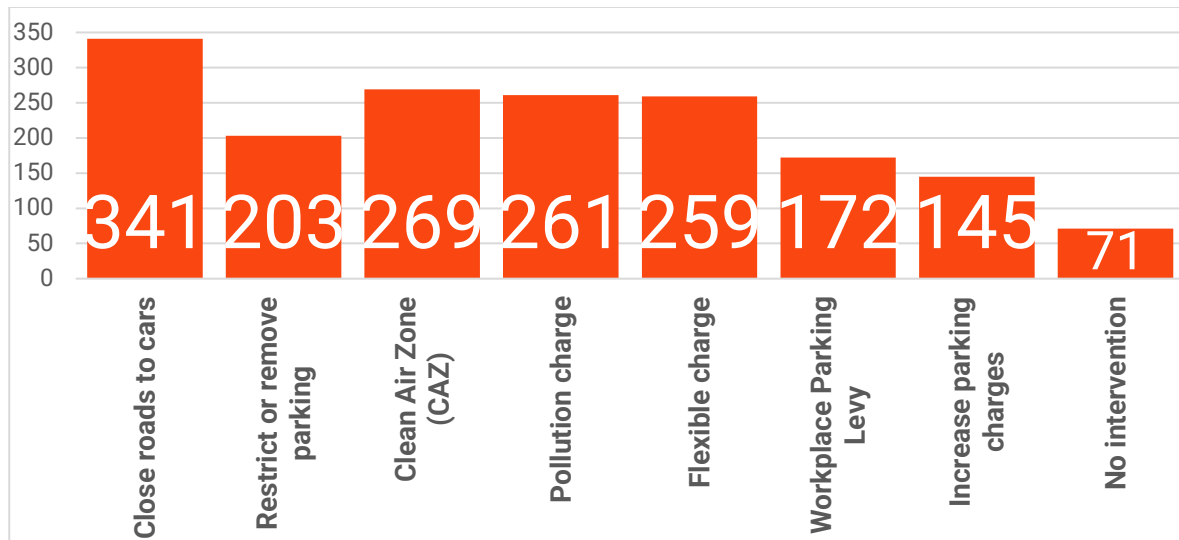


- 5.2 The citizens' assembly also considered the ways in which reducing congestion, improving air quality and delivering better public transport could be achieved. Table 2, below outlines the preferred solutions of the assembly.

³ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf>

⁴ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/One-year-on-progress-implementing-the-Greater-Cambridge-Partnership-response.pdf>

Table 2 – Citizens Assembly views on options to reduce congestion, tackle air quality and provided better public transport in Greater Cambridge (expressed votes).



5.3 Physical restrictions, in particular the Emergency Traffic Regulation Orders (ETRO) is the first step in process of reallocating road space. The ETRO report on the agenda provides an update on the GCP's ETRO work with the County Council.

6. Options and Emerging Recommendations

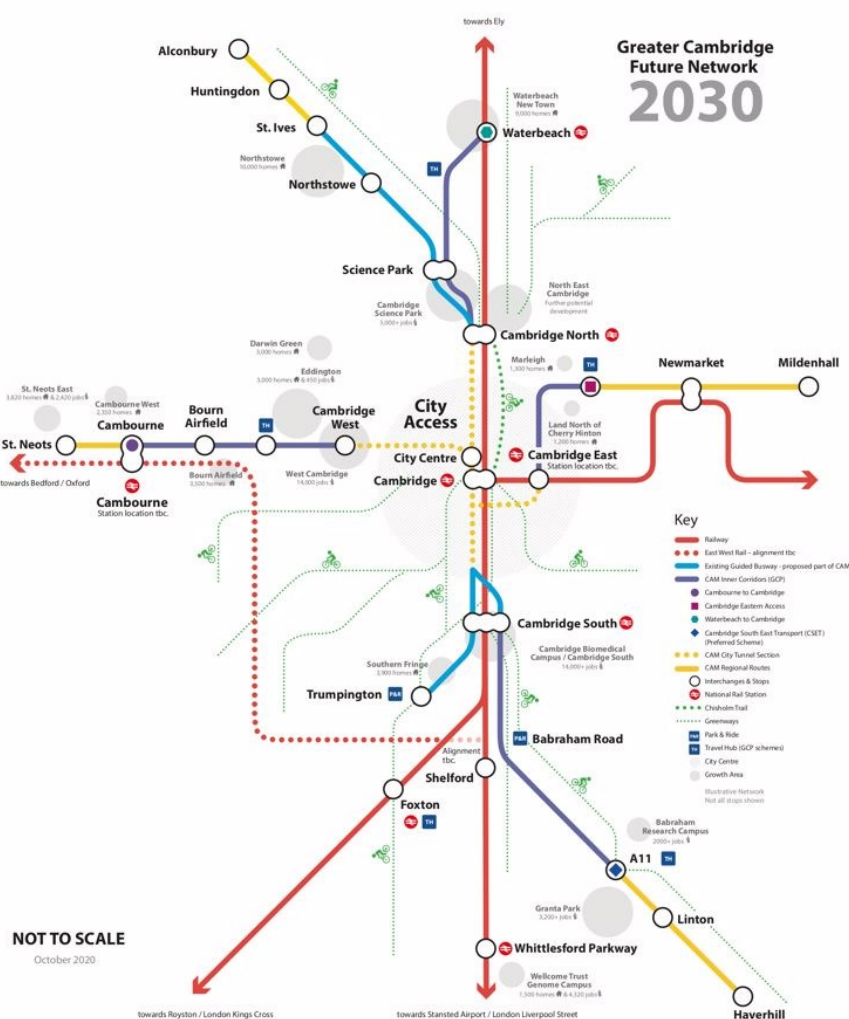
6.1 As set out in previous papers, in order to address current and future transport issues, tackle climate change, and secure the future prosperity of our area, we need to reduce car dependence and promote the use of sustainable modes of transport wherever possible. Offering a real competitive alternative to their car has three key elements:

- New sustainable transport infrastructure;
- An enhanced network of public transport services; and
- Creating space for sustainable transport and discouraging car use

New sustainable transport infrastructure

6.2 The GCP's sustainable transport infrastructure programme will, alongside other projects being delivered by partners, provide the first of these, as shown in figure 1. The four public transport and cycling corridors (Waterbeach, Eastern, Cambridge South East and Cambourne) will build upon the success of the existing Cambridgeshire busway, providing the capacity needed to deliver the current Local Plans in a sustainable manner. The segregated solutions will offer real journey time benefits to public transport users over the private car. However, whilst travel across the city remains car-dominated inhibiting public transport services, the benefit of these schemes, like the existing busway, will never be fully maximised. The City Access agenda can be a solution to maximising the benefit of these key corridors by provide journey solutions within and across the City environment.

Figure 1: Greater Cambridge Future Network Map



- 6.3 The *cycling-plus* network has been identified by the GCP as the next step in delivering improvements in the Cambridge city cycle network. The network has identified 13 cross-city cycle routes that could benefit from significant improvement for cyclist. Limited resources mean that at present only part of the network could be upgraded, but with an additional funding source, then the entire programme could be delivered significantly enhancing cycle provision across Cambridge.

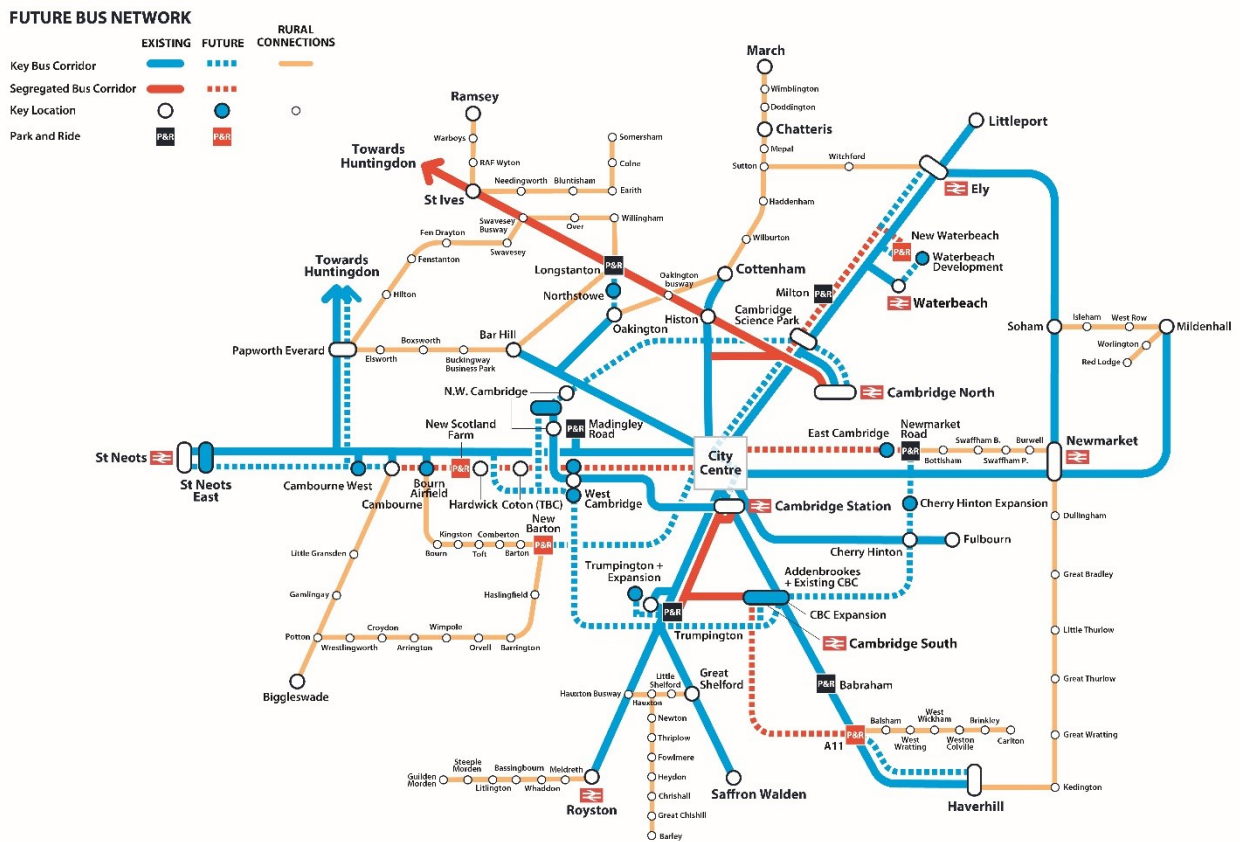
An enhanced network of public transport services

- 6.4 Previous work has considered the second requirement – provision of an enhanced network of public transport services. If the first element tackles the reliability aspect of public transport (which we know to be most important for the majority of potential users), then this is about delivering faster and more frequent bus services, over longer hours, taking passengers more directly to their destination of choice.
- 6.5 The Cambridgeshire and Peterborough Local Transport Plan supports the delivery of better bus services to improve access to employment, education, services and leisure destinations.⁵ Using the findings from the CPCA's *Cambridgeshire and Peterborough Strategic Bus Review*, in 2020 Systra Ltd produced a future bus

⁵ <https://bit.ly/3mRfBEj>

network concept for Greater Cambridge⁶. This aimed to set out how a new network could offer more people a competitive public transport option, supporting access to employment and services across the travel to work area and enabling inclusive growth. The future network concept is set out at figure 2.

Figure 2: Future Bus Network Concept



6.6 These proposals would deliver a transformation in local bus provision across and beyond the Greater Cambridge geography. Most market towns would have 6 services to Cambridge per hour, and most rural villages served by an hourly bus service. In Cambridge, 10 minute frequencies would be the norm with more direct services to the Cambridge Biomedical Campus (CBC), Cambridge Science Park and the West Cambridge site avoiding the city centre. Potentially a flat fare could apply and services would operate between 05:00am and midnight.

Some examples of improvements include:

Cambridge City

- Daytime 10 minute frequency, 20 minute frequency to Midnight
- More express services to City centre, CBC, Science Park, West Cambridge
- More direct services to CBC, Science Park and West Cambridge without the need to travel through the city centre
- Fare proposals

⁶ <https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d>

Haverhill Corridor

- Doubling of frequencies to Cambridge
- More express services
- New hourly rural services including Barley, Stapleford, Whittlesford, Sawston, Great Shelford, Trumpington
- New hourly rural Haverhill to Newmarket service
- Fare proposals

Cambourne Corridor

- Up to 8 services per hour to Cambridge
- Doubling of services from St Neots to Cambourne
- Direct service from Cambourne to CBC
- New hourly rural services including Wrestlingworth, Barton, Potton, Biggleswade, Caxton, Barton, Grantchester service
- New hourly rural Cambourne to Biggleswade service
- Fare proposals

Waterbeach, Cottenham and Ely Corridor

- New hourly direct service from Cottenham, Histon to City centre
- Double frequency of Waterbeach to Cambridge service
- 4 buses per hour from Waterbeach New Town to Science Park, City Centre and CBC
- New direct link from Ely, Waterbeach to West Cambridge site
- New hourly Cottenham, Chatteris and March service
- New connections between Ely and Chatteris
- Fare proposals

Fulbourn, Newmarket and Mildenhall Corridor

- New express service from Cambridge to Newmarket
- Additional 4 services per hour from Cherry Hinton to CBC
- New hourly village connection service to Cambridge and Newmarket
- New hourly Newmarket to Haverhill service
- Fare proposals

Royston and Saffron Walden Corridor

- Additional 2 buses per hour from Royston to Cambridge
- Additional 5 services per hour from Saffron Walden
- New hourly village connection service from Duxford
- Additional Barley, Great Shelford to Cambridge Services
- New hourly bus services for Meldreth and Waddon
- Fare proposals

Northstowe and St Ives Corridor

- Increase the St Ives to Cambridge service to 9 buses per hour
- Increase the St Ives to Cambridge North/Science Park to 5 buses per hour
- Additional 2 buses per hour from Longstanton to Cambridge
- New hourly Longstanton, Northstowe, Swavesey, Fenstanton, Papworth Everard, Boxworth service
- New hourly St Ives to Somersham service via Needingworth and Earith
- New hourly St Ives to Ramsey via RAF Wyton and Warboys

- Fare proposals

6.7 The costs of implementing this network are significant, up to £40m per annum. A funding source would be required to deliver these improvements on an ongoing basis. It is therefore proposed that we consult on the detailed aspects of these proposals, to identify a deliverable package to support delivery of the wider Mayoral, GCP and City Access ambition. The package would be based on proposals including:

- Lengthening operating hours;
- Increasing bus frequencies on the core network including more direct services;
- Provision of additional rural bus routes and services; and
- Development of future fare proposals.

6.8 Service improvements of this nature can be delivered initially from identified funds within the GCP budget, but an ongoing revenue source will need to be found for any supported services that do not become commercially viable. Consultation and stakeholder engagement should consider this early delivery of enhanced bus network.

Creating Space for Sustainable Transport and Discouraging Car Use

6.9 The Cambridgeshire and Peterborough Local Transport Plan sets out the need for action to reduce demand for car travel to tackle congestion and pollution, and “ensure that Cambridge’s road network is prioritised for walking, cycling and public transport”.⁷ Previously published technical work has considered how this could be achieved.⁸ A number of work streams have already been agreed by the Executive Board and work is progressing with partners, these include:

- Developing, with the County Council, a revised network hierarchy for Cambridge that prioritises sustainable modes of transport;
- Bringing forward a programme of road space reallocation to deliver the revised hierarchy, building on schemes delivered through the active travel fund;
- Developing and implementing an integrated parking strategy, with the County and City Councils, which aims to promote sustainable travel and discourage car use, improve access and more effectively manage the use of on and off street parking to reduce congestion on the network;
- Funding the delivery of civil parking enforcement in South Cambridgeshire; and
- Delivering the smart traffic signals pilot using the latest technology, including artificial intelligence, to ease congestion and reduce vehicle idling, starting this month.

6.10 All these work streams should continue. However, following the changed position on the CAM scheme, further action is now urgently required. To deliver the ambitious plans set out in 7.5-7.7, many more buses will be needed and cannot get stuck in congestion. Therefore, prioritising road space for sustainable transport is

⁷ <https://bit.ly/3mRfBEj>

⁸ See background papers

essential – and offers the potential to speed up journey times, improve reliability and improve safety. Promoting bus services and investing further in the *cycling-plus network* will require delivery of this road space reprioritisation and a funding source.

- 6.11 The Executive Board in December 2020 considered the various options for city-wide road space reallocation, including sources of revenue generation. Table 2 outlines the options considered.

Table 2: Summary of Measures in Each Package

Package	Measures
1. Baseline	<p>This package includes measures agreed to date, namely;</p> <p>Modal filters at locations including at Carlyle Road, Luard Road, Newtown area, Nightingale Avenue, Silver Street and Storey's Way.</p> <p>Extending the electric bus pilot</p> <p>Workplace travel scheme</p> <p>City centre freight pilot</p> <p>Integrated Parking strategy</p>
2. Do minimum	<p>All of the measures in package 1, plus in central Cambridge: an older commercial vehicle Clean Air Zone banning all non-compliant vehicles excluding private cars. Emergency vehicles and those providing disabled access would be exempt. The CAZ zone would lie within but not include Cambridge's inner ring road.</p>
3a. Space for people	<p>All measures in packages 1 and 2, plus the reallocation of road space to create more space for walking and cycling provision, improved public realm, as well as bus priority measures where possible. This includes early measures to reduce on- and off-street parking, as well as improvements to public realm, and a further programme of modal filtering priority.</p>
3b. Clean air and zero carbon	<p>All the measures in packages 1 and 2, with the addition of measures focused on achieving air quality and zero carbon objectives. There would be early investment in roll out of electric car clubs, moving the bus fleet towards zero emission, electric charge point network and potentially a scrappage scheme for the most polluting vehicles. An Ultra-Low Emission Zone (ULEZ) covering the city within the bounds of the Park & Ride sites. The ULEZ would see all vehicles not meeting certain emission standards charged to drive within the zone – these standards could increase over time. Vehicle exemptions would be considered for emergency vehicles and blue badge holders. The proceeds of the ULEZ could be used to fund moving commercial and private vehicles to zero emission, as well as supporting uptake of sustainable travel.</p>
3c. Better buses for everyone	<p>All the measures in packages 1 and 2, with the addition of measures focused on providing a high quality public transport network covering the travel to work area, and reducing traffic levels</p>

	<p>to improve bus journey times and reliability. Early steps would be taken to deliver improvements to bus services and fare subsidies, followed by roll out of the full bus network improvements.</p> <p>This would provide new orbital routes and rural connections, as well as higher frequencies and longer operating hours across the whole network. Once improvements were in place offering more sustainable travel alternatives, a flexible charge would be introduced to encourage uptake of sustainable travel, create space for sustainable transport and provide income to sustain the bus network on an ongoing basis. The flexible charge would apply to journeys within a zone covering the city within the bounds of the Park & Rides. Vehicle exemptions would be considered for emergency vehicles and blue badge holders.</p>
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- 6.12 Package 2 – Do minimum – an assessment indicates that the Clean Air Zone in this package, implemented by fine penalties, will encourage the commercial fleet in the city centre to become cleaner, creating air quality benefits particularly within the inner ring road. However, it does not address congestion or create physical benefits such as space for walking and cycling or improvements to bus reliability and speeds.
- 6.13 Package 3a – Spaces for people - The assessment indicates that this package is likely to reduce private car trips and increase active travel in areas of reallocated road space but is unlikely to achieve substantial modal shift to public transport due to insufficient measures to increase the coverage, availability and attractiveness of non-car modes, and the package does not raise any funds to support such measures.
- 6.14 Package 3b – Clean air and carbon zero - Successful implementation of this package is reliant upon the introduction of a pollution based charge. The assessed impact is a significant improvement in air quality and acceleration of the move to cleaner vehicles, thereby reducing carbon emissions. There are also likely to be some congestion and mode shift benefits arising from the Ultra-Low Emission Zone. However, as electric car technology becomes more affordable and ubiquitous it is unlikely this package would address congestion in the long-term, with benefits particularly declining post-2030. Income would also reduce over time, meaning less opportunity to provide incentives or improvements for sustainable transport.
- 6.15 Package 3c – Better buses for everyone – The success of this package relies on the introduction of a flexible road charge linked to time of day. The assessed impact indicates that this package is expected to have a significant positive effect on congestion, access to key employment areas and other key destinations, as well as benefits to air quality and carbon emissions resulting from a reduction in car trips and modal shift. The significantly expanded bus network is expected to provide significant benefits to people and businesses across the travel to work area, particularly those who are more reliant on public transport or who live in areas that currently suffer from poor connectivity such as rural areas and places in the wider travel to work area. 6.
- 6.16 Any significant improvement to bus services requires a funding source. The package options considered above include parking, pollution and road charging based options. Critical to any assessment of these options includes the geography

cover, hours of operation, charging level and equalities impact and these will be the areas included in the consultation on which community views are sought.

- 6.17 Previous work to assess the impacts and benefits of road charging, as summarised in the packages above, will be updated following feedback from the autumn consultation and used to shape a final charging proposal for consultation next year.

Equalities Impact Assessment

- 6.18 A preliminary Integrated Impact Assessment (IIA) of the five packages has been undertaken by Steer which is published alongside this report.⁹ This builds on the earlier Baseline and Scoping summary report undertaken by Steer and published with the February 2020 City Access report, and covers equalities, business/economic, environmental, health and community safety impacts to ensure that decision makers have appropriate evidence about the implications of the different packages to inform next steps.¹⁰
- 6.19 Overall, the preliminary IIA found that packages 1 and 2 are likely to have smaller and more localised effects and would not achieve City Deal ambitions. Packages 3a,b+c build on these, and are likely to have more significantly positive effects. However, the nature of the measures included in these packages (i.e. designed around a single theme) mean that the benefits are not maximised. Each package is likely to have a range of positive and negative impacts, but the benefits could be maximised by potentially considering how the measures in packages 3a,b+c could be combined to work together in a complementary manner. In doing so, the specific design and implementation of measures should carefully consider the potential for negative effects to simply be displaced, rather than reduced. This will be particularly important in relation to any package that improves bus services and implements a charge.
- 6.20 The report also outlines that, across the packages, the relative timing of implementation of each measure is key. In order to change travel behaviour, public transport and active travel should be made more accessible and attractive, where possible, in advance of measures that make car travel more difficult and/or costly. Any charges should also reflect equalities considerations, for example disabled and blue badge holders may be exempt, and how it can support people on lower incomes who rely on public transport and cannot afford a new, cleaner car.
- 6.21 Work on equalities and integrated impact assessments will continue to form a key component of the City Access strategy and will be regularly reviewed and updated as the proposals are refined.

New Mayoral Ambitions to improve bus service

- 6.22 The Executive Board need to be mindful of the ambitions set by the Mayor and the Combined Authority, as the Strategic Transport Authority, and as outlined in the emerging Local Transport Plan refresh currently being undertaken. In that context,

⁹ Preliminary Integrated Impact Assessment, Steer and Temple Group, 2020

<https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi>

¹⁰ 'Greater Cambridge Partnership: Integrated Impact Assessment – Draft Baseline & Scoping Report Summary Report', Steer and Temple Group, 2020,

<https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d>

the City Access package should have at its core significantly improving bus services. Reallocating road space for active travel modes and air quality improvements, including greening of the bus fleet will also have an important role to play.

- 6.23 In that context, consulting on proposals outlined in Package 3c better bus services for all, would best demonstrate alignment of GCP and Mayoral/CPCA agendas. The consultation should move on from previous GCP consultations such as Choices for Better Journeys. The priority of tackling air quality, cleaning of vehicles and implementation approach should form part of the consultation, as should the timeline for delivery. This should be supported by establishing a key engagement group of key stakeholders from across Greater Cambridge.

Timeline for Delivery

- 6.24 Significant technical work and public engagement has been undertaken on the City Access agenda to date. This has produced an extensive body of evidence on both the principles required for a successful strategy, and the public view on the need for action. Whilst the possibility of tunnelled CAM network by the mid-2030s was the subject of assessment, no matter how unlikely delivery of such a scheme seemed, taking forward measures to address the challenge of the city environment was clouded with uncertainty. Now that clarity has been provided, action is necessary and the timeline below outlines the key steps in delivering on the City Access agenda.
- 6.25 The proposed timeline meets the requirements of Department for Transport whilst seeking to deliver improvements as soon as practicable. Implementation will be subject to public consultation:

City Access – Timeline



- 6.26 The first step will be a consultation in the autumn, alongside engagement with the stakeholder group and Citizens' Assembly, to assist with the development of a final package of options for improving bus services, funding an expansion of the cycling-plus network and managing road space in Cambridge. This will look in detail and

the proposals to improve the wider bus network and consider options that deliver the space for new services and a funding source to ensure their ongoing viability, in particular pollution, road or parking charging solutions.

- 6.27 Any final package of proposals will be subject to a public consultation in 2022, along with an implementation plan that commits to improving bus services in the first instance.

7. Alignment with City Deal Objectives

- 7.1 The City Access Project is designed to improve access, reduce congestion, and deliver a step-change in public transport, cycling and walking, alongside significantly improving air quality and reducing carbon emissions in Greater Cambridge. The proposals set out in this report will support the realisation of a series of benefits, including:

- Securing the continued economic success of the area through improved access and connectivity;
- Significant improvements to air quality and enhancements to active travel, supporting a healthier population;
- Reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

8. Financial Implications

- 8.1 In December 2020, the GCP Executive Board agreed a revised city access budget for 2021-2023. Individual elements of the proposed package which go beyond the agreed budget will come forward to the Joint Assembly and Executive Board for full consideration once detailed proposals have been developed. The city access strategy will be subject to full financial appraisal as the package is refined.
- 8.2 The proposed additional £2.25m budget for the zero emission bus submission is also reflected in the proposed budget within the Quarterly Progress Report.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

9. Next Steps and Milestones

- 9.1 Subject to the Executive Board's approval, delivery of the package set out above will commence. Reports on individual elements of the package needing further Joint Assembly consideration and Executive Board approval will be brought forward as required. Progress will include the following key milestones (to be updated):

In the next 3 months:

- The GCP will over the autumn undertake a consultation on a City Access package focussed upon improving bus services, providing space for active modes and tackling congestion, air quality and climate change. This will include the engagement with the stakeholder group.

In the next 6-9 months:

- The outcome of the consultation will be brought back to the Executive Board in 2022 alongside an updated delivery plan, likely to include a more detailed scheme to deliver the objectives set out in this paper.

List of Appendices

Appendix 1	Transport Data Pack
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Background Papers

Source Documents	Location
Active Travel Investment Study	https://greatercambs.filecamp.com/s/GCP_FIS_Active_Travel_Study/fo
GCP Citizens' Assembly one-year on report	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/One-year-on-progress-implementing-the-Greater-Cambridge-Partnership-response.pdf
Preliminary Integrated Impact Assessment of Packages, Steer and Temple Group 2020	https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi
GCP Citizens' Assembly response	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf
Citizens' Assembly workshop report	https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020
Cambridgeshire & Peterborough Independent Economic Review	https://www.cpier.org.uk/final-report/
Cambridgeshire and Peterborough Local Transport Plan	https://bit.ly/3mRfBEj
Technical assessment of alternative measures proposed as an alternative to fiscal options to address future congestion in Greater Cambridge	https://greatercambs.filecamp.com/s/kLtJXgfboUldzqnC/d
Lessons from Elsewhere	https://greatercambs.filecamp.com/s/R1havJ4AXniu9Byr/d
Cambridge Clean Air Zone Feasibility Study	https://consultcambs.uk.engagementhq.com/1836/documents/2050
'Reducing air pollution, CO ₂ emissions and congestion in Cambridgeshire'	www.greatercambridge.org/reducingairpollutionreport/
Technical Note – Public Transport Investment Analysis	https://greatercambs.filecamp.com/s/vkcSQOwBi6wkfbhC/d
SYSTRA: Future Bus Network Concept	https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d

Making Spaces for People Baseline Report, BDP	https://www.cambridge.gov.uk/media/7672/making-space-for-people-spd-baseline-report-chapters-1-to-4.pdf ; https://www.cambridge.gov.uk/media/7673/making-space-for-people-spd-baseline-report-chapters-5-to-8.pdf
Making Spaces for People: Central Cambridge Vision, Aims, Objectives & Strategies,	https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf
'Cambridge Access Study: City Centre Traffic Management Options', Mott MacDonald	https://greatercambs.filecamp.com/s/vui4k4dFhZzfpNwg/d
'Technical Note: CSRM2 City Access Study', Atkins	https://greatercambs.filecamp.com/s/Y7X1ZanYaeSdFkSP/d
'Demand Management options report', Arup	https://greatercambs.filecamp.com/s/FLUqILPtqfnSuJdz/d
'Choices for Better Journeys: CSRM2 Runs', Atkins	https://greatercambs.filecamp.com/s/KpFq8bMrR0YLpSII/d
'Greater Cambridge Partnership: Integrated Impact Assessment – DRAFT Baseline & Scoping Report Summary Report', Steer and Temple Group	https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d
'Report and recommendations – Greater Cambridge Citizens' Assembly on congestion, air quality and public transport', Involve	https://www.involve.org.uk/sites/default/files/field/attachemnt/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20Full%20Report%200.pdf
'Our Big Conversation: Summary Report of Survey Findings', Greater Cambridge Partnership	https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=IT89Qvi2wNJefHSXNA3sktDKOhbbfuaFCHA5pO4gXOVa%2f2ym848cdw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSfFXsDGW9IXnlg%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlo tS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJFf55vVA%3d
'Choices for Better Journeys: Summary report of engagement findings', Greater Cambridge Partnership	https://consultcambs.uk.engagementhq.com/1836/documents/2464

Covid-19 – transport impacts

Data and monitoring report

This report is intended to:

Provide further updates on some of **the transport and mobility impacts of Covid-19 as restrictions are lifted**, notably as we entered step 3 of the governments roadmap out of lockdown on the 17th of May, allowing social contact - with up to 30 people being allowed to meet outdoors and indoor hospitality being re-opened.

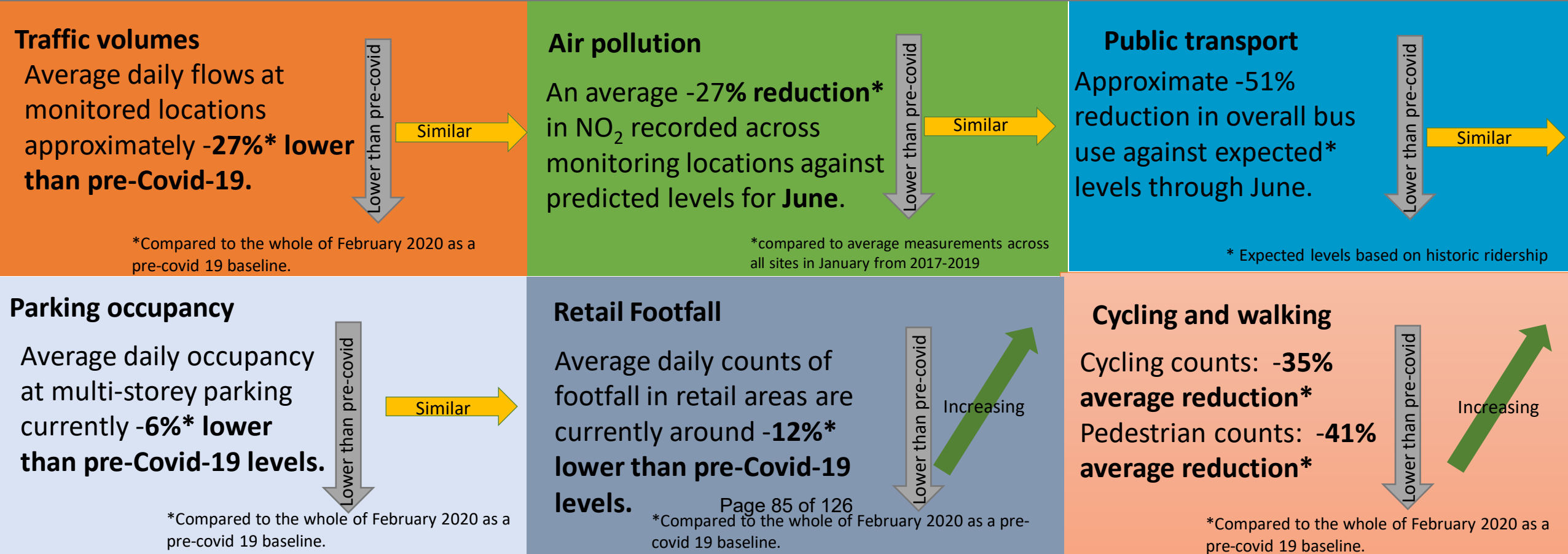
- Indicate changes in key indicators by comparing **pre-Covid-19 lockdown data to the report production date on 05 July 2021**;
- Continue to track **daily/weekly data to provide a more detailed understanding of recent trends** and show the impact of on-going restrictions;
- Provide a basis for discussion for the Greater Cambridge Partnership to understand and identify existing challenges and future data needs

Data – key points to note:

- Relevant comparison periods are noted throughout the report, dependent on historic data availability.
- Most datasets are **tracked daily from 1 Mar 2020 to 30 June 2021. However, some data has been updated until 4 July 2021 to provide the most up to date data.**

Transport dashboard – Covid-19

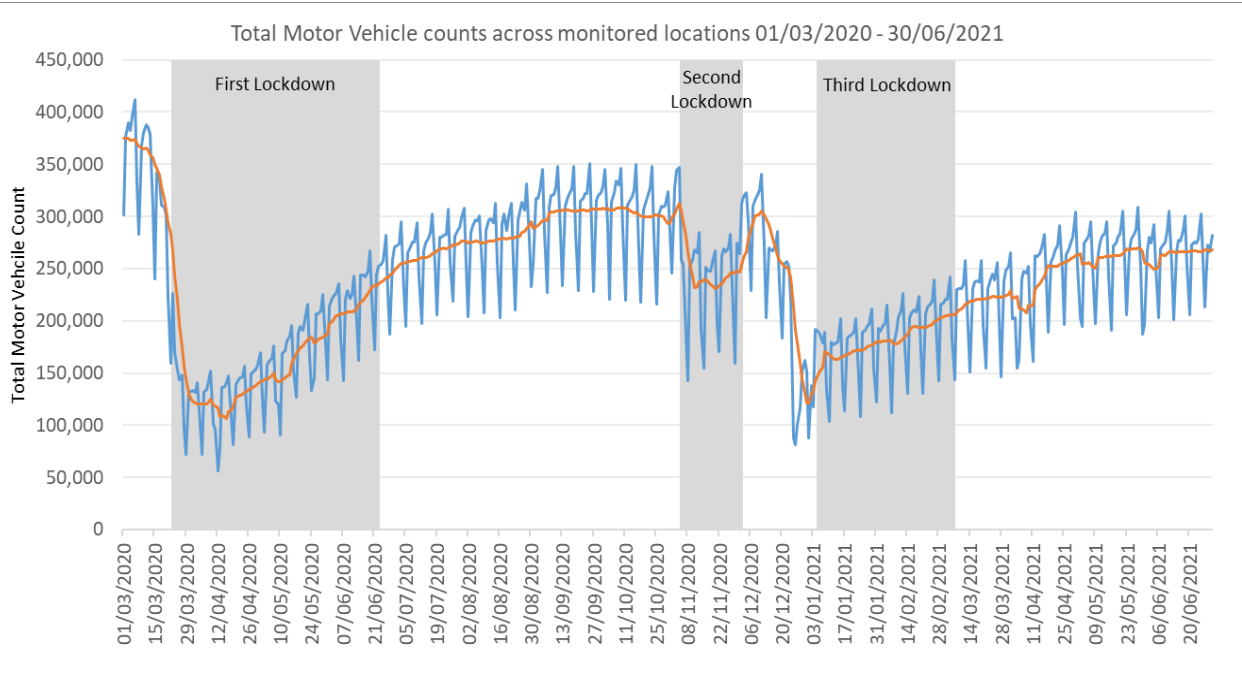
- The impact of restrictions being eased further on the 17th of May is still evident across transport and mobility in and around Cambridge. Of the monitored datasets, **Retail footfall, across Cambridge overall and at One station square have seen the highest increases when comparing June 2021 to May 2021 (15% and 21% respectively).**
- Traffic volumes, Parking occupancy and Public transport use saw little change from May to June 2021.
- As people continue to work at home, the impact on public transport is clear, with current ridership **-51% below expected levels through June**. Despite recent increases in footfall at One Station Square, average volumes in June 2021 were still **-31% below those observed in February 2020**.



Traffic- Motor Vehicles- Overview-

Across monitored sites, overall flows of **motor vehicles** were approximately **-27% lower in June 2021 than they were in February 2020***. There has been a 3% increase in average daily traffic in June 2021 compared to May 2021.

Total motor vehicles recorded daily across Cambridge Vivacity Sensors and CA counters from 1 Mar 2020 to 30 June 2021



% change in daily average vehicle counts between Feb 2020* and June 2021

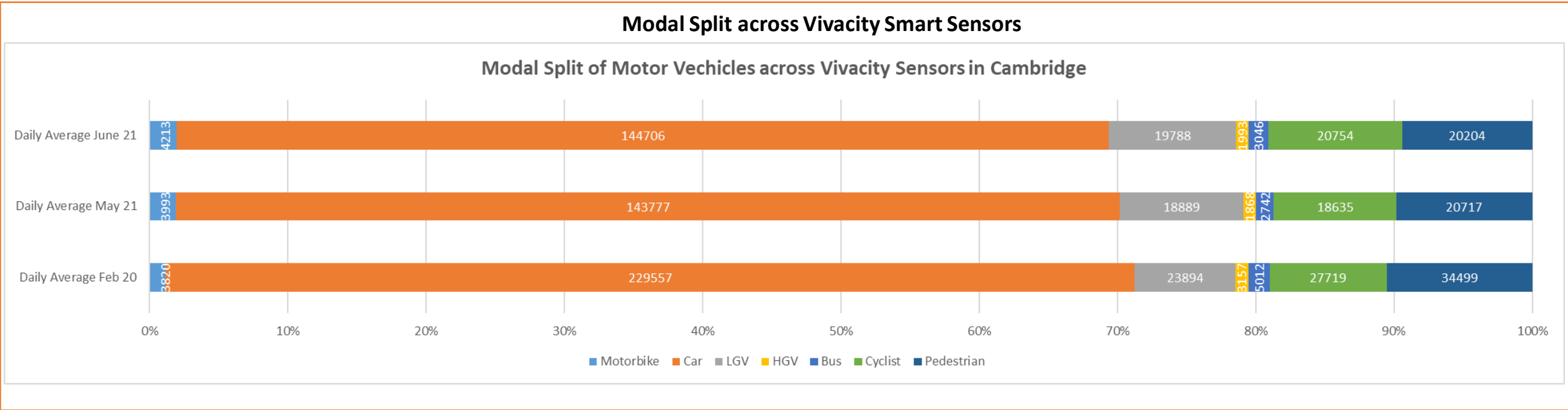
Location	All Vehicles	Motorcycles	Cars/Vans	Light Goods Vehicles	Heavy Goods Vehicles	Buses
Mill Road 1	-34%	0%	-38%	-11%	-14%	-19%
Mill Road 2	-48%	-17%	-51%	-40%	-16%	-26%
Coldhams Lane	-6%	69%	-7%	4%	-9%	-21%
East Road	-7%	67%	-11%	19%	-12%	-42%
Milton Road	0%	64%	-3%	19%	-20%	-1%
Hills Road	-1%	25%	-7%	40%	20%	-11%
Newmarket Road	-13%	68%	-17%	14%	-1%	3%
Histon Rd	-54%	-1%	-55%	-51%	-39%	-54%
Vinery Road	-18%	-4%	-21%	-1%	40%	240%
Cherry Hinton Road	-38%	-67%	-39%	-31%	-46%	-5%
Tenison Road	-30%	144%	-37%	10%	0%	235%

- Overall traffic in June 2021 increased by 3% compared to May 2021, **however levels are still -27% lower than those seen in February 2020***.
- Motorcycles and Buses** have seen **increases in June 2021 compared to pre-Covid-19***, with **32% more motorcycles** and **27%, compared to an average -26% reduction in Cars/Vans**. Vinery Road (240%) and Tenison Road (235%) have had the largest increases in buses during June 2021 compared to February 2020*; note these large percentages are against a low baseline.

*February 2020 taken as pre-Covid baseline

Traffic- Modal Split-

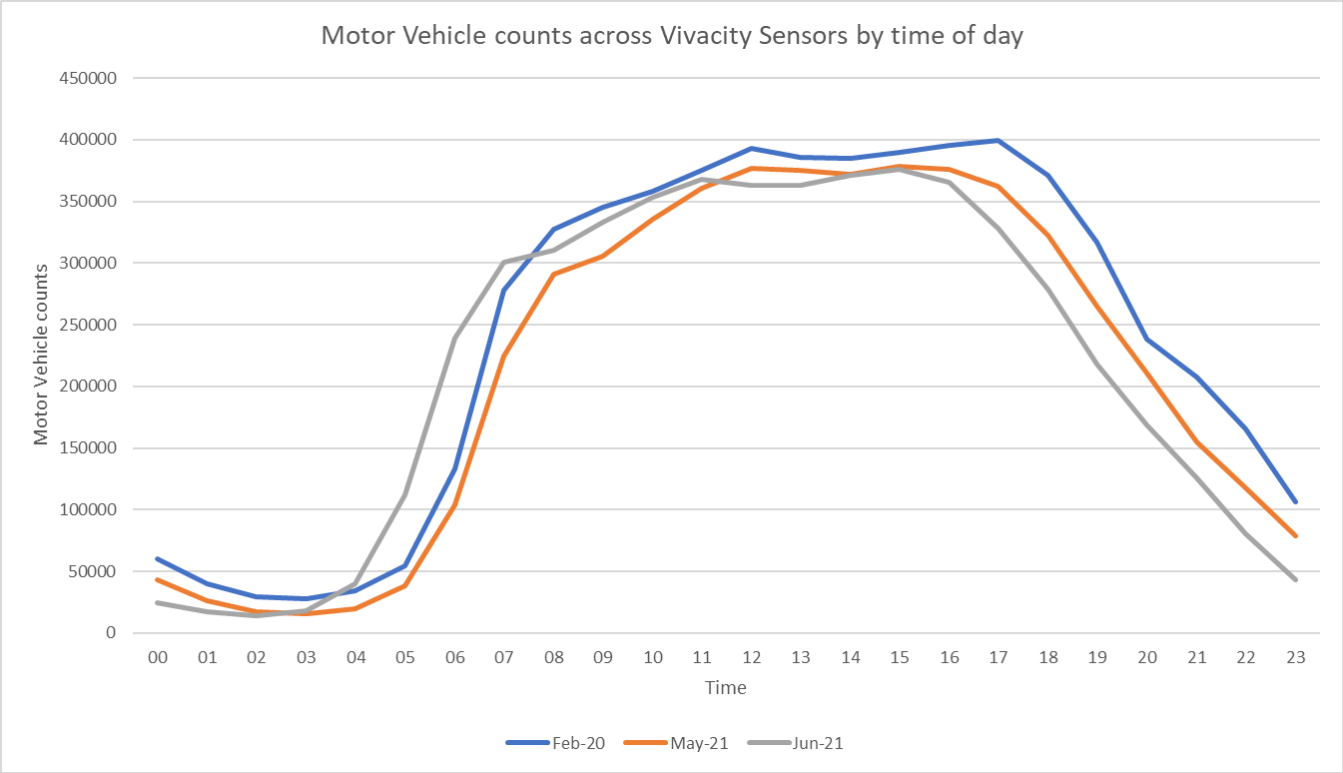
The overall modal split of traffic in June 2021 was similar to proportions seen in May 2021 and February 2020*. In both periods, motor vehicles accounted for 81% of all traffic, while active travel accounted for 19%, however, there were a slightly higher proportion of cyclists and lower proportions of pedestrians.



- The overall modal split of traffic in June 2021 was similar to proportions seen in May 2021 and February 2020*. Motor vehicles overall accounted for 81% of all traffic in June 2021, May 2021 and February 2020, although in May and June 2021 there were larger proportions of motorbikes and goods vehicles, and lower proportions of cars.
- The proportions of active travel were also very similar across June 2021, May 2021 and February 2020, in all three periods active travel accounted for 19%, however, there were a slightly higher proportion of cyclists and lower proportions of pedestrians in June 2021 compared to May 2021 and February 2020.

*February 2020 taken as pre-Covid baseline

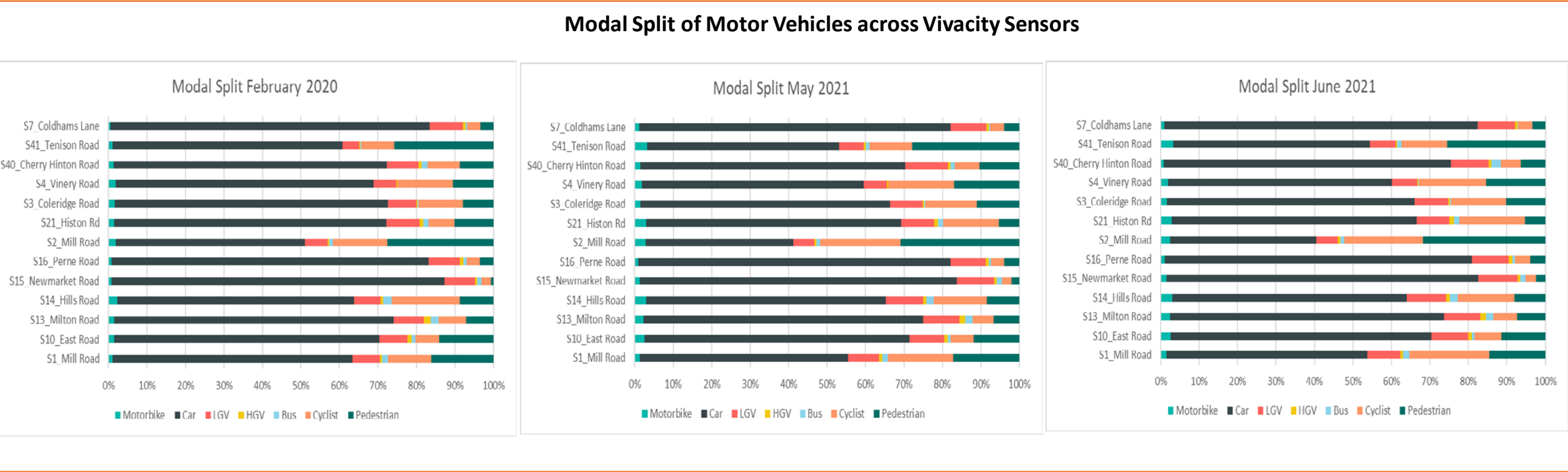
Motor Vehicles - Cambridge City (Total hourly Vivacity Labs Counts).



- There was a 3% increase in total traffic volumes from May 2021 to June 2021, these increases are most evident between 04:00 – 07:00 where counts are higher than pre-Covid levels.
- Motor vehicle traffic volumes in Cambridge follow a similar pattern to those seen in the pre-Covid baseline, but are consistently lower after the morning peak.

Traffic- Modal Split-

Comparing modal split in June 2021 to February 2020 shows higher proportions of active travel across some sensors. The increased proportions of active travel are particularly notable on Vinery Road, Tenison Road, Histon Road, Mill Road*and Newmarket Road.



- **The modal split of traffic in June 2021 shows slightly higher proportions of cyclists and pedestrians when compared to the pre-Covid-19 baseline (February 2020) across some sensors.** The increased proportions of active travel are particularly notable on Vinery Road, Tenison Rd Road, Histon Road, Mill Road* and Newmarket Road.
- Overall, however, **modal split in June 2021 is showing very similar patterns to those observed in February 2020 and May 2021 across most sensors.**
- **There has been little change in the modal split of traffic between June 2021 and May 2021.**

**Higher proportions of active travel on Mill Road are influenced by the bridge closure*

Air Pollution*- It should be noted that Air Quality levels have been monitored by Cambridge City Council through the period of restrictions with the latest update currently covering headline data until the end of June 2021.

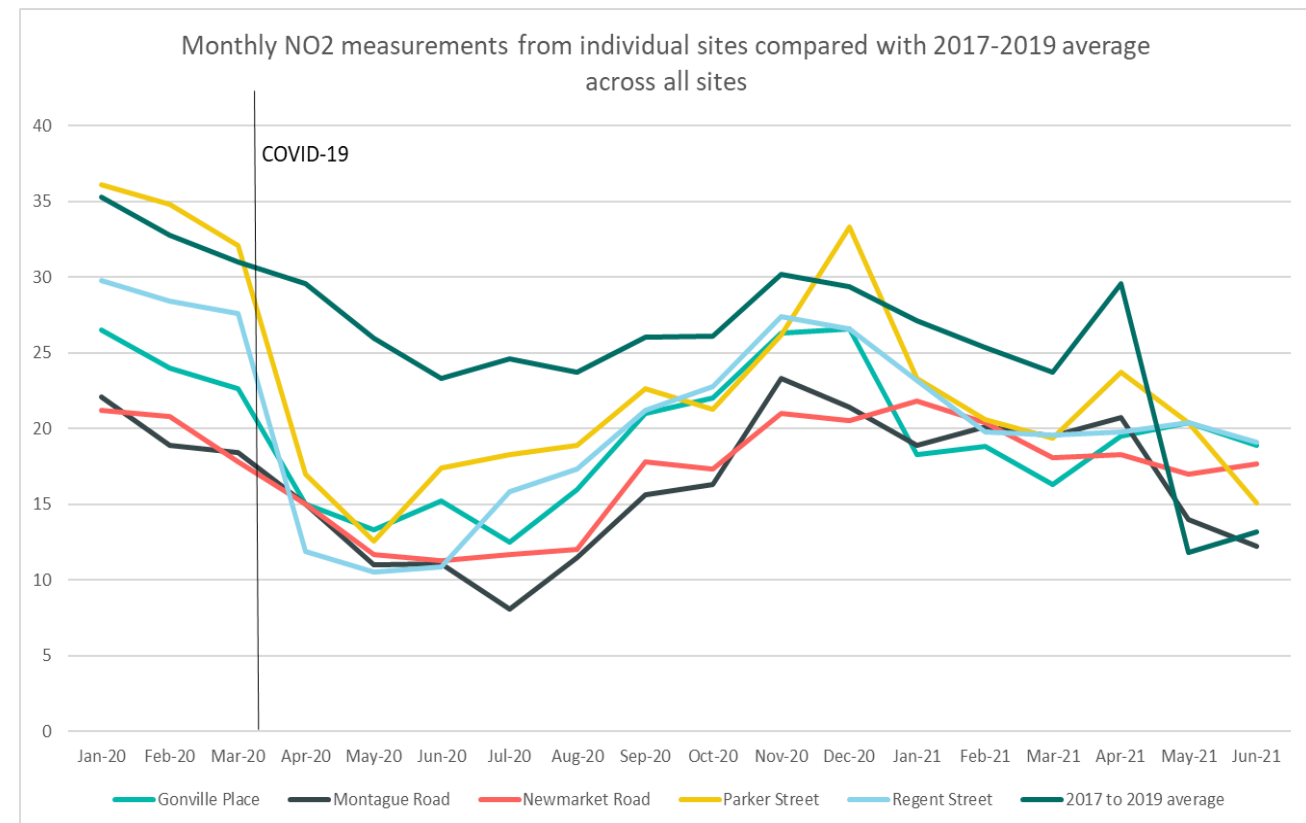
Overall -27% reduction of average levels of Nitrogen Dioxide (NO₂) recorded across all monitoring locations in May 2021, compared to average NO₂ measurements for June in 2017-2019.

All sites continued to record a fall in air pollution compared with the average of the data for the 3 years, 2017 - 2019.

The air pollution measurements for June were a little lower than in May; this is usual for the time of year when nitrogen dioxide levels are lower. The average of the measurements in June were 3.4 micrograms per cubic metre higher than the lockdown measurements in 2020, but still 6.7 micrograms per cubic metre lower than the pre-lockdown measurements from 2017-19.

The sites with the largest differences to the 2017-2019 averages are Parker Street (-49%) and Montague road (-38%). Newmarket road (-1%) showed NO₂ measurements closest to the pre-Covid-19 baseline.

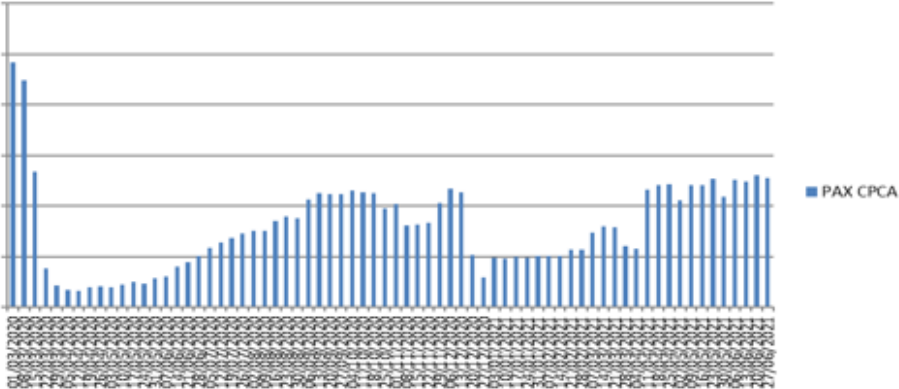
Average NO₂ (micrograms per m³) reading by individual monitoring location, by month (including city wide average between 2017 and 2019)



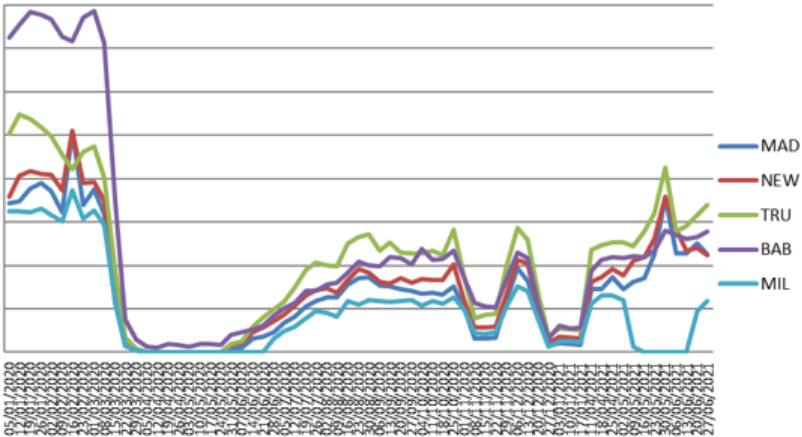
Public Transport Use-

To support the understanding of the return to public transport, Stagecoach have been sharing weekly updates with Cambridgeshire County Council Research Group . Due to the commercial sensitivity of this data, absolute counts of bus use have not been supplied. Rather, trend charts have been supplied to show when the reduction in patronage took place and where existing levels are currently at within this context.

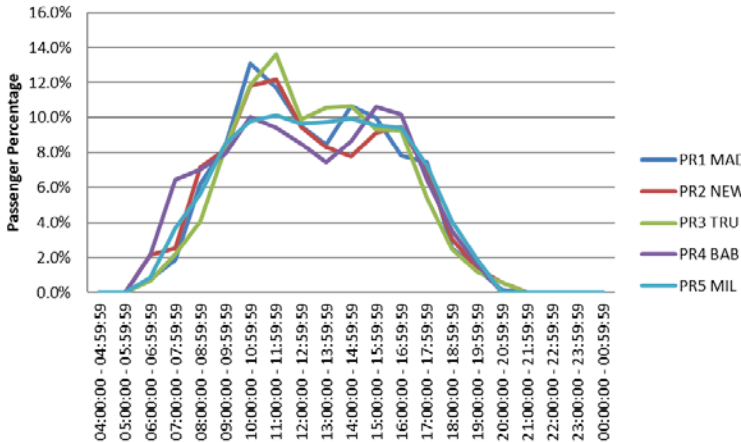
Stagecoach CPCA Area Passenger Trend



P& R Passenger Trend 5Jan 20 to 03 July 21

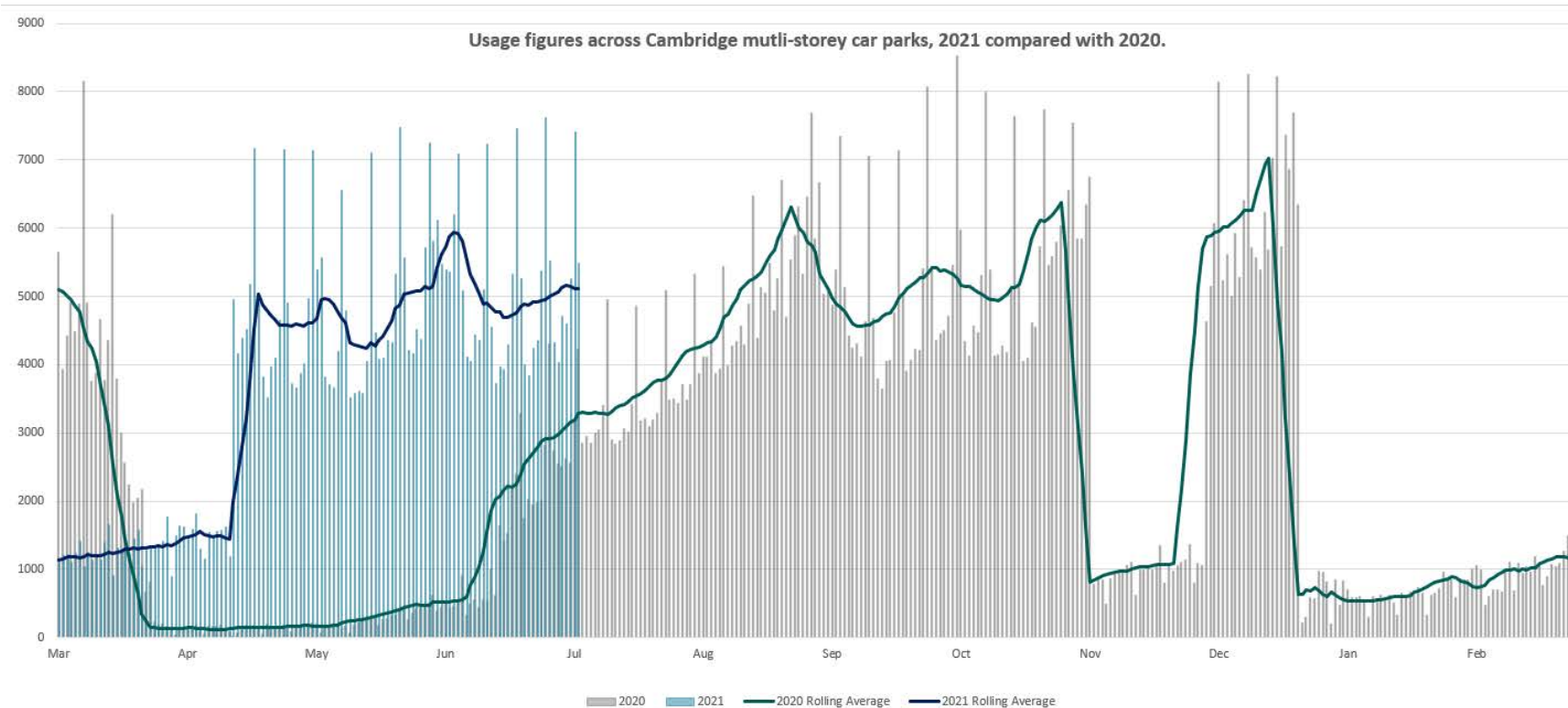


P&R Trend by Time in % W/C 27 June 2021



- Overall bus patronage in Cambridgeshire and Peterborough flattened in June with current levels of ridership (based on the 7 days: 23/05/21-29/05/21) approximately -48% lower than they were in February 2020. **For the same period across the Cambridge depot, levels of ridership were around -51% lower than February 2020.**

Car Parking- Cambridge City

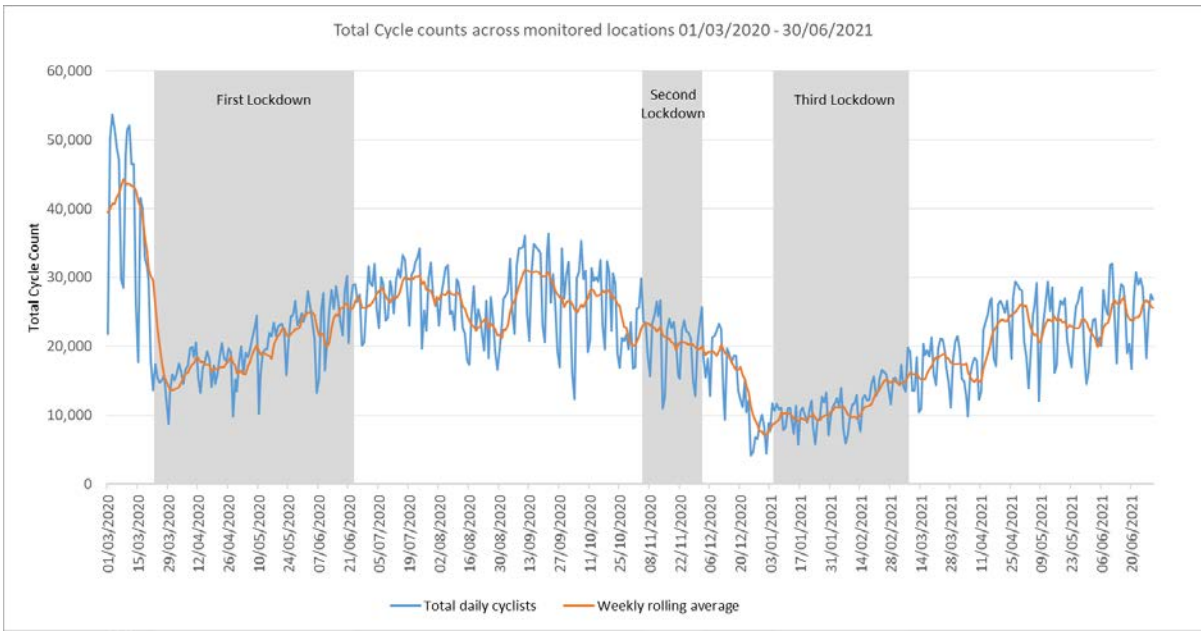


- In the last week (28/06/2021—04/07/2021), **multi-storey parking increased by 2% when compared to the week before (21/06/2021—27/06/2021).**
- When comparing usage in **June overall, against May overall, multi-storey parking saw an increase of 2%.**
- When comparing usage in **June 2021 overall, against February 2020* overall, multi-storey parking was down by -6%.**

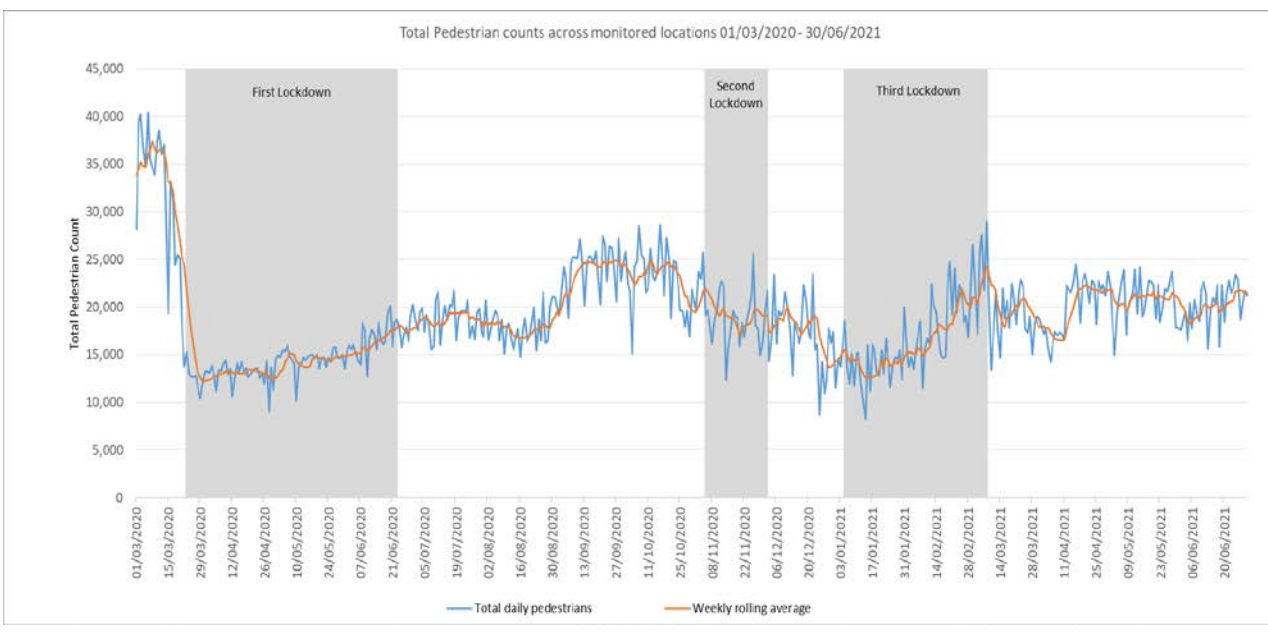
Cycling and Walking

There has been a **11% increase** in average daily cycling counts and a **-3% decrease** in average daily pedestrian counts (areas away from main retail sites, averaged across monitored locations) in June 2021 compared to May 2021.

Cyclists recorded across sensors and CA counters from 01 Mar 20 to 30 June 21



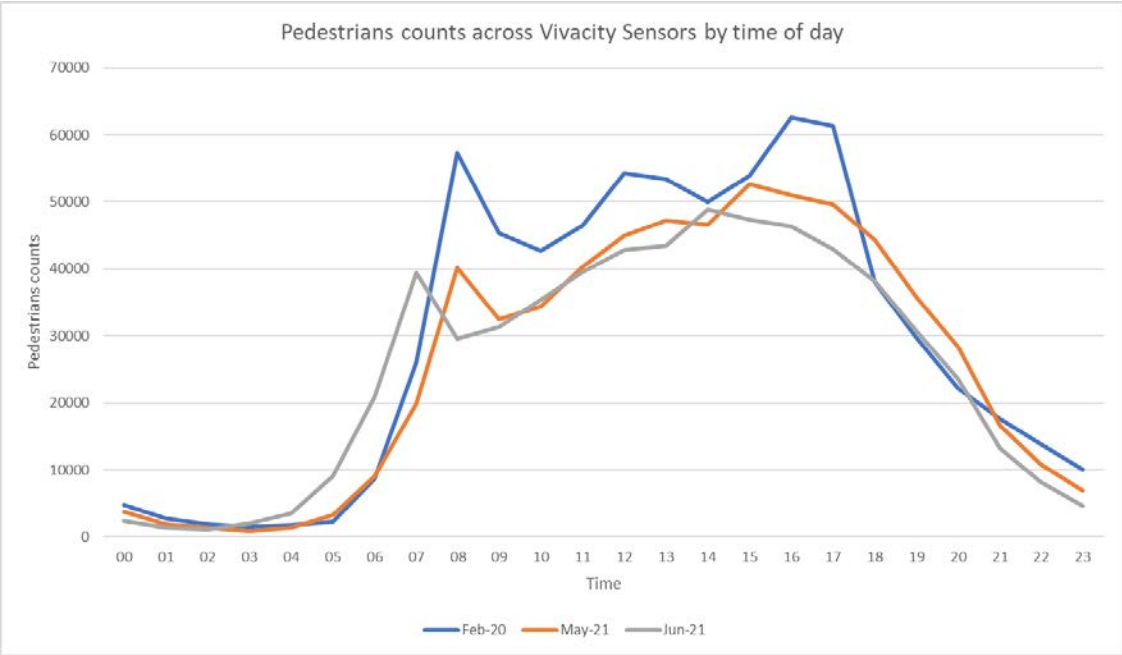
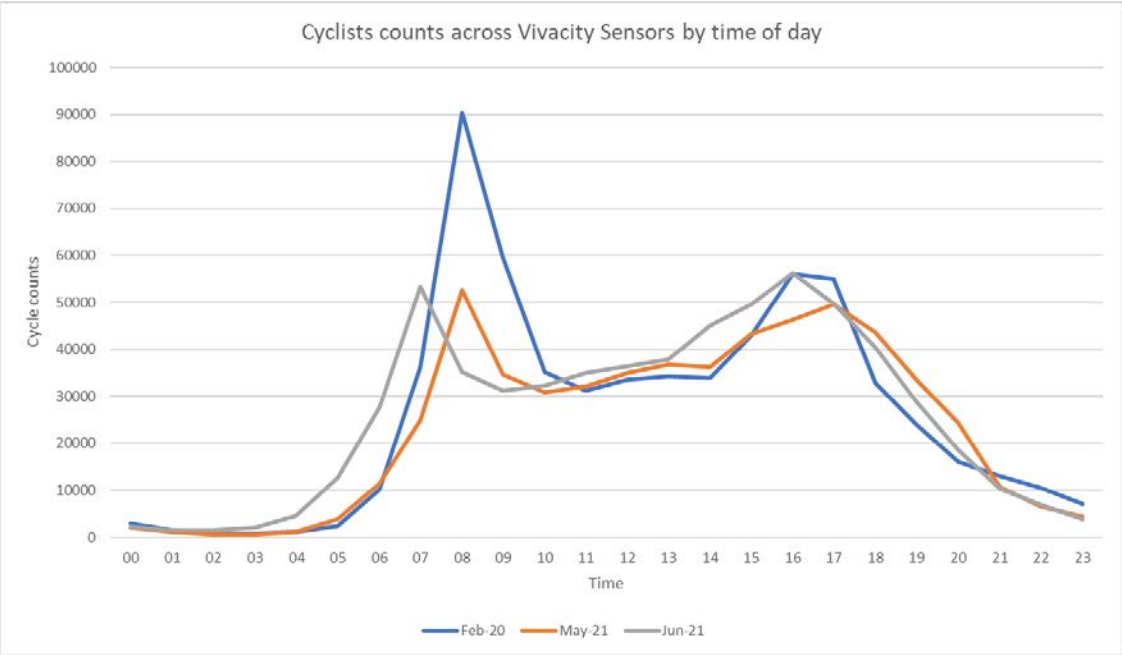
Pedestrians recorded by 22 city sensors (away from retail areas) from 01 Mar 20 to 30 June 21



- When comparing June 2021 to May 2021 there has been a **11% increase in cyclists** and a **-3% decrease in pedestrians**.
- Overall in June 2021 there were **-35% less cyclists** and **-41% less pedestrians** compared to February 2020*.
- The delay in the easing of restriction forecast for June, alongside weather conditions experienced in the second half of the month are likely to have affected cycling and walking numbers.

*February 2020 taken as pre-Covid baseline

Cycling and Walking - Cambridge City (Total hourly Vivacity Labs Counts).



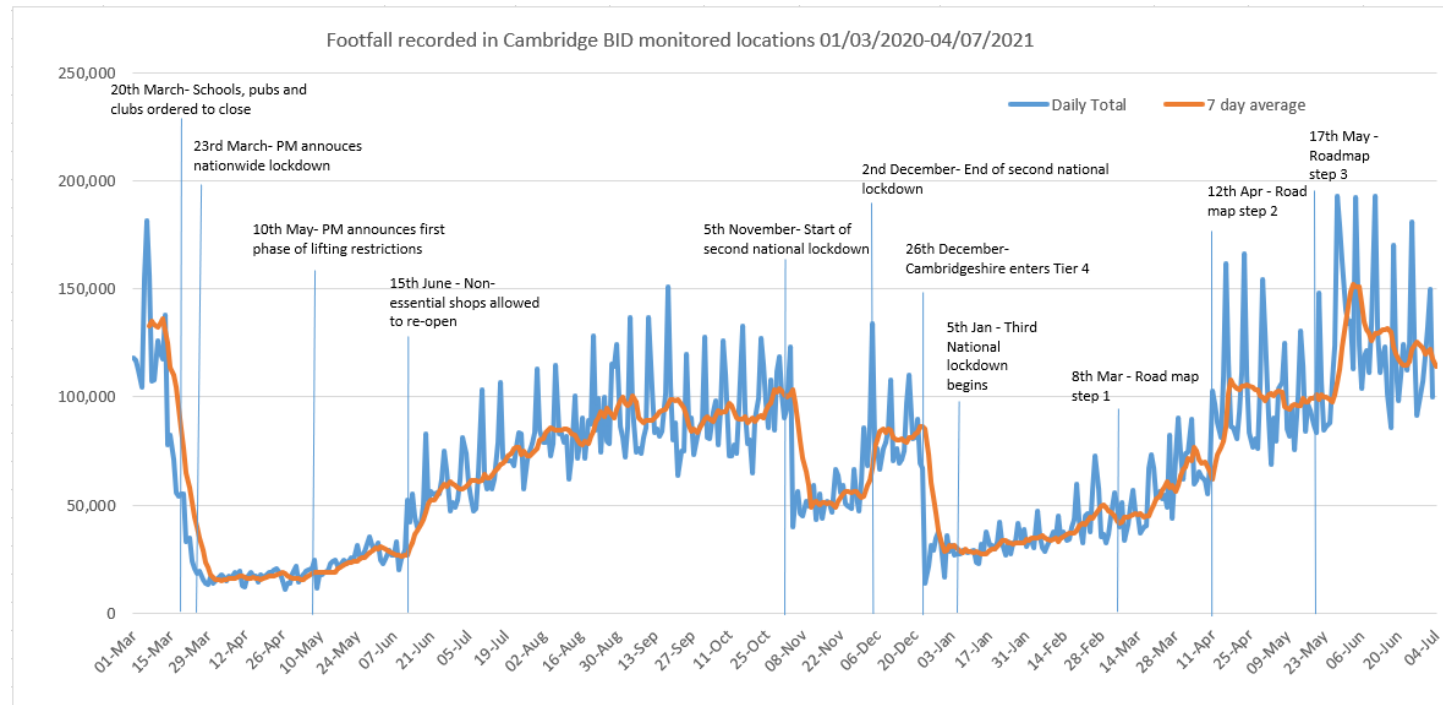
- Overall, volumes of cyclists have increased by 11% when compared to the previous month. This increase was most notable in the morning, between 05:00-07:00 and again later in the day between 11:00-17:00, where volumes are also higher than pre-covid levels. When compared to February 2020*, overall numbers of cyclists are lower however, there has been a noticeable shift in morning peak of cyclist volumes, with a longer afternoon peak also.
- Pedestrian traffic volumes in Cambridge was at its highest volume in the afternoon peak, between 14:00-16:00. Volumes and patterns were similar to the previous month, although there were noticeable shift in the pattern to earlier in the day with earlier morning and afternoon peaks. When compared to February 2020*, pedestrians volumes were lower.
- The shift in peaks and patterns to earlier in the day compared to May 2021 and February 2020 may, in part, be due to time of year and this should be taken into consideration when examining the above charts.

Please note that the above chart (Cambridge Vivacity) only includes core sensors where data is available for all comparison periods to ensure consistency, therefore it is not comparable to the overall counts chart on the other slides included in this pack.

*February 2020 is used as a baseline as a pre-Covid-19 comparison with time of day data

Cambridge City- Overall Retail Footfall

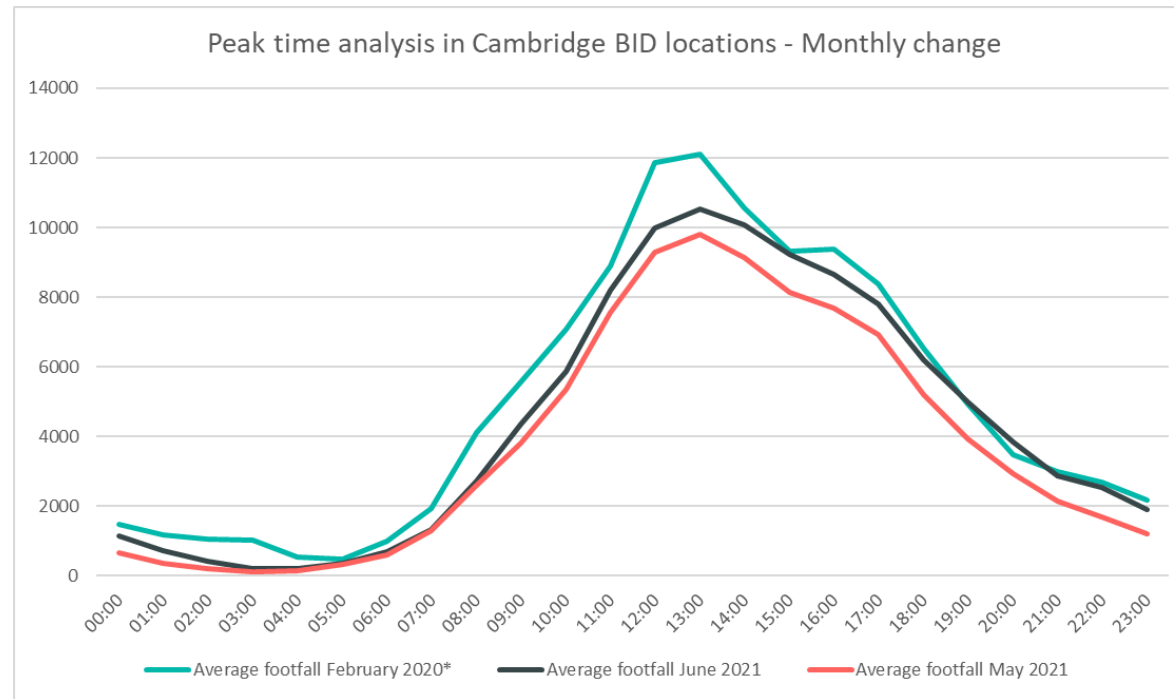
Daily Recorded Footfall in all Cambridge BID retail locations



- Overall retail **footfall across all Cambridge City locations saw a decrease of -9% in the latest week** (28/06/2021-04/07/2021) when comparing overall counts to the week before (21/06/2021-27/06/2021).
- **When comparing average retail footfall across the month of June to the month of May, average footfall was 15% higher across the month of June.**
- **Overall retail footfall was down by -12% when compared to a pre-Covid-19 period***

Cambridge City- Overall Retail Footfall by time of day

Hourly Recorded Footfall in all Cambridge BID retail locations* - *Comparing the latest month to the month before and February 2020**

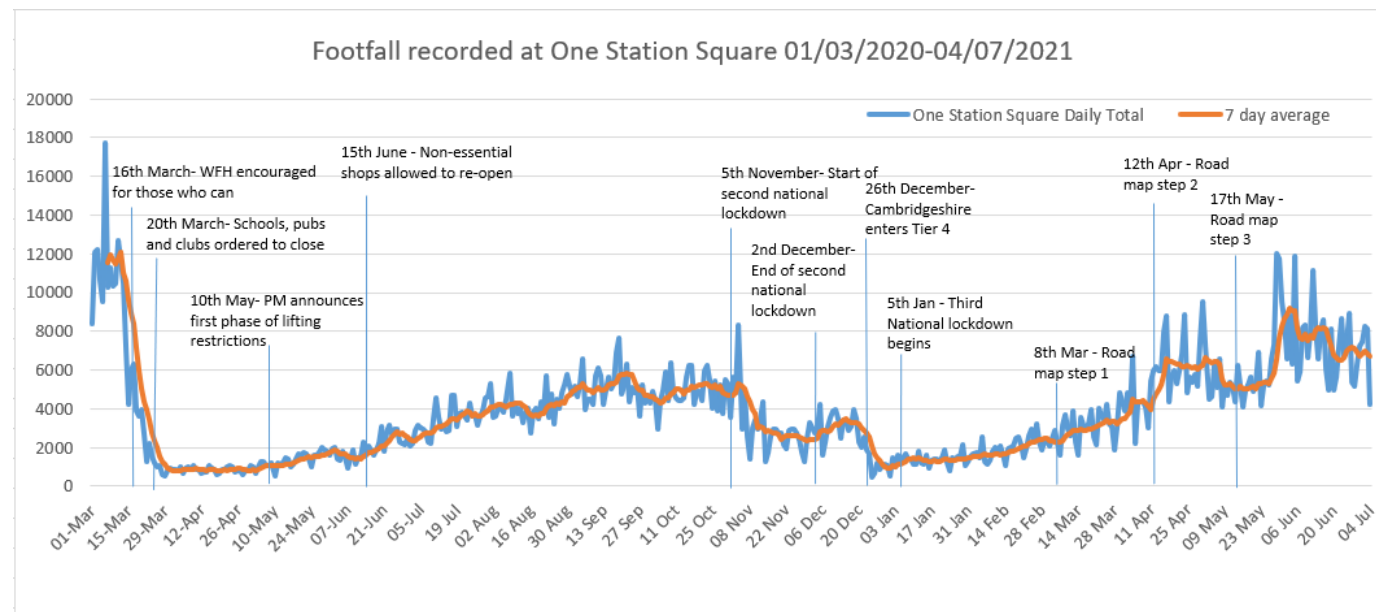


- Time of day analysis highlights **the 15% increase in footfall from May to June 2021 took place throughout the day and into the evening. The largest increases were evident after 13:00 up until 23:00. This highlights the impact of restrictions easing further on the 17th of May, allowing indoor hospitality to re-open.**
- However, when comparing June 2021 to February 2020* overall retail footfall volumes were still lower during all hours of the day, **although, levels were very similar between 14:00-15:00 and 18:00-23:00.**

*February 2020 is used as a Pre-Covid-19 comparison period

Footfall at One Station Square

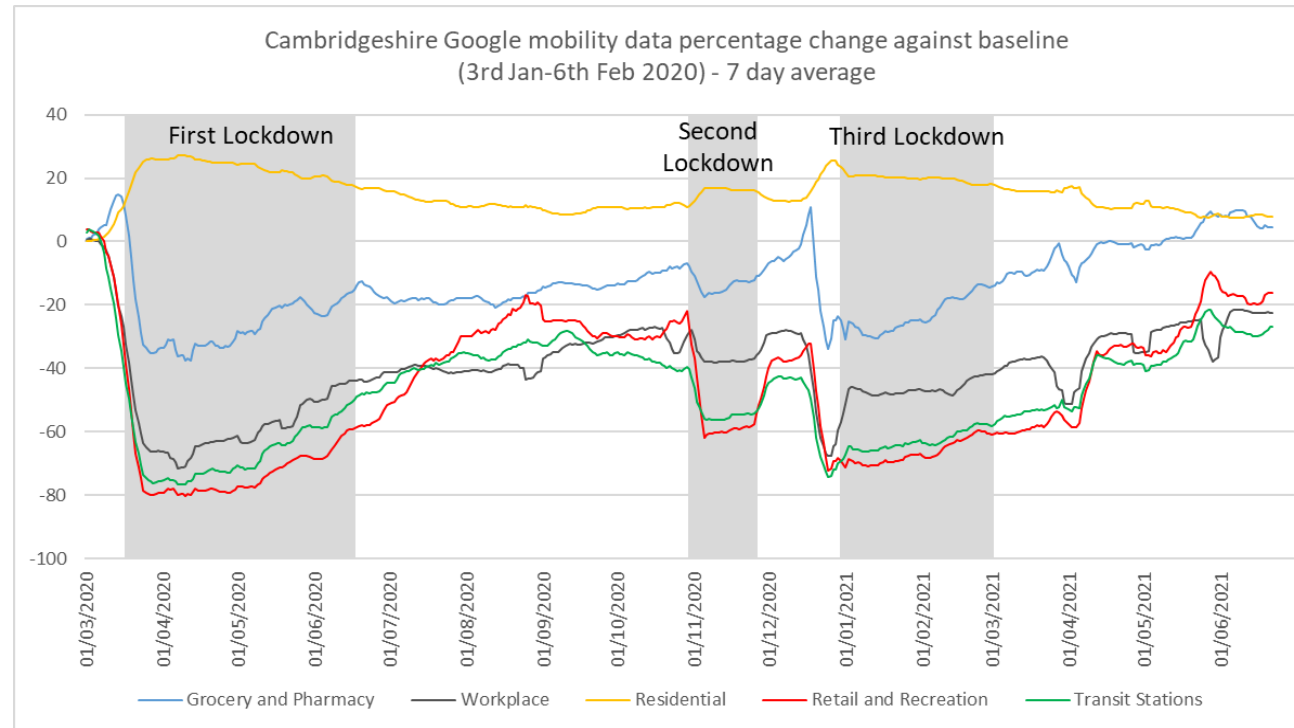
Daily Recorded Footfall at One Station Square only



- Overall footfall at **One Station Square** saw a **-6% decrease in the latest week** (28/06/2021-04/07/2021) when comparing overall counts to the week before (21/06/2021-27/06/2021).
- When comparing average retail footfall across the month of June to the month of May, average footfall was **21% higher** across the month of June.
- Overall footfall at One Station Square is down by **-31%** when compared to a pre-Covid-19 period.*

Google Mobility Data- Cambridgeshire-

Data gathered from Google account holders location history. The comparison of social mobility change is based on the most recent several weeks up to the report date (28th June) compared to the median of the corresponding day in the baseline period (**3rd Jan-6th Feb 2020**)

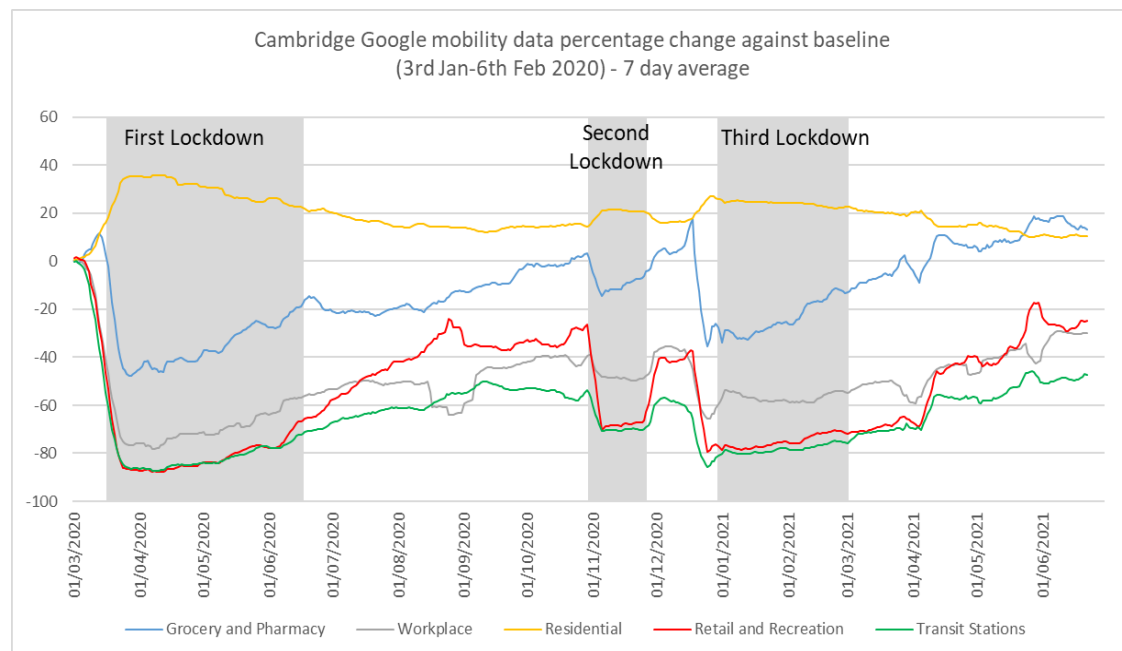


For Cambridgeshire as a whole:

- Grocery visits **decreased by -1% in the 7 days to 28th June** compared to the 7 days prior and are now **5% above the baseline**.
- **Workplace visits did not change** in the last 7 days compared to the 7 days prior and are now **-22% below the baseline**.
- **Residential did not change** in the last 7 days compared to the 7 days before and are now **8% above the baseline**.
- **Retail and Recreation visits increased by 3%** in the 7 days to 28th June compared to the 7 days prior and are now **-16% lower than the baseline**.
- **Transit Stations visits increased by 3%** in the 7 days compared to the 7 days prior and are now **-22% lower than the baseline**.

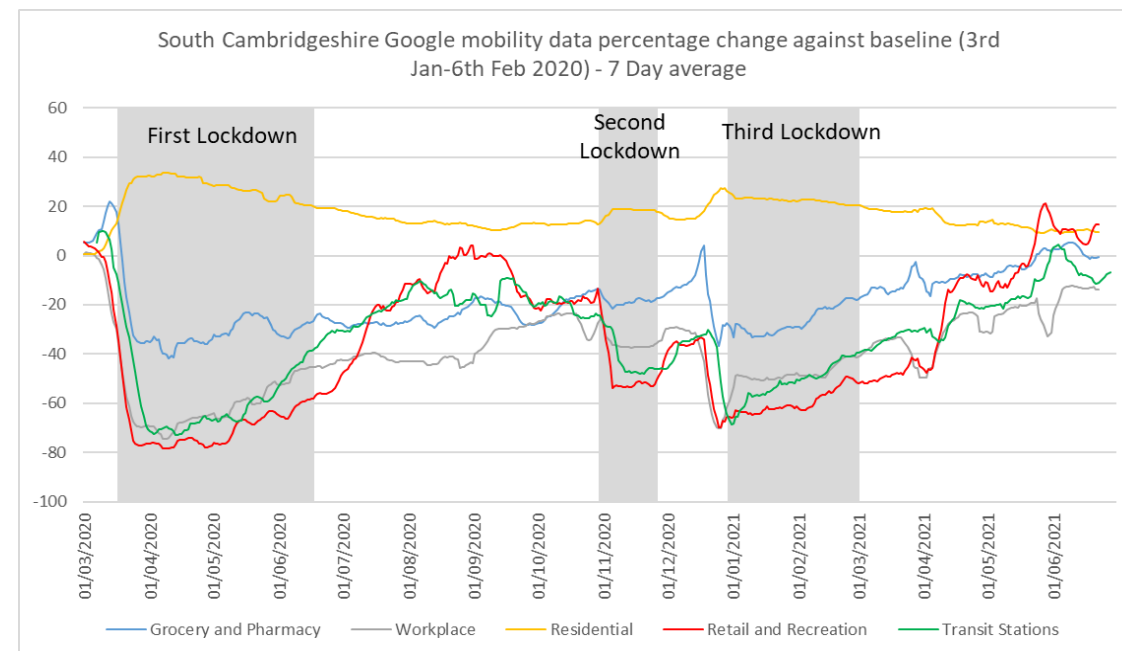
Google Mobility Data- Districts-

Data gathered from Google account holders location history. The comparison of social mobility change is based on the most recent several weeks up to the report date (28th June) compared to the median of the corresponding day in the baseline period (3rd Jan - 6th Feb 2020)



In Cambridge:

- Grocery visits **decreased by -2% in the 7 days to 28th June** and are now **13% above the baseline**.
- **Workplace visits did not change** in the last 7 days compared to the 7 days prior and are now **-30% below the baseline**.
- **Residential visits decreased by -1%** in the last 7 days and are **10% above the baseline**.
- **Retail and Recreation visits increased by 3%** in the 7 days to 28th May compared to the 7 days prior and are now **-25% lower than the baseline**.
- **Transit Stations visits increased by 2%** in the last 7 days and are **-47% below the baseline**.



In South Cambridgeshire:

- Grocery visits **decreased by -1% in the 7 days to 28th June** compared to the 7 days prior and are now **1% above the baseline**.
- **Workplace visits did not change** in the last 7 days and are now **-14% below the baseline**.
- **Residential visits decreased by -1%** in the last 7 days compared to the 7 days prior and are **10% above the baseline**.
- **Retail and recreation visits increased by 8%** in the last 7 days compared to the 7 days prior and are now **13% above the baseline**.
- **Transit Stations visits increased by 5%** in the last 7 days and are **-7% below the baseline**.

Active Travel: Experimental Traffic Regulation Orders

Report to: Greater Cambridge Partnership Joint Assembly

Date 9th September 2021

Lead Officer: Peter Blake – Director of Transport, GCP

1. Background

- 1.1 In response to the Covid-19 pandemic, the Greater Cambridge Partnership (GCP) supported the County Council, as the Highway Authority, in identifying and delivering measures to create more space for pedestrians and cyclists. The aim was to support the creation of a network of safe routes on key corridors to encourage walking and cycling within the Cambridge and nearby towns and villages. The measures fell into three categories:
- Temporary measures to support social distancing;
 - Measures to support social distancing which may offer longer-term benefits which could be considered for a period beyond immediate social distancing needs; and
 - Measures to create a better environment for active travel (walking and cycling) which could offer longer-term benefits.
- 1.2 At its meeting on 25th June, the GCP Executive Board approved funding for the measures put forward to the County Council, noting that they that could offer longer-term benefits in supporting and safeguarding walking and cycling now and in the future. Of the 12 schemes put forward, following initial engagement with directly affected key stakeholders and local councillors, a first tranche six of the schemes were committed for implementation on a trial basis for up to a maximum of 18 months by way of Experimental Traffic Regulation Orders (ETROS) made by the County Council.

Policy Context

- 1.3 The Government's ambition to secure a green legacy as the country builds back from the pandemic was supported by Gear Change a bold vision for cycling and walking, published in July 2020. The vision states that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. This ambition is strengthened by the promise of an updated Cycling and Walking Investment Strategy and commitment for further funding for sustainable travel initiatives.

- 1.4 Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) and County Council transport strategies support the importance of sustainable travel in reducing congestion, improve air quality and tackle issues of climate change. Active travel also provides significant health and wellbeing benefits.

Report Purpose

- 1.5 As the order making authority, the County Council is responsible for determining the future of the six experimental schemes; the Highways and Transport Committee is expected to consider these matters later this year. As the funding body for the schemes, the GCP has been asked to put forward its recommendations on the future of the experimental schemes for consideration by the Highways and Transport Committee.
- 1.6 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular comment on the emerging recommendations for the individual schemes, set out in section 6.

2. Scheme Development and Delivery

Design and Implementation

- 2.1 The first tranche of measures was designed with the aim of creating low traffic streets through the removal of motorised through traffic movements to encourage walking and cycling as well as supporting social distancing. The designs retained access to all properties at all times for all modes and all users of the streets albeit by, in some cases, longer and possibly less convenient routes. Emergency vehicles are permitted access through all the closure points with removable lockable bollards being installed and fitted with the standard locks used at all existing road closure points. Additional keys were offered to the emergency services if required. For the bus gate in Silver Street the existing exemption for emergency vehicles also applied to the extended hours of operation. New highway signing was installed to advise of and allow enforcement of the experimental orders.
- 2.2 The County Council produced an overarching equality impact assessment for all the active travel schemes being implemented under its powers as Highway Authority, including those led by the GCP, which is available as a background paper.
- 2.3 The experimental traffic regulation orders (ETROs) made by the County Council, which give effect to the experimental closure schemes came into operation on 12th August 2020 whilst the order extending the hours of operation of the Silver Street bus gate became operational on 24th August. A second phase of the scheme in the Newtown area was implemented in January this year. Table 1 provides details of the experimental schemes. Location plans for each scheme are shown in Appendix 1.

Table 1: Scheme Location Details and Scope

Location	Scheme Details
Carlyle Road	Point road closure with access restricted to pedal cycles only
Luard Road	
Nightingale Avenue	
Newtown Area	<p>Phase 1 (August 2020): Point road closure with access restricted to pedal cycles only in:</p> <ul style="list-style-type: none"> • Bateman Street, west of Panton Street • Coronation Street, west of Panton Street • Pemberton Terrace, west of Panton Street <p>Phase 2 (January 2021): Point road closure with access restricted to pedal cycles only in Panton Street mid-way between Union Road and Saxon Street Existing one-way flow for motor vehicles reversed in Norwich Street to operate in an eastbound direction (Panton Street towards Hills Road) with two-way cycle movements retained</p>
Storey's Way	Conversion of existing width restriction to a point road closure with access restricted to pedal cycles only
Silver Street	Existing part day bus gate restriction extended to operate 24 hours a day, 7 days a week

2.4 Initially, the closure points were installed using concrete barriers which were subsequently replaced with street planters to improve the street scene. Lockable removable bollards were installed to cater for any access required by emergency service vehicles, or any other vehicles granted exemption by the County Council, such as refuse vehicles, as permitted under the terms of the ETROs. Each removable bollard has been fitted with the standard padlock used at all similar closure points across the city. Additional keys were offered to the emergency services, if required.

2.5 In Silver Street the existing bus gate automatic number plate recognition (ANPR) camera enforcement was extended to cover all hours on all days. A two-week grace period was given at the start of the experiment during which warning notices rather than penalty charge notices were issued.

ETRO Process

2.6 ETROs can operate for up to a maximum of 18 months. During the first 6 months there is an opportunity to lodge formal objections to making an experiment order permanent. By the end of the 18 month period a permanent order needs to be made or the experiment automatically lapses with the road then reverting to its former state. Once any objections received during the statutory period have been considered and determined, the order making authority then has the option of making a permanent

order without the need for further consultation. Any variations to an experimental order can be made during the trial period but a further 6 month objection period must be provided within the overall 18 month period.

3. Consultation and Engagement

- 3.1 Prior to implementation, information leaflets were hand delivered to over 3000 addresses across the six scheme locations. The leaflets provided details of the schemes, the ETRO process and how the public could comment. Public notices providing details of how to comment were also posted on site at each location. Information boards were fitted to the planters at each of the closure points which provided contact details for further scheme information and details of how to comment during the trial period.
- 3.2 From the start of the trial period through to the end of the statutory objection period for the second phase of measures in the Newtown area (7th July 2021) the public were able to comment on the effects of the measures. A formal public consultation was undertaken in November and December last year when a wider range of stakeholders and the public were asked to provide feedback on the experimental measures (1248 replies received). A further public consultation was undertaken during May and June this year seeking feedback on the second phase of measures introduced in the Newtown area (316 replies received). During the trial period 335 other responses were received, the vast majority by email, including 59 formal objections to any permanent measures. Whilst it is not the responsibility of the Executive Board to determine these objections, the issues raised by the objectors have been taken into consideration in the preparation of this report.
- 3.3 A summary of the headline results from the public consultations is available in Appendix 2. A full report on the feedback received during the trial period, including formal objections, and the response to the two public consultations is available as a background document.
- 3.4 In May/June this year, a further series of meetings were held with local councillors and local residents' associations to consider views on the future of the experimental arrangements to help inform the decision-making process. Site walkabouts were also offered to all local councillors to consider the impacts of the schemes at first hand.
- 3.5 For the Newtown area, which contains a cluster of primary and secondary schools, a series of virtual and site meetings were held with local schools and residents' associations to explore possible solutions to the long standing issues associated with the high number of car based trips accessing the area for school drop-off and pick-up.
- 3.6 After the closing date for comment two petitions have been received, as follows:
 - A 58 signature petition supporting the measures in the Newtown area becoming permanent which includes the results of traffic and air quality monitoring undertaken by a local resident
 - A 55 signature petition from local residents of Storey's Way supporting the experimental closure being made permanent.

Additionally, the three local residents associations in the Newtown area (North Newtown, Hanover and Princess Court and Bateman Street) have emailed to confirm that they are collectively in agreement that the phase 1 and phase 2 measures should be retained in order to benefit the area of Newtown as a whole. Three local councillors have emailed to confirm their support for the Carlyle Road measures becoming permanent.

4. Monitoring

- 4.1 During the trial period, traffic sensors were deployed at all the experimental sites which captured a snapshot of traffic activity. For the Carlyle Road and Newtown area schemes anonymised number plate details were also recorded for cross matching to identify key routes used through the areas.
- 4.2 Pre-pandemic traffic data is only available for two of the experimental sites; Silver Street, which is monitored annually, and Newtown where an area wide traffic survey was undertaken by the county council in 2018. Where available, data from air quality monitoring sites on the closed routes and the likely alternative routes has been collated along with data on road casualties. A report setting out the collated data is available as a background document. During the pandemic, activity across the city road network has been monitored and the report includes an insight into motor vehicle, cycle and walking trends over the pandemic period. Where available, the report also includes information on air quality trends in roads close to the experimental scheme locations.

5. Scheme Assessment and Conclusions

Assessment

- 5.1 Appendices 3-8 provide individual scheme assessments which include a scheme profile, a response to the key issues emerging from consultation and engagement and conclusions on the trial.
- 5.2 Traffic levels during the trial period have been lower than normal and have fluctuated throughout the pandemic as lockdown measures have been introduced and relaxed, making it difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure. This, together with the limited pre-pandemic/pre-closure data available, means it is not possible to draw any reliable quantitative conclusions on the traffic impacts of the experimental schemes. This is also the case with air quality.
- 5.3 It is inevitable that some traffic will have been displaced onto the surrounding road network which may increase overall delays and congestion under normal network conditions. To help inform discussion, a background paper is available that reviews the outcomes from similar schemes across the UK.

Scheme Feedback

- 5.4 For each of the experimental schemes the overall response has been positive, suggesting a level of support for making the measures permanent. As might be expected, when analysed by transport mode, those walking and cycling were more

positive about the experiments than those using motorised transport. When based on responses from those identifying as local residents of the affected road/area, the support for the Nightingale Avenue and Storey's Way schemes is lower, although the results of a more recent survey conducted by the Storey's Way Residents' Association indicates strong support for the scheme. For the Newtown area and Carlyle Road schemes, there are issues that have emerged as a result of the trials that warrant further consideration, and which are addressed by the report recommendations. For the Luard Road scheme, the response has been positive although the impact of displaced traffic appears to be greater than for other schemes which is a concern to some local councillors.

Making Experimental Measures Permanent

5.5 3 options are normally available under the traffic order procedures:

- Allow the experimental order to lapse at the end of the 18-month maximum period or abandon the experiment forthwith with the street being returned to its former state
- Amend the scheme in some way and advertise a new permanent TRO concurrent with public consultation and implement the new order before the end of the 18-month trial period, subject to members determining any objections and supporting the proposal
- Support the scheme as it stands and make an order to make it permanent without further public engagement or advertisement before the end of the 18-month trial period

Although Government cited the use of ETROs in the Active Travel programme guidance and amended the traffic order procedure regulations, the amendments were only to speed up the advertising process (on-line rather than published in the press) and did not change any other aspect of the order making process.

5.6 The information provided by the GCP throughout the trials has made more explicit reference to the potential to make the schemes permanent to deliver longer term benefits. However, the ETRO Statement of Reasons for the GCP-led schemes refers to Covid-19 along with other, more traffic related reasons but the order documentation also includes an omission. Therefore, if the Highways & Transport Committee is minded to make permanent any of the experimental schemes it may well determine that new permanent traffic orders need to be advertised to facilitate this. The GCP is working closely with the County Council to agree the steps necessary to achieve this, if required, within the 18 month maximum experimental period, to avoid having to reopen any of the roads.

6. Emerging Recommendations

6.1 The Executive Board will be asked to support the following recommendations to the County Council's Highways and Transport Committee:

Carlyle Road

- a) Make/advertise a traffic order to make permanent the experimental road closure point;
- b) Support joint work with the GCP to explore the need for further experimental measures to reduce motorised through traffic movements in neighbouring streets in the area and to improve safety at the zebra crossing on Chesterton Road with funding made available by the GCP for implementation;

Luard Road

- c) Rescind the current experimental order and return the road to its former state;
- d) Review the need for measures to prevent through motor vehicles movements on Luard Road/Sedley Taylor Road in the context of the joint County Council/GCP review of the road network hierarchy in Cambridge;

Newtown area

- e) Make/advertise a traffic order to make permanent all the experimental measures introduced in both phases of the Newtown area scheme;
- f) Support joint work with the GCP to review the location of the closure point in Panton Street in association with the highway improvements planned by the County Council in Saxon Street;
- g) Support joint work with the GCP to explore changes to parking arrangements in Trumpington Road to provide more opportunities for school drop off and pick up for schools in the Newtown area;
- h) Support a joint County Council/GCP review of highway signs in the area;
- i) Support further work by the GCP to consider how bus service improvements can best support access to the cluster of schools and colleges along the Trumpington Road/Hills Road corridors;

Nightingale Avenue

- j) Make/advertise a traffic order to make permanent the experimental road closure point;

Silver Street

- k) Make/advertise a traffic order to make permanent the experimental 24 hour/7 day a week operation of the bus gate;

Storey's Way

- l) Make/advertise a traffic order to make permanent the experimental closure point; and;

General

- m) Support joint work with the County Council on designing and implementing permanent layouts for those closure points to be made permanent with the GCP providing funding.

7. Alignment with City Deal Objectives

- 7.1 The City Access Project is designed to improve access, reduce congestion, and deliver a step-change in public transport, cycling and walking, alongside significantly improving air quality and reducing carbon emissions in Greater Cambridge. The proposals set out in this report will support the realisation through enhancements to active travel, supporting a healthier population.

8. Citizen's Assembly

- 8.1 When developing and prioritising their vision for transport in Greater Cambridge, the Citizen's Assembly members identified the need to prioritise pedestrians and cyclists and were strongly in favour of road closures.

9. Financial Implications

- 9.1 The costs associated with implementing the decisions taken by the Highways and Transport Committee on the future of the GCP-led ETRO schemes will be met from the City Access budget.

Have the financial implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

10. Next Steps and Milestones

- 10.1 The Executive Board recommendations are due for consideration by the County Council's Highways and Transport Committee. It is anticipated that the meeting will take place on 4th November (a reserve meeting date) but this has yet to be confirmed. The final decisions made by the Committee need to be implemented by 12th February 2022 (or 24th February in the case of the Silver Street bus gate), otherwise the experimental orders automatically lapse, and the roads will then need to be restored to their formal state. Subject to the Committee approving the GCP recommendations, arrangements are in place to make the required permanent traffic orders.
- 10.2 The current street layouts are only intended as experimental and permanent arrangements need to be put in place. Further engagement by the GCP, in collaboration with County Council officers, would be undertaken with local councillors, residents and other key stakeholders to inform the design of new physical layouts at each site, although no further work is required for the Silver Street bus gate. This work would be funded from the City Access budget.
- 10.3 Further collaboration with County Council officers is planned to explore measures to discourage school drop-off/pick up trips in the Newtown area with funding being made available, if required, to implement any agreed measures. A joint review of signing in the Newtown area with the County Council would also be undertaken along with a review of the Panton Street closure location. Additionally, further engagement is proposed with residents of the Carlyle Road area to consider the need for additional measures to further reduce through motorised traffic movements.

List of Appendices

Appendix 1	Scheme Location Plans
Appendix 2	Summary Of Public Consultation Responses
Appendix 3	Carlyle Road Scheme Assessment
Appendix 4	Luard Road Scheme Assessment
Appendix 5	Newtown Area Scheme Assessment
Appendix 6	Nightingale Avenue Scheme Assessment
Appendix 7	Silver Street Scheme Assessment
Appendix 8	Storey's Way Scheme Assessment

Background Papers

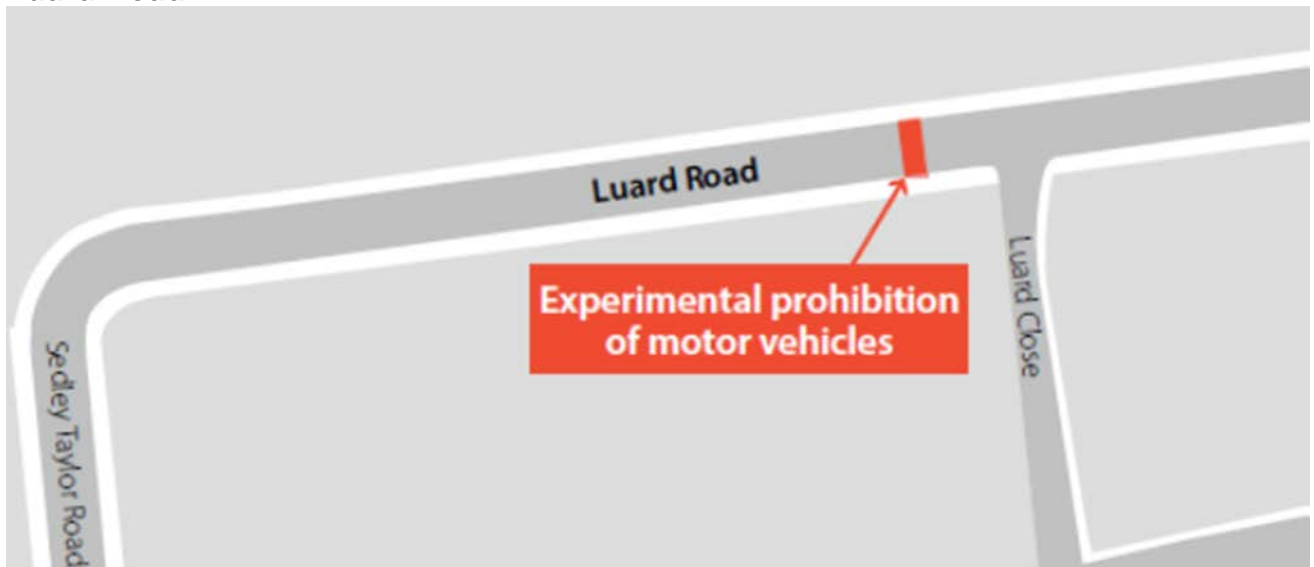
Consultation analysis report	https://www.greatercambridge.org.uk/asset-library/ETRO-consultation-analysis-report.pdf
Emergency Active Travel Fund overarching EIA	https://www.greatercambridge.org.uk/asset-library/EATF-overarching-EIA.pdf
Monitoring report	https://www.greatercambridge.org.uk/asset-library/ETRO-monitoring-report.pdf
Review of mode shift outcomes from Low Traffic Neighbourhood schemes	https://www.greatercambridge.org.uk/asset-library/Mode-shift-evidence-from-LTN-schemes-280621v2.0.pdf

Appendix 1: Scheme Location Details

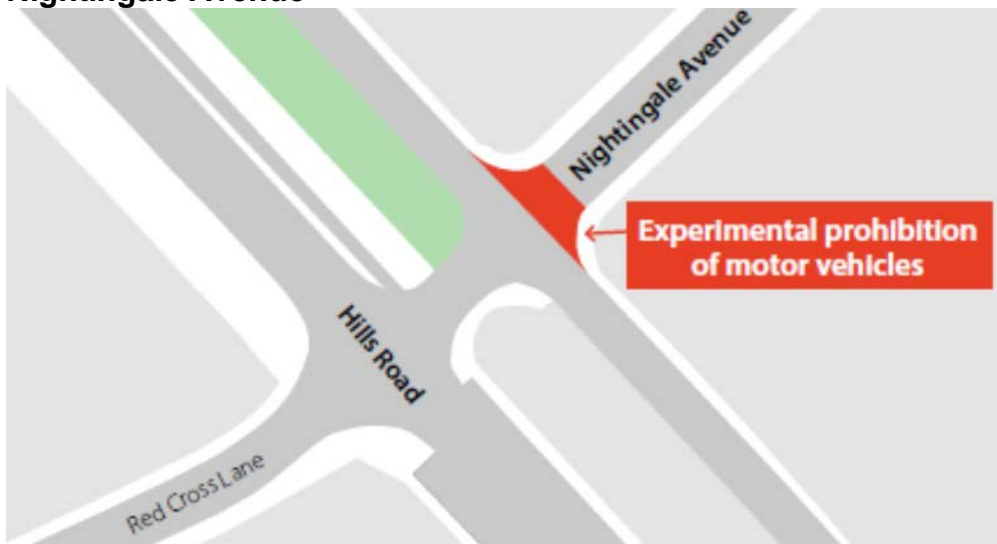
Carlyle Road



Luard Road



Nightingale Avenue



Newtown area

Phase 1

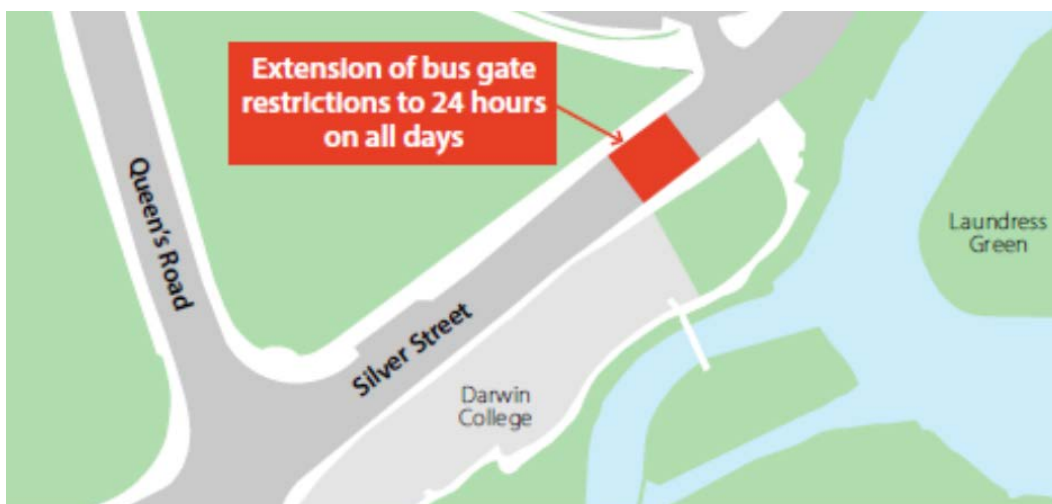


Phase 1 and 2

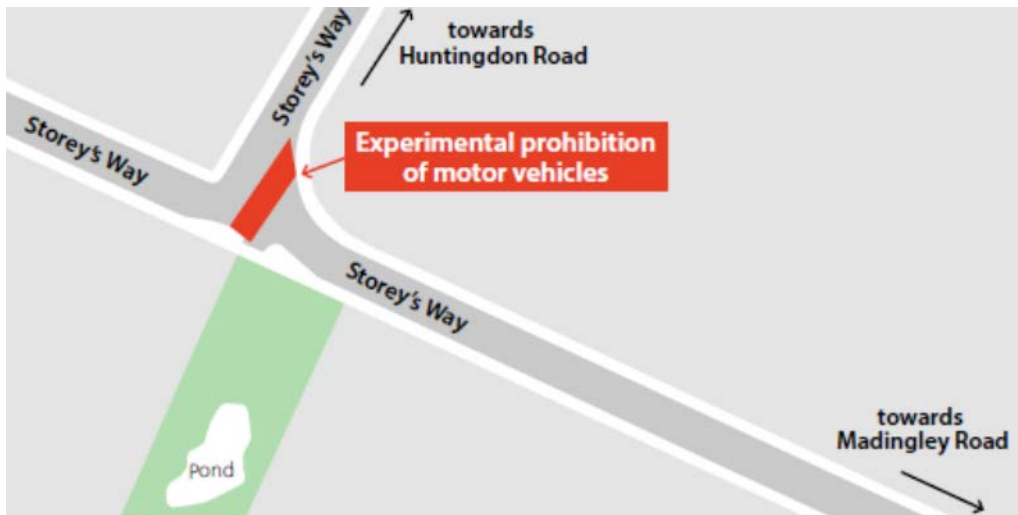


-  Experimental prohibition of motor vehicles
-  Experimental two-way traffic
-  Experimental one-way for motor vehicles (cycling permitted in both directions)
-  Experimental reversal of one-way for motor vehicles (cycling permitted in both directions)

Silver Street



Storey's Way



Appendix 2: Public Consultation Response Summary

(Based on 1248 replies to the first consultation covering all schemes and 316 replies to the second consultation on Newtown area Phase 2 measures)

'No opinion/I do not use the route' responses excluded

To what extent do you support/oppose the experimental traffic restriction

	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Carlyle Road	42%	10%	9%	4%	34%
Luard Road	51%	10%	6%	7%	27%
Newtown area (Phase 1)	49%	12%	5%	6%	28%
Newtown area (Phase 2)	39%	10%	3%	11%	38%
Nightingale Avenue	50%	8%	6%	7%	29%
Silver Street	49%	13%	7%	8%	23%
Storey's Way	47%	9%	4%	8%	31%

How do you feel road safety in the area has changed as a result of the experimental traffic restriction?

	Much less safe	Less safe	No change	Safer	Much safer
Carlyle Road	9%	5%	16%	23%	47%
Luard Road	13%	8%	17%	18%	45%
Newtown area (Phase 1)	16%	8%	15%	22%	39%
Newtown area (Phase 2)	17%	17%	18%	19%	29%
Nightingale Avenue	14%	8%	18%	18%	41%
Silver Street	10%	6%	25%	22%	37%
Storey's Way	10%	7%	25%	18%	40%

How do you feel the environment of the area has changed in terms of noise/ pollution/ ambience as a result of the experimental traffic restriction?

	Much worse	Worse	No change	Improved	Much improved
Carlyle Road	6%	8%	14%	22%	50%

Luard Road	12%	7%	16%	18%	47%
Newtown area (Phase 1)	13%	8%	17%	19%	43%
Newtown area (Phase 2)	16%	14%	20%	18%	33%
Nightingale Avenue	14%	8%	18%	17%	44%
Silver Street	11%	5%	20%	25%	39%
Storey's Way	11%	5%	23%	18%	43%

Based on your own experiences of this experimental traffic restriction, do you feel that it should be:

Based on all responses

	Changed in some way	Discontinued and the road returned to its original route	Retained and made permanent
Carlyle Road	4%	25%	71%
Luard Road	4%	35%	61%
Newtown area (Phase 1)	6%	34%	60%
Newtown area (Phase 2)	20%	37%	43%
Nightingale Avenue	7%	35%	58%
Silver Street	4%	34%	63%
Storey's Way	5%	39%	56%

Based on responses from those identifying as a local resident of the affected road/area

	Changed in some way	Discontinued and the road returned to its original route	Retained and made permanent
Carlyle Road	4%	24%	72%
Luard Road	5%	37%	58%
Newtown area (Phase 1)	7%	34%	59%
Newtown area (Phase 2)	25%	32%	43%
Nightingale Avenue	10%	38%	52%
Silver Street	3%	36%	61%
Storey's Way	3%	43%	54%

Appendix 3: Carlyle Road Scheme Assessment

Site profile

Carlyle Road lies within in the area between Chesterton Road and Victoria Road and forms part of a well-used walking and cycling route connecting to the city centre via Jesus Green. Along with other roads in the area that link Chesterton Road and Victoria Road, the route is used to avoid delays on the main road network, particularly at the Mitcham's Corner gyratory system. In the past there have been requests for measures to reduce the impact of motorised traffic passing through the area.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets

Response: It is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure. The potential for some traffic to be displaced to other local streets such as Alpha Road, Hertford Street and St. Luke's Street was identified ahead of scheme implementation and monitoring during the trial suggests some through motorised movements on these streets.

Theme: Additional proposals suggested for other local streets

Response: Additional measures to further prevent motorised trips through the area may be appropriate subject to further engagement with the local community.

Theme: Access to Alexandra Gardens made safer

Response: Alexandra Gardens provides a green open space for the local community for leisure and recreational purposes. Reducing traffic levels in the area will enhance access to the space, especially for children.

Theme: Concerns over parking and u-turning affecting pedestrian and cycle safety

Response: Whilst some amount of u-turning is inevitable with road closure schemes of this type the closure point in Carlyle Road is close to side road junctions which can cater for u-turning movements. The closure point layout is temporary and will be reviewed and modified, if necessary, if the closure order is made permanent.

Conclusions on the trial

Then response to consultation suggests that the experimental road closure has enhanced safety and the local environment, but some concerns remain about its impact on other neighbouring local streets and consideration of additional measures to further reduce through motorised movements in the area would be appropriate.

There appears good support for retaining the experimental scheme and three local councillors have confirmed their support for this. However, they have also suggested that safety at the zebra crossing on Chesterton Road, which links Carlyle Road to Jesus Lock footbridge, needs improving given that it is part of an important cycle and walking route. The local councillors have also highlighted anecdotal evidence that there has been increased traffic through other parts of the area including Hertford Street and Alpha Road, with large vehicles appearing to rat-run through the area. They are supportive of looking at additional ETROs for the rest of this residential area to stop through traffic.

Monitoring during the trial shows typically over 1100 cycle movements a day (7am-7pm) using the route. It also suggests that some motorised trips through the area did not require access, based on the recorded trip times.

Police road collision data during the trial (up to June) shows no reported injury accidents in Carlyle Road or the neighbouring local streets during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data. A collision resulting in a slight injury to a cyclist was reported on Chesterton Road at the Hertford Road junction during the trial.

Appendix 4: Luard Road Scheme Assessment

Site profile

Luard Road and Sedley Taylor Road provide a link between two major routes in the city: Hills Road and Long Road. Queuing at the junction of these two major routes is common which often leads to drivers using the Luard Road-Sedley Taylor Road link to avoid these delays despite the presence of traffic calming measures. Anecdotally, the route is seen as a popular choice for taxis en-route to/from the railway station.

Luard Road and Sedley Taylor Road are well used by students attending the Perse School and the nearby sixth form colleges in Long Road and Hills Road. The route also provides a useful link to the Cambridge Biomedical Campus, particularly for cyclists and pedestrians avoiding the busy Hills Road-Long Road junction.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets / longer journey times on Hills Road and Long Road

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. Given the often lengthy delays that occur at the Hills Road/Long Road junction, particularly at peak times, the effect of traffic displacement from the Luard Road scheme may have been more significant than at other road closure sites. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Traffic levels on the city road network have reduced significantly and fluctuated during the pandemic as lockdown measures have been introduced and then eased, although complaints to the county council signals team suggest longer journey times in morning peak.

Theme: Has increased levels of pollution on other roads

Response: It is difficult to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

No air quality data is available for either Hills Road or Long Road in the vicinity of Luard Road or Sedley Taylor Road to allow any conclusions to be drawn on the effect of the experimental closure.

Theme: The scheme has improved walking and/or cycling facilities / has made the area/street safer.

Response: This is supported by the response to public consultation.

Conclusions on the trial

The consultation feedback suggests overall support for the scheme although some local councillors consider that whilst residents of Luard Road and Sedley Taylor Road may have benefited there are concerns over the anecdotal impact on congestion and delays on the alternative route via Long Road and Hills Road.

Monitoring during the trial shows typically over 700 cycle movements a day (7am-7pm) using the route.

The level of complaints received by the county council's traffic signals team suggests that the impact of traffic displacement arising from the Luard Road scheme is more significant than for other schemes. A review of journey times on Long Road in the morning peak following the closure suggests that eastbound delays have increased at a time when overall traffic levels on the road network have reduced.

The displacement of traffic now requiring to make a left turn from Long Road at the Hills Road junction, where left running traffic and ahead traffic use the same traffic lane, coupled with the tight junction geometry for this manoeuvre may at least partly account for this increase in journey times.

Police road collision data during the trial (up to June) shows no reported injury accidents in Luard road or Sedley Taylor Road or at their junctions with Hills Road and Long Road during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 5: Newtown Area Scheme Assessment

Site profile

Streets in the Newtown area has been used as short cuts to avoid main road delays particularly for trips to/from the railway station or to avoid the Catholic Church (Hills Road/Lensfield Road) junction. Bateman Street is one of the most popular rat-runs in the area despite the presence of traffic calming measures. The area has a cluster of public and private schools which attract high numbers of car-based trips for school drop off and pick up. Many of the streets are narrow with housing directly fronting the highway with extensive on-street parking provided to meet the needs of local residents resulting in reduced road widths for vehicular movements. The area is well used by cyclists either as through routes or for access to local homes and schools in the area.

Local residents have campaigned for many years for measures to address these problems.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets / longer journey times and more congestion on Trumpington Road, Lensfield Road and Hills Road

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Theme: Safety implications of vehicles performing U-turns / Concerns over access to schools

Response: The various closure points have changed the routes used for school access and egress, resulting in more u-turning in some streets. Whilst there is anecdotal feedback of safety incidents associated with u-turning there have been no reported casualties.

During the trial period the GCP has worked closely with county council officers and the local county councillor to explore ways to discourage car trips to schools in the area. If the experimental measures are made permanent it is recommended that this work should continue with a focus on the provision of alternative parking outside the area for 'park and walk' and a more co-ordinated approach to the way that public transport can facility access to the cluster of schools and colleges in the southern sector of the city.

It may be possible to address some of the concerns over u-turning through design work on any permanent closure points.

Theme: Has increased levels of pollution on other roads

Response: It is difficult to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure. No air quality data is available for roads within or neighbouring the area to allow any conclusions to be drawn on the effect of the experimental closure.

Theme: Access needed for school/ university traffic.

Response: Whilst the experimental measures aim to prevent though motorised movements, access is retained to all properties in the area at all times albeit via potentially longer and less convenient routes.

Theme: Accessibility concerns for the elderly/disabled/larger vehicles/emergency services

Response: Although the various closure points prevent through traffic movements in the area, access is retained to all properties in the area at all times albeit by potentially longer and possibility less convenient routes. As with all similar road closure points across the city, emergency service vehicles are permitted access and locked, removable bollards have been provided for this purpose.

Some large vehicles may have difficulties either accessing or egressing some sites in the area. Subject to prior arrangement with the county council, permission can be granted to pass through any closure point, if deemed necessary.

Conclusions on the trial

By closing off access between Trumpington Road and Hills Road the scheme now removes the attractiveness of the area as a rat run but in doing so has affected the other key traffic issue of school drop-off/pick-up by changing the routes used by parents to access and egress the area. If the experimental measures are to become permanent, these issues would warrant further consideration to explore how school car based drop-off/pick-up could be discouraged in the area.

The feedback received suggests good support for retaining the first phase of measures although views on the retention of the second phase measures are evenly divided. However, the three local residents' associations in the area have emphasised the important of retaining all of the experimental closures whilst also seeking further consideration of measures to mitigate the impact of car based school trips in the area.

Direct comparison of the post closure monitoring and the 2018 county council survey is difficult given the impact of the pandemic and that the experimental measures have split the area into two halves resulting in a significant change to the way that vehicles access and egress the area. The 2018 survey shows that typically just over 4,800 motor vehicles a day entered the area (weekday 7am-7pm).

The post closure monitoring suggests typically that under 2,000 vehicles a day entered during the same time period, but this figure does not include those vehicles that entered, u-turned and left at the Trumpington Road end of Bateman

Street. It is not possible to disaggregate the effect of the pandemic on the reduction in traffic from that arising as a result of the experimental measures.

The 2018 survey showed that trips through the area taking under 2 minutes accounted for around 43% of all trips. Following Phase 2, in the eastern half of the area the monitoring suggests that trips under 2 minutes account for about 10% of the total. In the western half the Phase 1 monitoring indicates that around 37% of trips through the area took under 2 mins.

The monitoring suggests that traffic using Union Road to leave the area has increased following the second phase of measures with long delays reported at peak times. This is a concern for St. Albans School which has an access on to the road. Signing and road marking improvements at its junction with Hills Road may help to ease egress from Union Road.

Reversing the direction of flow for motor vehicles in Norwich Street as part of Phase 2 does not appear to have increased traffic levels in any significant way.

There is still a debate within the area over the best location for any road closure in Panton Street with some residents favouring a location nearer to the Saxon Street junction although the Heritage School in Brookside, which has premises in Panton Street, is concerned that any relocation of the closure nearer to Saxon Street would involve a much longer route to access its site by motor vehicle. This issue could be explored in more detail once the future of the current experimental closure is determined.

Police road collision data during the trial (up to June) shows one injury accident reported in Union Road which resulted in a slight injury to a cyclist following conflict with a passing motor vehicle. A slight injury accident involving a cyclist was also reported in Hills Road at the junction with Coronation Street. It is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 6: Nightingale Avenue Scheme Assessment

Site profile

Nightingale Avenue links Hills Road and Queen Edith's Way and provides a route for traffic to avoid the long delays that occur at the Addenbrooke's (Hills Road/Fendon Road) roundabout, particularly at peak times. Whilst the right turn from Hills Road into Nightingale Avenue is prohibited, this is often ignored by drivers wishing to access the side road as an alternative route to avoid the roundabout delays or for parking.

In combination with Red Cross Lane, Nightingale Avenue provides a useful route to/from the Cambridge Biomedical Campus for cyclists and pedestrians to avoid what could be considered as a hostile environment at the roundabout.

The Avenue is a popular location for parking for hospital staff and visitors which has been a source of concern for some local residents.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Theme: The scheme was unnecessary

Response: The trial created an opportunity to enhance an important route for walking and cycling to/from a major city destination where flows can be expected to increase as further development at the Biomedical Campus takes place.

Theme: Remove on-street parking / concerns over the disregard of parking restrictions

Response: The trial scheme aims to reduce traffic by preventing through motorised movements to create a lower trafficked environment for cycling and walking. It was not an aim of the scheme to remove parking. Any proposals to remove on-street parking from the area would be a matter for the county council to determine; this would best be considered as part of the integrated parking strategy that the GCP is developing with the county and city councils.

Any violation of the current parking restrictions in the Avenue are a matter for the county council to address through its parking enforcement team.

Theme: Concerns for increased levels of pollution

Response: whilst city council monitoring of nitrogen dioxide levels in Fendon Road and Hills Road, close to the closed route, shows that levels fell during 2020 this is primarily due to the impact of the pandemic on traffic levels; it is not possible to

disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

Theme: The improvements have made the area/street safer / the scheme is a good idea.

Response: This is supported by the response to public consultation.

Conclusions on the trial

The response to consultation shows support for making the experiment permanent with safety and the environment considered to have improved during the trial.

Shortly before the start of the trial (June/July) around 2000 motor vehicles (weekday 7am-7pm) were recorded using Nightingale Avenue; this figure may have been influenced by residual roadworks at the Fendon Road roundabout although work was substantially complete prior to the monitoring period. Several weeks into the trial (November) under 500 motor vehicles were recorded on the route. The fluctuating effects of lockdown measures over this period will have influenced these results.

Police road collision data during the trial (up to June) shows no reported injury accidents in Nightingale Avenue or at its junctions with Hills Road and Queen Edith's Way during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 7: Silver Street Scheme Assessment

Site profile

Silver Street is a key route to access the city centre from the west. The route was partially closed to traffic in 2003 under a tidal flow arrangement that permitted general traffic to access the city centre in the morning and to egress the area in the evening with use of the route limited to buses, taxis, cyclists and emergency services during the main part of the working day.

The street is a popular tourist route and destination with the main city coach drop-off/pick-up point located close by in Queen's Road. The street forms part of a key cycle route linking city centre colleges with the University's West Cambridge site.

In normal times, around 150 bus movements use the route each day

Traffic levels on the route are monitored annually as part of the county council's screen line survey.

Common themes from public feedback

Theme: Has displaced traffic/increased congestion and journey times on other local streets

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Theme: The scheme was unnecessary

Response: The trial created an opportunity to enhance an important route for walking, cycling and public transport to/from a major city destination.

Theme: Future presence of tourists/students will increase pedestrian counts after the pandemic - reducing the car usage in the area will make it much safer in the future.

Response: Prioritising the use of the route for walking, cycling and public transport will help support the return of tourists and provide a safer environment for returning students thereby supporting the recovery from the pandemic. It will also support future growth by facilitating sustainable transport between the city centre and developments to the west.

Theme: Concerns for increased levels of pollution

Response: whilst city council monitoring of nitrogen dioxide levels in Silver Street itself and Newnham Road and Fen Causeway, close to the closed route, shows that levels fell during 2020 this is primarily due to the impact of the pandemic on traffic levels; it is not possible to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

Theme: Exclude taxi access through the bus gate, as taxis remain a safety hazard for cyclists.

Response: the current exemptions for the bus gate allow for access by taxis. Any decision to exclude taxis would be a matter for the county council to determine; this would be best considered in the context of the joint County Council/GCP review of the road network hierarchy in Cambridge.

Conclusions on the trial

The response to consultation shows support for making the experiment permanent with safety and the environment considered to have improved during the trial.

Pre-pandemic, typically over 3100 motor vehicles used Silver Street each day (Weekday 7am-7pm). During the trial, monitoring showed an average of 743 motor vehicles using the route in the same time period; this would have been influenced by both the effects of the pandemic as well as the extended bus gate operating hours.

Police road collision data during the trial (up to June) shows no reported injury accidents in Silver Street or at its junctions with Queen's Road and Trumpington Street during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 8: Storey's Way Scheme Assessment

Site profile

Storey's Way provides a link between two major routes in the city: Huntingdon Road and Madingley Road; the route is attractive to some drivers to avoid delays on these main roads.

Concerns over traffic levels led to the introduction in the early 1990's of a 2-metre width restriction on the route to prevent large vehicles from using it as a through route.

The road forms part of a well-used cycle route linking the north west and west of the city, particularly for University and College sites. It was a popular location for long stay commuter parking, but this has been displaced following the introduction of a residents' parking scheme.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets with increased congestion

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions.

Theme: Has increased levels of pollution on other roads

Response: whilst city council monitoring of nitrogen dioxide levels in Madingley Road and Huntingdon Road, close to the closed route, shows that levels fell during 2020 this is primarily due to the impact of the pandemic on traffic levels; it is not possible to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

Theme: The scheme was unnecessary as Storey's Way has always been a pleasant environment for pedestrians and cyclists.

Response: The trial created an opportunity to enhance an important route for walking and cycling where flows can be expected to increase as development in the west and north west of the city continues.

Theme: The improvements have made the area/street safer.

Response: This is supported by the response to public consultation.

Conclusions on the trial

The consultation feedback suggests overall support for the scheme and the local residents' association has expressed support for making the experiment permanent.

Monitoring during the trial shows typically over 800 cycle movements a day (7am-7pm) using the route.

Police road collision data during the trial (up to June) shows no reported injury accidents in Storey's Way or at its junctions with Huntingdon Road and Madingley Road during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.