

**GREATER CAMBRIDGE PARTNERSHIP
EXECUTIVE BOARD**

4:00 pm
Thursday 15th December 2022

**Council Chamber
The Guildhall
Cambridge**

*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 | (oral) |
| 2. Declaration of Interests | (oral) |
| 3. Minutes | (3-48) |
| 4. Public Questions | (49) |
| 5. Feedback from the Joint Assembly | (50-52) |
| 6. Quarterly Progress Report | (53-89) |
| 7. Greater Cambridge Greenways – Comberton and Haslingfield | (90-106) |
| 8. Smart Cambridge Update and Forward Programme | (107-117) |
| 9. Developing the GCP Approach to Biodiversity Net Gain | (118-123) |
| 10. Date of Next Meeting | (-) |
- 4:00 p.m. Thursday 9th March 2023.

MEMBERSHIP

The Executive Board comprises the following members:

Councillor Dave Baigent	- Cambridge City Council
Councillor Elisa Meschini	- Cambridgeshire County Council
Councillor Bridget Smith	- South Cambridgeshire District Council
Andy Williams	- Business Representative
Andy Neely	- University Representative

By Invitation

Mayor Dr Nik Johnson

[Exercising discretion available to them to interpret Standing Orders and, with the agreement of the other voting members of the Board, suspend them if necessary, the Chairperson will invite Mayor Johnson to join the meeting in a non-voting capacity, recognising the Combined Authority's role as the Strategic Transport Authority].

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.

If you have accessibility needs, please let Democratic Services know.

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 Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Wednesday 28th September 2022
2:00 p.m. – 5:35 p.m.

Present:

Members of the GCP Executive Board:

Cllr Dave Baigent	Cambridge City Council
Cllr Elisa Meschini (Chairperson)	Cambridgeshire County Council
Cllr Brian Milnes (substitute member)	South Cambridgeshire District Council
Andy Williams	Business Representative
Andy Neely	University Representative

Members of the GCP Joint Assembly in attendance:

Cllr Tim Bick (Chairperson)	Cambridge City Council
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Attending at the discretion of the Chairperson

Mayor Dr Nik Johnson	Cambridgeshire and Peterborough Combined Authority
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Officers:

Kerry Bangle	City Access Consultant
Peter Blake	Transport Director (GCP)
Alistair Cox	City Access Consultant
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Isobel Wade	Assistant Director: Sustainable and Inclusive Growth (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

Apologies for absence were received from Councillor Smith (substituted by Councillor Milnes).

2. Declarations of Interest

Andy Neely declared a non-statutory disclosable interest in relation to the Greater Cambridge Greenways item (agenda item 10), as a resident near to Waterbeach Station.

Councillor Dave Baigent declared a general non-statutory disclosable interest as a member of the Cambridge Cycling Campaign (Camcycle).

3. Minutes

The minutes of the previous Executive Board meeting, held on 30th June 2022, were agreed as a correct record, and were signed by the Chairperson.

4. Membership

The Executive Board received a report which contained nominations from the Business Board and the University of Cambridge for Executive Board membership.

The Executive Board resolved to:

- (a) Confirm the appointment of Andy Williams as the Business Board representative on the Executive Board;
- (b) Confirm the appointment of Alex Plant as the Business Board substitute member;
- (c) Confirm the appointment of Andy Neely as the University of Cambridge representative on the Executive Board; and
- (d) Confirm the appointment of Kamal Munir as the University of Cambridge substitute member.

5. Public Questions

The Chairperson informed the Executive Board that fifteen 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 noted that one question related to Agenda Item 7 (Public Transport and City Access Strategy), ten questions related to Agenda Item 8 (Better Public Transport: Cambourne to Cambridge Project), two questions related to Agenda Item 9 (Better Public Transport: Cambridge Eastern Access Project), and two questions related to Agenda Item 10 (Greater Cambridge Greenways).

6. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 8th September 2022.

7. Public Transport and City Access Strategy

One public question was received from Josh Grantham (on behalf of Camcycle). The question and a summary of the response are provided at Appendix A of the minutes.

Councillor Simon Smith, Cambridge City Councillor for the Castle ward, was invited to address the Executive Board. Arguing that there was little public confidence in private bus operators making decisions on the running of bus services, Councillor Smith queried whether bus franchising could help build confidence in the GCP's ambition to transform the bus network. Observing that buses had flourished under the franchise model that had been in place in London since 1985, while deregulated services elsewhere around the country had generally declined during the same period, the Assistant Director for Sustainable and Inclusive Growth acknowledged that the simpler yet more comprehensive and integrated network in London also offered lower fares and multi-modal tickets at high frequency throughout the day and night. Emphasising that the Combined Authority was responsible for the issue of franchising in the region, she informed members that the GCP was providing support in exploring whether it would be possible.

Councillor Richard Stobart, South Cambridgeshire District Councillor for the Girton ward, was invited to address the Executive Board. Highlighting the urgent need for significant improvements to the bus service across Greater Cambridge, Councillor Stobart sought clarification on the range of options for funding the proposed bus improvements. He expressed concern about the viability of maintaining low bus fares in the long-term if the bus improvements relied on revenue from the proposed road user charge, arguing that a sufficient level of income from the charge might not continue to be sufficient to maintain the improved services. Noting that the GCP had assessed and tested a range of alternative combinations of charging mechanisms and investments in bus services and lower fares, the Assistant Director for Sustainable and Inclusive Growth informed members that the proposals would provide the revenue needed to cover public transport costs, as well as other aspects of sustainable transport, such as improving active travel facilities. Maintaining cheap and discounted tickets would ensure it was cheaper to travel by bus than by car, although she assured

the Executive Board that operation of the scheme would be monitored continuously so that any issues could be identified and resolved swiftly.

Councillor Mairead Healy, Cambridge City Councillor for the Romsey ward, was invited to address the Executive Board. Councillor Healy expressed concern about the potentially disproportionate impact of the proposals on people that relied on cars and who would not be able to afford to pay a road user charge, including patients seeking long-term health treatment, single parents and workers earning the minimum wage, and queried how the GCP would ensure such people received the appropriate level of exemption, discount or reimbursement. She expressed concern that some people who qualified for reimbursements might not be able to pay the initial upfront cost, and emphasised the importance of proactively ensuring the consultation involved the widest range of participants as possible, particularly demographic groups that did not usually participate, such as ethnic minorities and young people. Noting that people on lower incomes were statistically less likely to own or use a car, the Assistant Director for Sustainable and Inclusive Growth highlighted how the bus improvements would improve their opportunities for education, employment and healthcare. A system of exemptions, discounts and reimbursements had been proposed, which included a discount of up to 100% for those on low incomes, which would involve a straightforward and accessible application. Work was being undertaken with local partners, groups and organisations to encourage participation in the consultation of a wide range of people that did not habitually take part.

Councillor Cameron Holloway, Cambridge City Councillor for the Newnham ward, was invited to address the Executive Board. Arguing that there was concern among residents that the GCP would not be able to deliver the proposed bus improvements, particularly in light of the recent cancellation of multiple services across the region, Councillor Holloway requested further information on the steps that had been taken to prepare for the proposed significant expansion of and changes to the local bus network. Noting that the GCP was working closely with the Combined Authority to respond to the cuts recently announced by Stagecoach, the Assistant Director for Sustainable and Inclusive Growth informed members that detailed planning was underway to support the delivery of the network, starting with the priority services listed in Paragraph 7.7 of the report. She emphasised that the GCP had ringfenced £50m for improvements to be made to local public transport services before any charging scheme was introduced.

Councillor Patrick Sheil, Cambridge City Councillor for the Arbury ward was invited to address the Executive Board. Expressing concern about the impact that the inclusion of Addenbrookes in the Sustainable Travel Zone would have on patients, carers and hospital staff, Councillor Sheil queried how the GCP planned to particularly avoid any disproportional impact on clinically vulnerable or immunocompromised people visiting the site. He suggested that such people, who could not use shared public transport for medical reasons, should also be supported on all their journeys, and not just medically-related ones. The Assistant Director for Sustainable and Inclusive Growth drew attention to current difficulties in accessing Addenbrookes, including congestion, space and cost for cars, and poor services for public transport, and demonstrated how the proposals would significantly improve the situation for those needing to access the site by bus, walking or cycling. A range of exemptions, discounts and reimbursements would avoid a disproportionate impact on those on low incomes who needed to

access Addenbrookes by car for medical reasons, and she noted that the NHS would be involved in the consultation that would consider such aspects of the scheme. Potential further mitigations, such as for clinically vulnerable and immunocompromised people, would also be considered during the consultation.

The Assistant Director for Sustainable and Inclusive Growth presented the report, which provided feedback on the 2021 Making Connections consultation and proposed a package of measures for further consultation. A Sustainable Travel Zone consisting of a road user charge, which would eventually operate on weekdays between 7:00am and 7:00pm at a cost of £5 per vehicle, would help fund a transformation of the bus network and improvements to the active travel network, while reducing traffic levels and congestion. Extensive consultation and engagement over the previous five years had culminated in strong support for the proposals, and a system of discounts, exemptions and reimbursements would minimise its impact where appropriate. The programme would progress through various stages, including bus improvements, fare reductions and phased implementation of charges, before culminating in the full daily charge in 2027 or 2028. It was proposed to hold a major public engagement and consultation exercise to provide people with an opportunity to comment on everything included in the package, and thus participate in the shaping of the bus network, walking and cycling improvements and other measures. The Executive Board received a presentation on the proposals, which was published on the meeting website and is attached at Appendix B of the minutes.

Noting that the Joint Assembly had considered it to be a logical procession to hold a consultation on the proposed measures following the extensive work already carried out on City Access, the Chairperson of the Joint Assembly highlighted a number of concerns that had been raised about its organisation. These included the importance of demonstrating the current problems that needed resolving and what would happen if the GCP did nothing, and ensuring there was effective engagement with disadvantaged and marginalised groups from both within and outside Greater Cambridge. Members emphasised that the consultation should encourage people to evaluate the proposed public transport system against using a private car, rather than the current system, and suggested it would be beneficial to develop a journey planning tool that calculated how individual journeys would be affected by the proposed changes. Members had highlighted the inclusion of Addenbrookes within the Sustainable Travel Zone as an important factor to be considered during the consultation.

While discussing the report, the Executive Board:

- Welcomed the clarity provided in the report on issues that had caused concern among members of the public, such as confirmation that Park and Ride sites would not be located within the Sustainable Travel Zone. Members paid tribute to officers in progressing the project to the stage where it was ready for public consultation, and welcomed their collaboration with colleagues at the Combined Authority.
- Observed the significant level of workers that had returned to an office environment having worked at home due to the Covid-19 pandemic, as well as the projected levels of growth in the region, and expressed concern that the proposed measures would not be sufficient to deal with the increased level of movement,

drawing attention to the Cambridge Biomedical Campus (CBC) Transport Needs Study's identification of an overall deficit in transport provision of around 4,600 trips to the site alone. The Transport Director confirmed that the proposed measures would be sufficient to cover the deficit identified in the CBC Transport Needs Study.

- Argued that passengers were more likely to use buses if they were on segregated routes that avoided areas of congestion. Members acknowledged that there were alternative possible measures, such as simplifying the proposals to the installation of additional bus lanes, or expanding them to include services such as the Cambridge Autonomous Metro, although it was suggested that such alternatives were either too ineffective or too unrealistic in the short and medium-term.
- Expressed concern about the impacts of the deregistration and reformulation of some bus routes in the region that had recently been announced by Stagecoach, arguing that such actions ran counter to the GCP's objective of improving and widening bus service provision, and strengthened the argument for public control of bus services through franchising. Observing that, outside London, bus services were run by private operators which made decisions on routes, timetables and fares based on considerations of commercial gain, the Transport Director acknowledged the benefits of the public control over such decisions that was in place in London. He informed members that although franchising was available as an option in the wider Cambridgeshire and Peterborough area, the responsibility for its adoption sat with the Combined Authority. Members welcomed the commitment made by the Mayor of the Combined Authority's commitment to improve the local bus service and noted his support for the benefits of franchising.
- Highlighted the importance of using GCP funding to implement low bus fares and additional services well in advance of introducing any road user charge, in order to first incentivise the necessary behavioural change by encouraging and convincing people to use public transport.
- Emphasised the need to improve the current bus service in order to reduce the number of vehicles accessing and moving around the city, noting that there were over 100,000 vehicle movements within Cambridge every day. Expanding the network was also necessary to connect rural communities which were currently not serviced by the bus network. It was also argued that it was necessary to improve the bus network to improve social mobility and access to education, employment and healthcare, as well as to reduce congestion and improve air quality. It was argued that private operators were not focused on such objectives and were therefore failing the communities that they served.
- Noted that concerns had been raised by members of the public that the revenue from the proposed road user charge would provide the local authorities with additional income. The Assistant Director for Sustainable and Inclusive Growth informed members that legislation required income from such schemes to be spent on transport schemes and proposals, meaning that revenue could not be spent elsewhere on the budget.

- Acknowledged concerns about the inclusion of Addenbrookes in the Sustainable Travel Zone, noting the importance of being able to access the hospital both by car and reliable public transport for people within and outside Cambridge, and it was suggested that representatives of the hospital should be consulted on whether the proposed measures aligned with what was required for wider healthcare outcomes. The consultation would also provide the wider public with an opportunity to comment on the issue.
- Acknowledged that the proposed measures would benefit people on low income who did not currently own or use a car, while disproportionately having a negative financial impact on people on low income who did own or use a car. Members welcomed the proposed scheme for exemptions, discounts and reimbursements as a fundamental feature to mitigate negative impacts, and highlighted it as an area that would require significant attention during the consultation, including who would be included and how the scheme would operate.
- Suggested that allowing a discount only for taxis that were registered through the City Council could lead to many taxis registered elsewhere looking to reregister with the City Council. The Assistant Director for Sustainable and Inclusive Growth clarified that the proposal was for the discount to apply to taxis that followed the licensing conditions of the City Council, rather than actually being registered with the City Council.
- Highlighted that the consultation should allow people to consider how the proposals would affect them individually, and emphasised that participants should have the opportunity to respond openly and freely in as much depth as they wished, in order to provide the richest and most informative feedback as possible. It was suggested that during the consultation, the GCP should encourage people to evaluate the overall package of measures, rather than just focusing on certain aspects, and should also ask what would convince them to use public transport or alternative sustainable solution instead of a car, with the consultation treated more like a conversation.
- Emphasised the need to engage an extensive range of people from different demographics and geographies, particularly those who did not habitually participate in such consultations. It was also noted that younger generations would be living with the long-term consequences of the proposals and therefore they were highlighted as a fundamental group to engage with. Members encouraged people to contact the GCP with any questions or concerns that they might have about the proposals.
- Clarified that more detailed decisions about the proposed measures would be made following the consultation, based on the feedback that had been received.

The Executive Board resolved unanimously to:

- (a) Note the feedback from the 2021 Making Connections consultation, the focus groups and workshop with Citizens' Assembly members; and

- (b) Agree a public consultation on a proposed package of measures to improve public transport services and active travel and introduce a Sustainable Travel Zone comprising a road user charging scheme, as set out in section 7 of the report.

8. Better Public Transport: Cambourne to Cambridge Project

Ten public questions were received from James Littlewood, Gabriel Fox, Dr Marilyn Treacy, Anna Grazely, Sam (on behalf of Bonkers Busway Cambs), Sue and Terry Spencer, Carolyn Postgate, Debbie Whitton Spriggs, Alistair Burford, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Helene Leeming, South Cambridgeshire District Councillor for the Cambourne ward, was invited to address the Executive Board. Emphasising the need for a dependable bus service between Cambourne and Cambridge, particularly given the expected levels of growth in the area, Councillor Leeming drew attention to the young, working population in Cambourne that required better access to Cambridge for employment, education, healthcare and leisure. Also noting there was currently no safe cycle route between the two destinations, she sought clarification on how residents of Cambourne would benefit from the Cambourne to Cambridge busway and associated cycle path. Acknowledging that previous consultations and work with Cambourne Village College had identified restrictions on opportunities for younger people who struggled to access Cambridge, the Transport Director emphasised that the busway would significantly improve transport options and enhance connectivity throughout the corridor.

The Transport Director presented the report on the Cambourne to Cambridge project, which included the GCP's response to the independent audit of the project, feedback from the Environmental Impact Assessment (EIA), and a proposal to submit a Transport and Works Act Order application to secure the necessary planning and consents for the scheme. Following engagement with stakeholders, four changes to the route alignment had been proposed, as set out in Paragraph 6.1b) of the report. Attention was drawn to the feedback that had been received but which had not led to suggested changes to the route alignment, as set out in Paragraphs 5.5 to 5.11 of the report.

Welcoming the proposed changes to the route alignment, the Chairman of the Joint Assembly thanked officers for including additional information in the report that summarised feedback from the consultation that had not resulted in proposed changes, as requested by the Joint Assembly. Members had supported progressing the scheme to its next stage, and he noted that during the Joint Assembly's discussion, officers had agreed to present a future report on Biodiversity net gain across its whole programme. He also clarified that Paragraph 3.1 of Agenda Item 6 (Feedback from the Joint Assembly) had mistakenly referred to the Environmental Impact Assessment as the Equality Impact Assessment.

While discussing the report, the Executive Board:

- Welcomed the feedback from the EIA, noting its extensive and wide-ranging process, and argued that the proposed changes demonstrated the GCP's willingness to respond to issues raised through consultation.
- Argued that a Park and Ride site would not effectively incentivise the desired level of behavioural change without an accompanying off-road bus route, as car users would not see a significant benefit in taking a bus that suffered from the same congestion issues as private vehicles.
- Highlighted the need to provide local residents with a sustainable public transport connection between Cambourne and Cambridge, and expressed concern about how long the project had taken and the ongoing uncertainty that local residents had experienced throughout this time.
- Sought clarification on the proportion of Section 106 funding in the overall cost of the project. Confirming that the current expected level of developer funding was £30m out of a total £160m, the Transport Director emphasised that a Final Business Case, including final costs, would be presented to the Executive Board, subject to the Transport and Works Act Order application. The business case would remain dynamic throughout its development in order to react to any issues that might arise, such as inflationary pressures.
- Expressed concern about the potential additional delay to total journey time that could be experienced by users of the proposed Park and Ride. Emphasising that the GCP was satisfied that the issue did not negatively impact the project's viability, the Transport Director assured members that it would be considered as part of the ongoing development of the Full Business Case.

The Executive Board resolved unanimously to:

- (a) Note the outcome of the Environmental Impact Assessment consultation, and a non-technical summary of the Environmental Statement and its contents;
- (b) Note that the report will recommend a Preferred Route which differs slightly from that approved at Outline Business Case stage and to approve four more specific changes which reflect stakeholder concerns:
 - The alignment has been amended to avoid the Waterworks site as a result of a stakeholder request regarding the ecological value of the site and surrounding trees. This has been accommodated into the design.
 - The alignment through Hardwick has been amended to an on-road solution to reflect local concerns with regards to the loss of trees between St Neots Road and the A428. The solution proposed would use a bus gate just to the west of Long Road to prevent through traffic on St Neots Road and thereby ensuring that buses have a high level of priority. The Greater Cambridge Partnership (GCP) will continue to explore modifications to the bus gate operation to minimise the impact upon the local community. The GCP has

already committed to a noise barrier along the A428 and will work to enhance the area of trees no longer required for the route alignment.

- There is an existing, but poorly used, Bridleway along the east side of the M11 where Cambourne to Cambridge (C2C) would cross. In order to improve connectivity to that Bridleway, which provides linkage to the Comberton Greenway, it will be diverted to a junction with the C2C where the Non-Motorised User (NMU) route along the service road can be accessed.
- During previous consultations a request was made by Dry Drayton Parish Council that GCP should provide an NMU connection from the Scotland Farm Park and Ride site to Dry Drayton. GCP noted this request and prepared a scheme which was presented at the recent public consultation. There was opposition to this scheme from local stakeholders who prefer a solution which takes more private land and has a greater impact on the village. The solution preferred locally would be difficult to justify under the Transport and Works Order for the C2C scheme which only provides Compulsory Purchase Order powers off the main route in order to mitigate environmental impacts or to provide facilities such as drainage for the main route. As such it is recommended that the Dry Drayton link is developed further in consultation with the Parish Council with a view to inclusion in a future programme; and

- (c) Approve a formal request to Cambridgeshire County Council to approve submission of a Transport and Works Order with the GCP working closely with Cambridgeshire County Council as the highways authority.

9. Better Public Transport: Cambridge Eastern Access Project

Two public questions were received from James Littlewood, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which included the Outline Business Case for Phase A of the Cambridge Eastern Access project. Preference had also been established for option P1 for the Park and Ride site, subject to the further production of an Outline Business Case and associated consultation. Noting that the eastern access to Cambridge was intrinsically linked to the emerging Local Plan, he highlighted the importance of the GCP continuing to emphasise the need to Network Rail for improvements on the Cambridge to Newmarket railway line.

The Chairperson of the Joint Assembly informed the Executive Board that although the Joint Assembly had supported the Outline Business Case for Phase A of the scheme, members had emphasised that alternative sites for the Park and Ride site should not be dismissed before their potential benefits had been fully considered. The Joint Assembly had also sought assurances that concerns about traffic raised by residents of Coldhams Lane would be dealt with through Making Connections and the Road Network Hierarchy Review.

While discussing the report, the Executive Board:

- Highlighted the importance of considering a variety of potential sites for the Park and Ride, including those further out of the city, in order to connect better to the strategic road network, noting that the reasons for rejecting alternative sites would provide additional justification for the final proposed site. Emphasising that the GCP needed to follow the Local Plan, the Transport Director assured members that the development of the Outline Business Case would include consideration of the Park and Ride site.
- Suggested that lessons should be taken from the Cambourne to Cambridge project taking over five years, to ensure that similar delays were not experienced on the Eastern Access project. The Transport Director assured members that learning had been taken throughout the duration of the City Deal, and highlighted the importance of mapping public consultation clearly in the early stages of the project, so that people understood how the business case would be developed and when they would have different opportunities to address the specific aspects of the project, such as route alignment and environmental impacts.
- Expressed concern that the proposals for the project were not sufficiently ambitious.

The Executive Board resolved unanimously to:

- (a) Approve the Outline Business Case for Newmarket Road Phase A;
- (b) Note the preference for option P1 for the Park and Ride site, subject to production of an Outline Business Case and associated consultation; and
- (c) Note scheme designs which will be subject to further development and future planned consultation on both the Newmarket Road Phase A and the Park & Ride proposals.

10. Greater Cambridge Greenways

Two public questions were received from James Littlewood, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which included the Outline Business Case for the Greenways Programme, a proposed Greenways Wayfinding Strategy, and an Outline Delivery Plan for the programme. Separate, more detailed business cases for each individual Greenway would be presented to the Joint Assembly and Executive Board following the engagement process. Due to a number of changes in the Waterbeach area, as set out in Paragraphs 4.10 to 4.12 of the report, a further engagement with stakeholders of the Waterbeach Greenway was proposed in order to maximise the effectiveness and benefits of the final route.

Noting the Joint Assembly's frustration over slow progress of the Greenways, the Chairperson of the Joint Assembly informed the Executive Board that members had unanimously supported the proposals. Concerns had been raised over whether the GCP had sufficient resources in place for the Greenways to be completed according to the current timeline. While supporting the proposed pause to the Waterbeach Greenway, members had requested that the GCP aim to recover any lost time and minimise the overall delay to the route.

While discussing the report, the Executive Board:

- Supported the proposals and encouraged the GCP to accelerate delivery of the programme in any way possible. Acknowledging the request, the Transport Director assured members that the GCP had increased the resources available to the scheme and would continue to do so whenever possible.
- Argued that not installing lighting along some of the routes would deter cyclists from using those sections of the Greenways when it was dark. Clarifying that some of the Greenways would have lights, the Transport Director informed members that such decisions were based on the local community's opinion and circumstances, and noted that workshops with affected groups were considering the matter.
- Highlighted that sat nav systems were often of limited use to cyclists because they did not include all cycle routes, and suggested that the GCP should look to ensure that such technology included the Greenways.
- Observed that non-bicycle users, such as equestrians, preferred alternative surfaces to concrete, and queried whether there was a surface-type that would satisfy all users of the Greenways. The Transport Director emphasised that the Greenways were segregated cycling routes, and while improvements for equestrians would be made wherever possible and practical, it would not be possible to achieve across the whole network, although he assured members that the current usability of routes for equestrians would not be diminished by the Greenways.

The Executive Board resolved unanimously to:

- (a) Approve the Greenways Programme Outline Business Case;
- (b) Approve the Greenways Wayfinding Strategy, including approval to undertake a public poll on the two potential concept designs;
- (c) Approve the Outline Delivery Plan, including the identified early works in 2022 – 2023; and
- (d) Approve the next steps on the Waterbeach Greenway.

11. 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 and which also included an update to the CBC Transport Needs Study, and a proposal to increase the GCP's Skills Service provision by £290k over the next three years. Five key challenges had been identified for the Skills Service, including a lack of access to good quality data that demonstrates the impact of the GCP's work, busy and under-resourced schools, motivated but untrained school staff, barriers to employment from missed work experience and employer encounters, and a shortage of skilled staff holding businesses back. Proposals to overcome such challenges included rolling out a digital platform to all secondary schools in Greater Cambridge and providing additional resources to teachers and school staff, as set out in Paragraph 8.12 of the report.

The Chairperson of the Joint Assembly noted that members had welcomed the proposed increase to the Skills Service provision, and highlighted members' desire for there to be greater public awareness of the GCP's work. The Joint Assembly had also requested that the GCP provide as much support as possible to other authorities to ensure that the City Deal commitment for 1000 additional homes on rural exception sites could be achieved.

While discussing the report, the Executive Board:

- Welcomed the proposal to increase the resources available to the Skills Service, and supported the Joint Assembly's desire to increase awareness on the GCP's work on skills.
- Welcomed the updates to the CBC Transport Needs Study, noting its underlying importance for the GCP's programme.
- Expressed concern about how school children and students would travel to school from areas that would shortly have their local bus services discontinued, and argued that driver recruitment issues should have been resolved in another way.
- Highlighted rural exception sites as an opportunity to increase the size of villages through affordable housing, thus increasing their economic viability.

The Executive Board resolved unanimously to:

- (a) Endorse the proposal to increase the GCP's Skills Service provision by £290k, across the next three years (detail in Appendix 2 of the report); and
- (b) Note the updated Cambridge Biomedical Campus Transport Needs Study.

12. Dates of Future Meetings

The Executive Board noted that the next meeting was due be held at 4:00 p.m. on Thursday 15th December 2022.

Chairperson
15th December 2022

Greater Cambridge Partnership Executive Board – 28th September 2022
Appendix A – Public Questions Listed by Agenda Item

	Questioner	Question	Answer
13	Josh Grantham on behalf of Camcycle	<p>Agenda Item No: 7 - Public Transport and City Access Strategy</p> <p>In the Joint Assembly feedback, it was noted that ‘doing nothing was clearly not an option, particularly given the climate crisis, the current transport situation in Greater Cambridge and the cost-of-living crisis.’ The Assembly went onto recommend the need to listen to public feedback and how the consultation need to be wide-ranging and accessible, including ensuring input from those who have traditionally been less likely to participate.’ The importance of these statements cannot be overlooked.</p> <p>Last week whilst out promoting cycle parking we were speaking to two teenagers who had just started at Hills Road College. We began to speak about congestion charging and one of the students said, ‘yes, Cambridge needs one of those!’. We told him that now could be our best chance and spoke about the benefits of a scheme like this which include tackling climate change, building healthy lives and delivering safe cycle routes, topics these young adults felt very strongly about.</p> <p>This consultation presents an opportunity for Cambridge to ask the public about a once in a generational opportunity. To fully realise this opportunity, we must speak to people of all ages and backgrounds. Beyond</p>	<p>If the Executive Board approves the recommendation to undertake a public consultation on the proposals set out in the paper, this would be wide ranging to reach as many people as possible across the travel to work area, of all ages and across different demographics.</p> <p>The approach will include comprehensive advertising of the consultation through direct mail, leafleting and social media, as well as traditional media and press, alongside events where people can find out more about the proposals, ask questions and give feedback.</p> <p>The consultation would combine this wide ranging approach with targeted activity to reach key groups who are likely to be interested in or affected by the proposals, including groups identified in the draft Equality Impact Assessment. This would include ensuring students at local schools, post-16 colleges and the Universities are encouraged to participate.</p> <p>Further details are set out in Appendix A of the report, following the request from the Joint Assembly for more information about the consultation to be</p>

		<p>just accessibility, the consultation process will need to engage and educate.</p> <p>How will the consultation reach people of all ages and demographics of society?</p>	<p>included in the Executive Board's papers.</p>
1	<p>James Littlewood, CEO, Cambridge Past, Present & Future</p>	<p>Agenda Item 8 - Better Public Transport: Cambourne to Cambridge</p> <p>Notwithstanding the fact that the Board wanted the EIA to be undertaken so that you could understand the impacts of the scheme before you decided whether it should proceed, the report makes clear that the EIA is still underway and that surveys are still being carried out. It appears that both an environmental survey including a full ecological baseline and a landscape visual impact assessment are still to be finalised. The public have been told in the consultation that habitats are not expected to be sensitive. But we and you do not know this for sure.</p> <p>The report does briefly mention the significant impacts. At paragraph 4.36 and 4.52– the Coton Orchard, the City Wildlife Site, the Bin Brook, the presence of Barbastelle Bats. However, the report does not provide any information regarding the significance of the impacts of the scheme and how such impacts are to be avoided or mitigated.</p> <p>Members are being asked to agree progressing with the application to government in advance of knowing the full facts on the impacts of the scheme on wildlife and the landscape.</p>	<p>This question was asked at the Joint Assembly and my response is the same.</p> <p>The EIA is a complex document which will be submitted as part of a full Transport and Works Act Order application. It will be scrutinised in detail at Public Inquiry following its submission to the Department for Transport.</p> <p>It is largely complete, but some survey data is being finalised. The Board paper provides a thorough resume of the significant impacts arising which confirm that, like most schemes, the environmental impact of the scheme is mixed, but importantly, that whilst the ecological sensitivity of Coton Orchard, as well as the risk presented to barbastelle bats are issues which will require further work, there are no emerging issues which might suggest that the scheme should not proceed.</p> <p>In line with other schemes, the Executive Board will not be asked to approve the EIA but rather to agree that it should be submitted to the DfT to be reviewed as part of the TWAO process.</p>

		<p>This report is mostly about the EIA consultation and therefore it is clearly premature for the Board to be making a decision to proceed to the next stage without knowing what the significant impacts will be. We don't understand why you are being asked to discuss this now rather than in November, when it is likely that such information would be available. A report in November would not hold up the progression of the scheme in any way. Please will you request that a report comes back to you in November which includes information about the significant impacts of the scheme and the plans to avoid and mitigate them?</p>	
4	Gabriel Fox	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>I brought to the Joint Assembly's attention recently the latest real-time bus journey data on the existing Citi 4 bus service between Cambourne and Cambridge. These data show that the service now runs freely at all times, including during school term and during morning and evening rush hours, with an average peak hours journey time of half-an-hour all the way to the city centre. If you subtract the dwell time at the more than 20 bus stops on the route, the journey is barely 25 minutes, which is actually better than GCP has predicted for its off-road route.</p> <p>Responding to my question, Mr Blake stated - without providing any evidence - that "the car is coming back". The data very clearly show that that is untrue, certainly as far as Madingley hill and the rest of the C2C route are concerned. The average weekday morning peak journey</p>	<p>The Outline Business Case sets out the justification for scheme selection and was subject to Independent Audit in 2021.</p> <p>The scheme is intended to address not just current issues but the planned housing and employment growth along the corridor.</p> <p>Traffic levels continue to return to normal levels, with private cars returning faster than other modes. The GCP will continue to review traffic levels and the business case for the scheme in accordance with DfT requirements.</p>

		<p>time down Madingley hill was 7 minutes in May, 7 minutes in June and 7 minutes in July.</p> <p>Residents all along the route have always supported the overall objective of better bus journeys, but have long and consistently argued for a sensitive, respectful and proportionate scheme - sensitive to our local environment, respectful of taxpayers' money and proportionate to the problem at hand.</p> <p>We now have incontrovertible evidence that the congestion that triggered this project has gone away and is not returning. Even with the additional housing planned, it is clearly not going to come back to anything like the same degree. Will the GCP Executive Board, therefore, at last agree to do right by the local community and discontinue an expensive and unnecessary off-road route along the Coton Corridor; and focus instead on the improvements on Madingley Road that will satisfy the Local Plan and provide all the future-proofing this scheme needs?</p>	
8	Dr. Marilyn Treacy	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>We were dismayed to see that all Coton group responses to the EIA were misrepresented in the original WSP report (GCP C2C EIA Report Public v2 5). This included savage editing of the Parish Council's response. We are pleased that most of the errors have now been rectified but we are not satisfied with the explanation given for the original errors. It is disappointing that the GCP officers were presenting incorrect information to the public and the Joint Assembly.</p>	<p>As is standard, all consultation responses are published and available for all to view in full on our website.</p> <p>No "incorrect" information was presented. However a small number of omissions from the summary of stakeholder responses and this was corrected as soon as the error was identified.</p>

		<p>Coton is the village most affected by the off-road bus way, so it is disappointing to see again that officers are omitting important information about the village. The board papers appear designed to airbrush Coton's importance as a necklace village. To give a few examples from section 4.</p> <p>Landscape, It is stated that C2C runs across a landscape of mostly low farmland - untrue, Madingley Hill is one of the most prominent raised areas in the Cambridge greenbelt visible from miles around and has National Trust Covenants. The importance of Madingley Hill as part of the setting of the American Cemetery is omitted.</p> <p>Heritage, The documents omit to reference that Coton has a 12th century Grade1 listed church and 12 listed buildings.</p> <p>Nature, The description of Coton Orchard omits to mention that it is a 100 yr. old ancient orchard, is the 8th largest in the country, and will be bisected and all but destroyed by this route.</p> <p>My question, chair, is: How can you have confidence in the material that you are being presented with in this headline EIA report when important facts are omitted or misrepresented?</p>	<p>A summary of the salient issues has been provided in the Executive Board papers. A full appraisal with be included in the EIA.</p> <p>With regards to the detailed points, the description of the landscape is accurate. The preferred route does not impact the setting of the American Cemetery.</p> <p>Coton Orchard will lose land to the scheme, and we are working to realign to avoid original trees but will not be "all but destroyed".</p>
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5	<p>Anna Gazeley on behalf of the directors of Coton Orchard Ltd, landlord for Blue Diamond Garden Centre at Coton Orchard and the landowner</p>	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>My question refers to page 80, section 5.8 of the GCP Executive Board Agenda for Wednesday 28th September 2022, which states: "Following discussion with the landowner and ecological surveys, the alignment is being reviewed to seek to avoid the few surviving original trees within the Orchard."</p> <p>While we have made written objections, and other submissions in response to public consultations, there have been no discussions with us pertaining to the alignment of the GCP preferred off-road C2C busway. The original trees from 1922, plus hundreds of mature fruit trees that will shortly reach 'veteran' status, span the breadth of the Orchard. Given that the proposed scheme is for a 20m width of roadway bisecting the land, plus further clearance to allow for building works, please can you explain, precisely, how you will avoid these trees?</p>	<p>GCP has regularly sought to contact Mrs Gazeley to try to discuss the alignment and other matters.</p> <p>Mrs Gazeley has very recently permitted ecological surveys of the Orchard which have identified 7 surviving original trees and GCP's consultants are seeking to develop an alternative alignment to avoid these. As ever, our project team remains keen and willing to discuss at any convenient time.</p>
6	<p>Sam on behalf of 'Bonkers Busway Cambs'</p>	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>As published in the Cambridgeshire County Council's most recently available audited Statement of Accounts. £180 million of 'City Deal' government grant funding has been received as to 2021. Given the comprehensive income and expenditure statement shows an "expenditure", i.e., deficit, of £173 million, we extrapolate that those funds have been spent.</p> <p>The Mott MacDonald Outline Business Case Financial Case 2020 estimates a build cost for the preferred option</p>	<p>The C2C scheme will be funded from the City Deal and Section 106 Developer contributions.</p>

		<p>of the Cambourne to Cambridge (C2C) Project to be £160 million. Adjusting for inflation using the Office for National Statistics indices, and assuming a 2023 start, this would equate to between £220 and £436 million. Far in excess of the remainder of the second tranche payment, receivable from 2022 – 2025, of £120 million.</p> <p>Where will the money come from to complete the C2C project should it be progressed today?</p>	
7	Sue and Terry Spencer	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>In the summer of 2021, the superintendent of the American Cemetery submitted a note to the GCP executive. The GCP executive dismissed his concerns. His note stated:</p> <p>“The Madingley Hill landscape is a place of beauty that has been valued by many generations and is worthy of preservation. Its stunning viewshed extends north towards Ely Cathedral, east towards King’s College Chapel, south over Red Meadow Hill, and beyond; with the picturesque villages of Coton and Madingley nestled either side.</p> <p>“In 1945, Major-General Lee of the US Army requested Madingley Hill to become the site of a permanent commemorative cemetery and memorial to honour fallen US service personnel of the Second World War specifically because of its natural beauty and unparalleled viewshed. The US Government asked for this specific terrain – no other terrain would do – because the viewshed was the key “selling point” then, as it is now.</p>	<p>The importance of the Cemetery is well understood and is one of the reasons why an off-road scheme has been recommended.</p> <p>The alternatives have been previously assessed and the basis for the assertion that the proposed alignment would have an adverse impact on the landscape adjacent to the Cemetery is incorrect.</p> <p>The alternative proposed by CBAG and other Coton residents would involve the loss of land and trees adjacent to, and potential on Cemetery land and would be significant.</p> <p>This approach was subject to an Independent Audit in 2021.</p>

		<p>“Today, the Cambridge American Military Cemetery is a world-renowned monument and a Grade 1 listed landscape by Historic England. Extending south, the unspoilt open countryside, located in the Green Belt, is extensively protected by National Trust covenants.</p> <p>“We are concerned that GCP’s proposal to build a tarmac bus road across the south side of the hill would irreparably damage this unique and precious landscape, compromising the setting of the American Military Cemetery, severing historic community access routes, and paving the way for further urban encroachment in its vicinity.”</p> <p>Could the chair of the Executive Board please explain why the above concerns were dismissed?</p> <p>It should be noted that the on-road bus lane down Madingley Hill which has been proposed by CBAG as an alternative to the off-road solution will not encroach onto the American Cemetery land.</p>	
9	Carolyn Postgate	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>For six years I have attended Joint Assembly and Executive Board meetings to ask questions. In all that time I have been trying to convey to the Board the essential fact that the off-road section of the C2C busway from Madingley Mulch to the M11 is entirely unnecessary. This section is now almost the only section that is truly off-road, yet will cost far more, and will involve more land-</p>	<p>The C2C scheme has been developed in line with the relevant government guidance and has evolved significantly over the years. As the question acknowledges, in many instances we have amended the proposals to seek to accommodate stakeholder views.</p> <p>The recommended scheme is considered to be the</p>

	<p>take of green belt and covenanted land, than any other section.</p> <p>Over the years we have proved beyond doubt (contrary to the assertions made by your officers) that an inbound-only bus lane on Madingley Road is viable without land-take. In addition, journey time for on-road buses on this section of the route is directly comparable, and possibly slightly better, than GCP's own estimates for the off-road route. Buses travelling along Madingley Road are much more easily routed to places of work or education than from Grange Road. Moreover, an on-road route satisfies the requirements of the Local Plan, enables development to continue at Bourn Airfield, and requires no expensive land-take.</p> <p>You have listened to the residents of Hardwick and decided that an on-road option is viable on St Neots' Road.</p> <p>You have listened to "a stakeholder request" and have re-routed the off-road busway away from the Waterworks site.</p> <p>It is within your power to stop the destruction of productive arable farmland on Madingley Hill and the devastation of irreplaceable wildlife in Coton orchard.</p> <p>It is within your power to stop the irreversible damage to a precious landscape and village by keeping the bus on Madingley Road.</p> <p>Will the Board listen to the residents of Coton before it is too late?</p>	<p>best performing option and has been subject to an Independent Audit.</p>
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10	Debbie Whitton Spriggs	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>The traditional orchard at Coton is the largest in Cambridgeshire and the eighth largest in the UK. These orchards are priority habitats because they are very similar to the indigenous wood and scrub once found in the British Isles – which produces much higher levels of biodiversity than might otherwise be expected.</p> <p>The proposed 20-metre-width of busway that will run right across the orchard, along with further clearing required for construction, will fragment this precious natural resource to such an extent that it is effectively removed. Contrary to the claims of the GCP proposal – and as the Orchard Biodiversity Officer for the People’s Trust for Endangered Species has stated – no amount of new grass or tree planting will mitigate this loss.</p> <p>What possible justification can there be for this destruction?</p>	<p>Coton Orchard was planted around 100 years ago and a few of the original fruit trees remain. We have surveyed these, and our consultants are seeking to minimise the impact on these.</p> <p>We fully appreciate the importance of the orchard, which we deem to be a Habitat of Principal Importance (HPI) under the Natural Environment and Rural Communities (NERC) Act 2006, and certainly the most ecologically sensitive section of the route. For this reason, we continue to explore ways of minimising land take within it, and to fashion an alignment that limits the adverse effects.</p> <p>Overall, however, the selection of the route is intended to provide a balance between a number of factors which include the impact on the local area including Madingley Wood SSSI and the American Cemetery.</p>
12	Alistair Burford	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>I find it surprising that today the Officers are asking the Board for approval to progress the C2C scheme to the TWA stage despite the fact that the Environmental Impact Assessment (EIA) has not been fully completed.</p> <p>Over the last 5 years, at every stage of the scheme, I have heard the Joint Assembly and the Board asking to see an EIA before progressing this scheme. Indeed, I</p>	<p>The EIA is a complex document which will be submitted as part of a full Transport and Works Act Order application. It will be scrutinised in detail at Public Inquiry following its submission to the Department for Transport.</p> <p>It is largely complete, but some survey data is being finalised. The Board paper provides a thorough</p>

	<p>believe it is a requirement that an EIA be carried before requesting approval for a TWA. We are being told that some of the EIA is complete, but the critical part of the EIA which runs through the Ancient Orchard has not.</p> <p>Evidence gleaned by local residents indicates a strong presence of both Soprano Pipistrelle & Common Bent Wing bats within the Orchard which will most likely be confirmed within the EIA. If or when the EIA confirms the presence of bats within the Coton Orchard, what would happen next? Will the route be revised to avoid this sensitive area and will this mean the route goes north towards Polhill Garden Centre, south towards Coton village centre or is there another route?</p> <p>I would therefore ask the Board members (not the officers) given they are the decision makers today;</p> <ol style="list-style-type: none"> 1. Explain how they can feel comfortable progressing the scheme without having all of what may be vital information? 2. If the Board does progress the scheme without this information and the route has to be moved, will there be another public consultation. 	<p>resume of the significant impacts arising which confirm that, like most schemes, the environmental impact of the scheme is mixed, but importantly, that whilst the ecological sensitivity of Coton Orchard, as well as the risk presented to barbastelle bats are issues which will require further work, there are no emerging issues which might suggest that the scheme should not proceed. The presence of common and soprano pipistrelle bats is not a surprise as these species are both common and widespread.</p> <p>So far we have recorded one roost during our climbed inspections of a single brown long eared bat in one the large poplar trees on the east boundary. The proposals would not require us to remove this tree.</p> <p>As indicated we may consider a minor amendment of the route to avoid the few original trees in the Orchard. We can confirm that we would not amend the alignment closer to the village.</p> <p>In line with other schemes, the Executive Board will not be asked to approve the EIA but rather to agree that it should be submitted to the DfT to be reviewed as part of the TWAO process.</p> <p>That process will trigger a formal consultation whereby DfT will make the EIA and other associated documents available to a statutory list of consultees, including landowners, as well as the public. Responses to this consultation is likely to trigger a Public Inquiry at which representation can be made</p>
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			and which will inform a recommendation to the Secretary of State for Transport who will decide whether or not the scheme proceeds.
14	Josh Grantham on behalf of Camcycle	<p>Agenda Item No. 8 - Better Public Transport - Cambourne to Cambridge Project</p> <p>The Cambourne to Cambridge project extends to where the route meets Grange Road, yet all of the buses using the route will have to travel along Grange Road to West Road. This is the most constrained section of Grange Road and the required improvements to facilitate this should be brought within this project. Opportunities to amend the junction location on Grange Road should be explored as well as increasing the corridor width between the existing track by the University Rugby Club and West Road. Without improvements, this section of Grange Road will put off many travelling actively as well as compromising the quality of the public transport provision.</p> <p>Will the GCP extend the project scope to encompass this short section of Grange Road?</p>	<p>The most constrained section of Grange Road is not between the Rifle Range and West Road. It is the section to the north of the Rifle Range towards Adams Road.</p> <p>Nevertheless both sections are already used by the regular U bus service, cycles and general traffic. The proposals for Making Connections will potentially reduce traffic demand on Grange Road whilst the junction on Grange Road will be improved and all measures subject to Road Safety Audit.</p>
2	James Littlewood, CEO, Cambridge Past, Present & Future	<p>Agenda Item 9 - Better Public Transport: Cambridge Eastern Access Project</p> <p>Consultation on possible locations for a park and ride site was conducted in December 2021. The site selection and appraisal report appended to this report was published in May 2022. I can see no record of the Executive Board having discussed the site selection process until now. However, you are being asked to “note the preference for Option 1 Park and Ride”. Agreeing this recommendation will result in the Outline</p>	<p>A detailed report on the options for a Park and Ride site, is appended to the papers for this meeting.</p> <p>The recommendation of the report is to undertake business case development for a new park and ride site to the East. Only when that work is completed and a public consultation undertaken, will the Executive Board be asked to agree a preferred</p>

		<p>Business case being prepared without the opportunity for members to ask questions and debate the site selection process. Option 1 results in development in the Green Belt. Options beyond the inner greenbelt boundary have been dismissed. By default, therefore Members are being asked to rule out consideration of other options. When will members be given the opportunity to discuss the site selection process and alternatives to providing a Park and Ride/travel hub site in the Green Belt?</p>	<p>location for a new P&R site.</p>
15	<p>Josh Grantham on behalf of Camcycle</p>	<p>Agenda Item No. 9 - Better Public Transport - Cambridge Eastern Access Project</p> <p>The outline designs for this project have made many positive steps forward, yet concerns remain and several areas for improvement exist. For example, there would appear to be a lack of flexibility within the County Signals team, which is resulting in many sub-optimal solutions for users. In order to deliver a successful scheme, all stakeholders must align behind a common goal and look beyond minimising their own siloed objectives. In the recent meeting of the non-motorised user group, the design team said they will shortly be undertaking junction assessments in accordance with LTN 1/20 and completing a RSA which is welcome.</p> <p>Will these assessments be shared with stakeholders and will the GCP table the designs with Active Travel England to ensure the best possible outcome?</p>	<p>The scheme will be designed in line with government guidance including LTN1/20 and the need for a RSA.</p> <p>As a participant in the GCP Active Travel Group, CamCycle will continue to be consulted on assessments. GCP is happy to involve Active Travel England in the Group if they wish to participate.</p>

3	James Littlewood, CEO, Cambridge Past, Present & Future	<p>Agenda Item 10: Greater Cambridge Greenways</p> <p>Cambridge Past Present and Future are engaging with the GCP in trying to ensure that the design of the Greenways is sensitive to heritage, landscape and ecology. The greenways pass through conservation areas in the city and villages, through open landscapes and past woodlands and hedgerows.</p> <p>We are concerned that Cambridgeshire County Council decided to implement a policy that red (two shades thereof) are the only colours that should be used on new cycle tracks for consistency. This conflicts with the Historic England's "Streets for All" advice on cycle infrastructure and design, that states that specific colours are not a requirement.</p> <p>We were pleased to hear in response to our question to the GCP Joint Assembly that landscape character assessments will be undertaken for all the routes to ensure they are appropriate to their location. We are however concerned to have since learnt that conservation officers from Greater Cambridge Shared Planning Services, who have specialist expertise and local knowledge, have not been consulted in the design of the greenways. Can you please tell us why this has not happened and confirm whether specialist officers from the shared planning service will have early input into the design of the greenways prior to public consultation.</p>	<p>The GCP continues to engage with the Greater Cambridge Planning Services on the Greenways and all other projects, this includes appropriate environmental teams.</p>
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16	Josh Grantham on behalf of Camcycle	<p>Agenda Item No: 10 - Greater Cambridge Greenways</p> <p>Camcycle has attended many Greenway workshops in which the latest Greenway alignments and designs are shared and discussed in detail with a variety of stakeholders. In many of these discussions we are told many of the major pieces of infrastructure needed to complete these routes and make them safe for all ages and abilities are being compromised due to budget constraints. For example: no underpass on the Barton Greenway, no tunnel under the A14 to the Waterbeach Greenway and no underpass on the Haslingfield Greenway to name but a few. We understand that some design options will not be possible based on the current budget, but this decision-making process must be transparent and considered in the context of all the Greenways in order for the funding to be spent wisely. Many opportunities exist to reduce costs in other parts of the Greenway, for example a modal filter on Grantchester Road would remove the need for the Bulk Path and the shared route alongside Grantchester Road, saving millions of pounds and carbon emissions.</p> <p>Will the GCP provide greater clarity on the budgets with stakeholders and ensure that they are engaged in the decision making process in terms of infrastructure prioritisation so the best outcomes are to be achieved?</p>	<p>The GCP welcomes the input that Camcycle has had so far in the workshops that we have held with stakeholders.</p> <p>Designs alter as they develop. In making recommendations to change the design, officers are taking into account multiple factors. These include environmental impacts, deliverability, public and stakeholder feedback, and budget.</p> <p>Each Greenway will be going to the Executive Board individually from December onwards and any changes will be subject to the Board's approval at that time.</p>
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Greater Cambridge Partnership Executive Board – 28th September 2022
Appendix B – Slide Presentation (Agenda Item 7 - Public Transport and City Access Strategy)

Executive Board City Access

28th September 2022



Public transport and city access strategy

The paper presents a package based on consultation findings and new technical work:

- A transformed bus network, offering cheaper fares and faster, more frequent, more reliable services with longer operating hours and new routes;
- Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements; and
- A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes.

The Executive Board is recommended to:

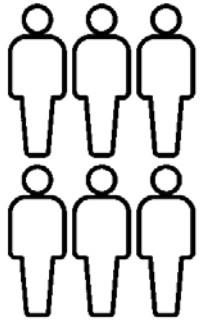
- (a) Note the feedback from the 2021 Making Connections consultation, the focus groups and workshop with Citizens' Assembly members; and
- (a) Agree a public consultation on a proposed package of measures to improve public transport services and active travel and introduce a Sustainable Travel Zone comprising a road user charging scheme as set out in section 7.



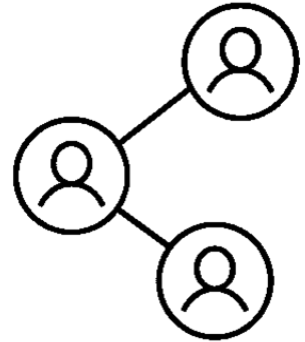
The challenge for Greater Cambridge

- Significant population growth experienced over last 20 years;
- Congestion 2nd worst in the UK after London – makes bus services slower, less reliable and more expensive to run;
- Further growth predicted with implications for how we make journeys in future – post-covid car travel recovering faster than public transport;
- Poor public transport cuts people off from opportunities, particularly those on lower incomes and/or in more rural areas;
- 121 deaths in Greater Cambridge in 2021 attributable to air pollution – traffic main source of emissions;
- 45% emissions in Cambridgeshire are from transport
- 2050 net zero legally-binding target requires at least a 15% reduction in private car mileage.

We're expecting the population to grow by 28%



We need to double the size of the bus network and triple the number of passengers

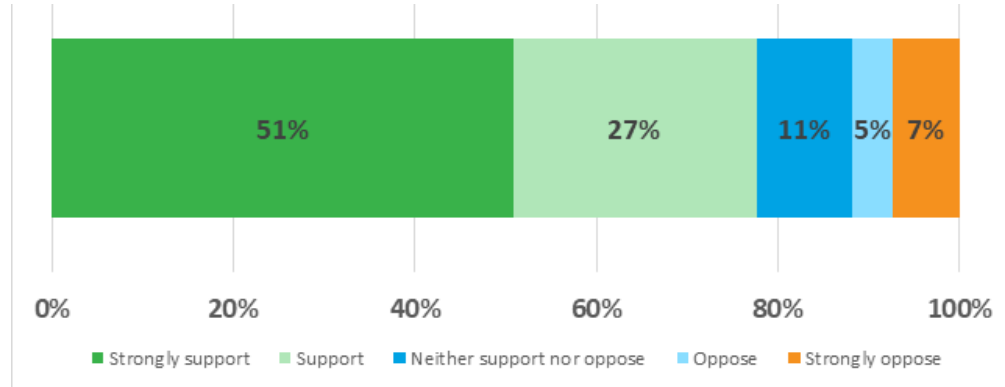


To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels – 20-25% on 2019 levels



Making Connections 2021 – shaping the proposals

Support for bus network proposals



A charge:

- Preference for options involving charging cars to drive in an area over options involving new or additional parking charges;
- Preference for lower charge covering a larger area (41%) over higher charge/smaller area (36%);
- Small majority in favour of peak-time charging (51%).

- 78% supported the bus network proposals
- 71% supported the overall aims of the proposals
- 68% supported the idea of reducing traffic to improve walking and cycling
- 52% supported the idea of reducing traffic to improve public spaces

Using charging income:

- 27% prioritised spending new money on more frequent bus services, 19% on cheaper fares, 16% on longer operating hours and 15% on more direct services
- Introducing flat-fares (32%) or lower fares for everyone across the region (31%) were the most popular choices if money was spent on reducing fares

A transformed bus network

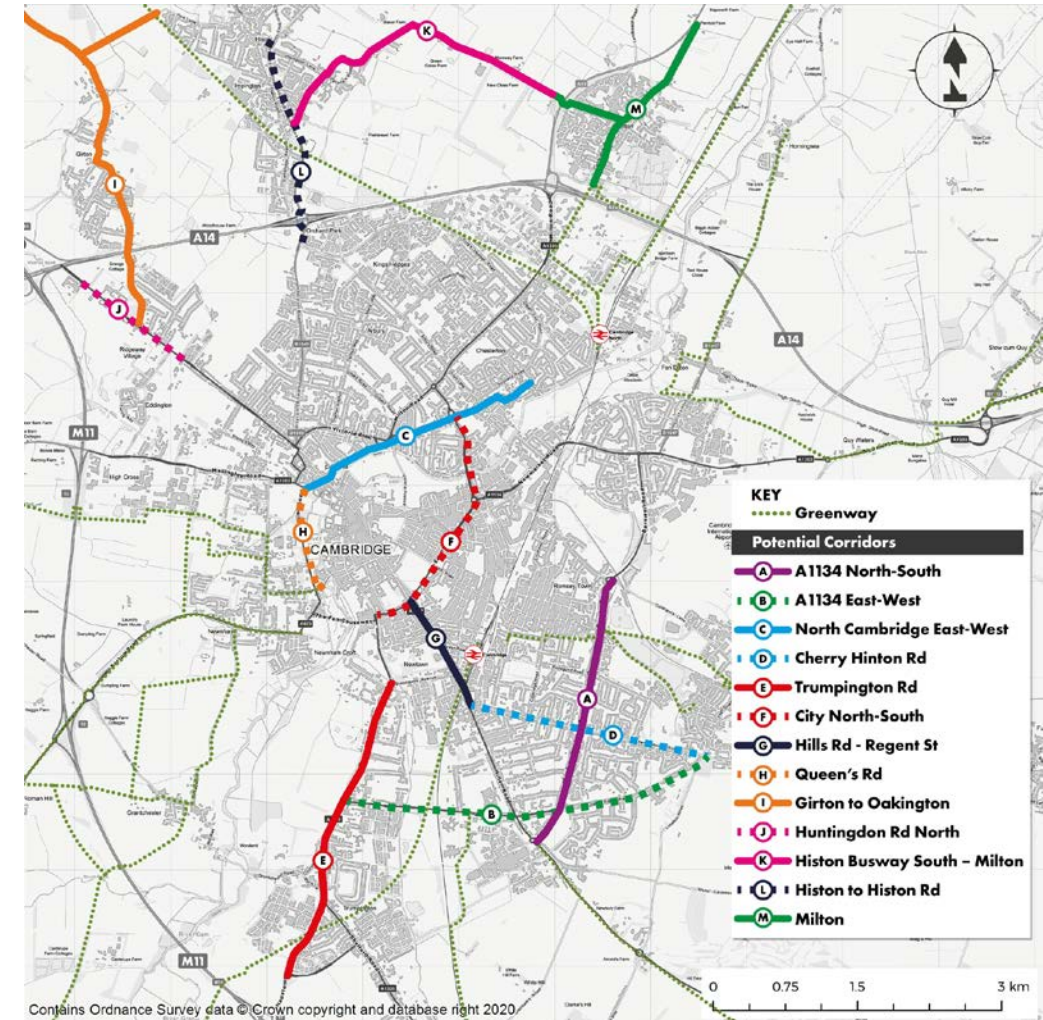
- **Cheaper and simpler tickets:** £1/£2 flat fare
- **Longer hours:** 5am to 1am
- **Vastly improved services:** new routes, higher frequencies, express services, additional destinations, better passenger experience.
- **Covering the whole travel to work area:**
Huge expansion of rural routes plus
Demand Responsive Transport
- **Alignment with CPCA bus reform**

- Double the size of the current network;
- Scale of investment not seen before – one of highest in UK.



Sustainable Travel Measures

- More space for walking and cycling
- Segregated cycleways
- Quieter roads



Sustainable Travel Zone

- Sustainable Travel Zone across an area, not a cordon
- 7am-7pm, weekdays
- £5 charge for cars, city-wide
- Targeted discounts/exemptions/reimbursements

Phased implementation

- Bus improvements will be delivered first
- Proposed consultation would explore options for the Sustainable Travel Zone initially operating for shorter hours and/or targeting larger vehicles such as lorries and coaches



Sustainable Travel Zone: discounts and exemptions

100% discount or exempt

1. Emergency and military vehicles
2. Disabled tax class vehicles
3. Breakdown services
4. NHS tax exempt
5. Dial-a-ride services
6. Certain local authority operational vehicles
7. Blue badges – nominate 2 vehicles
8. People on low incomes (25-100% discount)
9. Buses (review for petrol/diesel in 2030 in line with zero emission ambition)
10. Hackney taxis and private hire vehicles meeting Cambridge City Licensing conditions on emissions and accessibility
11. Car club vehicles (official providers)

Reimbursements

1. NHS patients clinically ill or too vulnerable for public transport
2. NHS staff using vehicle to carry certain items
3. NHS and other emergency services staff responding to an emergency when on call
4. Other essential emergency service trips made in business vehicles e.g. fire inspections
5. Social care, peripatetic health workers and CQC-registered care home workers
6. Minibuses and LGVs used by charities and not-for-profit groups

Will be worked through with providers during consultation



Benefits and Impacts



Benefits and Impacts - £5 per day, 7am to 7pm weekdays



Reduces traffic, congestion and emissions and improves reliability



Funds transformation of bus network



Funds walking and cycling infrastructure



Funds wider measures to enhance mobility

Impacts on car use

- 50% reduction of car trips in the charging zone

Impacts on public transport

- 40% increase in public transport in the charging zone and the wider South Cambridgeshire area
- 30% increase in public transport use in wider travel to work area

Other impacts

- 30% increase in walking and cycling within the charging zone
- 5% reduction in greenhouse gases from reduced mileage



Benefits and Impacts - Assessments

Impact assessments have been undertaken on the following areas:

- Equalities
- Social and distributional
- Air quality, Noise and Carbon
- Health impacts

We have used these assessment to inform the bus and active travel package and Sustainable Travel Zone development, including the suite of discounts, exemptions and reimbursements.

Overall, these initial assessments are broadly positive or neutral in their overall assessment.

They identify a smaller number of issues to be explored further through the consultation to better understand them and seek enhancements or mitigations to remove or minimise the impacts.

Impacts will continue to be assessed throughout scheme development



Benefits and Impacts - conclusions

This scheme is unlocking significant benefits across a range of objectives, including:

- Improving access to employment, education, services and leisure, particularly for those on low incomes or without access to a car;
- Significant reductions in carbon emissions; and
- Improved health through greater levels of active travel and better air quality;

Stable and continued funding for an affordable and attractive sustainable transport network

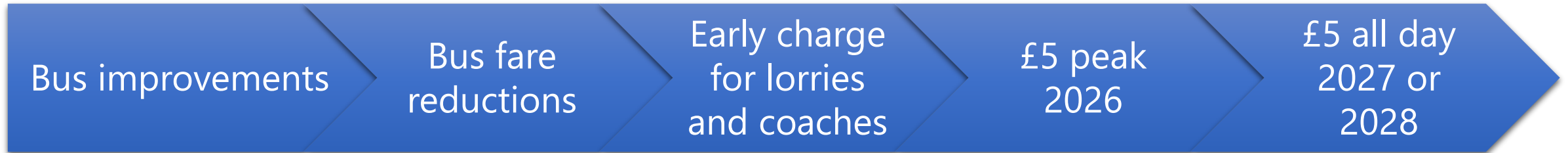
Further engagement to ensure potential negative impacts are thoroughly understood and assessed, and mitigations identified, including through the consultation.



Delivery and phasing



Sustainable travel zone: phasing



- From mid-2023 – priority service improvements
- From 2024 – proposed £1/£2 flat fare introduced
- 2025-2027 – services continue to ramp up
- From 2025 – peak-time road user charge for larger vehicles
- From 2026 – peak-time road user charge applying to all vehicles from 7am-10am weekdays
- From 2027 or 2028 – full Sustainable Travel Zone proposals implemented – 7am-7pm weekday charge

Delivering bus measures

Improving confidence in bus services through early delivery of priority schemes and fare reductions.

Our proposal to develop and fund transforming buses is possibly more important than ever given post-covid travel patterns.

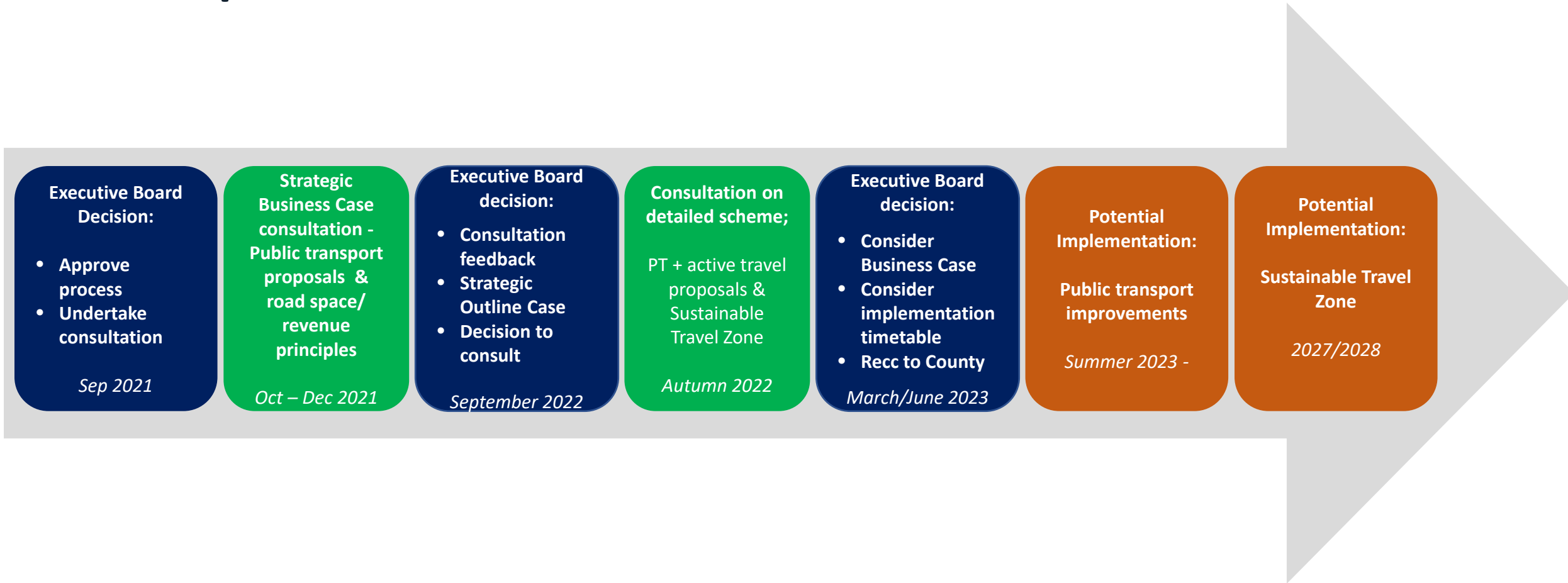
We have allowed time to gradually ramp up services and fares reductions over the first 3-4 years, before the 7am-7pm charge is introduced.



Proposed Public Consultation

- Recommending a major public engagement and consultation exercise to give people opportunity to comment on everything in the package;
- Opportunity to shape the bus network proposals, walking and cycling improvements and other measures;
- Consultation would be a Statutory Consultation for the Sustainable Travel Zone, with questions covering the suggested area and boundary, hours and days of operation, and proposed charge levels, discounts, exemptions and reimbursements;
- Targeting the whole travel to work area, with tailored approach to hear from seldom heard groups and those identified as potentially negatively impacted in the Equality Impact Assessment;
- More details in Appendix A.

Next steps and timeline



Greater Cambridge Partnership Executive Board Public Questions Protocol

PLEASE READ THE PROTOCOL AND THE NOTES BELOW BEFORE SUBMITTING YOUR QUESTION

Notes: The Executive Board Chairperson has confirmed that when exercising their discretion to allow questions to be asked at meetings, they intend to apply the following principles:

- Questions should relate to matters on which members are being asked to reach a decision.
 - Multiple questions by the same person on the same agenda item will not be accepted.
 - GCP officers will not read out questions on behalf of those concerned. The expectation is that those asking questions will do so personally (or nominate someone else to do so on their behalf) *. Where this is not possible questions will be handled as routine correspondence and a written response provided.
 - The 300 word limit will be applied strictly and questions exceeding this limit will be automatically rejected.
- * where possible the option of remote attendance will be offered, but not all venues used have the equipment necessary to enable this.

At the discretion of the Chairperson, members of the public may ask questions at meetings of the Executive Board. 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 Executive Board, 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 Executive Board 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 12th December 2022**

Feedback from the Joint Assembly Meeting 23rd November 2022

Report to: Greater Cambridge Partnership Executive Board

Date: 15th December 2022

Lead: Councillor Tim Bick, Joint Assembly Chairperson

1. Background

- 1.1 This report is to provide the Executive Board with a summary of the discussion at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Wednesday 23rd November 2022. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Two questions were received. Both related to the Greater Cambridge Greenways proposals for Haslingfield and Comberton.
- 1.3 It was noted that a petition relating to the Cambourne to Cambridge Project, presented by Cambridge Past, Present and Future, and supported by an alliance of organisations had been received in advance of the last Executive Board meeting. Following discussions with the petitioner it had been agreed that the most appropriate route for the petition was for it to be formally presented to the Cambridgeshire County Council meeting when it considered the Transport and Works Act Order in the new year.
- 1.4 A second petition relating to the Comberton Greenway proposals had been submitted by Highfield Farm Touring Park. It called for the Comberton Greenway to come down the west side of Long Road rather than the proposed east side.
- 1.5 Four reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

2. Quarterly Progress Report

- 2.1 The Joint Assembly noted the report, which set out progress across the whole GCP programme. Members endorsed plans to appoint a consultant to help with the GCP's Gateway Review. In response to a question, it was clarified that advice from the Department for Levelling Up, Housing and Communities was that additional support be engaged to assist with this work.

- 2.2 Members welcomed plans to continue funding the Cambridge University Centre for Business Research (CBR) to provide a sectorial employment analysis for the Greater Cambridge economy. The consensus was this was a valuable source of high quality data. It was suggested that more could be done to encourage others to use it; establishing a 'single source of truth'. Noting the disparities in turnover and employment between the Knowledge Intensive (KI) sector and non-KI companies, it was suggested that it would be useful if the CBR was asked to look at this in more detail.
- 2.3 Commenting on the information about performance against targets in the report, one member drew attention to projects where target dates had changed without any notification or commentary. A commitment was made to address this and ensure there was more transparency in future.
- 2.4 The Joint Assembly welcomed the skills update and in general felt things were going well. Comments were made about the challenges being faced and it was asked whether there was more that could be done beyond the work with Form the Future. Members were reminded that the focus of the City Deal was to support STEM [Science, Technology, Engineering and Mathematics] skills. More recently other shortage areas had emerged, for example in construction and agriculture. GCP officers recognised the importance of working closely with the Cambridgeshire and Peterborough Combined Authority, which had responsibility to support wider skills, but undertook to look at ways members' wider ambitions might be addressed.

3. Greater Cambridge Greenways: Haslingfield and Comberton

- 3.1 The Joint Assembly endorsed the next steps for the Comberton and Haslingfield Greenways and supported the proposals set out in the report.
- 3.2 Members discussed a number of general points related to all Greenways and noted plans to produce strategies for lighting; surface treatments and materials; and signage. It was suggested that these be presented to a future meeting, with a view to providing reassurance about the detail of these and other Greenways proposals. In response to a question it was confirmed that GCP officers were working with County Council officers on the proposed Active Travel Design Guide, as well as ensuring appropriate teams were involved throughout the design of each scheme. It was suggested that reports should include more information on design quality, identifying the extent to which sections of the route met Local Transport Note (LTN) 1/20 and other relevant standards. This would ensure members were able to assess what the impact of the proposed changes would have on the attractiveness of routes for all users and at the same time balance aspiration against practical considerations.
- 3.3 There was a discussion about responsibility for maintenance of the Greenways. It was noted that once the schemes were completed there would be a formal transfer of responsibility to the County Council as Highways Authority for the area. Officers were discussing how the GCP could support County Council colleagues with the financial cost of delivering that maintenance, rather than simply pass on a financial pressure. It was suggested that it would be helpful for everyone to be completely clear when the development phase of each scheme was finished and the County Council became responsible for maintenance. Officers agreed to look at this.

4. Smart Cambridge Update and Forward Programme

- 4.1 The Joint Assembly welcomed the update on progress with the delivery of SMART Cambridge and supported the proposed forward work plan. Members stressed the importance of this work in underpinning all aspects of the GCP programme, taking an innovative approach from the outset. A critical feature was how to scope and deliver behaviour change, making sure it was embedded at the heart of all projects.

5. Developing the GCP Approach to Biodiversity Net Gain

- 5.1 The Joint Assembly welcomed the paper and noted the opportunities and approach to achieving up to 20% biodiversity net gain across the GCP programme. While there was general support for the proposals, some members commented on the level of ambition and suggested it should be higher. Members sought assurance that as far as possible data was being collected on completed schemes and welcomed plans to focus on establishing a consistent baseline across the whole programme.
- 5.2 Members emphasised the importance of working with partners and collaborating on biodiversity measures and welcomed confirmation that the GCP was already working collaboratively with the Landscape Heritage and Ecology Group, the County Council and other stakeholders and this would continue as work progressed.
- 5.3 There was a difference of opinion about the application of the mitigation hierarchy. Overall a sensitive approach was needed, balancing a desire to provide on site measures within the red line boundary against a realistic assessment of what was achievable and sustainable in the long term.

Background Papers

Source Documents	Location
None	N/A

Quarterly Progress Report

Report to: Greater Cambridge Partnership Executive Board

Date: 15th December 2022

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

1. Background

1.1 The Quarterly Progress Report updates the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme.

1.2 The Executive Board is recommended to:

- (a) Note that the Making Connections consultation was launched on 17th October and will continue until 23rd December;
- (b) Approve the appointment of a consultant to support the GCP's Gateway review process; and
- (c) Approve the request to continue funding, via the Centre for Business Research, the quarterly company analysis data draw for the next twelve months; and on part funding an annual data draw.

2. Joint Assembly Feedback

2.1 The Joint Assembly agreed with the request to appoint a consultant to support the GCPs Gateway process and the request to continue funding, via the Centre for Business Research, the quarterly company analysis data draw for the next twelve months and on part funding an annual data draw. The following specific points were made:

2.2 General – Members of the Assembly asked that acronyms are clearly explained in the paper to ensure it is accessible to members of the public. It was also suggested that Section 4.4 on the census findings, demonstrating the continued growth of the Greater Cambridge area, is highlighted to demonstrate why the GCP programme is so important.

- 2.3 Gateway - Members of the Joint Assembly supported the proposal for GCP to appoint consultants to assist with the Gateway Review process, having clarified whether the Funding Body – DLUHC (Department for Levelling Up, Housing and Communities) had an expectation that we would.
- 2.4 Transport – The Joint Assembly asked a few detailed points about the programme, for example about progress on the Chisholm Trail Phase 2 and work on the Whittlesford Station masterplan. In addition, a general point was raised regarding changes to baseline completion dates for projects. It was agreed that completion dates should not change without a clear explanation as to why.
- 2.5 Skills -The Joint Assembly welcomed the ongoing work on Skills and asked for further work to be identified if possible, outside of the Form the Future work. Members highlighted skills shortages in specific areas including construction and agriculture, and sought reassurance that the programme responded to changes needs. Officers noted that this work was ongoing with the Combined Authority to ensure complementarity with other skills programmes including delivery against business need. The future procurement of GCP projects was highlighted as an opportunity to embed targets for apprenticeships in construction.
- 2.6 Economy and Environment - The quality of the information provided by the Centre for Business Research was recognised and appreciated by Assembly Members. Concerns were raised about impacts on the non Knowledge Intensive industries with a request for further analysis on this to feed into the next stage of work with the Centre for Business Research.

3. 2022/23 Programme Finance Overview

- 3.1 The table below gives an overview of the 2022/23 budget and spend as of October 2022.

Funding Type	*2022/23 Budget (£000)	Expenditure to Oct 2022 (£000)	2022/23 Forecast Outturn (£000)	2022/23 Forecast Variance (£000)	Current Status**
Infrastructure Programme	40,694	12,915	36,825	-3,869	G
Operations Budget					

Please note:

* 2022/23 Budget includes unspent budget allocations from the 2021/22 financial year, in addition to the allocations agreed at the March 2022 Executive Board. The total has increased by £1m as it now includes the Waterbeach Station budget.

** 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 over the whole programme given such significant scale.

4. GCP Programme – Strategic Overview

- 4.1 This section of the paper provides the updated context in terms of the economy, providing an overview of the economic landscape in which the City Deal is being delivered, setting out how the City Deal continues to be a critical element of delivery of sustainable economic growth and successful delivery of statutory documents such as the Local Plan and the Local Transport and Connectivity Plan. Without the successful delivery of the City Deal, the aims and objectives of these plans would not be met.
- 4.2 The current business environment makes it important to have timely data on employment changes. During the period December 21 to April 22, Cambridge University's Centre for Business Research (CBR) extrapolated and analysed survey data from Greater Cambridge companies – this update is obtained by sampling the CBR annual corporate database of all businesses based in the wider Cambridge region and covers a large sample of companies representing 59% of corporate employment in Greater Cambridge. 2021/22 figures show that overall employment growth covering the post-Covid period was positive and much stronger than during the Covid period. Employment growth increased from 2.5% in 2020/21 to 6.7% in 2021/22, possibly implying that businesses discovered how to live with Covid.
- 4.3 The faster employment growth in the area during the most recent year was driven by a strong performance of KI (Knowledge Intensive) sectors. The growth of these companies remains robust as we see employment growth accelerate from 5.8% in 2020/21 to 10.0% in 2021/22. In turn, non-KI employment increased by 1.8% post Covid after declining by 2.1% during Covid.
- 4.4 As reported earlier this year, in parallel to the continued employment growth of Greater Cambridge, first tranches of the census have been released which also shows significant levels of population growth for the Greater Cambridge area. Since the last census in 2011, the Greater Cambridge area has grown by an average of 12.8% more people (Cambridge growing significantly by 17.6% and South Cambridge by 8.9%).
- 4.5 Given the significant levels of growth across the Greater Cambridge area in conjunction with the employment growth, the successful delivery of the City Deal remains critical. Increasing activity and continued investment as we sustain delivery throughout 2022/23 and beyond will be vital to the success of the City Deal programme overall. GCP continue to deliver with a key focus on:
- The consultation on the Making Connections Proposals.
 - Construction of the Milton Road and Cambridge South East Transport Phase 1 schemes has continued.
 - Continued development of other key transport schemes including preparation for the submission of the Transport and Works Act Order for the Cambourne to Cambridge scheme and public engagement on the Melbourn, Barton and Horningsea Greenways.
 - Development of the other Major Transport corridor projects and Active Travel schemes.

Preparing for Gateway

- 4.6 Like all City Deals and Combined Authorities, GCP is subject to gateway reviews every 4 to 5 years, through which a successful outcome unlocks the next tranche of funding for the next 5 years. The objective of the Gateway review is to consider and evaluate the progress of the City Deal programme, providing an independent review from the Managing Authority – the Department for Levelling Up, Homes and Communities (DLUHC). This process is a key assurance mechanism designed to provide an objective view of the progress made by a programme in terms of time, budget and outcomes.
- 4.7 The review process is iterative, with various report submission deadlines and a final challenge session with DLUHC and its independent panel with GCP officers.
- 4.8 Since its inception the GCP has successfully undergone one gateway review which concluded in 2020 with the release of the next tranche of funding to be invested over a 5 year period from 2020/21 to 2024/25. The letter confirming the successful outcome of the last gateway review noted that *“GCP has made significant progress on its investments over the last 5 years”* and *“the gateway review highlighted several significant successes across the deal to date. We commend local partners for their focus on delivering projects in line with local priorities across GCP and for the strong partnership that you have built to support the successful delivery of the Deal and improve the local economy.”*
- 4.9 The next Gateway review is about to commence with the final outcome due in 2025. DLUHC, is now preparing for the next round of gateway reviews including the launch of their own tender for a consultant to help them with that task. DLUHC’s tender documents provide clarity and insight on how the GCP will be assessed, the Key Performance Indicators that will be applied, and the reporting deadlines. The pack of tender documents released by DLUHC has shown the depth and extent of audit that is due to take place. The level of monitoring and evaluation by DLUHC is both prescriptive and extensive.
- Their tender seeks to deliver:
- A) The development of a National Evaluation Framework which will apply to all the areas under review, including the performance indicators agreed by DLUHC.
 - B) Development of bespoke monitoring and evaluation frameworks for each local areas (GCP included).
- 4.10 In addition to the preparations for the Gateway Review, the GCP continues to respond to local needs and adapts its response to a broader set of priorities within its core programme. GCP have been working closely with its strategic partners to develop an inclusive and sustainable growth framework that responds to a broader set of measures. As part of this work, analysis will be gathered to provide evidence of the economic impact the Greater Cambridge area has on the rest of the UK. In partnership with other ‘Fast Growth Cities’ this research will add value to the justification and contextual impact the economy has on the success of both the Greater Cambridge area and the Country as a whole. This research aligned with the inclusive and sustainable growth framework, will help to show how the GCP has both delivered against its City Deal objectives as well as delivering additionality to the work of its strategic partners.

- 4.11 GCP officers are seeking to procure a consultant to support the local team; reviewing and assessing the projects under DLUHC assessment, providing advice, scrutiny and assurance whilst carrying out independent evaluation and appraisals. This will provide officers with additional expertise to prepare for the Gateway process. It will also offer independent review and scrutiny. Officers are working closely with both civil servants and other City Deal areas throughout the process to ensure consistency of approach.
- 4.12 As the review has not yet fully commenced, the exact scope of works remains unclear. Following careful analysis of the costs of gateway review 1 and consideration in terms of inflation an initial budget allocation of up to £150k is provided for within the GCP's budget. This essentially amounts to two years of consultancy support.
- 4.13 Initial information from DLUHC provides the following information in terms of deadlines GCP will need to adhere to:
- Submission of a Local Evaluation Framework – January 2023.
 - Submission of a mid-term report – June 2023.
 - Submission of the final report – October 2024.
 - Outcome – Spring 2025.

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 The Making Connections consultation launched on the 17th October and will continue until 23rd December 2022. The full details of the consultation can be found here: [GCP Making Connections 2022 | Consult Cambridgeshire \(engagementhq.com\)](https://www.engagementhq.com). Overall GCP are running a programme of events to raise awareness of the consultation. This is in addition to attendance at a number of other meetings and events in the area. This is a significant consultation exercise that is aimed at securing wide representation and ensuring good, constructive feedback for the next stage of the project.
- 5.3 Over the last quarter, progress has continued across the Transport programme. This has included continued construction on CSETS Phase 1, continued construction on Milton Road and public engagement on the Melbourn, Barton, Horningsea and Sawston Greenways (due to complete by the end of December 2022). This has added to the success of the opening of Histon Road and Chisholm Trail Phase 1 in 2021/22.
- 5.4 In the next quarter significant progress is expected across the Transport programme. This will include continued construction for the Milton Road and CSETS Phase 1 projects. In addition engagement will continue on the remaining Greenways with Fulbourn, Waterbeach and St Ives all to be engaged on before

Spring 2023. Consultation will also take place on Eastern Access and Waterbeach (Greenway and Public Transport Corridor) in early 2023.

- 5.5 The full workstream report for Transport, including tables outlining delivery and spend information, is available at Appendix 1.

Skills

- 5.6 The full workstream report for Skills is available in Appendix 2.

Smart

- 5.7 The contract for the Strategic Sensor Network has now been signed and an order placed which includes 38 devices to be deployed within Cambridge. All 38 devices have now been installed.
- 5.8 The Smart programme is working with the City Access team to shape the next stage of the systems and operations workstream which will involve close collaboration with the relevant County Council teams.
- 5.9 The full workstream report for Smart is available in Appendix 3 and a separate paper on the programme can be found at item 8 on the agenda for this meeting.

Housing

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

Economy and Environment

- 5.11 **Sectoral Employment Analysis:** The current business environment makes it important to have timely data on employment changes. This is the seventh of a series of updates from the Centre for Business Research (Cambridge University) and brings up-to-date information about what is happening to corporate employment in the Greater Cambridge area. It is based on a large sample of companies representing 59% of corporate employment in Greater Cambridge.
- 5.12 The October 2022 Update covers accounting year ends between December 2021 and April 2022 (the median year end is early March 2022). This is the first time since these employment updates began that it has been possible to compare three years: the first (2019/20) largely unaffected by Covid; the second (2020/21) including all three Covid lockdowns; and the third (2021/22) looking at post-lockdowns performance. The third period captures the impact of the coming out of Covid lockdowns but precedes the war in Ukraine.
- 5.13 To date it is not possible to identify any material impact of the war in Ukraine and the ensuing recession and cost of living crisis on the performance of Greater Cambridge-based businesses and the October 2022 Update covers only the very early days of these events. Any further considerations will have to be deferred until the February 2023 Update.

- 5.14 **Energy Grid project:** As agreed at GCP Executive Board in December 2021, both the Trumpington and Cambridge East Grid Substation projects continue to be progressed. New commercial proposals from UK Power Networks (UKPN), referred to as Grid “Offers”, were received in early June 2022 and have now been accepted, enabling the design stage to commence.
- 5.15 Based on the design work, further analysis of demand and progress on securing the land required for the new grid substations, a new iteration of the business case will be prepared in coming months. Provided the project proceeds as planned, it is anticipated that the grid infrastructure would be ‘energised’ (i.e. available for use) in late 2026.
- 5.16 The full workstream report for Economy and Environment is available in Appendix 5.

6. Strategic Risks

- 6.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 7.2.

Strategic Risk	Mitigating action
Failure to unlock further funding for the GCP Programme - The opportunity to deliver the area's identified infrastructure needs and further economic and social benefits are lost due to an inability to access future funding. This could be as a result of inadequate delivery, Government considering Greater Cambridge a poor investment, and/or unforeseen circumstances.	<p>Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed.</p> <p>Through preparation for Gateway Review 2024/25, evidence why Greater Cambridge requires continued investment in order to meet growth aspirations.</p>
If there is a lack of capacity in the supplier market, from overall demand, Brexit, Covid, unforeseen global events, this could lead to delays, increased costs and the potential for non delivery.	<p>Maintain a clear pipeline of requirements.</p> <p>Provide early notification of requirements to give suppliers time to mobilise and give confidence of the flow of work.</p> <p>Maximise potential of existing professional services frameworks.</p>

Public feedback and opinion on the Programme is not demographically representative of the Greater Cambridge area as a whole, reducing the ability to understand the needs and priorities of the current and future population of Greater Cambridge.	Through regular engagement exercises, work closely with wider communities and Members to ensure feedback is captured and understood. A significant exercise is taking place to try and ensure this in the Making Connections work.
Cost of schemes increases due to inflation or demand for materials in the market, leading to insufficient budgets for delivery of all GCP schemes	Regular costing of schemes to ensure on budget. Liaison with the market including contractors to ensure pipeline is understood and issues of cost are raised early. Inclusions of risk, Optimism Bias and inflation in cost estimates.

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

7. Transport Delivery Overview

7.1 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 for whole Project	Forecast Completion Date for whole Project	Status		
				Previous	Current	Change
Cambridge Southeast Transport Phase 1	Construction	2022	2023	A	A	↔
Cambridge Southeast Transport Phase 2	Design	2024	2026	A	A	↓
Cambourne to Cambridge / A428 Corridor	Design	2024	2026	A	A	↔
Waterbeach to Cambridge	Early Design	2027	2027	G	G	↔
Eastern Access	Early Design	2027	2027	G	G	↔
West of Cambridge Package	Design	2024	2026	A	A	↔
Milton Road	Construction	2024	2024	G	G	↔
City Access Project	Design	2024	2024	G	G	↔
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	Initial Options	2023	2023	N/A	A	-
Cycling Plus	Initial Options	2027	2027	N/A	G	-
Chisholm Trail Cycle Links Phase 2	Design	2024	2024	G	G	↔
Madingley Road (Cycling)	Design	2025	2025	G	G	↔
Waterbeach Greenway	Project Initiation	2025	2025	G	A	↓
Fulbourn Greenway	Early Design	2025	2025	G	G	↔
Comberton Greenway	Design	2025	2025	G	G	↔
Melbourn Greenway	Early Design	2025	2025	G	G	↔
St Ives Greenway	Early Design	2024	2025	G	A	↔
Barton Greenway	Early Design	2025	2025	G	G	↔
Bottisham Greenway	Early Design	2025	2025	G	G	↔

Horningsea Greenway	Early Design	2025	2025	G	G	↔
Sawston Greenway	Early Design	2025	2025	G	G	↔
Swaffhams Greenway	Early Design	2025	2025	G	G	↔
Haslingfield Greenway	Design	2025	2025	G	G	↔
Waterbeach Station	Project Initiation	2025	2025	G	G	↔

Please note:

Histon Road and Chisholm Trail Phase 1 have been taken out of the above table as they are both complete. Both have small budgets for 2022/23 for final snagging works so will appear in the Finance Overview table in Section 8.1

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

7.2 Whilst the forecast completion dates captured above are the anticipated opening dates for each project, delivery risks e.g. land acquisition timescales remain across the programme. Due to the significant scale of the programme and its associated spend, delivery risks, such as these, are expected and are being managed through appropriate mitigation strategies. As it currently stands, the top risks across the transport programme are identified as follows:

Risk	Mitigating Action
If the cost of materials continues to increase it will have a significant impact on the cost of delivery and therefore programme	Early engagement with contractors during pricing to ensure that the latest market situation is reflected in both early estimates and risk apportionment.
If initial budget estimates for projects are either not realistic, do not include appropriate allocations for risk, optimism bias, or come under pressure through inflated prices from contractors then projects may not be delivered and confidence in the programme will be impacted	Ensure robust management of the commercial aspects of major projects, including the setting of realistic budget requirements and contingency levels. Follow government green book guidance on Optimism Bias.
If there is a failure of schemes at key decision gateways including Planning Decisions, Public Inquiry or following Judicial Review, the schemes will have to be significantly altered and/ or reprioritised	Ensure scheme development complies with all legal, national, local and internal governance requirements and that subsequent decisions are made on the basis of that process, fully documented and communicated in a transparent manner. The GCP continue to work closely with the Local Planning Authorities.
If there is a failure to reflect climate crisis policy agenda including carbon impacts and biodiversity net gain then the schemes may be subject to challenge, delay or reprioritisation at business case approval or consenting	CCC policy created, GCP to review and create an aligned strategy for the programme.
If projects are unable to acquire land within a timely fashion and/or landowners are unwilling to sell then statutory processes may be required or take longer due to significant	Appropriate professional advice on land acquisition, issues with land to be identified as early as possible within

objections which will lead to delays in the programme	projects. CPO to be utilised as a last resort.
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7.3 Since the last Quarterly Progress Report the following changes to the programme can be captured as follows:

- Updates to the stages of the Greenways to reflect the current position
- St Ives Greenway has gone to Amber to reflect the need for flood monitoring to establish the required extents of a scheme in the Swavesey area.

8. 2022/23 Transport Finance Overview

8.1 The table below contains a summary of this year's budget and forecast outturns for 2022/23.

Project	Total Budget (£000)	2022-23 Budget (£000)*	2022-23 Forecast Outturn Oct 22 (£000)	2022-23 Forecast Variance Oct 22 (£000)	Current 2022-23 Budget Status
Cambridge South East (A1307) – Phase 1	16,950	3,800	3,000	-800	A
Cambridge South East (A1307) – Phase 2	132,285	3,546	2,500	-1,046	A
Cambourne to Cambridge (A428)	157,000	2,000	2,000	0	G
Waterbeach to Cambridge	52,600	700	650	-50	A
Eastern Access	50,500	1,200	1,000	-200	A
West of Cambridge Package	42,000	951	733	-218	A
Milton Road Bus, Cycle and Pedestrian Priority	23,040	8,337	8,337	0	G
Histon Road Bus, Cycle and Pedestrian Priority	10,600	307	307	0	G
City Access Project	20,320	7,266	6,000	-1,266	A
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	175	90	-85	A
FIS Allocation – Public Transport Improvements	75,000				
- Cycling Plus		500	500	0	G
Chisholm Trail – Phase 1	17,914	20	20	0	G
Chisholm Trail – Phase 2	5,000	941	941	0	G
Madingley Road Cycling	993	399	195	-204	A
Greenways Programme	76,000	5,755	5,755	0	G
Waterbeach Station	37,000	1,000	1,000	0	G

Programme Management and Scheme Development	5,450	300	300	0	G
Total	£723,352	£37,197	£33,328	-£3,869	G

Please note:

* These budgets now account for the actuals in 2021/22 and therefore may be slightly lower or higher depending on whether an under or over spend occurred in 2021/22

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

8.2 Commentary relating to each project is set out below. This includes their financial RAG status and an update on spend and any anticipated variances for this year.

8.3 Cambridge South East (A1307) – Phase 1
Financial Status: **Amber**

The ongoing planning approval and land acquisition issues substantially affected the delivery of the Phase 1 projects in 2021/22.

The land acquisition issues have now been largely resolved or negated by redesign but delays in the process have resulted in some reprofiling of the construction programme with Bartlow roundabout now set to commence in March 2023.

Construction at Babraham Park and Ride has now started on site following planning approval and is expected to be completed by the end of February 2023.

The Haverhill Road and Wandlebury schemes are subject to planning approval and expected to start in Summer 2023.

8.4 Cambridge South East (A1307) – Phase 2
Financial Status: **Amber**

The Transports and Works Act Order (TWAo) application scheme was delayed in 2021/22 due to issue with a planning application, granted on appeal, on the alignment. The scheme is following Cambridgeshire County Council's governance process for TWAo applications so when this is prepared it will go to full Council for approval.

Due to these delays, costs have been reprofiled to reflect the programme, leading to a reduction in overall spend for this year.

8.5 Cambourne to Cambridge (A428)
Financial Status: **Green**

Consultants are now working on the Environmental Impact Assessment and TWAo for the project with a view to submission of the TWAo application in late 2022/early 2023 following the recent EIA consultation. No underspend is current forecast however this is dependent on work required for the TWAo application which is variable.

8.6 Waterbeach to Cambridge (formerly A10 North study)
Financial Status: **Amber**

Consultants are currently developing a preferred alignment option for the public transport route between the new town at Waterbeach and Cambridge. Along with options for a new park and ride at Waterbeach, this will go out to public consultation in January 2023.

While the budget for this year is £700k, it is currently expected that this will be slightly underspent, with some of the predicted spend on this project stage slipping to the next financial year. This is in part due to the delay with the modelling that has caused the programme to be shifted back slightly.

8.7 Eastern Access
Financial Status: **Amber**

Work on the longer term busway is now progressing following the allocation for development of the Airport site in the first draft of the Greater Cambridge Local Plan. Engagement on short term improvements to Newmarket Road is planned for late 2022.

The scheme is currently predicting an underspend this year due to a delay in commissioning of works. However, the scheme remains on track overall.

8.8 West of Cambridge Package
Financial Status: **Amber**

Cambridge South West Travel Hub was presented at February's County Planning Committee for determination. The decision was deferred unanimously by the Committee until further information on impact on the Green Belt, demand and carbon calculations are provided. In June this year the Planning Committee recommended approval of the application subject to the Department for Communities and Local Government's acceptance, this was received in July.

The final parcel of land is to be purchased following on from the terms of sale agreement. Due to the above, at this stage an underspend is anticipated as reflected in the forecast outturn figure.

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

8.9 Milton Road bus and cycling priority
Financial Status: **Green**

Construction of this project commenced on 27th June with a six week enabling works package - the main civils work then commenced in August.

The majority of the C4 utility payments have been made, providing greater certainty on the costs for these diversions. This year's forecast is broadly in line with the budget but will be reviewed once an updated forecast has been received from contractors at the end of October.

Inflation is of particular concern and remains a high risk for the project.

8.10 Histon Road bus and cycling priority
Financial Status: **Green**

Construction of the project is now complete (as of November 2021). Minor works are anticipated this financial year.

8.11 City Centre Access Project
Financial Status: **Amber**

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. Due to the interdependencies between projects some level of underspend may result this year.

8.12 Cycling Plus
(funded by FIS Allocation – Public Transport Improvements and Sustainable Travel)
Financial Status: **Green**

The £500k budget for Cycling Plus will be split between 2 projects: active travel improvements for (1) the A1134 and (2) Hills Road (from the sixth form college to the Regent Street/Gonville Place/ Lensfield Road junction). At this stage in the year, it is anticipated that both projects will come in on budget.

8.13 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)
Financial Status: **Amber**

Work on developing and delivering various projects included in the strategy has been held over, awaiting the outcome of the Cambridgeshire and Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council. This resulted in an underspend in 2021/22.

At this stage in the project, it is anticipated that the annual budget will be underspent by £85k in 2022/23. Consultants are currently working on an options report on the existing study and next steps and a refined forecast will be defined once the study report has been presented in November.

8.14 Chisholm Trail cycle links – Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)
Financial Status: **Green**

The project was successfully opened to the public at the end of December 2021. Positive comments have been received and the Trail is providing an obvious benefit to the public.

8.15 Chisholm Trail cycle links – Phase 2
Financial Status: **Green**

Chisholm Trail Phase 2 schemes Coldhams Lane and Cromwell Road went out to public consultation during the summer. Analysis is currently being undertaken and will be completed during November.

Contractors were commissioned to break the project into two schemes and carry out a construction cost exercise for all schemes. The budget will be reviewed following the completion of this work.

At this stage in the project, it is anticipated that it will come in on budget at the end of the 2022/23 financial year.

8.16 Madingley Road
Financial Status: **Amber**

The preliminary design for the scheme has been completed and submitted for its Road Safety Audit. Further modelling work is also being carried out in order to address concerns from National Highways and Cambridge University.

At this stage in the year, it is anticipated that the project will be underspent by around £200k following some delays in the completion of preliminary design.

The next step is for construction target costs to be established and to gain formal approval for procurement of a consultant's services and for the Outline Business Case to be completed and approved. The project can then move onto the detailed design stage.

8.17 Greenways Programme
Financial Status: **Green**

The Greenways programme has been split geographically between two consultants (appointed via the Joint Professional Services Framework) and work has now begun on the design of each scheme. In addition, work has begun on key workstreams such as the Wayfinding Strategy and updated land referencing across the entire programme.

It is currently anticipated that the programme will come in on budget at the end of the 2022/23 financial year.

8.18 Waterbeach Station
Financial Status: **Green**

Following approval to support this project from Executive Board in June 2022, we are now putting together a project team to deliver the new station and talking to key bodies such as Network Rail.

It is currently anticipated that the project will come in on budget at the end of the 2022/23 financial year.

8.19 Programme Management and Scheme Development
Financial Status: **Green**

At this stage in the financial year it is predicted that the project will come in on budget.

APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

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

9.1 GCP's new skills and training contract began delivery on 1st April 2021. Progress against targets can be seen below:

Indicator	Quarterly Status			Target (2022-2023 Year 2)	Status against overall target	Target (2021-2025)
	Previous	Change	RAG*		RAG* (for end of year stage boundary)	
600 apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship (<i>Seasonal peaks and troughs in academic year</i>)	13	+5	G	150	120	600
1520 adults supported with careers information, advice and guidance, broken down by sector where applicable (<i>Post-COVID need in community far lower than originally projected, with reprofiling and resource reallocation under discussion</i>)	81	+77	A	420	284	1520
600 Early Careers Ambassadors/YP Champions recruited, trained and active, broken down by sector (<i>Affected by year one delays to YP Champion programme, which has now launched and is beginning recruitment</i>)	9	+49	A	125	83	600
450 employers supported to access funds and training initiatives, broken down by sector (<i>Some seasonality, as employers are more motivated to engage when considering training starts</i>)	45	+31	G	100	168	450
400 students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector (<i>Seasonal, with vast majority taking place in July each year</i>)	33	20	G	100	53	400
2486 careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact (<i>Year-round, but with peak in middle of academic year</i>)	55	+69	G	621	764	2486
All Primary Schools (73) accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact (<i>Non-cumulative, the focus is on developing and sustaining engagement over time, rather than a cumulative output, year-on-year</i>)	84	N/A	G	73	84	73 sustained
200 students accessing mentoring programme as part of this service (<i>Highly seasonal, with delivery between November-April each academic year</i>)	50	N/A	G	50	50	200

Please note:

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

- 9.2 Monitoring data for the eight service KPIs is outlined in the table on the previous page. Data is reported as of the end of September 2022, the second quarter of the second year of the new contract and shows actuals against annual targets. Service data shows that Form the Future (FtF) are continuing to perform well against most of the KPIs, with six out of eight indicators having a Green RAG rating for the quarter. Where they are Amber, work is in pace to address this. Seasonal commentary is now included alongside each indicator in the table to support latest figures and explain any peaks or troughs in performance.
- 9.3 The sixth quarter was a quieter period for the Greater Cambridge Partnership Skills and Apprentice Service due to the summer holidays. During this period the project team focused on planning for the project and team handover at Form the Future. Another focus was on developing and implementing their partnership with Unifrog (an online platform that provides students with guidance on a full range of careers options). This partnership will strengthen our ability to track and report on the impact of the GCP. This quarter also saw a second round of briefings with schools, and Unifrog are now working with those that have confirmed their interest, whilst FtF and Unifrog are working in the current quarter to bring those on board who are currently undecided. In addition to this, the postponed CPD event (for students aged 11-19) was successfully delivered.
- 9.4 FtF has been able to support an additional 5 apprenticeship training starts which is broadly the same as the same period last year despite the recruitment and cost of living challenges facing businesses. As explained in the table, there are seasonal peaks and troughs during the academic year. Application numbers, against apprenticeship vacancies remain lower than in previous periods and we continue to work with employers to support their recruitment in alternative creative ways. For example, as a committee member of the Cambridge & South Cambs Chamber of Commerce, a series of events have been planned and CRC, FtF and Anglia Ruskin University are collaboratively delivering a presentation/webinar on 3rd November, entitled Engaging with Education Establishments.
- 9.5 The number of adults supported with careers information, advice and guidance has increased by 77 since last quarter. This indicator's work continues to be delivered in two strands between FtF and Cambridge Regional College (CRC), with FtF focusing on career guidance through one-to-one sessions and CRC delivering an annual series of roadshows and events to reach different audiences. Both CRC and FtF have supported individuals with Careers Education, Information and Guidance (CIAG) software and there has been an increase in the number of people whose first language is not English and particularly those from Ukraine wanting to access careers advice and the English to Speakers of Other Languages (ESOL) course to develop their language skills for employment opportunities.
- 9.6 In August, FtF saw the launch of their pilot programme, Coaching Circles, with three sessions for 7 attendees. One to one sessions also continued at the Cambridge Job Centre Plus, who work closely with FtF to ensure the continued success of this partnership. Form the Future are reviewing and planning to support uplift in numbers for this category and hope to see results in the coming quarters.

9.7 The recruitment of Early Careers Ambassadors (ECAs)/Young People Champions (YPCs) is being delivered jointly by FtF and CRC. Whilst there has been interest from a number of employers, engagement with the YPCs programme has not yet achieved the results initially planned, partly due to the current economic pressures and volatile job market. The feedback from the marketing campaign is that a change of name for the programme to promote that it is 'mentors supporting young people in their workforce' could help drive up further leads.

9.8 Other key points:

- Employers supported to access funds and training initiatives - this quarter has seen 31 meetings with employers to explore apprenticeships and navigate funding opportunities. This is a marked increase on the 17 recorded for the same period last year.
- Twenty students accessed work experience and industry placements (as a result of intervention by the service). This is a seasonal indicator with most placements taking place during the July to September quarter. Companies that took on students included Featurespace, WSP and Mills & Reeve.
- Careers guidance aimed at students aged 11-19 (and parents where appropriate) - September saw the start of the academic year and the continuation of Year 2 activities delivered by FtF, and the postponed CPD event from Year 1 taking place. Due to this quarter taking place across summer holidays, the quarterly status is lower than other quarters.
- Primary Schools accessing careers advice activities – this indicator is non-cumulative with the focus being on developing and sustaining engagement over time, rather than a cumulative output, year-on-year. The STEM resource hub was accessed by 660 users last quarter (634 of these were new users). In addition to this, planning for next year's primary careers fair at CRC continues in partnership between FtF and CRC. The event will take place on 7th March 2023, to coincide with National Careers Week.
- Students accessing mentoring programme - planning is currently under way with schools for mentoring to take place over the year ahead, with a total of 50 places provisionally allocated across 10 schools.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

10. Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Better use of data	Mar 2023	Mar 2023	G	G	↔
Improved public and sustainable travel offer	Mar 2023	Mar 2023	G	G	↔
City Access workstreams	Mar 2023	Mar 2023	G	G	↔

Progress reported up to 21st October 2022.

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

10.1 The table above 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.

10.2 The Smart programme of work continues to be developed to reflect requirements in the context of the increasing pace of delivery across all GCP workstreams.

10.3 Better use of data

‘The Better use of data’ theme aims to work with GCP partners and key stakeholders to develop the availability and usage of data. Highlights this period include the following:

10.4 **Mobility Monitoring (Strategic Sensor) Network** – All 38 GCP sensors have been installed, with a further 2 for the cycling team, 3 for the Busway team and 17 for the CPCA. The partner organisations have agreed that data captured by all sensors can be used by all parties, meaning the coverage of the Greater Cambridge area and wider county is significantly improved.

The team continue to work alongside colleagues in the Transport team to facilitate monitoring of new and existing schemes with these sensors, making use of the framework contract to ensure data can be easily compared.

10.5 **Data platform requirements** - to support officers in extracting intelligence and insight from data collected from the Mobility Monitoring (Strategic Sensor) Network and other related data streams, a ‘data platform’ is needed. This is a central point for access to support different types of data analysis and visualisation required by GCP and its partners.

Given the CPCA decision to re-allocate the funding for the development of a data platform discussions are on-going between the GCP, CCC and the CPCA to agree what interim arrangements could be put in place to support work on the Mobility

Monitoring Network. A short summary document has been produced to ensure all parties are aligned and to begin a scoping exercise.

- 10.6 **Data insights** - the Smart programme continues to work with County teams and GCP colleagues responding to requests for data insights from across the GCP to ensure that decisions are made on the best available evidence. Current assignments include the following:
- 10.7 **Bus pinchpoints** - by developing a more robust evidence base about where buses are being held up, GCP and County will be able to prioritise investments including bus priority measures, and target enforcement actions more accurately. An initial survey to collect and collate data has been run to assess the effectiveness of this approach. Once proven, the intention is to commission a regular survey to monitor how network conditions enable buses to move more efficiently around the GCP area providing a better service for the public. Initial work has been completed and two items on bus occupancy and carbon impact have been requested to add further value to the analysis. The updated report is expected by the end of December.
- 10.8 **Routes taken in city centre areas** - City Access colleagues have requested more detailed information about the movement of vehicles in the city centre and surrounding areas, including the identification of routes commonly taken at different times of day, and time taken for each segment of the journey. A draft list of suggested sensor locations has been created and is currently under review with the team after which the technical solutions and next steps will be agreed.

10.9 **Improved public and sustainable travel**

The Smart programme is leading a number of initiatives to support improvements in the public and sustainable travel 'offer' including the following:

- 10.10 **Guidance System Review** - the Cambridge Guided Busway has been very successful and as the GCP builds out its transport scheme, there is a desire to replicate that success by drawing on guidance technologies that have already been applied elsewhere in Europe, but don't require the same level of costly and complex infrastructure. Working in collaboration with the GCP Transport programme, the Smart team are co-ordinating investigations of those technologies and how they can safely and effectively support and enhance the schemes being proposed for Greater Cambridge.
- 10.11 **Mobility as a Service (MaaS) study and integrated ticketing** - consultants have been commissioned to set out how MaaS can support the wider GCP programme. The study also outlines how a trial could be used to deploy a MaaS solution and develop an assessment framework to understand the impact on travel choices. The report has now been delivered and is intended to be used to support the City Access programme, engaging on the wider requirements in late 2022.
- 10.12 **Smart Signals** - the Smart Signal trial aims to explore how policies to prioritise sustainable modes can be enacted in practice. At the Robin Hood junction both MOVA and the VivaCity control agent have been validated to ensure they are running optimally at that site. Journey time testing has begun with the site running each method of control on alternate days to allow a direct comparison of journey times through the junction. Once this has been completed (November 2022),

comparison of the two systems on a linked series of junctions will take place along Hills Road. The impact of prioritising different modes will also be tested. The end date for the work is anticipated to be February 2023.

10.13 **City Access workstreams**

The Smart programme has continued to support the City Access team in technical and behaviour change aspects of the work. The current focus includes:

- supporting the identification of potential operating models for a future City Access scheme, including technical, systems and operational aspects;
- understanding the approaches taken in other cities and how these might be applied to the Greater Cambridge Travel for Work area;
- looking at the range of initiatives to affect behaviour change (in particular modal shift away from private cars) including the introduction of MaaS outlined in the previous section.

10.14 The key dates and progress are being reported via the City Access project.

10.15 **Funding bids** – the Smart team are engaged with two bids for further Connected and Autonomous Vehicle funding. One bid relates to further feasibility work and the other focuses on a commercially viable operational service. Competition for this funding is extremely fierce, so success is not guaranteed, but we were invited, along with our consortium partners, to the second stage interviews for the operational service bid. The interview took place in October and it is understood that the successful bidders will be advised in late Autumn 2022.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

11. Delivering 1,000 Additional Affordable Homes

- 11.1 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.

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites**	1,000	2011-2031	569 (approx.)	A	A	↔

** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2022) and new sites permitted or with a resolution to grant planning permission at 30th September 2022 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.

- 11.2 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.
- 11.3 The Greater Cambridge housing trajectory published in April 2022 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 2023/24. Until 2023/24, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 11.4 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*”.
- 11.5 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 569 eligible affordable homes are anticipated to be delivered between 2023 and 2031 towards the target of 1,000 by 2031.

- 11.6 In the last quarter 34 eligible affordable dwellings were approved. These were all the result of a rural exception site in Cottenham. Planning committee resolved to grant the outline planning application at its meeting on 15 September 2022.
- 11.7 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 2022) or based on officer 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.
- 11.8 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.
- 11.9 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 38,716 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 5,216 dwellings more than the housing requirement of 33,500 dwellings. By 2023 it is projected that there will have been 1,241 affordable housing completions on rural exception sites and other schemes outside of village boundaries. Adding these to the 585 affordable dwellings in the pipeline post-2023 gives a total of 1,826 affordable dwellings anticipated by 2031.

APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

12. Greater Cambridge Sectoral Employment Analysis

12.1 Continued Support for the Greater Cambridge sectoral Analysis

- 12.2 As reported above, the Executive Board previously approved a project to support the Centre for Business Research (CBR), at the University of Cambridge, to undertake a localised analysis of the sectoral impact of Covid-19 on the Greater Cambridge economy. This was initiated in partnership with Cambridge Ahead. To date, the Executive Board has received six sets of analysis. The seventh set was presented at the start of November and is summarised at the end of Section 12.
- 12.3 The approach used by the CBR involves the team producing analysis on a quarterly basis, using employment and turnover data to give a detailed insight into the strength of Greater Cambridge's unique local sectors.
- 12.4 The approach has enabled the GCP and wider partners to effectively understand, represent and address the challenges posed to specific sectors within the local economy on an ongoing basis, at a depth that far exceeds national-level projections. Crucially, it delivers insight that would otherwise not exist into the impacts of Covid-19 and now wider economic turbulence on key sectors that are of both local and national importance, such as Technology and Life Sciences. This data will therefore strengthen recovery strategy activities with local and national stakeholders. Quarterly briefing sessions when the data is released for Members, officers, and wider stakeholders have also established valuable cross-sector dialogue on our economic situation and critical responses needed.
- 12.5 The current approval covers one further data draw in November this year. Given the unique insight the previous reports have delivered, officers recommend extending the GCP's support of the work until November 2024 at a cost of c£60k. Cambridge Ahead have agreed to continue to collaborate on this work and also to continue to share a portion of the costs. This extension would deliver three full years' worth of unique economic analysis and help continue to shape the GCP's programme as the economic situation inevitably continues to change.
- 12.6 In addition to the above quarterly analysis the CBR also produce an annual data draw, commissioned by Cambridge Ahead since 2015 with support of the following sponsors Arm, Marshall of Cambridge, Mills & Reeve, and the CPCA. The annual draw is unique in scope and complementary to the quarterly work. The annual draw represents a full census of the corporate economy, rather than the sample taken for the quarterly briefings. The annual data also covers the wider Cambridgeshire region enabling a robust understanding around the outer influence of the Greater Cambridge economy. Furthermore, the annual draw also captures births and deaths of companies. Something that is not covered in quarterly briefings. The annual draw is a comprehensive and meaningful census of our functional economic area that is maintained as a robust timeseries of data, and therefore enables the GCP to offer

highly credible evidence to gateway reviews, briefings with Members, and other strategic reporting.

- 12.7 GCP have been invited by Cambridge Ahead to take an active role in the annual draw, to further secure the continued delivery of this dataset across the next three years (2022, 2023 and 2024). In addition to the complementary nature of the work there is an opportunity to use this analysis to support the work that is being prepared for the GCP's next Gateway Review. Having ready access to this level of unique data will be valuable in setting out the case for the continued investment in this geography. This additional work would cost a total of £30k.

12.8 **Greater Cambridge Employment Update**

- 12.9 As outlined above, this is the seventh of a series of updates from the Centre for Business Research (Cambridge University) and analyses data from accounting year ends between December 2021 and April 2022 (the median year end is early March 2022). The update is obtained by sampling the CBR annual corporate database of all businesses based in the wider Cambridge region. The full report can be found at: [Research & Evidence \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk/research-evidence)
- 12.10 This is the first time since starting these employment updates that it has been possible to compare three years' worth of data. The first is from 2019/20 (largely unaffected by Covid), the second from 2020/21 including all three Covid lockdowns and the third in 2021/22 looks at post-lockdowns performance.
- 12.11 Corporate employment growth in the Greater Cambridge area slowed down from 5.5% in 2019/20 to 2.5% in 2020/21, reflecting the impact of the three Covid lockdowns. However, this slowdown is modest considering the unprecedented disruption to business caused by the pandemic. The lower employment growth in the area during Covid was due to a weaker performance of non-KI (Knowledge Intensive) sectors compared with the pre-Covid period. Whilst employment growth in KI sectors remained high at 5.8%, non-KI sectors saw employment growth decline from 2.6% in 2019/20 to -2.1% in 2020/21.
- 12.12 As mentioned earlier in the report, post Covid figures (2021/22) show that overall employment growth in the Greater Cambridge area was positive and much stronger than during the Covid period. The faster employment growth in the area during 2021/22 was driven by a strong performance of KI sectors, which saw employment growth accelerate from 5.8% in 2020/21 to 10.0% in 2021/22. Non-KI figures increased by 1.8% having declined by 2.1% which suggests that jobs in this sector that were impacted by the effects of the pandemic has lasted longer.
- 12.13 Analysis shows that both Cambridge and South Cambridgeshire-based companies achieved higher employment growth in the post-Covid period than in the pre-Covid period. Employment growth in Cambridge was slightly faster in 2021/22 (7.3%) compared with 2019/20 (6.8%). In South Cambridgeshire, employment growth was much stronger in the latest year (6.4%) than it was two years ago (4.7%).
- 12.14 The Covid pandemic has had a varied impact across sectors. Sectors like Life Sciences are involved in supporting the fight against the virus and future outbreaks and ICT companies have benefitted from the increase in gaming as people spent more time at home during lockdowns.

- 12.15 Although Hospitality, travel and tourism, and some retail businesses were severely affected by lockdowns and other restrictions, employment in some of these sectors has increased after the pandemic although a number of in-person service businesses (including hairdressers, pubs and restaurants) are likely to require some time before a full recovery is achieved.
- 12.16 To complement the findings from the employment update, CBR examined a sample of 129 companies between December 2021 and April 2022 which have provided both employment and turnover data for the last four years. Results show that both turnover and employment of the KI companies were strong before the pandemic struck. Growth of turnover in 2019/20 was also strong for the non-KI companies, but their growth of employment, whilst positive, was not as strong as that of the KI sector. Employment growth of KI companies slowed markedly during Covid but their total turnover actually fell. Non-KI companies suffered a fall in employment and an even greater fall in turnover. These findings bear witness to the support provided by the furlough scheme.
- 12.17 Looking at the data from 2021/22, KI employment has resumed its previous vigorous growth and turnover has rebounded to its previous growth trajectory (+25% in 2021/22). In contrast, the impact of the pandemic on non-KI employment appears to have lasted longer, whilst turnover has rebounded from lockdown giving a growth of 24% for these companies.
- 12.18 Overall, the comparison of the performance before, during and after the Covid lockdowns suggests that Greater Cambridge corporate employment has started to recover from the worst effects of the pandemic. The results from comparing turnover and employment growth during the pandemic demonstrate the importance of the furlough scheme.
- 12.19 The latest data only covers the early period of the cost of living crisis and mostly predates the war in Ukraine. In the February 2023 update, analysis will look at employment changes over the first few months of the start of the cost of living crisis and the start of the war.

13. Electricity Grid Reinforcement

- 13.1 As agreed at GCP Executive Board in December 2021, both the Trumpington and Cambridge East Grid Substation projects continue to be progressed. New commercial proposals from UKPN (referred to as Grid “Offers”) were received in early June 2022 and have been reviewed by our legal and technical consultants. Senior officers accepted the Offers in late August 2022 and this has enabled the design stage to commence. The costs of the design work are within approved budgets.
- 13.2 A project ‘kick off’ meeting was held with UKPN and our consultants in mid-October 2022, and regular monthly meetings will be held to drive progress. Key risks and areas of focus include land and planning issues, and cabling routes which will require close cooperation with the GCP transport team and relevant County Council teams.

- 13.3 Based on the design work, further analysis of demand and progress on securing the land required for the new grid substations, a new iteration of the business case will be prepared in coming months. The precise timing of the presentation of this business case depends on the availability of this information but is likely to be between end-2022 and mid-2023. Provided the project proceeds as planned, it is anticipated that the grid infrastructure would be 'energised' (i.e. available for use) in late 2026.

14. Citizens' Assembly

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

15. Financial Implications

- 15.1 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 c.£111million. This assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200million).

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 and Environment Workstream Report
Appendix 6	RAG Explanations
Appendix 7	Completed GCP Projects
Appendix 8	Executive Board Forward Plan

Appendix Background Papers

Source Documents	Location
None	-

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

- **Green:** Projected to come in on budget or accelerated spend within overall budget
- **Amber:** Projected to come in under budget, but with measures proposed/in place to bring it in on budget
- **Red:** Projected to come in over budget in year and overspend the overall budget, or under spend the budget in year, without measures in place to remedy

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	

	Fulbourn/ Cherry Hinton Eastern Access	2021	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)	
Chisholm Trail Cycle links - Phase 1		2021	A new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station	Chisholm Trail Cycle links – Phase 2	
Histon Road bus and cycling priority		2021	Better bus, walking and cycling facilities for those travelling on this busy key route into Cambridge.		

Smart programme projects				
ICP Development – Building on the Benefits	2021	Data platform in operational use. Parking, Bus and Road Network datasets and analytic tools available for use.	Strategic Sensing Network CPCA Transport Data Platform	Better insight and information for the transport network is now available
Data Visualisation – Phase Two	2021	Visualisations of Automatic Number Plate Recognition (ANPR) data Connectivity to County Council PowerBI services enabled.	Strategic Sensing Network CPCA Transport Data Platform	Enhanced insights extracted from 2017 ANPR survey
New Communities - Phase One (Extended)	2021	Three topic papers for North East Cambridge Area Action Plan (AAP) and input into Local Plan		Smart solutions and connectivity principles embedded in area action plan
Smart Signals – Phase One	2021	Installation of smart signal sensors at 3 junctions (Hills Road)	Smart Signals – Phase Two Smart Signals – Phase Three	Will be realised as part of the following phases
Strategic Sensing Network – Phase One	2021	Gathering requirements and developing specification	Strategic Sensing Network – Phases Two and Three	Will be realised as part of the following phases
C-CAV3 Autonomous Vehicle Project	2021	Successful trial of autonomous shuttle on the West Cambridge site. Development of safety cases for this trial and to support future work. Development of business cases for potential future opportunities in Greater Cambridge		Successful demonstration of the utilisation of autonomous vehicles as part of the future public transport system

Digital Wayfinding	2021	Upgrade of wayfinding totem at Cambridge station and development of walking routes map for display.		Improved wayfinding experience for travellers
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: 15th December 2022	Reports for each item to be published 5th December 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
Greenways: Haslingfield and Comberton.	To consider the Outline Business Case and programme for delivery.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP SMART Programme.	To review key links between GCP's SMART Programme and the wider GCP Programme.	Debbie Bondi	No	N/A

Programme Level Biodiversity.	Update on progress towards ensuring biodiversity is fully considered across the programme.	Niamh Matthews	No	N/A
Executive Board: 9th March 2023	Reports for each item to be published 27th February 2023	Report Author	Key Decision	Alignment with Combined Authority
Cambridge South East Transport Scheme Phase 2.	To receive an update the on the scheme and agree next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Electricity Grid Capacity.	To receive an update on work to date.	Rachel Stopard	Yes	N/A
Foxton Travel Hub. (Subject to Cambridgeshire County Council Planning Decision).	To sign off the Full Business Case and agree next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Future Investment Strategy.	To consider and agree an updated investment strategy for the GCP's Programme.	Niamh Matthews	Yes	N/A
Chisholm Trail – Phase 2.	To receive feedback on the consultation and agree next steps.	Peter Blake	No	CA LTP
Greenways: Melbourne, Barton, Horningsea and Sawston.	To consider the Outline Business Case and programme for delivery	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy

GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
Executive Board: 29th June 2023	Reports for each item to be published 19th June 2023	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	Yes	N/A
Public Transport and City Access Strategy.	To approve a Business Case and consider the implementation timetable.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Cycling Plus [including Madingley Road proposals].	Update on projects and next steps including consultation.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: St Ives (Tranche 1), Fulbourn, Swaffhams, Bottisham and Waterbeach.	To consider the Outline Business Case and programme for delivery.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy

Executive Board: 28th September 2023	Reports for each item to be published 14th September 2023	Report Author	Key Decision	Alignment with Combined Authority
Public Transport and City Access Strategy.	To consider progress on the project.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: St Ives (Tranche 2).	To consider the Outline Business Case.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
Executive Board: 14th December 2023	Reports for each item to be published 4th December 2023	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	Yes	N/A
Cambridge Road Network Hierarchy Review.	To consider feedback on the consultation and agree next steps	Isobel Wade	No	CA LTP Passenger Transport / Interchange Strategy

Cambridge South West Travel Hub. (Subject to Cambridgeshire County Council Planning Decision).	To sign off the Full Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
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Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
9 th March 2023	27 th February 2023	16 th February 2023	6 th February 2023
29 th June 2023	19 th June 2023	8 th June 2023	5 th June 2023
28 th September 2023	18 th September 2023	7 th September 2023	25 th August 2023
14 th December 2023	4 th December 2023	23 rd November 2023	13 th November 2023

Greater Cambridge Greenways – Comberton and Haslingfield

Report to: Greater Cambridge Partnership Executive Board

Date: 15th December 2022

Lead Officer: Peter Blake, Director of Transport

1. Background

- 1.1 The creation of an extensive 150km network of Greenways is part of a strategy to encourage commuting by active travel modes into Cambridge city centre from the surrounding villages and settlements within South Cambridgeshire, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The significant programme also provides opportunities for countryside access and leisure.
- 1.2 Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier for all abilities. The development of these corridors focuses on the improvement of existing corridors, and also the development of new corridors, in order to create a more connected and cohesive active travel network in Cambridge and South Cambridgeshire.
- 1.3 The Greenways Network has the potential to significantly increase access to a range of sites, including planned housing and employment developments at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus, Waterbeach New Town, and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).
- 1.4 There are a total of 12 Greenways routes being developed, as shown in the network map in Figure 1.

Greenways network

Summer 2021

Key

- Greenway network
- Connecting route
- Chisholm Trail
- Other route (Sustrans)
- Planned railway station
- P&R Park & Ride
- TH Planned Travel Hub

- Barton Greenway
- Bottisham Greenway
- Comberton Greenway
- Fulbourn Greenway
- Haslingfield Greenway
- Horningsea Greenway
- Linton Greenway
- Melbourn Greenway
- Sawston Greenway
- St Ives Greenway
- Swaffham Greenway
- Waterbeach Greenway

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- (f) Agree to finalise schemes for construction and complete Full Business Cases for the Comberton and Haslingfield Greenways; and
- (g) Agree to the construction of Early Works in 2023.

2 Joint Assembly Feedback

2.1 The Joint Assembly positively endorsed the next steps for the Comberton and Haslingfield Greenways. The following specific items were discussed

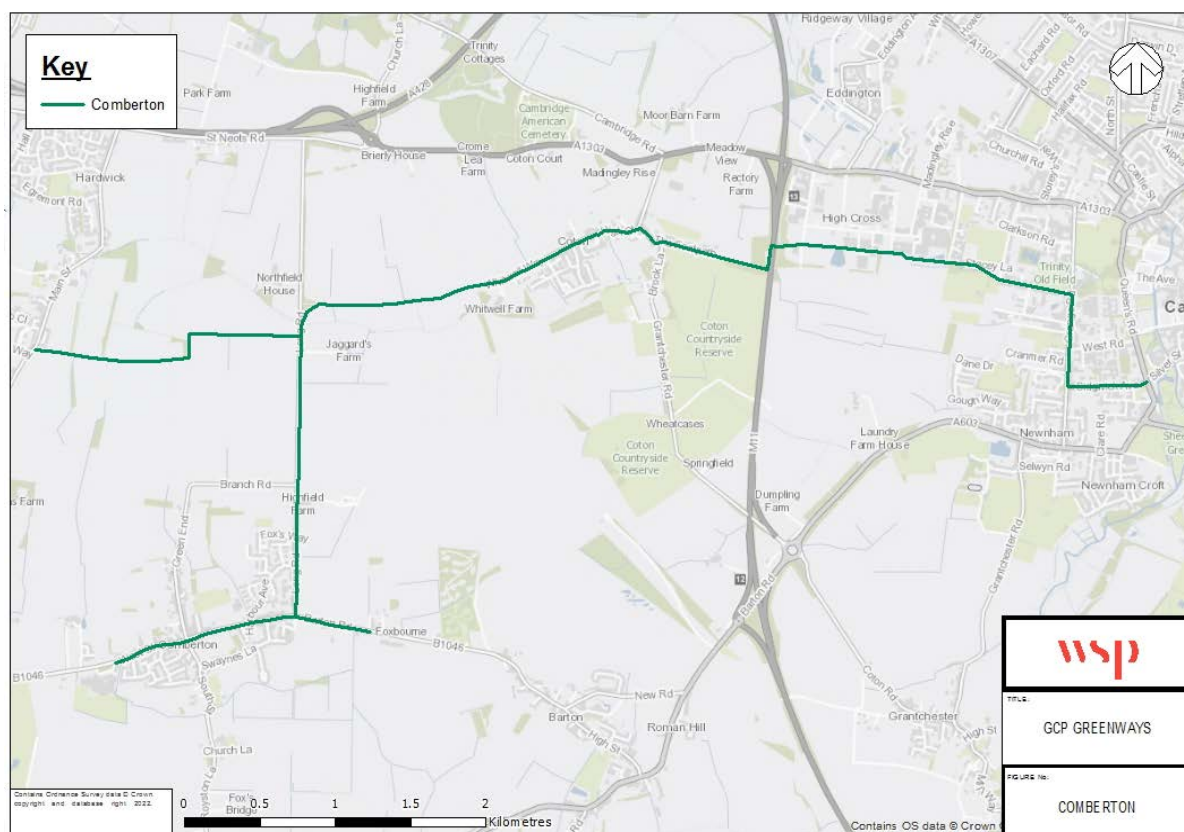
- On the issues of Long Road and the petition from the Highfield Caravan park, members agreed with the proposal by officers not to move the Greenway to the other side of Long Road
- Significant discussions were held on future maintenance of the Greenways, and other GCP infrastructure. The Transport Director highlighted that the GCP is working with the County Council to deliver a Maintenance Agreement for GCP projects
- It was asked that more narrative is provided on the Quality of design, i.e. if it is to LTN1/20 standard. This was alongside queries about the design standards and how this would match with County Council schemes. It was confirmed that GCP officers are working with the County on an Active Travel Design Guide.
- Lighting was raised as an issue, a lack of lighting could put off users and without effective lighting on shared paths it can cause conflict. The Transport Director highlighted that we are looking at lighting but have to be conscious of the rural nature of these schemes.
- It was asked about enforcement through use of by-laws. The Transport Director informed the Assembly this was an ongoing workstream but we were not currently looking at by-laws.

3 Issues for Discussion

Public Engagement

- 3.1 Public engagement for Comberton and Haslingfield was undertaken during July – August 2022, to seek feedback on current design proposals for these routes. This included online and in-person engagement events. Full summary reports of the findings from the public engagement are included online with Comberton [here](#) and Haslingfield [here](#).
- 3.2 The most significant issues and the proposed officer response to these are set out in the tables below.

Comberton



3.3 The key changes that are being proposed following the public engagement are set out below for Board approval.

Key Issues	Responses Received	Action Taken / Justification
Long Road Underpass vs. Crossing	<ul style="list-style-type: none"> A total 32% of coded comments raised concerns for the general safety of the users along Long Road. These were attributed to the speed of cars that travel along Long Road (32 comments). Concerns were also raised about the proposed pedestrian crossing on Long Road, as it is located at the lowest point on the road which may pose a safety risk, and that a signal-controlled crossing will be needed at this location (12 responses). Only three comments received mentioned the previously proposed underpass option for Long Road. No preference for the either a crossing feature or underpass feature was commented on. The main comments received regarding the crossing were concerns around speeds and visibility. 	<ul style="list-style-type: none"> The Long Road underpass was not engaged upon as the option for an at-grade crossing minimises costs, land-take required and environmental impacts. As part of the scheme proposals, a comprehensive traffic calming scheme is proposed along the whole length of Long Road from St Neots Road to Barton Road. The proposals will reduce speeds from 60mph to 40mph. The proposals for the crossing will be subject to Road Safety Audits to confirm sufficient visibility for users crossing at this location.
Hardwick Spur Option	<ul style="list-style-type: none"> Relating to the Option A (shared use path travelling northwards and entering Hardwick near the merging of Main Street / Cambridge Road) or Option B (shared use path continuing westwards and entering Hardwick at the merging of 	<ul style="list-style-type: none"> Given the responses received, with the majority of responses not expressing a preference for either Option A or Option B, GCP will be progressing with the Option B alignment which utilises the

	<p>Portway Road / Main Street) alignments for the spur to Hardwick:</p> <ul style="list-style-type: none"> ○ 38% of respondents expressed that they did not have a preference. ○ 28% of respondents selected Option A as their preference. ○ 12% of respondents selected Option B as their preference ○ 11% of respondents answered 'don't know' ○ 11% of respondents did not like either option. • A total of 9% of respondents provided comments on environmental concerns. This includes 7 comments which specifically mention the native trees and heritage trees to remain undisturbed. • A total of three comments were received regarding the heritage status of Port Way and stated that creation of the cycle path alongside the bridleway would mean the route would remain in use for all users, rather than surfacing over the existing Port Way. 	<p>existing Port Way to Main Street in Hardwick. This is due to:</p> <ul style="list-style-type: none"> ○ Deliverability and landowner preference ○ Reduced environmental impact and loss of existing trees and woodland ○ More direct route using an existing Public Right of Way. • Option B will progress with additional complementary traffic calming measures proposed along Main Street in Hardwick. • Proposals along the section of Port Way to Hardwick will be sympathetic to the rural environment and existing heritage features. GCP will be working directly with the PROW and Heritage Asset Team at CCC and its own environmental consultants to minimise any impact on heritage assets.
Barton Road / Long Road Junction	<ul style="list-style-type: none"> • British Horse Society raised concerns regarding the existing mini roundabout, including provision of a crossing point on the Barton side of the roundabout, accommodating safer routes for equestrians from the Public Byway, removing the island on the Long Road arm and providing raised tables and crossings. • Cam Cycle also suggested the proposals be amended to better cater for cyclists, including provision of a parallel crossing on Long Road (northern arm). 	<ul style="list-style-type: none"> • Based on the comments received, the following amendments have been made to the design: <ul style="list-style-type: none"> ○ The previously proposed island on the northern arm (Long Road) of the junction has been removed. ○ The south-eastern verge (between Barton Road and the Public Byway) has been widened to a minimum 3m to accommodate equestrians allowing them to cross the junction on the Barton side of the roundabout ○ A crossing point has also been added to the eastern arm (Barton Road) which has been raised and is wide enough (more than 4m) to accommodate all users ○ An entry point has been provided to the proposed protected path for equestrians, pedestrians and cyclists travelling from the Public Byway to access the path. ○ Provision of a parallel crossing on the Long Road (northern arm).
Red Advisory Cycle Lanes – Comberton	<ul style="list-style-type: none"> • A total 16% of coded comments raised concerns regarding available road space and potential width constraints to accommodate the proposals on West Road. • A total of 13% of coded comments expressed safety concerns on the proposal for Comberton sections. Including Barton Road being busy and unsuitable for cyclists. 	<ul style="list-style-type: none"> • Following comments received, the design proposals along West Road and Barton Road in Comberton have been amended to remove the advisory cycle lanes (red). • The scheme now proposes a 'quiet route' with a reduced speed limit and additional traffic calming measures to create a safer walking and cycling environment.

	<ul style="list-style-type: none"> Cambridge Past, Present & Future raised concerns around urbanisation in rural areas and recommend limiting the use of coloured surfacing. 	<ul style="list-style-type: none"> Recent speed survey data also shows that mean speeds recorded at the eastern end of Comberton Village on Barton Road are 24mph, with 85th percentile speeds calculated at 29mph for two-way traffic.
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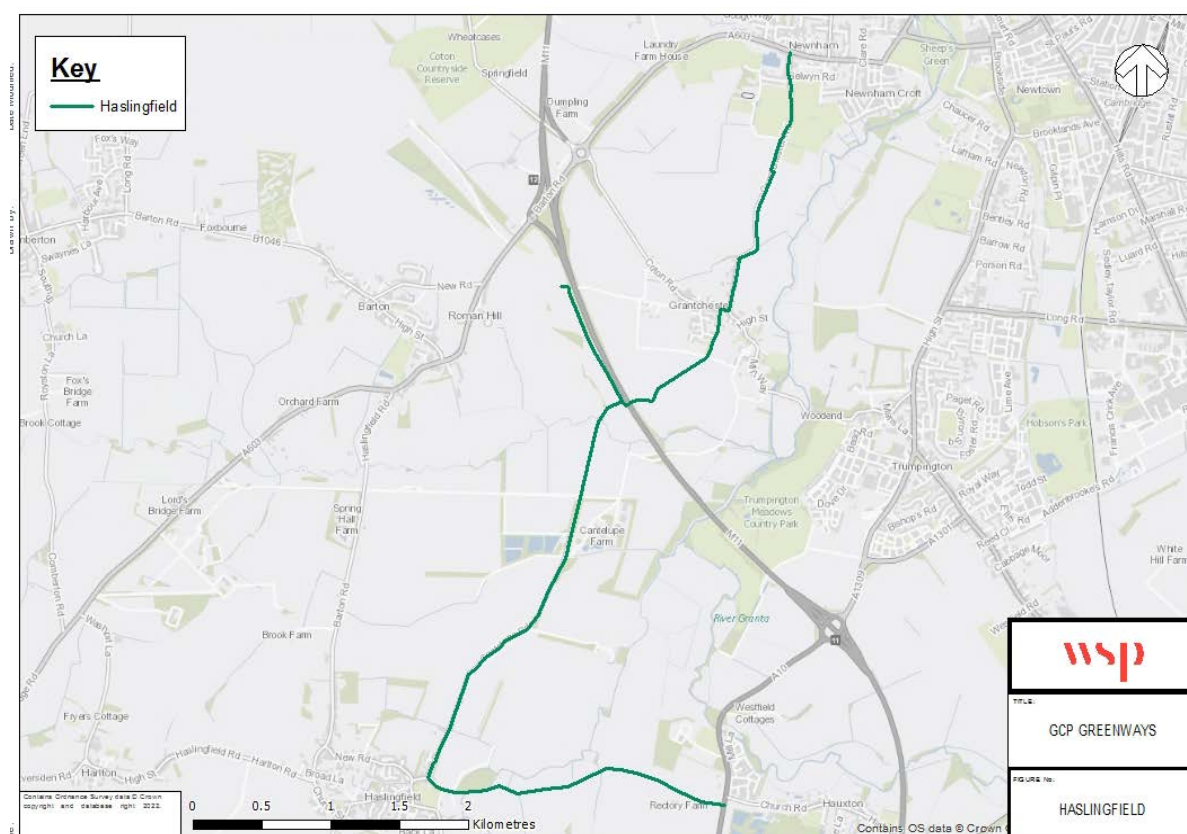
3.4 Responses from the public engagement with no action proposed;

Key Issues	Responses Received	Action Taken / Justification
Sidgwick Avenue / Adams Road (Parking and Pedestrian Improvements)	<ul style="list-style-type: none"> A total of 15% of coded comments focused on the removal of parking along the route, particularly on Adams Road and Sidgwick Avenue due to conflicts between cyclists and parked cars. A total of 12% of coded comments expressed general safety concerns regarding this section, particularly around Wilberforce Road. The University of Cambridge as a key stakeholder also suggested that car parking should be removed from the highway network to support safe movement of cycles and increase capacity for pedestrians and cyclists, particularly along Adams Road. 	<ul style="list-style-type: none"> The Comberton Greenway has looked to rationalise parking along the West Cambridge route sections to better prioritise for pedestrians and cyclists. This includes limiting parking along Adams Road with planters and placemaking improvements. Some parking has been retained to allow for deliveries and servicing whilst maintaining free-flow movement for cyclists in the carriageway. The scope for the Comberton Greenway along Sidgwick Avenue is limited, particularly in terms of pedestrian improvements along the existing footway. There are also existing mature trees to consider. The work will be developed in tandem with the Wilberforce residents' parking proposals.
University of Cambridge / Data Centre Links	<ul style="list-style-type: none"> The University of Cambridge have invited further discussion with GCP to ensure that the Greenway proposals are consistent with their Masterplan. The final design needs further discussion between all parties including the adjacent Data Centre. 	<ul style="list-style-type: none"> Discussions with the University of Cambridge will continue.
M11 Footbridge	<ul style="list-style-type: none"> A total 14% of coded comments related to the widening of either the footway or cycleway along this route section. There were 4 comments that specifically stated that footpaths needed to be widened, particularly along the path between West Cambridge and the M11 footbridge and on the footbridge itself. The need to resurface the footpath over the M11 bridge was also commented on, with comments that current surfacing is poor and needs improvements. A total 22% of coded comments mentioned visibility along this section. 	<ul style="list-style-type: none"> National Highways have recently upgraded the ramps on approach to the M11 footbridge. Given this recent work, GCP have no proposals to make more changes to these sections. The project team will explore measures to help improve visibility.
Long Road	<ul style="list-style-type: none"> A total of two responses suggested moving the greenway to the west side of Long Road. One comment said this would avoid disrupting current homes and businesses along the east side of Long Road. 	<ul style="list-style-type: none"> GCP are aware that a petition has been submitted asking us to consider moving the alignment to the west side of the road. However, from our engagement and survey, only a very small number of respondents to the survey (two people in total) raised concerns relating to this.

	<ul style="list-style-type: none"> One comment suggested having the Greenway on the west side and having Branch Road gated. 	<ul style="list-style-type: none"> In addition, the current proposed alignment provides a direct link from the existing public right of way bridleway on Whitwell Way to the proposed Barton Road spur, avoids a number of residential properties located on the west side and negates the need to cross side roads including Foxes Way and Harbour Avenue. Therefore, we are intending to keep the alignment as it is. Provision of the proposed Comberton Greenway route would also allow better connectivity to the proposed Barton spur – and therefore the wider Greenway network.
Long Road Traffic Calming	<ul style="list-style-type: none"> A total of nine responses suggested extending the path to cover the whole of Long Road, either to provide connections to other cycleways to the north of Long Road or other bridleway entrances on Long Road. Four comments suggested extending the route northwards along Long Road to facilitate a connection to St Neots Road. 	<ul style="list-style-type: none"> As part of the scheme proposals, a comprehensive traffic calming scheme is proposed along the whole length of Long Road from St Neots Road to Barton Road. The proposals will reduce speeds from 60mph to 40mph.
Lighting	<ul style="list-style-type: none"> Approximately 90 comments were received regarding lighting along the different route sections. The majority were in favour of lighting along the route, whether this be low-level lighting, usual street lighting or solar studs. Particularly regarding women's safety and travelling in the dark. However, it was also requested that lighting isn't used along more rural route sections due to either light pollution, sensitivity to wildlife and/or it isn't needed. 	<ul style="list-style-type: none"> Lighting and types of lighting will be considered in more detail at the construction design stage, and a lighting strategy developed across the Greenways. Options for solar stud lighting, overhead lighting, or both, will be considered alongside input from key stakeholders. Any proposals for lighting will consider the rural setting of particular route sections, environmental impacts and user safety.
Materials	<ul style="list-style-type: none"> Approximately 50 comments were received regarding materials and proposed surface treatments along the different route sections. Comments received presented mixed opinions on surface treatment. The majority were opposed to the use of tarmac, stating they would like to see a surface treatment that is sympathetic to the rural landscape, such as a soft surface treatment e.g., grass or vegetation. Responses also mentioned the risks of loose surfacing materials, consideration to flooding and ponding and the impact horses can have on the current path during wet conditions, as they can create a muddy and slippery surface. 	<ul style="list-style-type: none"> Surface treatments and materials will be considered in more detail at the construction design stages, and a strategy developed across the Greenways. Options for hard-surface treatments and soft-surface treatments will be considered alongside input from key stakeholders. Any proposals will consider the rural setting of particular route sections, environmental impacts and user experience. GCP will also consider issues with drainage, durability and maintenance when considering materials and surface treatments as part of the next stage of design
Signage	<ul style="list-style-type: none"> Approximately 35 comments were received regarding signage and wayfinding along the different route sections. 	<ul style="list-style-type: none"> Signage and road markings will be proposed in agreement with CCC and in line with latest guidance.

	<ul style="list-style-type: none"> Comments included ensuring signage was sympathetic to the rural setting of the Greenways. It was suggested by seven comments that there should be clear markings for cycle lanes at junctions. Comments also referred to ensure all users were aware of each other when using the Greenway (to include pedestrians, cyclists and equestrians). 	<ul style="list-style-type: none"> Any signage proposals will be in accordance with an agreed strategy to provide a cohesive approach and will also consider all users of the Greenways.
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Haslingfield



3.5 The key changes that are and are now being proposed following the public engagement are set out below for Board approval.

Key Issues	Responses Received	Action Taken / Justification
River Cam crossing	<ul style="list-style-type: none"> Comments were received regarding the potential impact on wildlife. More specifically, respondents were concerned about the impact the new bridge between Burnt Mill Weir and the existing bridge would have on the red listed species, whilst others suggested that the proposed path and fencing along the existing bridleway could disrupt the wildlife living in the verges and hedges. There were comments regarding the need for the proposed shared use path along the existing bridleway to be 	<ul style="list-style-type: none"> Detailed ecological surveys have been planned for later in the year to determine the presence of protected species along the entire route corridor. This will inform GCP's strategy to mitigate the impact of the scheme on potentially affected species during the construction and operational phases. Where the scheme interfaces with agricultural accesses, the shared use path will be designed to take the impact of heavy agricultural vehicles. GCP will engage with the respective landowners to accurately determine these interface locations.

Key Issues	Responses Received	Action Taken / Justification
	<p>appropriate for use by farm and construction vehicles.</p> <ul style="list-style-type: none"> • Respondents also highlighted that the area is susceptible to flooding, which could render this route obsolete if the proposals do not incorporate appropriate measures to prevent this. Suggested measures to tackle this include embankment. • A total of 6% of coded responses highlighted concerns around equestrian users for this section of the route. These included concerns regarding potential changes to the existing bridleway provision, emphasising the need to retain 3 meters of bridleway for horse riders (3 comments) and to avoid the use of hard surfacing and tarmac (12 comments). One respondent suggested that if a new surface path is constructed, it should be alongside the existing bridleway. • There were a number of comments regarding the introduction of continuous fencing along the riverbank as the fencing would restrict access to the river which is a popular route for walkers (7 comments). 	<ul style="list-style-type: none"> • The proposed bridge will be moved from the location shown on the design presented at the public engagement to where the current bridge is located. The multi-user path will be located to the north of the river and the existing bridleway alignment between River Lane and the River Cam crossing will be left as per existing arrangements, save for modest improvements where there are width constraints. Reasons for these amendments include: <ul style="list-style-type: none"> ○ Landownership issues ○ Minimising the disturbance to the flow of water over the weir located 100m downstream of the existing bridge, which is understood to be a gauging station maintained by the Environmental Agency. ○ Better levels at the existing crossing location which would reduce the requirement for flood compensation measures. • As a general design principle, the existing bridleway sections will be left as they are, as far as reasonably practicable, with the multi-user path built alongside it. At locations where the width of the existing bridleway is less than 3m, subject to land availability, the bridleway would be widened to make the route more amenable to users. • The rationale for the continuous fencing will be examined in more detail. The intention is to consider the use of fencing only on short sections where there is a potential safety issue for cyclists. The design will ensure that access to the river from the bridleway will not be unduly impeded.
<p>Bourn Brook crossing</p>	<ul style="list-style-type: none"> • Several comments have been made to express concerns for the impact on biodiversity along this section, especially where the route crosses Bourn Brook. • There was a comment regarding the proposed shared route and grass verge to the section immediately north of Cantelupe Road, where an existing farm track already exists. It has been suggested that if the farm vehicles were to continue to use this route, then the design will need to be altered to accommodate this. 	<ul style="list-style-type: none"> • The alignment of the Greenway at the location where the route crosses Bourn Brook, including the bridge location, is being further investigated. This is due to identified environmental constraints and the scheduled monument located in this area. Proposals here are being further developed and require further landowner discussions. • For the section of the Greenway south of Bourn Brook Crossing, further landowner discussions are required to determine the exact alignment of the Greenway. • Due to width constraints, the proposed shared route and grass verge to the section immediately north of Cantelupe Road will be shared by users and

Key Issues	Responses Received	Action Taken / Justification
		occasional farm vehicles. It is considered that the low frequency of farm vehicles on this section would justify such a design intervention along this short stretch. Traffic calming measures or appropriate warning signs, sympathetic to the rural nature of the location, would be considered to slow down vehicles and to emphasise priority for non-motorised users on this section.
Grantchester Section	<ul style="list-style-type: none"> • A total of 28% of coded comments suggested an alternative to the current proposed route. • Some respondents believe that it is unnecessary for the route to go through Grantchester given there is a viable, alternative route via the Baulk Path which would link up to the Barton Greenway (13 comments). • A total of 27% of comments also raised concerns raised on safety issues due to narrow widths of roads, parked cars and the Burnt Close pinch point. • A total of 24% of coded comments underlined concerns of the negative impact on historical routes and potential urbanisation. • Regarding options for the Broadway section, results showed: <ul style="list-style-type: none"> ○ 33% of respondents selected Option A (shared use path along permissive footpath on Grantchester meadows) as their preference. ○ 26% of respondents selected Option B (an on-carriageway cycle route with speed reduction measures on Broadway / Grantchester Road) as their preference ○ 26% of respondents did not like either option ○ 9% suggested that they were neutral and liked both Option A ○ 4% responded with 'don't know' ○ 2% had no preference. 	<ul style="list-style-type: none"> • GCP is also aware that Grantchester Parish Council also carried out a survey of residents to gauge levels of support for the Greenway proposals. With the majority of respondents favouring the Baulk Path as an alternative route to coming through Grantchester itself. • As there is no clear consensus and a number of conflicting views between the survey results, GCP propose to defer the decision on the Grantchester section of the Haslingfield route until formal public consultation (not engagement) can be undertaken in 2023. • In the run up to the consultation, GCP would like to work collaboratively with Grantchester Parish Council, local Members, key stakeholders and landowners to develop an option for this section of the route, which includes proposals for landscaping and suitable materials for use in Grantchester as a conservation area. This will enable the public and residents of Grantchester to truly understand what this section of the route would look and feel like. • The option would then be taken out to public consultation, along with an option for no Greenway in this location. The results of the public consultation will then determine whether the Grantchester section of the route will be included or omitted from the Haslingfield Greenway route.
Grantchester Road junction with Barton Road	<ul style="list-style-type: none"> • CamCycle have suggested simplifying the proposed parallel crossing at this location • Given the suboptimal width of the relocated bus bay, CamCycle have recommended turning this bay into an 'in-lane' bus stop. 	<ul style="list-style-type: none"> • The parallel crossing has been simplified in the design • The bus stop design has been changed from a bus bay to an in-lane facility.

3.6 Response from the public engagement with no action proposed

Key Issues	Responses Received	Action Taken / Justification
Cantelupe Road	<ul style="list-style-type: none"> A total of 23% of coded comments provided suggestions around traffic calming measures. Some respondents believe that the low traffic volumes do not justify implementing traffic calming measures along this section of the route (10 comments). Some respondents had concerns that raised tables will lead to noise pollution in a quiet village, caused by large agricultural and commercial vehicles which often use this route (7 comments). 	<ul style="list-style-type: none"> The traffic calming measures and signs on Cantelupe Road will be kept to a minimum; to respect the rural nature of this section. The height of the raised table at Cantelupe Road junction with River Lane will be designed so as to strike the right balance between offering safety for cyclists negotiating a right-angle bend and not causing undue noise.
Cambridge Rugby Club to Grantchester Road junction with Barton Road	<ul style="list-style-type: none"> One comment suggested that the route should consider the use and improvements of Selwyn Road, noting that the route is currently used by many cyclists. One respondent commented that some of the proposed traffic calming measures, particularly the speed bumps, could compromise rather than improve road safety. Several concerns have been raised by the Cambridge Rugby Club including <ul style="list-style-type: none"> The current proposal would cause problems with car parking on match days as it would take out a significant proportion of their available parking spaces On the proposed pathway there is a Cambridge water pumping station and this would have to be moved or the pathway would need to go around it meaning further encroachment onto the playing areas Safety standards require a minimum run-off area around each pitch which could be encroached upon by the new Greenway CamCycle have suggested removing on-street parking on Grantchester Road between the Rugby Club entrance and Grantchester Road / Barton Road junction to avoid cyclists colliding with drivers opening doors. 	<ul style="list-style-type: none"> Selwyn Road is outside the scope of the current scheme extent. The design of the sinusoidal humps, both in terms of the profile as well as the spacing will be such that they will not be detrimental to highway safety. No safety concerns have been highlighted during the stage 1 Road Safety Audit. Design amendments have been made to swap the multi-user path and the grass verge as shown on the concept drawing such that the arrangement mirrors what's currently on the ground i.e. the grass verge abutting the hedge and the vehicle access path adjacent to it. The amended proposal involves sealing the existing access path (which will be accessible to vehicles on match days), installing a fence separating the pitch from the path, the grass verge to double up as a parking space during match days and for soft surface users during other times. The latest topographical survey indicates that the multi-user path would have no impact on the water pumping station or the minimum run-off area. The parking on Grantchester Road between the Rugby Club entrance and Grantchester Road / Barton Road junction will remain as per current arrangements due to the significant loss of parking spaces on this section if parking restrictions are to be enacted on one side.
Lighting	<ul style="list-style-type: none"> Approximately 120 comments were received regarding lighting along the different route sections. The majority were in favour of lighting or using different types of lighting along the route, whether this be low-level lighting, usual street lighting or solar studs. Particularly regarding women's safety and travelling in the dark. 	<ul style="list-style-type: none"> Lighting and types of lighting will be considered in more detail at the construction design stage, and a lighting strategy developed across the Greenways. Options for solar stud lighting, overhead lighting, or both, will be considered alongside input from key stakeholders.

Key Issues	Responses Received	Action Taken / Justification
	<ul style="list-style-type: none"> However, it was also noted that lighting shouldn't be used along more rural route sections and the Grantchester section due to either light pollution, sensitivity to wildlife and/or it isn't needed. 	<ul style="list-style-type: none"> Any proposals for lighting will consider the rural setting of particular route sections, environmental impacts and user safety.
Materials	<ul style="list-style-type: none"> Approximately 180 comments were received regarding materials and proposed surface treatments along the different route sections. Comments received presented mixed opinions on surface treatment. The majority were opposed to the use of tarmac, stating they would like to see a surface treatment that is sympathetic to the rural landscape, such as a soft surface treatment e.g., grass or vegetation. Some responses also suggested the colour of surfaces should be in-keeping with the rural setting and bright colours such as red should not be used. Responses also mentioned the risks of loose surfacing materials, consideration to flooding and ponding and the impact horses can have on the current path during wet conditions, as they can create a muddy and slippery surface. 	<ul style="list-style-type: none"> Surface treatments and materials will be considered in more detail at the construction design stages, and a strategy developed across the Greenways. Options for hard-surface treatments and soft-surface treatments will be considered alongside input from key stakeholders. Any proposals will consider the rural setting of particular route sections, environmental impacts and user experience. GCP will also consider issues with drainage, durability and maintenance when considering materials and surface treatments as part of the next stage of design.
Signage	<ul style="list-style-type: none"> Approximately 50 comments were received regarding signage and wayfinding along the different route sections. Comments included ensuring signage was sympathetic to the rural setting of the Greenways. It was suggested by several comments that there should be clear markings for cycle lanes at junctions. Comments also referred to ensure all users were aware of each other when using the Greenway (to include pedestrians, cyclists and equestrians). 	<ul style="list-style-type: none"> Signage and road markings will be proposed in agreement with CCC and in line with latest guidance. Any signage proposals will be in accordance with an agreed strategy to provide a cohesive approach, and will also consider all users of the Greenways

Planning and Consents Strategy

- 3.7 For each Greenway we are developing a Planning and Consents Strategy which highlights the optimal planning and consents approach for each individual section of Greenway.
- 3.8 Each scheme will require a combination of the following consents:
- Planning applications where permitted development is not sufficient, for example on any key structures such as the one over the Bin Brook on the Comberton Greenway.

- Permitted Development Applications which will apply for the majority of each scheme.
- Section 25 notices – which is a PRow creation order where we have agreement from a landowner to create the rights for a bridleway.
- Section 26 notices - which is a PRow creation order where we don't have agreement from a landowner to create the rights for a bridleway. This would only be used if we were unable to acquire rights under negotiation. This allows the creation of rights over land to create a public right of way where there is a need for a new bridleway. GCP will not acquire the freehold rights to the land but will have the right to create a new bridleway over the land. Compensation will be owed to the landowner for any depreciation in value of the land by virtue of the creation of a right of way through it.
- Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used, for example acquisition of land for separate flood mitigation works or mitigation of the scheme. This would only be used if we were unable to acquire land under negotiation.
- Traffic Regulation Orders (TRO's).

3.9 GCP's preference is to use Section 25 notices, rather than Section 26 wherever possible and our land agents will begin negotiation subject to the approval by the Executive Board.

Outline Business Case

3.10 The Outline Business Case (OBC) provides the route specific narrative for the development and delivery of the Comberton and Haslingfield Greenways. It includes the Strategic, Financial, Commercial and Management Cases for these routes.

3.11 The OBCs are based on the technical concept designs for each route, costs are higher than the original budgets due to the inclusion of Optimism Bias, Risk, Contingency and Inflation. The current Benefit Cost Ratio (BCR) is therefore lower as a result. These costs should be noted but not final as we move towards the Full Business Cases. The project team will be completing Quantified Risk Assessments and Value Engineering to mitigate the cost increase however it is important to note that the impact of inflation could cause final costs at a higher level than the agreed budgets. Therefore, when final approvals for the works come through this will be put into context of the whole of the Greenways programme.

3.12 The OBCs for Comberton and Haslingfield are [here](#) for Comberton and [here](#) for Haslingfield.

Early Works

3.13 The September Executive Board Paper set out the Outline Delivery Plan (ODP) and accompanying maps providing an indication of when Greenways routes will be constructed, what the key risks and dependencies are and what early works can be expected in 2023.

3.14 The ODP is subject to planning applications, outcome of Traffic Regulation Orders, land negotiations, potential CPOs longer term, and agreement of permits by CCC Street Works for proposed construction periods etc.

- 3.15 The planned works for 2023 on Comberton and Haslingfield are summarised in Table 3 below.

Works Proposed for 2023 – Comberton and Haslingfield	
2023	
Early Physical Works (works within the highway boundary or PROW where no planning is required)	Comberton Greenway: <ul style="list-style-type: none"> • Sidgwick Avenue • M11 Footbridge to the Footpath • Barton Road • Comberton Village
	Haslingfield Greenway: <ul style="list-style-type: none"> • Junction with Barton Road to Cambridge Rugby Club section

- 3.16 Table 4 sets out the programme for future decisions on the Outline Business Case of each Greenway

Greenways	Executive Board
Melbourn Barton Horningsea Sawston	March 2023
St Ives (initial tranche of schemes) Fulbourn Swaffhams Bottisham Waterbeach	June 2023
St Ives (remaining tranche of schemes)	September 2023

Risks

- 3.17 The key risks to the Greenways programme continue to include public / stakeholder feedback, planning approvals and land acquisition. It should also be noted that the high level of inflation could put the Greenways budget under pressure. Officers continue to actively manage the programme to mitigate such risks.

4 Consultation and Engagement

- 4.1 A high-level engagement and communications plan has been developed for the Greenways programme, together with an approximate programme for public engagement (see table below).
- 4.2 The anticipated timescales for public engagement are set out in the table below.

Greenway	Approximate engagement timescale
<i>Comberton</i>	<i>Summer 2022 [now completed]</i>
<i>Haslingfield</i>	<i>Summer 2022 [now completed]</i>
<i>Melbourn</i>	<i>Autumn 2022 [now completed]</i>

<i>Barton</i>	<i>Autumn 2022 [now completed]</i>
<i>Horningsea</i>	<i>Winter 2022 [underway]</i>
<i>Sawston</i>	<i>Winter 2022 [underway]</i>
Fulbourn	Winter 2022/3
Bottisham	Winter 2022/3
Swaffhams	Winter 2022/3
St Ives (initial tranche of schemes)	Early 2023 (public consultation)
Waterbeach	Early 2023 (public consultation)
St Ives (remaining schemes)	Late 2023 (public consultation)

- 4.3 Prior to public engagement, meetings will be held with key stakeholders, including community groups, landowners, the GCP Non Motorised User forum, and Parish Councils to present the designs and allow for considerations of any changes that may be required. It should be noted that all changes will then take place in the next stage of design.
- 4.4 The public engagement periods run for four weeks during which time surveys will go live on ConsultCambs, there will be in-person drop-in sessions as well as a virtual event per route to gather feedback on the proposed Greenway.
- 4.5 Once the public engagement period has concluded, the results will be analysed and a findings report will be published issuing the subsequent recommendations. Recommendations from this will be discussed at future Executive Boards.

5. Options and Emerging Recommendations

- 5.1 It is recommended that the results from the Public Engagement exercise and changes to the Comberton and Haslingfield scheme designs resulting from this are agreed. This includes an additional public consultation exercise for the Grantchester section of the Haslingfield route, to take place in 2023.
- 5.2 It is recommended that the Outline Business Cases for Comberton and Haslingfield Greenways are agreed to progress to Full Business Cases.
- 5.3 It is recommended that agreement is given to the submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary.
- 5.4 It is recommended that the Programme of Delivery for Comberton and Haslingfield Greenways is agreed.
- 5.5 It is recommended that agreement is given to finalise schemes for construction and complete Full Business Cases for the Comberton and Haslingfield Greenways.
- 5.6 It is recommended that the construction of identified works on Comberton and Haslingfield in 2023 is approved.

6. Alignment with City Deal Objectives

6.1 The Greenways network will:

- Contribute to securing the continued economic success of the area through improved access and connectivity;
- Contribute to improvements to air quality and enhancements to active travel, supporting a healthier population;
- Contribute to 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.

7. Citizen's Assembly

7.1 The Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities: -

- Be people centred – prioritising pedestrians and cyclists;
- Enabled interconnection (e.g. north/south/east/west/urban/rural);
- Restrict the city centre to only clean and electric vehicles; and
- Environmental and zero carbon transport.

7.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

8. Financial Implications

8.1 The Executive Board has approved a total budget of £76m for the Greenways.

8.2 As stated above, the Outline Business Cases are based on the technical concept designs for each route, costs are higher than the original budgets due to the inclusion of Optimism Bias, Risk, Contingency and Inflation. These cost estimates will be further developed as we move towards the Full Business Case, including Quantified Risk Assessments and Value engineering work to mitigate any potential cost increases.

8.3 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 approval in December 2022, Comberton and Haslingfield Greenways will progress to detailed design, Full Business Cases will be developed and construction of early works on these routes will begin in 2023.

Background Papers

Source Documents	Location
February 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
October 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
September 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)

Smart Cambridge Update and Forward Programme

Report to: Greater Cambridge Partnership Executive Board

Date: 15th December 2022

Lead Officer: Deborah Bondi, Head of Innovation and Technology, GCP

1. Background

- 1.1 This report outlines the contribution of Smart Cambridge to support delivery of the overall aims and objectives of the City Deal, being delivered by the Greater Cambridge Partnership. The report highlights progress to date and describes key areas of the proposed Smart Cambridge work programme to March 2024.
- 1.2 This follows a request from the Joint Assembly at its meeting in June 2022 for a fuller report on the Smart programme to supplement that provided in the quarterly progress report.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - (a) Note the progress of Smart Cambridge and its contribution to wider GCP objectives; and
 - (b) Approve the proposed forward programme as an input to future budget discussions

3. Joint Assembly Feedback

- 3.1. The Joint Assembly was supportive of the paper. Key feedback included the need to consider more active external communications and working systematically across the whole of the GCP to make sure all projects can benefit from innovation.
- 3.2. The Joint Assembly discussed the importance of working with all workstreams across the GCP to ensure that innovative approaches are explored and that opportunities aren't missed. The Joint Assembly noted the importance of Behaviour Change and how this work should be embedded at the beginning of projects. A couple of issues related to behaviour change were raised, the importance of real

time information and an aspiration for integrated ticketing, particularly between bus and rail. Real time data is particularly pertinent following an issue raised by the Bus User Group relating to incorrect data on the totem at Cambridge Rail Station and on bus information screens, officers will follow up on these issues with the Cambridgeshire and Peterborough Combined Authority.

- 3.3 The Joint Assembly made a request that the Smart Workstream better publicise its work. It was noted that trials such as the Smart Signals work were being mentioned on social media as a cause of congestion and improved communications would better explain the purpose of the trial. The discussion noted the importance of setting out which projects were trials, and which were actual, at-scale deployments. Members made requests that, a map of sensor deployments be made available, and that data that is collected by the mobility monitoring network is made open. Officers will circulate a map of sensor deployments and data will be made open via the County Councils open data platform Cambridgeshire Insights.

4. Smart Cambridge Progress to Date

- 4.1 The aim of the Smart Cambridge programme is to consider how both existing and emerging technologies can help to support the overall aims and objectives of the City Deal, and to progress initiatives to implementation where this is agreed.

- 4.2 Progress to date is summarised below under several key areas, namely:

- Better data for GCP and its partners;
- Making sustainable transport easier to use;
- Better operation of the highway;
- Enabling the next generation of public transport; and
- Enabling smart communities.

Better Data for GCP and its Partners

- 4.3 The availability of high-quality data underpins much of the work undertaken by the GCP and its partners, enabling investment decisions to be made on the basis of sound and consistent evidence and enabling monitoring of scheme benefits post-delivery. Smart Cambridge's contribution in this context includes:

- Conducting a 'data audit' which identified and made available transport data held by GCP and its partners;
- Providing a platform to enable access to real-time data in conjunction with the University of Cambridge as well as a communications network specifically for sensors; and
- Establishing a community of interest to help extend and improve data availability and quality on an ongoing basis.

- 4.4 Smart Cambridge also identified areas where data was required but where no satisfactory source was available. For example, whilst GCP and its partners hold considerable quantities of robust data about vehicle volumes and movements, important 'close to real-time' data about the full range of road users including sustainable modes was not routinely available. This data is needed to ensure that

sustainable modes are accurately represented in investment decisions and for monitoring benefits realisation. Having identified the need, Smart Cambridge trialled, evaluated and deployed sensors to fill this gap. Part of this process was a deployment of sensors to measure the impact of the bridge closure on Mill Road in 2019 as a result of Network Rail works. Smart supported a City Council trial of Air Quality sensors at the same time to measure the impact of the closure on air quality in the area. This work resulted in the procurement and installation of the mobility monitoring network. The data provided by these sensors will be a vital source of information, including for the assessment of scheme impacts and future funding decisions.

- 4.5 Further examples of innovative uses of data are noted in other sections of this document.

Making Sustainable Transport Easier to Use

- 4.6 A key focus for Smart Cambridge is to make sustainable modes of transport easier for travellers to use. To achieve this, the right transport infrastructure and services need to be made available. GCP partners use specialist staff, tools and services to model transport demand, and Smart Cambridge has supported this vital function by sourcing and supplying relevant data to help ensure this function operates as effectively as possible.

- 4.7 Accurate and accessible real-time data is essential for informing travellers about sustainable modes and encouraging behaviours that reduce private car usage. Recognising that there have been a lot of issues with the accuracy of bus data, Smart Cambridge has:

- Mapped how bus data flows from the buses themselves to the information seen by members of the travelling public. This enables problems to be tackled more easily when they arise;
- Worked with mobility data experts ITO World to identify a number of issues with the current real-time data which have been resolved by VIX, the company providing bus position data; and
- Ensured that improved data is fed to popular travel apps including those provided by Google and Apple for the benefit of travellers.

However, it is acknowledged that there is further work to do to improve bus data accuracy, and this will be progressed with partners in the next period.

- 4.8 Many existing apps for journey planning and real-time information about buses have a number of limitations. The apps are sometimes restricted to a single bus operator, are hard to use or do not include micromobility options. All of these factors mean that these apps are less effective in giving the public confidence to use sustainable modes than would otherwise be the case. Smart Cambridge has therefore conducted trials and deployments including:

- Motionmap: a multi-modal, multi-operator app which shows real-time moving bus positions on a map to give travellers more confidence that the bus will arrive as advertised;
- Travel screens: travel information panels designed to be displayed in the lobbies of buildings, giving real-time information about buses and trains as well as other

contextual information, and a mobile version of the travel screen called 'pocketpanel'; and

- Totem: this is an outdoor screen deployed at the Station Gateway which displays train and bus information as well as walking maps. One of the challenges for travellers unfamiliar with the area is working out which bus services go to key destinations such as local hospitals and the city centre since there are multiple bus stops and multiple services to the same destinations. A key innovation was providing a 'next bus to Addenbrooke's' and 'next bus to the city centre' feature. Although there are currently issues with the data being displayed via this feature, our observation is that this functionality is useful and should be kept for any subsequent trials and deployments.

4.9 The longer-term aim of trialling and deploying apps is to stimulate the market, in the expectation that these types of apps will ultimately be provided commercially, and Smart Cambridge will support the wider City Access programme to facilitate this commercial provision. In the meantime, these trials and deployments have been a means to encourage travellers to use sustainable modes; have helped to clarify our requirements so that we can better influence and manage commercial offerings; and have served to 'raise the bar' in the provision of apps in the area.

4.10 A frustration for travellers is having to buy separate tickets for each stage of the journey. PlusBus ticketing is already available in this area for those using the train combined with the bus, but there is a broader need to have integrated ticketing across bus operators, train operators and potentially micromobility solutions. Smart Cambridge commissioned a study of options for providing integrated ticketing which confirmed that multi-modal, multi-operator through ticketing with capping and using bankcards, mobile phone apps and transport smartcards within the Greater Cambridge area is achievable on a realistic timescale. The Smart Cambridge programme will feed the proposed roadmap into the relevant City Access workstream, and we will discuss with CPCA colleagues to ensure that integrated ticket results in easier to use sustainable modes.

Better Operation of the Highway

4.11 Using road space efficiently and in ways that encourage the use of sustainable transport is vital to GCP's aims. Smart Cambridge is working closely with the City Access team and the County Council to ensure the systems and operational aspects of highways management make appropriate use of technology to meet the needs of local transport partners as these develop. In addition, Smart Cambridge has undertaken a number of projects to advance this work:

- Commissioned a review of the systems and operations currently in place to manage the highway. This provided vital information to the City Access project in building the outline business case submitted to GCP's Executive Board in September 2022;
- Commissioned analysis work using a variety of data sources to develop an evidence-based approach to determining where buses get held up in Cambridge and for how long (bus 'pinchpoints'). By end-2022, this will provide valuable insight so that investments can be targeted to address specific issues to reduce bus delays. It is anticipated that this analysis will be repeated at regular intervals to assess progress of schemes to help keep buses moving to timetable;

- Led an Innovate UK project with the County Council and a private sector provider to develop a Traffic Regulation Order (TRO) platform that ensures better accuracy of kerbside data and digital TRO consultations. This is now being used on a commercial basis and supports the introduction of residents' parking schemes and other kerb side management work for the GCP;
- Initiated a Smart signals trial at some of the busiest junctions in Cambridge. The aim is to establish how techniques such as machine learning can help to cut congestion, promote active travel and improve air quality; and
- Supported and observed a trial of an innovative technology which uses Artificial Intelligence (AI) and real-time data to prioritise pedestrians crossing the road. The technology is being implemented at a trial site on East Road in Cambridge.

Enabling the Next Generation of Public Transport

4.12 Smart Cambridge has explored and trialled emerging technologies that are set to revolutionise public transport. This work helps GCP to ensure its investments are appropriately future focused and that GCP-funded infrastructure remains adaptable to future needs. Specific autonomous vehicle related initiatives include:

- A successful bid in 2016 from the Centre for Connected and Autonomous Vehicles (CCAV), and Innovate UK, the Government's innovation agency resulted in £250k 'CCAV2' funding. The output was a feasibility study looking at a link between Whittlesford Parkway rail station and the Wellcome Trust site;
- A second successful bid in 2018 resulted in 'CCAV3' funding of £3.2m as part of a consortium to develop trial vehicles. A service was deployed in summer 2021 linking the West Cambridge university campus and Madingley Road Park and Ride, running for around a month. The project was highly regarded by funders based on our ability to deliver the service in the context of the impact of Covid-19 and myriad technical and operational challenges. The trial service generated significant positive public and press interest; and
- In summer 2022, the Smart Cambridge team engaged in two further CCAV funding bids. The outcome is awaited at the time of writing.

4.13 Whilst it is very likely that autonomous vehicles will become ubiquitous in due course, the timing and precise nature of this is unclear, and it is likely to be many years until public transport vehicles operate autonomously in mixed traffic. Since GCP is making significant investments in public transport infrastructure and services, it is important to explore environmentally friendly, sustainable solutions to bridge the gap between current approaches (traditionally operated buses and kerb guided solutions) and future autonomous public transport. Smart Cambridge has been exploring solutions which can be implemented within the timescale of the GCP, and are trialling sensor guided technologies which will offer the advantages of current kerb guidance whilst ensuring that bus corridors are more environmentally friendly and adaptable to future transport needs including autonomous vehicles.

Enabling Smart Communities

4.14 The development of new communities offers a key opportunity to change the way residents travel. Moving to a new area or new house is a key transition point where individuals can be encouraged to establish new sustainable travel patterns.

- 4.15 To date, Smart Cambridge's main contribution relates working with the Shared Planning Service to enable new communities to be established as low or no car, so that new residents can be supported to make sustainable travel choices. In this way, the impact of new developments on the transport system can be significantly reduced. Working closely with the County Council's Connecting Cambridgeshire team, Smart Cambridge has created topic papers to support the Shared Planning Service in the development of the North-East Cambridge Area Action Plan (AAP). The topic papers cover Environmental Monitoring, Connectivity and Future Mobility. These topic papers can be reused as required to support other developments in Greater Cambridge and beyond.
- 4.16 Smart Cambridge is working with Connecting Cambridgeshire to implement County policy to install new fibre ducting under schemes such as busways, cycleways and road improvements. This ducting has already been implemented under Histon Road and part of the Linton greenway, with further worked planned for other schemes. This initiative improves digital connectivity for new and existing communities in the area and has the potential to provide an additional benefit for many GCP schemes.
- 4.17 As new communities are established, the initiatives described in the preceding sections of this paper will be deployed to ensure that residents have a reliable way to find, book and pay for transport (including on demand services where available) with accurate information about arrival times, journey times and disruption.
- 4.18 New communities also have a significant impact on the environment both during construction and post construction. Smart Cambridge's expertise in data will be deployed to assist in data collection and interpretation to understand this impact.

Contribution to the City Access Project and Behaviour Change (Modal Shift)

- 4.19 Many of the achievements and activities outlined in preceding sections make significant contributions to the overall City Access programme, in particular initiatives which promote behaviour change to encourage travellers out of their cars and onto sustainable modes. These are summarised in Appendix 1.

5. Consultation and Engagement

- 5.1 Consultation and engagement for Smart Cambridge is typically undertaken for individual projects rather than the programme as a whole. Where consultation and engagement are undertaken, the aim is to fully align with the approaches used by all other parts of the GCP.
- 5.2 In addition, Smart Cambridge conducts an underpinning, wider engagement activity with other public bodies, private sector companies and markets more generally to ensure Smart Cambridge is in touch with wider innovations and developments. This ensures that GCP takes advantage of new opportunities including access to funding, and avoids 'reinventing the wheel' where solutions already exist and can be applied to our area.
- 5.3 This engagement activity also allows us to demonstrate that we are a successful, forward-thinking and innovative region which in turn helps to attract investment to

the area. For example, Smart Cambridge is engaged with a number of mobility solution providers who are keen to invest in Greater Cambridge

6. Options and Emerging Recommendations

The Programme for Smart Cambridge to March 2024

- 6.1 The nature of Smart Cambridge means some projects can be predicted and planned in detail, whereas others arise due to the emergence of new technologies, new opportunities, funding competitions and new requirements from the GCP and its partners. This section identifies the key projects expected to form the basis of the programme to Mar 2024.
- 6.2 During the period to Mar 2024, Smart Cambridge will continue to lead or support a number of ongoing activities. These include:
- Ongoing engagement with other public bodies, private sector companies and markets more generally to ensure Smart Cambridge is in touch with wider innovations and developments which is fundamental to the operation of the programme;
 - Addressing data challenges identified by GCP and its partners, including improving the accuracy of bus data and exploring the benefits of providing a robust data platform; and
 - Continuing to support the development of sustainable new communities including liaising with the Connecting Cambridgeshire team to ensure vital connectivity infrastructure is in place. This includes ensuring that when lighting columns are replaced, the new infrastructure is capable of hosting digital infrastructure to improve connectivity.
- 6.3 It is anticipated that a number of trials and projects will be concluded by March 2024:
- The current stage of smart signals and junctions trials described in section 2.11 above. This will result in insight and guidance about next steps;
 - Completing the implementation of the permanent sensor network to support the gateway review described in section 2.4;
 - Completing the first iteration of bus pinchpoint data analysis described in section 2.11; and
 - Completing the current stage of sensor guidance trials described in section 2.13.
- 6.4 As noted above, the Smart Cambridge team have been engaged with two bids for further Connected and Autonomous Vehicle funding. If one or both of these is successful, they will be significant projects for the team:
- One of these bids envisages the provision of a commercially viable operational service. If this bid is successful, it will be a major focus of activity from Jan 2023 to Mar 2024 and beyond;
 - The second CCAV funding bid is a feasibility study and whilst it will require support from Smart Cambridge if the bid is successful, it will be smaller scale than the autonomous vehicle service;

- Competition for this funding is extremely fierce, so success is not guaranteed, but the act of applying demonstrates to central government that the Greater Cambridge area is forward looking and innovative. We have been advised that successful bidders will be announced in late Autumn 2022; and
- Whether or not these bids are successful, Smart Cambridge will engage with (other) successful bidders to ensure the experience can be used to the benefit of GCP.

6.5 It is anticipated that support for the City Access project will form a major tranche of work. Key workstreams are likely to include:

- Working with the City Access team as well as the County Council and CPCA to define the operating model and systems required for the scheme, and supporting technical aspects of implementation as required, subject to future decisions on the City Access programme; and
- Supporting the provision of features required to enable behaviour change and modal shift which may include facilitating the provision of a high-quality journey planner tailored to the needs of the area; mobility as a service; integrated ticketing; better information provision; and reward schemes to encourage the use of sustainable transport.

6.6 As well as supporting City Access, Smart Cambridge will develop a more systematic process to work across all GCP workstreams identifying areas where Innovation and Technology can support delivery.

6.7 Further communications work is needed to raise awareness of deployments and how they support the delivery of the wider GCP programme. Part of this work will be delineating between pilots and actual deployments of technology.

7. Alignment with City Deal Objectives

7.1 The work of the Smart Cambridge programme helps to deliver targeted investments by providing robust and coherent data on which decisions can be made. This data also supports post-delivery project monitoring and evaluation, including the gateway review process.

7.2 The Smart Cambridge programme explores the use of technology and innovative approaches to support the implementation of fast and reliable public transport, the use of sustainable modes and the behaviour change required to achieve mode shift.

8. Citizen's Assembly

8.1 Smart Cambridge is using technology to support a number of aspects of the Citizen's Assembly vision. Examples include:

- Be people centred: for example, work on smart signals has the potential to significantly improve prioritisation of pedestrians and cyclists;

- Be managed as one coordinated system: work to support the further development of the highway management function enables the network to be managed as a coordinated system;
- Educate people about different options: information provision aims to address this point;
- Use technology to be responsive to demand: information provision aims to address this point; and
- Enable predictable journey times: the work to identify bus pinchpoints aims to improve bus reliability.

8.2 Smart Cambridge is also using technology to address the Citizen's Assembly supporting measures. Examples include:

- Optimise traffic signals: work on smart signals trials has the potential support County Council efforts to optimise signals; and
- Introduce incentives to use public transport (e.g. points systems, free coffee, subsidy for frequent users): Smart Cambridge is currently exploring commercial offerings which offer this type of incentive whilst also supporting local businesses.

9. Financial Implications

9.1 The funding allocated to Smart Cambridge in the 2022/2023 budget round is as follows:

- Financial year 2023/2024: £919k (including carry forward from previous years).
- Financial year 2023/2024: £645k (provisional).
- Financial year 2024/2025: £600k (provisional).

9.2 At present, between 2 and 3 full-time equivalent staff define and deliver the Smart Cambridge programme, with additional resource allocated from time to time by Connecting Cambridgeshire, external consultants and partner organisations for specific projects. Salary costs account for about £200k per annum, with the balance being allocated to projects.

9.3 There is likely to be an underspend in the current financial year (2022/2023) and this will be quantified in early 2023. Assuming that this underspend is carried forward to 2023/2024, it is not currently anticipated that any further funding (beyond the £645k figure provisionally allocated) will be requested in the next budgeting cycle. However, should new GCP requirements or opportunities arise, this position may need to be reconsidered.

9.4 Smart Cambridge has been adept at bringing in external funding. As part of preparation for the previous gateway review, it was identified that £3.65 had been leveraged for every £1 spent on Smart Cambridge, and it was noted that this ratio did not take into account significant benefits in the form of know-how which are harder to quantify.

9.5 Our ability to attract funding depends on:

- The competitions being run by funding bodies that are sufficiently well aligned to GCP's aims;
- The willingness of the private sector to invest;
- The relative importance placed on attracting further external funding compared to implementation work; and
- The time/resource we have available to focus on progressing these given that they can be very time consuming and highly competitive.

To encourage the private sector to invest in our area, Smart Cambridge works with the Connecting Cambridgeshire team to improve digital connectivity to make the area more appealing for trials and deployments of new smart solutions.

- 9.6 Following the significant effort involved in delivering the externally funded autonomous vehicle trial in summer 2021, Smart Cambridge has been more focused on other delivery projects including the sensor network (see section 2.4) and guidance work (see section 2.13) that do not bring in funding so the ratio has undoubtedly dropped in this period. Should one or both of the CCAV5 bids be successful, the ratio of funding attracted will change substantially. It is proposed that the ratio is calculated again as part of the preparation for the next gateway review.

Have the resource implications been cleared by Finance? Yes.

Name of Financial Officer: Sarah Heywood.

10. Next Steps and Milestones

- 10.1 It is anticipated that the forward programme will be finalised by early 2023 in the light of feedback from GCP Joint Assembly and GCP Executive Board. Progress will be reported via the Quarterly Progress Report.

List of Appendices

Appendix 1	Key Areas of City Access and Behaviour Change Support
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Background Papers

Source Documents	Location
GCP Smart Cambridge website	Greater Cambridge Partnership
Smart section of the Connecting Cambridgeshire website	Smart - Connecting Cambridgeshire
Updates provided in previous GCP Quarterly Reports	GCP EB Papers

Appendix 1: Key Areas of City Access and Behaviour Change Support

Activity to Support the City Access Project	Behaviour Change?
City Science network management commission provided the bedrock of tech/operational evidence required by City Access consultants	
Acted as client lead for City Access technology and operations workstream. This was a relatively minor role which we expect to ramp up substantially in the next phase of work	
Substantial improvements in traveller experience of RT bus info and a better understanding of the complexities – important for future developments	√
Launch of highly engaging travel info apps as a precursor to future commercial MaaS offerings	√
Integrated ticketing report provides basis for future improvements in customer experience	√
Current and future freight/logistics works including micro-consolidation to ease congestion	√
Bus pinchpoint data targets GCP (+ partner) investments to improve bus journey time reliability	√
Mobility monitoring permanent network provides vital real-time insight into highway operations	√
Mobility monitoring framework contract provides capability for further monitoring	√
Smart signals (crossings/junctions) help prioritise sustainable modes	√
Coordinating connectivity with Connecting Cambridgeshire	√

Developing the GCP Approach to Biodiversity Net Gain

Report to: Greater Cambridge Partnership Executive Board

Date 15th December 2022

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

1. Background

- 1.1 The GCP has agreed that its programme will achieve up to 20% biodiversity net gain. This paper sets out the work that is being completed to achieve this and proposals for the next stage.
- 1.2 The Executive Board is recommended to:
 - (a) Note the opportunities and approach to achieving up to 20% biodiversity net gain across the GCP programme; and
 - (b) Approve the proposal for the next stage of work on the delivery approach including further work to determine the scale of opportunity and timelines for delivery.

2. Context

- 2.1 This paper seeks to set out an ambitious approach around how the GCP and its partners can go 'above and beyond' in terms of biodiversity net gain across the GCP's programme.
- 2.2 Working with partners there is an opportunity to go well beyond the minimum standards and requirements set out in legislation and policy. There is an opportunity to work through the GCP's programme to understand how it can operate as a lever to achieve far more ambitious targets than are required by law.
- 2.3 The scale of the GCP's programme offers an opportunity to set a bold set of objectives around biodiversity net gain which will enhance provision across our environment far more significantly and impactfully than operating only within the remit of current legislative frameworks.

3. Joint Assembly Feedback

3.1 The Joint Assembly positively endorsed the paper and the steps detailed for the biodiversity net gain approach to be taken. The following specific items were discussed:

- It was asked whether the ambition to achieving “up to 20%” Biodiversity Net Gain (BNG) should be higher. Officers acknowledged the aspiration and noted that the next stage of would provide the feasibility on what target was possible. It was noted that the result of this piece of work would be completed, and the results brought forward to an Executive Board mid-2023.
- There was discussion around the biodiversity measures that would take place in and outside of the red line boundary, requesting that genuine additional and maximum quality of measures should be implemented as close to the site as possible with preservation taking place first.
- It was noted that working with partners and collaborating on biodiversity measures are very important. Officers agreed with this and noted that GCP were already working collaboratively with the Landscape Heritage and Ecology Group, the County Council and other stakeholders and this would continue as the work progressed.
- It was asked whether all projects were gathering data on biodiversity already. Officers confirmed that they are, but that there was now a focus on establishing a consistent baseline across the programme.
- There were further comments with regards to the potential to use on and offsite measures as opportunities for learning and teaching opportunities. Officers agreed to this and noted this would be picked up as part of the next phase of work.

4. Discussion – Statutory and Legislative Context

4.1 Under the Environment Act (2021), the biodiversity of an area resulting from new developments seeking planning permission from November 2023 onwards must exceed the pre-development biodiversity value by at least 10% - known as biodiversity net gain (BNG).

4.2 Mandatory 10% BNG as set out in the Environment Act (2021) is likely to become law in autumn 2023 and will apply to all (with some exceptions) Town and Country Planning Act (TCPA) applications. Secondary legislation and regulations will set out more of the detail needed to ensure that BNG is delivered effectively and provide clarity for stakeholders, however it is not yet clear when these will be published.

4.3 In the interim, the Greater Cambridge Shared Planning (GCSP) service has published a Biodiversity Supplementary Planning Document (BSPD) which outlines that measurable BNG is the minimum legal requirement, while encouraging developers to seek the 10% BNG as soon as possible in order to prepare for mandatory compliance in the future.

- 4.4 To calculate any BNG, a robust biodiversity assessment needs to be conducted. The Biodiversity Metric, which all GCP projects currently employ, is a tool devised by the Department for Environment, Food and Rural Affairs (DEFRA) that scores different habitat types based on their relative value to wildlife and their priority for nature conservation. Whilst the BSPD was designed to be applied for residential and employment planning purposes, this plus the standards and targets set by the new Act constitute important context for all of our project designs and strategic planning.

5. Developing the GCP's Approach

- 5.1 At the outset and to ensure 'no net loss' the GCP will follow, as a minimum, statutory targets for BNG within the red line boundary of schemes. The percentage achieved within the red line will be increased where viable. Once this is known and understood additional targets will be achieved through off-site mitigations across the programme. One of the main benefits of the City Deal in terms of BNG is that replacement habitats can be delivered strategically and at scale, i.e. larger areas of habitat can be created, in close proximity to the existing habitat and can be well managed.
- 5.2 In considering where off-site BNG interventions may be suitable and how best to achieve them, GCP will in the first instance, align with the relevant approaches detailed in the 'Interim Offsite BNG Protocol' developed by the GCSP. GCP will also work with partners to ensure that any elements within the protocol which are primarily focused on residential developments can be adapted to maximise the benefits, in terms of BNG, across the GCP's transport projects.
- 5.3 The approach outlined in the GCSP protocol can be summarised as follows¹:
- Developers should apply the mitigation hierarchy throughout the design process to avoid and minimise biodiversity loss in the first instance
 - On-site measures within the red line boundary should be sought wherever possible, but it may prove unfeasible to achieve on-site habitat(s) of sufficient condition and long-term sustainability.
 - BNG shortfall not covered by on-site measures, should be fulfilled off-site through bespoke proposals or contribution to a local habitat bank, prioritising delivery as close to impacted habitats as possible and within areas identified as strategically significant in the Local Nature Recovery Strategy (LNRS).
 - These interventions should be additional to any existing improvement plans, replace lost habitat with habitat of the same type as identified by the DEFRA metric, and replace on a like-for-like or like-for-better basis.
- 5.4 The GCP will carefully follow the above protocol parameters, ensuring that maximum levels of biodiversity measures will take place within or as near to the site as possible with preservation taking a priority. In addition, the GCP will seek genuine 'additional' biodiversity gains / credits and won't displace any existing funding already identified for BNG activity.

¹ Further and specific details can be found in the [GCSP Interim Offsite BNG Protocol \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

5.5 Once each project has completed a BNG assessment using the DEFRA tool, further work will be carried out to understand what scale of offsite interventions can be applied outside the red line boundary. The GCP will need to work closely with its partners, demonstrating alignment with, as well as supporting delivery of, relevant partner and stakeholder strategies and programmes. In particular, but not limited to, the following:

- The GCP's three Local Authority Member partners have all set 20% BNG targets, going beyond the minimum requirement of 10% under the Environment Act, with both South Cambridgeshire District Council and Cambridge City Council seeking to test this through the emerging Greater Cambridge Local Plan.
- The GCP's three Local Authority Member partners are working together on a Local Nature Recovery Strategy
- The Cambridgeshire and Peterborough Independent Economic Review identifies Cambridge as an area of high pressure in terms of natural capital noting that any development must ensure the environment, nature and biodiversity is protected.
- The Cambridge Nature Network² – a spatial plan for the development and enhancement of nature in the 10km around the city of Cambridge working to support against the CPCA target of 'doubling nature'
- Oxford-Cambridge-Arc – ensuring this work is not in isolation from the Arc's environment principles
- The development of the Sustainable Land Use Advice Service and ongoing work around Opportunity Mapping.

5.6 The habitats themselves will be developed in perpetuity. A habitat management and monitoring plan will be applied over a 30-year period. In addition, a Landscape and Ecology Management Plan for each scheme will be put in place to ensure that the habitat distinctiveness and condition forecast within the BNG Metric is achieved. Monitoring will inform the need for corrective measures if necessary, so that the BNG outcomes forecast through the metric are delivered. As such, it will be essential that any final BNG plans are designed with Cambridgeshire County Council as newly created or enhanced habitats must be maintained and the plan fully implemented and monitored for a minimum term of 30 years. Habitat gain relates to the habitat after a 30 year period.

6. Options and Next Steps

- 6.1 In collaboration with partners and experts in the BNG, through the Landscape, Heritage and Ecology (LHE) Working Group, officers will assess the BNG of each scheme and then further identify the most effective way to achieve up to 20% BNG across the programme.
- 6.2 It will be important to be able to fully explore options, appraising the various sites, with a series of appraisal measures in mind: strategic location, cost / value, proximity to project, strategic fit (such as alignment to the Local Nature Recovery Network), existing conditions etc. Ideally, one strategic site would be chosen due to economies of scale achieved via a critical mass, however, all options will be fully explored with partners to ensure that the optimum site or sites are chosen. Once

² <https://cambridgenaturenetwork.org/>

the work is completed to carefully appraise the programme and seek a suite of costed options, a preferred site or sites will be identified and brought back to the Executive Board for further consideration and agreement.

7. Alignment with City Deal Objectives

- 7.1 At the time of the City Deal negotiations, government and local partners recognised that Greater Cambridge's rapid growth and economic success had exacerbated a number of issues, particularly around housing affordability and transport connectivity, and sought to address these in part through the Deal. However, the Deal took a traditional view to growth, with objectives linked to delivery of homes and jobs and maintaining Greater Cambridge's ability to compete "on a global stage".
- 7.2 Since the Deal negotiations there has been an increased focus locally and nationally on a broader set of priorities, particularly around climate change, the environment, inclusive growth and improving health. These include:
- New national and local net zero carbon targets,
 - Greater awareness of the impacts of air pollution on health,
 - Commitment to inclusive growth, including an increased understanding of health inequalities, and the role transport, connectivity and the environment can work to overcome these and supporting the community more widely to live healthy and active lives;
 - Increased awareness of how sustainability and inclusivity underpin and are essential to long-term growth, so Greater Cambridge can continue to attract and retain people to live and work in our area.
- 7.3 It is widely recognised that growth is not solely about GDP but about the human, infrastructure, natural and social capital of a place and that these things underpin the 'wealth' and wellbeing of our communities. This links strongly with the desire to demonstrate more clearly the benefits of the GCP's work in creating a better place for existing and new communities and how our work will support improvements to our environment, quality of life and the life chances of more disadvantaged groups.
- 7.4 Work is now underway to prepare for the next Gateway Review process with officers developing evidence on progress made against the original City Deal targets and priorities, as well as gathering evidence to show how the programme will deliver against a broader set of inclusive and sustainable growth measures. Biodiversity, natural capital, and impact on the environment will be an important part of this process.

8. Citizen's Assembly

- 8.1 Citizens Assembly members came together to consider how to address congestion, air quality and improve public transport in Greater Cambridge. The effects on wildlife, the natural environment and increasing natural capital (i.e. woodland, hedges and other flora and fauna) were all areas that members wanted to address and improve upon to deliver a cleaner, greener environment, striving to achieve the cleanest city of its size for air quality. Additionally, citizen's assembly members were given up to

eight choices to indicate which measures they thought should be prioritised to improve congestion, air quality and public transport. Planting trees came second in importance behind the franchising of buses. This shows that the natural environment and measures to improve upon that is of vital importance and can be addressed via the programme BNG assessment and strategic offsite measures as proposed in this paper.

9. Financial Implications

- 9.1 In order to take forward the assessment of the BNG across the GCP programme, adequate external resource may be required. Costs for the initial phase of work are minimal and can be met from the programme budget. However, should a proposal come forward to work on a larger site and scale a more significant budget would be required.
- 9.2 Work to carefully appraise the programme and seek a suite of costed options will be carried out, after which, a preferred approach will be identified and brought back to the Executive Board for consideration.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

10. Next Steps and Milestones

- 10.1 Project assessments are already underway, and options appraisals of offsite measures will commence shortly. Outcomes and suggested next steps will be reported back to the Joint Assembly and Executive Board in Summer 2023.

Source Documents	Location
None	-