

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

2:00 p.m.

Wednesday 23rd November 2022

**Council Chamber
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
CB23 6EA**

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

AGENDA

	PAGE NUMBER
1. Apologies for Absence	(-)
2. Declaration of Interests	(-)
3. Minutes	(3 - 63)
4. Public Questions	(64)
5. Petitions	(-)
6. Quarterly Progress Report	(65 - 100)
7. Greater Cambridge Greenways: Haslingfield and Comberton	(101 - 117)
8. Smart Cambridge Update and Forward Programme	(118 - 128)
9. Developing the GCP Approach to Biodiversity Net Gain	(129 - 133)
10. Date of Next Meeting	(-)
<ul style="list-style-type: none">• 2:00 p.m. Thursday 16th February 2023	

MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor Tim Bick (Chairperson)	-	Cambridge City Council
Councillor Katie Thornburrow (Vice Chairperson)	-	Cambridge City Council
Councillor Simon Smith	-	Cambridge City Council
Councillor Alex Beckett	-	Cambridgeshire County Council
Councillor Claire Daunton	-	Cambridgeshire County Council
Councillor Neil Shailer	-	Cambridgeshire County Council
Councillor Paul Bearpark	-	South Cambridgeshire District Council
Councillor Annika Osborne	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Claire Ruskin	-	Business Representative
Karen Kennedy	-	University Representative
Kristin-Anne Rutter	-	University Representative
Helen Valentine	-	University Representative

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 Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 8th September 2022
10:00 a.m. – 3:45 p.m.

Present:

Members of the GCP Joint Assembly:

Cllr Tim Bick (Chairperson)	Cambridge City Council
Cllr Simon Smith	Cambridge City Council
Cllr Katie Thornburrow (Vice-Chairperson)	Cambridge City Council
Cllr Alex Beckett	Cambridgeshire County Council
Cllr Claire Daunton	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Paul Bearpark	South Cambridgeshire District Council
Cllr Annika Osborne	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Christopher Walkinshaw	Business Representative
Claire Ruskin	Business Representative
Karen Kennedy	University Representative
Kristin-Anne Rutter	University Representative
Helen Valentine	University Representative

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 Heather Richards.

The Chairperson welcomed Councillor Daunton to the meeting, noting that her nomination to join the Joint Assembly as a representative of the County Council had been approved by the Council, following her attendance of the previous Joint Assembly meeting in an unofficial capacity at the Chairperson's discretion.

2. Declarations of Interest

Kristin-Anne Rutter declared a non-statutory disclosable interest in relation to the Public Transport and City Access Strategy item (agenda item 6), as an Executive Director of Cambridge University Health Partners.

Karen Kennedy declared a non-statutory disclosable interest in relation to the Better Public Transport: Cambourne to Cambridge Project item (agenda item 7), as a Life Member and Associate of Clare Hall.

Karen Kennedy declared a non-statutory disclosable interest in relation to the Better Public Transport: Cambridge Eastern Access Project item (agenda item 8), as a trustee of the Cambridge Leisure and Ice Centre.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to the Better Public Transport: Cambridge Eastern Access Project item (agenda item 8), as an employee of Marshall of Cambridge (Holdings) Ltd.

Councillor Williams declared a non-statutory disclosable interest in relation to the Quarterly Progress Report item (agenda item 10), as a member of South Cambridgeshire District Council's Planning Committee.

3. Minutes

While discussing the minutes of the previous Joint Assembly meeting, it was proposed and agreed unanimously to include the following additional bullet point to the Joint Assembly's discussion on agenda item 11 (Waterbeach Station Relocation):

- Clarified, in reference to an issue raised in a public question by Helen, Jazz and Nigel Seamarks, that St John's College was a separate legal entity from the University of Cambridge, with its own investment strategy.

One member observed that the minutes of some local authorities attributed comments to the person that made them, and suggested that the GCP consider adopting the practice. The Chief Executive informed the Joint Assembly that the GCP followed recognised 'best practice' as followed by the County Council, its accountable body, which was to not attribute comments.

The minutes of the previous Joint Assembly meeting, held on 9th June 2022, were agreed as a correct record, subject to an additional bullet point on the discussion for agenda item 11 (Waterbeach Station Relocation), and were signed by the Chairperson.

4. Public Questions

The Chairperson informed the Joint Assembly that twenty-one 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 ten questions related to Agenda Item 6 (Public Transport and City Access Strategy), seven questions related to Agenda Item 7 (Better Public Transport: Cambourne to Cambridge Project), two questions related to Agenda Item 8 (Better Public Transport: Cambridge Eastern Access Project), and two questions related to Agenda Item 9 (Greater Cambridge Greenways).

5. Petitions

The Chairperson notified the Joint Assembly that no petitions had been submitted.

6. Public Transport and City Access Strategy

Ten public questions were received from Rebecca Teague, Dorte Napthen, Lilian Runblad, Noga Ganany, Councillor Neil Harris (on behalf of Willingham Parish Council), Anna Williams (on behalf of Camcycle), Mahony Goodman, Councillor John Trapp (on behalf of East Cambridgeshire District Council), Wendy Blythe (on behalf of the Federation of Cambridge Residents' Associations), and David Stoughton. The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Carla Hofman, South Cambridgeshire District Councillor for the Fen Ditton and Fulbourn ward, was invited to address the Joint Assembly. Expressing concern about the size of the proposed Sustainable Travel Zone, Councillor Hofman noted that it included the East Barnwell Health Centre, as well as the Cambridge Retail Park and Beehive Centre, and she queried whether Fen Ditton could be removed from the Zone to make such destinations more accessible. She also sought clarification on how the GCP would prevent an increase of cars parking in the areas surrounding the Zone. Noting that the Making Connections consultations had identified a preference for a larger zone, rather than just the city centre, the Assistant Director for Sustainable and Inclusive Growth acknowledged that the destinations were located within the proposed Zone, but emphasised that the road user charge would not be applicable on weekends or evenings, while a reimbursement scheme was being developed for those accessing healthcare, and significant improvements to the public transport would also help increase accessibility. Park and Ride sites would be located outside the Zone,

therefore providing suitable parking provision in the surrounding area, and it was noted that the ongoing development of civil parking enforcement powers in South Cambridgeshire would further help alleviate such concerns.

Councillor Daniel Lentell, South Cambridgeshire District Councillor for the Over and Willingham ward, was invited to address the Joint Assembly. Expressing concern that the inclusion of the Addenbrookes site within the proposed Sustainable Travel Zone would effectively create a barrier for people requiring medical assistance, Councillor Lentell highlighted the current inaccessibility to the site by bus for many people, and argued that the management of an exemption and reimbursement scheme would represent an additional administrative burden on the already overstretched NHS. Arguing that the access roads to the hospital from the M11 played no part in wider congestion issues, he questioned their inclusion in the Zone and expressed concern that employees of the hospital would also be unfairly affected. Highlighting the significant current parking costs on the Addenbrookes site, the Assistant Director for Sustainable and Inclusive Growth observed that connections from the nearby Park and Ride were cheaper, and emphasised that the Sustainable Travel Zone would enable investment in the bus services to further improve access. Given that the Cambridge Biomedical Campus and surrounding area would grow significantly over the next decade, improvements to bus, walking and bicycle access would be vital, although the Assistant Director for Sustainable and Inclusive Growth acknowledged that car access would remain necessary. Exemptions and reimbursements would be available and designed to minimise the administrative burden on hospital staff. She also drew attention to the fact that the consultations would provide everyone, including staff and patients, the opportunity to participate in the development of the scheme.

The Chairperson informed the Joint Assembly that a written submission had been received from Councillor Lorna Dupre, Cambridgeshire County Councillor for the Sutton division, and he confirmed that a written response would be sent to her, which is attached at Appendix B of the minutes.

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 Joint Assembly received a presentation on the proposals, which was published on the meeting website and is attached at Appendix C of the minutes.

While discussing the report, the Joint Assembly:

- Highlighted the need to find a solution to the congestion and pollution issues in Greater Cambridge during the climate crisis, which would be exacerbated by the expected levels of growth. It was argued that the proposed measures were a logical progression from the result of extensive consultations held over previous years, and that they would provide an opportunity for the Greater Cambridge region to demonstrate its commitment to resolving such issues in a bold way that was made possible due to the specific funding available from the City Deal that most other parts of the country did not benefit from.
- Highlighted issues with the current bus network, including the integration of timetables with train services and low levels of funding from the Government, and acknowledged the need to establish an income stream to fund improvements. Members welcomed the proposals to make the use of Park and Ride sites cheaper and more accessible, and it was suggested that the proposals should include an over-riding emphasis on the accompanying improvements to the bus service and active travel network so people could understand that the Sustainable Travel Zone was part of a wider package of measures. It was observed that the role of the Combined Authority in developing a bus strategy was also of great importance and that the two would feed off each other.
- Considered whether Addenbrookes and the wider Cambridge Biomedical Campus should be included in the Sustainable Transport Zone, with concern expressed that it could form a barrier to people accessing healthcare with no nearby alternative provision outside the Zone. Members acknowledged the significant levels of traffic that were caused by people attending the site, and it was highlighted that these were not restricted to hospital-related matters. It was noted that a recent transport needs assessment for the Cambridge Biomedical Campus had highlighted the need to reduce car visits to the site to achieve sustainability targets, although it was argued that current bus services to the site were inadequate for staff and hospital patients or visitors, while parking costs were already prohibitive. The Assistant Director for Sustainable and Inclusive Growth emphasised that a detailed list of exemptions, discounts and reimbursements had been proposed for the consultation and confirmed that those seeking emergency care would not be charged.
- Expressed concern about the impact of the proposed measures on people with lower income, particularly during the current period of economic difficulty and uncertainty, although it was suggested that car ownership or usage was significantly less for people with a lower income, and that for such people an accompanying improvement and cheaper access to the bus service would be of more importance. It was also noted that the proposed measures would not be implemented until at least 2028.
- Suggested that the proposed Sustainable Travel Zone would particularly benefit people who did not have cars, and would therefore encourage cultural or behavioural change, as well as an increase in active travel. The importance of considering behavioural change alongside infrastructure projects was acknowledged, and the need to incentivise, educate and convince people to use

services that have been put in place was emphasised. However, one member suggested that replacing cars with more buses would not provide sufficient incentivisation for significant levels of behaviour change, and argued that the proposed use of resources provided by a charge to improve the bus services indicated an inherent requirement for people to continue to use their own vehicles in order to raise such funds.

- Welcomed the proposals to include a system of exemptions, discounts and reimbursements, but expressed concern about how such a system would be decided and managed. It was suggested that the proposed list of exemptions, discounts and reimbursements should be expanded to include more people that required visits to Addenbrookes, including people who were pregnant, arguing that the additional burden to often difficult circumstances was unfair. It was also suggested that the transfer of breast milk should be afforded the same exemption as the transfer of blood.
- Argued that the proposed Sustainable Travel Zone was too large and should be more targeted on the city centre, in a similar way to the Congestion Charge zone in London. Members also expressed concern that it could displace congestion, parking and rat-running issues to the surrounding, more rural areas.
- Highlighted car sharing and car clubs as a sustainable way of reducing the number of cars on roads, and queried whether a definition of car sharing would be established as part of the development of the exemption scheme in order to further encourage such practices. It was confirmed that it was normal for schemes to establish such criteria in order to develop an effective exemption process.
- Noted that there would be no new petrol or diesel cars for sale from 2030 and no new hybrid cars for sale from 2035, and queried how any subsequent measures implemented by the Government to compensate the resulting loss of excise duty income would fit alongside the GCP's proposed measures. Acknowledging that some form of national road pricing would be a possibility, the Assistant Director for Sustainable and Inclusive Growth emphasised that no decisions had been made, although she informed members that the Government had confirmed that any local schemes that were already in place would take priority and would not be taken away or have their income redirected.
- Requested further information on how the proposed measures would achieve a suggested 50% reduction of car trips within the Sustainable Travel Zone, and whether such car trips would still exist but be restricted to outside the Zone. Members were informed that traffic modelling had been carried out using the most robust and comprehensive model available, and that it was based on extensive evidence of responses travel costs. It was acknowledged that the reduction in car trips would not be as significant outside the Zone, although fewer cars would also be used to drive out of the city and there would be an increase in use of buses and active travel across the region.
- Suggested that the impacts of any implemented measures could be considered as part of the Cambridge City Portrait.

- Suggested that a higher charge could be considered for more pollutant vehicles, such as SUVs. Members were informed that this would be difficult to monitor, with similar attempts elsewhere having proven problematic and confusing to car users.
- Noted that the proposed timeline for phasing of the Sustainable Zone included a period of the road user charge only applying to vehicles during the weekday rush hour, and suggested a further period also applying it to the afternoon rush hour could be considered prior to the scheme's full implementation in 2028. Noting that such details would be considered as part of the consultation, the Transport Director emphasised that changes would be made to the proposals based on its outcomes.
- Acknowledged that a petition opposing a congestion charge in Cambridge had been signed by over 15,000 people and highlighted the importance of asking people what would lead to them reducing their car usage.
- Sought clarification on whether data would be collected over the next few years in order to refine the proposals if any variations were identified. It was confirmed that data would be collected to inform both the Outline Business Case and the Full Business Case, and members were informed that a range of scenario tests would be developed to assess any significant changes that occurred.
- Sought clarification on whether there would be a final review before full implementation of the scheme in 2027 or 2028. Clarifying that the County Council would make any final decision on the implementation of a charge, the Transport Director confirmed that a process of review would be in place throughout the scheme's development.
- Welcomed the proposals for a consultation on the package of measures, and emphasised the importance of listening to all submissions, including those from outside Greater Cambridge, and ensuring that the proposals could be improved as a result of the consultation's outcomes. Members also emphasised that the consultation should provide extensive details on how bus services and modal connectivity would be improved, and should also consider the pros and cons of whether to include Addenbrookes within the Sustainable Travel Zone, as well as any potential alternative measures. It was suggested that the GCP should identify those who would be unfairly affected by the proposals and ensure their participation in the consultation, noting that disadvantaged or marginalised groups might not otherwise be represented. The consultation should not be limited to binary questions, but should instead allow participants to freely submit suggestions, comments and opinions. Emphasis should also be placed on the GCP's overall vision for the future of transport and the environment in the Greater Cambridge area. Acknowledging the wide-ranging comments from members on the proposed consultation and its importance, the Transport Director assured the Joint Assembly that the GCP would work with constituent partners and local authorities, as well as other groups, organisations and stakeholders, to ensure that the engagement was both qualitative and quantitative. Information would be disseminated in a variety of ways, and the questions would be formulated in a broad way that would encourage in-depth answers. He confirmed that the Executive Board would be presented with more detailed proposals for the consultation.

- Highlighted the importance of ensuring that language used in reports and the consultation was accessible, including for people with dyslexia and hearing or sight impairments.
- Observed the large number of public consultations that had already been held and highlighted the need to emphasise the importance of this particular consultation in order to encourage participation and avoid participation fatigue.
- Sought clarification on whether the appropriate authorities and health providers had been consulted to ensure that there was a decentralisation of healthcare provision both inside and outside the Sustainable Travel Zone. The Transport Director confirmed that health partners and local authorities would all be consulted as part of the consultation process.
- Observed that GPS systems were not as effective for cyclists and pedestrians as they were for cars, and suggested that the GCP should consider this issue as part of the scheme. Noting that there were a lot of examples to be considered, the Transport Director confirmed that technological solutions would form a part of the consultation.
- Suggested that it would be useful to develop a means that would allow people to calculate and assess how the proposed measures would directly impact their individual routes and current travel choices. Acknowledging the suggestion, the Chief Executive drew attention to a commitment to include an interactive map as part of the consultation to allow people to make such assessments.

The Chairperson welcomed the Joint Assembly's extensive discussion, as well as the contributions from members of the public and local members. He concluded there was a consensus that a consultation on the proposed measures was the logical next step, although he noted that a variety of concerns had been raised, particularly with regard to the inclusion of Addenbrookes in the Sustainable Travel Zone that should be taken into consideration in its preparation. He highlighted the importance of encouraging as wide a participation as possible, and emphasised that no assumptions should be made before the engagement had been completed and all the feedback had been assessed.

7. Better Public Transport: Cambourne to Cambridge Project

Seven public questions were received from Simon Webb (on behalf of Martin Grant Homes), Carolyn Postgate, Deborah Whitton Spriggs, Allan Treacy and James Littlewood, Dr Marilyn Treacy, David Cairns, and Gabriel Fox. The questions and a summary of the responses are provided at Appendix A of the minutes.

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 4.3 of the report.

While discussing the report, the Joint Assembly:

- Queried whether there were sufficient levels of traffic on St Neots Road to require the installation of a bus gate at Hardwick, and expressed concern about its impact on visitors to the area, who would not benefit from the same exemption as residents. Noting that the Executive Board would need to agree to the principle of an on-road route along St Neots Road before more detailed work could be carried out on its design and operation, including any exemptions, the Transport Director emphasised that the project catered for the expected population growth over the next five to seven years.
- Requested further information on the impact of East West Rail on the project. Highlighting that East West Rail would need to develop a business case and route alignment before its impacts could be assessed, the Transport Director noted that the Executive Board had agreed to an on-road option for the end of the route in Cambourne, with a view to being able to connect to a train station if one was built there as part of East West Rail in the future.
- Highlighted that park and ride sites were multi-functional hubs that allowed people to switch between transport modes. The Transport Director emphasised the importance of ensuring that the site was accessible by bicycle for local residents to avoid the need to drive in a car.
- Sought clarification on whether the Joint Assembly would have a further opportunity to consider the project's Net Biodiversity Gains (NBGs). Drawing attention to ongoing work and investment with partner authorities to fulfil the aspiration of achieving an overall 20% NBG across the GCP's programme, the Transport Director undertook to present a future report on NBG.
- Expressed support for an on-road solution for part of the route as a short-term solution, but emphasised the importance of ensuring reliable public transport was in place between Cambourne and Cambridge to cater for the high levels of planned growth in the area, and suggested that a segregated route would be necessary in the long-term in order to make the Local Plan viable.
- Drew attention to the importance of ensuring that accessible language was used in reports and other published material, as well as during meetings.
- Expressed concern about errors and inaccuracies that had been made by the GCP in some documents, and argued that they made it more difficult to gain people's trust and support. Acknowledging the concern, the Transport Director apologised for the errors and informed members that a review had been initiated.
- Welcomed that the EIA consultations had led to proposed amendments to the route alignment, and suggested that the Executive Board should also be provided with details of further issues that had been raised during the consultations but which had not led to amendments.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there was unanimous support for the direction set out in the report.

8. Better Public Transport: Cambridge Eastern Access Project

Two public questions were received from Josh Grantham (on behalf of Camcycle), and David Trippett and Mark Rison. 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.

While discussing the report, the Joint Assembly:

- Suggested that the “Eastern Access” term was misleading, as the project was limited to the A1303 between the A14 and the centre of Cambridge.
- Requested further information on why preference had been established for option P1 for the Park and Ride site instead of alternative locations, and how it would improve congestion travelling south from the roundabout at Junction 35 of the A14, noting that the congestion problems extended to the north and east of the roundabout. The Transport Director informed members that the preference had been established following an initial consultation and assessment, and emphasised that the location would not be decided until a business case had been developed and a further consultation carried out.
- Highlighted the need for long-term improvements to the rail service between Cambridge and Newmarket, including a train station to the east of Cambridge. The Transport Director acknowledged the long-term need and drew attention to a review carried out in 2018 by the GCP, County Council and Combined Authority, which had identified concerns over capacity of the line. While efforts to convince the rail industry to make improvements continued, the Eastern Access Project would seek to alleviate the congestion issues in a more short-term way.
- Suggested that the proposed Park and Ride site would need to be significantly larger than the current one, in order to cater for the planned levels of growth in the area.
- Expressed concern about congestion being transferred to other nearby access routes, such as Coldham's Lane, during the construction stage of Phase A.

In summarising the Joint Assembly's discussion, the Chairperson noted a desire to ensure that the next steps of the project would not remove the possibility of alternative options for the Park and Ride site, and that mitigations would be put in place to minimise congestion being displaced to other roads during the construction stage.

9. 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.

While discussing the report, the Joint Assembly:

- Welcomed the Outline Business Case and the extensive consultations that had been carried out during its development, but expressed frustration at the slow progress on the Greenways, and queried whether sufficient officer resources had been assigned to the project and would be available for its timely completion. Due to the slow progress to date, members expressed concern that the planned completion date of 2024/25 was unrealistic, and sought clarification on how the risks of delays were being mitigated. Highlighting the complex nature of the Greenways programme, which incorporated a 150km network spread over twelve routes, the Transport Director assured members that the GCP had consistently allocated sufficient resources.
- Requested that local members along the individual routes be kept informed and updated of timescales and any changes, so that such information could be disseminated locally.
- Suggested that electric vehicle operators, such as Voi, be consulted on suitable pick-up points along the routes, given the popularity of such schemes.
- Requested a report detailing the project plans, timelines, key milestones and risk assessments for each individual Greenway, in order to review and track progress.
- Expressed concern over the delay to the Waterbeach Greenway, noting that residents would start moving into Waterbeach New Town in early 2023, and sought further information on how the delay would be overcome. The Transport Director informed members that extra time was being taken to ensure that the various stakeholders could work together to produce the best possible active transport network in the area, including the Waterbeach developers, the local planning authority, the local highway authority, and the Combined Authority, although he noted that attempts would be made to overcome the delay and achieve the initial completion date.
- Established that the GCP was involved in discussions with the county council on assessing how it would maintain the Greenways once they were completed. One

member drew attention to a cycleway with a loose stone surface that had been damaged by agricultural vehicles, making it unusable for bicycles and scooters, and queried how and when it would be repaired. Noting that while some routes were purpose built for cycling and walking others were required to meet different requirements, such as for horse-riding, clarified that issues of maintenance should be raised with the county council as the local highways authority.

- Highlighted the web-like nature of the Greenways programme, noting that the network would continue to expand to connect an increasing number of communities.
- Emphasised the importance of mitigating any damage to hedges and other biodiversity in the construction of the Greenways. The Transport Director informed members that future reports on the individual routes would provide information on such issues.
- Suggested that benches should be placed along the Greenways to assist people who use them for walking, and the Transport Director undertook to raise the suggestion with local authorities.

In summarising the Joint Assembly's discussion, the Chairperson welcomed the report but emphasised members' desire for further progress towards delivery of the programme.

10. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme and which also included an update to the Cambridge Biomedical Campus 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.

While discussing the report, the Joint Assembly:

- Welcomed the proposals to provide additional resources to expand the Skills Service's provision, highlighting its current importance to help overcome the shortage of lower level skills in the economy, although one member expressed concern that it could lead to an additional burden for teachers.
- Suggested that data and feedback from the Skills Service could be beneficial in the development of the emerging Local Plan.

- Paid tribute to the work carried out by Form the Future and Cambridge Regional College, suggesting that there should be an objective to over-achieve targets, rather than simply meet them, given their success to date.
- Suggested that the GCP could focus more on behavioural change by using it to inform the organisation's programme, including how people would adapt to and use any infrastructure that was built. Noting that the Smart workstream was centred around such considerations, the Chief Executive acknowledged the importance of analysing how the different parts of the programme came together, and observed that the Smart workstream would include schemes to promote behavioural changes. The Assistant Director of Strategy and Programme also highlighted that providing evidence of behavioural change would be fundamental in demonstrating the success of the GCP in the next Gateway Review.
- Expressed concern over the continuing difficulties faced by parish councils in obtaining land for exception sites, despite favourable planning considerations and housing providers being in place. It was argued that while new developments included higher levels of affordable housing, established local communities were seeing no additional provision, and it was suggested that a workshop for parish councils could help improve on delivery. The Assistant Director of Strategy and Programme undertook to consult the local planning authority to determine how the GCP could provide further support.
- Drew attention to the economic and employment benefits of the Greater Cambridge region, and argued that they would play a fundamental role in the development and growth of the national economy, noting the effective role that the GCP had played to support the region since the City Deal had been agreed.

11. Date of Next Meeting

Paying tribute to Queen Elizabeth II as a model public servant, the Joint Assembly expressed its support to the royal family.

The Joint Assembly noted that the next meeting was due be held on Wednesday 23rd November 2022.

Chairperson
23rd November 2022

Greater Cambridge Partnership Joint Assembly – 8th September 2022
Appendix A – Public Questions Listed by Agenda Item

	From	Question	Answer
2	Dr Rebecca Teague	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>What are the proposed charge rates for residents of the congestion charge area and how would they apply?</p>	<p>The charge rates to be consulted on are outlined in table 2 of the report. For cars, the charge would be £5 paid once daily for trips taken in the proposed zone between 7am and 7pm on weekdays. These charges would apply to all vehicles, residents and non-residents, unless a vehicle and/or its driver are eligible for one of the many proposed discounts, exemptions or reimbursements.</p>
3	Dorte Napthen	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>I am perplexed about the congestion charge you are proposing, could you please outline how you expect this to work for clubs and sporting activities within the City? I am particularly concerned how coaches and volunteers would transport equipment to sites commonly within the congestion zone or how participants would transport large and heavy equipment (think golf clubs, cricket bags or easels) to these locations. Commonly these activities have a start time which would require transport before the cut-off for the congestion charge.</p> <p>Please do me the courtesy of not suggesting that this equipment could be carried on a bus, I have seen football</p>	<p>The paper details the charge levels for consultation, for different types of vehicle as well the proposed hours of operation.</p> <p>A range of discounts, exemptions and reimbursements may apply to some sports clubs and other organisations. For example, vehicles used by charities and not-for-profit groups – to transport equipment and/or people – are proposed to be eligible for a reimbursement.</p> <p>The charge does not apply at weekends.</p>

		coaches making several trips to their car with balls, cones, kit, refreshments, this could not be carried on a bus so how exactly do you envisage this not impacting the provision of these activities for residents.	
25	Lilian Rundblad	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>Point 5.27 Page 50 Disabled Tax Class Vehicles I cannot find any mention of Mobility scooters or powered wheelchairs anywhere in the documentation. Are they included in the above exemptions in point 5.27? Mobility scooters and powered wheelchairs The law calls these 'invalid carriages. They must have a maximum speed of 8mph on the road and be fitted with a device limiting them to 4mph on footways to be exempt. Highway Code.</p>	There is no proposed charge for mobility scooters or powered wheelchairs, or any other similar mobility aids.
9	Noga Ganany	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>I am writing to object to the implementation of a car charge (road user charge) in the proposed <i>Sustainable Travel Zone</i> plan. I am a mother of twins and a university worker who lives in Histon. My toddler twins attend a workplace nursery in West Cambridge. I work on the Sidgwick Site in Cambridge. My husband commutes to work by train from Cambridge North. Commuting by car is the only form of commute that would allow us to reach the nursery and our workplaces.</p> <p>To illustrate: driving our twins from our home to nursery and then to the Sidgwick Site takes only 20 minutes at peak time. However, the route from our home to nursery takes approximately 80 minutes with public transportation, which</p>	<p>Improving bus services is at the heart of the package, with a doubling of the size of the bus network across the travel to work area. Proposals for this transformation is included in the papers, this includes faster and more frequent buses from Histon to the city centre, as well as a new service from Histon to Cambridge North station. In addition, the existing U service which currently serves the Sidgwick site and West Cambridge round to Cambridge North station, with an increased frequency of every 10 minutes.</p> <p>Children and older people are more likely to be reliant on public transport, particularly those on lower incomes. There are therefore substantial benefits</p>

		<p>includes using two buses and more than 40 minutes of walking on foot (with toddler twins!). Using public transportation to get from nursery to my work would add another 15-25 minutes, bringing the total time of my daily commute up to four hours. If the car charge is implemented, we would be facing payments of more than a thousand pounds a year solely for my commute to work and nursery. This is not sustainable.</p> <p>Our community in Histon relies on services and amenities in Cambridge that are only accessible by car. The proposed road charge would be detrimental to the social fabric of our local community, harming those of us who would not qualify for exemptions, who are already struggling with financial difficulties but are nonetheless reliant on personal vehicles to access our workplaces, medical services, schools, and care centres. How will this plan benefit young families and the elderly?</p>	<p>from investing in bus services for these groups, including through improved access to education, employment, services and leisure. Additionally, these groups are more likely to be affected by air quality issues which would improve with lower traffic levels.</p> <p>We can only transform our sustainable transport network with an ongoing source of funding, which would be provided by the Sustainable Travel Zone. A range of discounts, exemptions, and reimbursements is proposed, including for blue badge holders and people on low incomes.</p>
26	Councillor Harris Willingham Parish Council	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p><i>Your details show:</i></p> <p><i>5.7 In keeping with the GCP's commitment that public transport must be improved....</i></p> <ul style="list-style-type: none"> • <i>From mid-2023, priority service improvements would be made including:</i> <ul style="list-style-type: none"> ◦ <i>Address existing deficits in access to the bus network from small towns and large villages (e.g. Willingham, Cottenham, Chatteris)</i> 	<p>Improving bus services is at the heart of the package, with a doubling of the size of the bus network across the travel to work area. The proposal is to undertake consultation on these improvements alongside the other elements of the package.</p> <p>As Councillor Harris identifies, the proposals include two suggested bus routes for Willingham to Cambridge via Oakington and via Cottenham, which we are keen to receive feedback on as part of the suggested consultation. This will enable the initial bus service proposition to be evolved and developed.</p>

		<p><i>The proposals do not provide any improvement, replacing the existing (admittedly lengthy) direct service to Cambridge with a new circular route between Willingham and Papworth requiring changes to get to any of the destinations wanted by most residents, also costing more for multiple journeys.</i></p> <p><i>To achieve the aims of this consultation, it is essential that a village the size of Willingham has a direct bus link to Cambridge. Document '26082022 Making Connections - Bus Proposition Design recognises that the proposed rural loop deprives Willingham of the existing direct link to Cambridge, and makes two other suggestions: a dedicated service for Fenstanton, Swavesey, Over and Willingham that joins the busway to Cambridge at Longstanton; and extending Citi 6 serving Oakington to Swavesey via Willingham and Over. The first has merit - in our response to the Making Connections consultation Willingham Parish Council proposed that buses should leave the Busway to take in Willingham. Regarding the second, extending a route from Cottenham rather than Oakington would make more sense as Cottenham offers a range of facilities including educational - the Village College where most Willingham children go and also adult education – plus ongoing services to other locations such as Ely, Chatteris and March, which would open access without needing to travel into Cambridge. These plans appear to be for the benefit of the operators and do not take account the transport user's actual needs. Can we be assured that these points will be taken seriously when the final plans are drawn up?</i></p>	<p>Importantly, the proposals are suggesting delivering bus improvements over the next 5 years – the network will need to evolve from the initial proposition here to reflect consultation feedback as well as changes in travel, housing and employment growth over the period.</p>
--	--	--	--

30	Anna Williams on behalf of CAMCYCLE	<p>Agenda Item No: 6: Public Transport and City Access Strategy</p> <p>Camcycle supports proposals for a Sustainable Travel Zone in Cambridge, but any road charging must be implemented equitably with the proceeds going to public transport and active travel improvements that are put in place at speed. Reducing motor traffic by 50% would be transformative for cycling within the city and a positive step towards a greener, more people-focused region.</p> <p>Many of Camcycle’s members and supporters have strongly welcomed these proposals. However, it is clear from other conversations we’ve had that there is some lack of trust in the alternatives being good enough before road charging is implemented. National Active Travel Commissioner Chris Boardman often talks about making cycling an “enticing and accessible alternative” to the car. The active travel and behaviour change aspects of the scheme have not been defined in any detail in the Strategic Outline Business Case but will be critical to the scheme’s success. As well as options mentioned including active travel improvements, enhanced maintenance, and schemes to expand access to specialist and adapted cycles, the GCP must invest in a detailed communications and behaviour change plan. This needs to include PR, cycle training, travel planning, employer engagement and other measures designed to build a positive vision for the future and support people to make the transition to sustainable transport. Camcycle would also like to see the simpler and easier-to-achieve Workplace Parking Levy remain on the table as an important step towards a more sustainable city and a vital source of funding to help transform our streets.</p>	<p>As you have highlighted, the proposals are clear that improvements to public transport, walking and cycling will come before the Sustainable Travel Zone is brought in, with the traffic reduction and funding from the Zone itself then creating an unprecedented opportunity to further transform our sustainable transport network.</p> <p>The GCP has already committed to over £130m worth of improvements to the cycling and walking network which will be delivered in the next four years, including the greenways network and the second phase of the Chisholm Trail. In addition, our corridor schemes will provide high quality public transport links and active travel infrastructure into the city for some of our fastest growing communities.</p> <p>But there is more that we could do if a decision was taken next year, following consultation, to proceed with the package outlined in the report, and we had that certainty over funding and traffic reductions. This could include committing to more of the Cycling Plus network, extending the greenways network to more villages as well as the sorts of behaviour change activities outlined in your question. In addition, work has been undertaken looking at how bus services could be ramped up over the next 4-5 years, starting with the priority improvements outlined in the paper, and the proposed start date for a 7am-7pm charge has been linked to that timeline.</p>
----	---	---	---

		<p>Our question is:</p> <p>What plans and timetables are in place to ensure the walking, cycling and bus networks delivered in the next few years will be enticing and accessible for those switching from driving and to provide appropriate support to Cambridgeshire residents as they transition to more sustainable journeys?</p>	<p>The suggested consultation would ask people about the additional schemes and support they might need to use sustainable transport modes, giving people the opportunity to make further suggestions in addition to the current plans.</p>
12	Mahoney Goodman	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>In the 2019 Commons report on <i>Tackling inequalities faced by Gypsy, Roma and Traveller communities</i>, the government acknowledged: "Gypsies, Travellers and Roma are among the most disadvantaged people in the country and have poor outcomes in key areas such as health and education."</p> <p>Gypsies and Travellers have transited through Cambridge for centuries; finding work, visiting family, using hospital facilities, and playing an integral role throughout the history of cultural landmarks including the Midsummer Fair.</p> <p>Despite this, the EqIA for the Sustainable Travel Zone fails to mention potential adverse impacts on transiting Gypsies and Travellers, and the summary of proposed charge levels contains no specific reference to caravans. It's therefore unclear whether they will be eligible for low income and health discounts, which are disproportionately likely to apply.</p> <p>In any case, the stated need for input from vehicle users in assessing eligibility ignores the Cambridgeshire local authorities' failure to build trust with transiting Gypsies and</p>	<p>The draft Equality Impact Assessment sets out an initial assessment of the potential impacts on the Gypsy and Traveller Community. The paper sets out the importance of engaging with this community during the suggested consultation in order to increase understanding of the potential impacts and find solutions.</p> <p>A discount for those on low incomes is proposed. In addition, the report is clear that the application process for any discounts, as well as payment mechanisms for those paying the charge, should be designed to be accessible to all.</p>

		<p>Travellers, evidenced by lack of engagement with Gypsy Traveller Accommodation Needs Assessments.</p> <p>Furthermore, the implication that discounts will be provided via reimbursement begs the question: how? By definition, transiting Gypsies and Travellers have no fixed abode. Their stays in Cambridge are short, often ending in forcible eviction due to inadequate local authority provision of legal stopping places. Reliable access to internet and electricity are not guaranteed, and the education system's systemic failure to accommodate their needs means many are illiterate.</p> <p>Romani Gypsies and Irish Travellers have protected status under the 2010 Equality Act. Section 149 requires that public authorities "advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not". The barriers to accessing discounts and reimbursements are in clear violation of this objective.</p> <p>Will the GCP commit to a congestion charge exemption for transiting Gypsies and Travellers?</p>	
27	<p>East Cambridgeshire Councillor John Trapp</p>	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>What is the 'East Cambridge Interchange' marked on the 'future bus network concept' between Cambridge City Centre and Newmarket? Is it simply the Newmarket Road Park and Ride or something more ambitious and radical? Will there be buses not only to the City centre?</p>	<p>East Cambridge would be at the core of any future redevelopment of the Marshalls site – which is a matter for the emerging Local Plan.</p> <p>The bus network map proposed onward services to the station and hospital/CBC site as well as the city centre.</p>

35	Wendy Blythe, on behalf of the FeCRA Committee	<p>Agenda Item No: 6: Public Transport and City Access Strategy</p> <p>There are residents who are not registered as disabled who have mobility problems and cannot walk very far or carry heavy shopping. They need to drive sometimes. How will they be exempted? Has the GCP looked at other examples of time restriction as well as charging structures?</p> <p>The Combined Authority has funded a project for the City Portrait a piece of work proposed by the Councils covering the whole city which will provide a baseline, outcome and metrics-based approach to supporting a future City vision. Do the Greater Cambridge Partnership plan to use the evidence from the City Portrait project in relation to the congestion charge?</p>	<p>A wide range of options for charging have been considered, as well as different timing restrictions. The proposals do not include charging for weekends or evenings which will help facilitate access to, for example, supermarkets. The bus proposals will also be designed to minimise walking distances where possible.</p> <p>As set out in the report, it is proposed that additional work and engagement takes place with groups who have particular mobility needs but do not qualify for a blue badge or low income discount in order to understand the nature of the impacts on these groups and potential solutions.</p> <p>The GCP is engaged with the City Council in the City Portrait work and will be able to use data from this project to inform the proposals.</p>
33	David Stoughton Living Streets Cambridge	<p>Agenda Item No: 6: Public Transport and City Access Strategy</p> <p>Whilst we greatly welcome proposed reductions in traffic levels, encouragement of the use of public transport and the boost to active travel, expansion of the bus network will inevitably mean that the footways will be more heavily used. Footways in Cambridge are in a terrible condition, heavily rutted in many places and often flooded, access is often further impeded by badly placed A boards, pavement parking and wrongly sited street furniture.</p>	<p>The Sustainable Travel Zone proposal set out in the report would raise enough revenue to cover improvements to bus services as well as wider investments including – as Mr Stoughton suggests – investment in pavements and other facilities for pedestrians to increase the attraction of walking and using mobility aids.</p>

		Will the proposed expansion of the bus network see an equivalent investment in footways so that walking is safe and pleasurable and not, as it often is at present, an ordeal?	
10	Simon Webb on behalf of Martin Grant Homes	<p>Agenda Item No. 7: Better Public Transport: Cambourne to Cambridge Project</p> <p>Martin Grant Homes (MGH) supports the principle of C2C. They wish to see a resilient, financially viable transport system that improves accessibility for all and reduces carbon emissions. The GCP has produced an extensive evidence base to inform its decisions on C2C. This evidence base should be followed.</p> <p>The justification for the proposed travel hub and 2000 space park and ride facility at Scotland Farm, is flawed. MGH has made consistent representations over a number of years to which they have had no written response.</p> <p>The GCP's own studies show that Scotland Farm is not the most favourable location. The consequence of their flawed two stage assessment is that Scotland Farm, with a multi-assessment criteria score of 0.49 was preferred to a site at North Cambourne with a corresponding score of 0.58. Using GCP's own rankings, a North Cambourne site is 18% better than GCP's preferred location. A site at North Cambourne is:</p> <ul style="list-style-type: none"> • Well related to the existing settlement. • Well related to future development and infrastructure provision. • Not remote. • Not located on Green Belt land. • The highest ranked location using GCP's own 	<p>During the initial assessment of locations, the concept of a site north of Cambourne did indeed score well, but equally well performing sites also existed.</p> <p>Further analysis demonstrated that a location closer to the city centre was required, and the Cambourne location is an additional 3 miles from Cambridge, significantly increasing bus operational costs.</p> <p>That process informed the eventual Outline Business Case which concluded that Scotland Farm was the preferred location. The OBC was then subject to Independent Audit in 2021.</p> <p>It is also incorrect to suggest that no response has been provided. I have corresponded with MGH and received acknowledgement.</p> <p>Supplementary - In addition, and as GCP explained to Mr Haydn Payne of Martin Grant Homes and to Mr Webb on 24th June 2022, the decision by East West Rail in early 2021 to consult on a new alignment with a station to the north of Cambourne, undermines the case for a Park and Ride at this location which would</p>

		<p>assessment.</p> <p>MGH submitted representations to the Better Bus Journeys Consultation 2017/18 based on work undertaken by WSP, the same consultant now advising GCP. That work concluded that the process was ‘fundamentally flawed’ and that a North Cambourne location should be reinstated. It is somewhat surprising that WSP can hold such contradictory views. More recent representations submitted by MGH in July 2022 based on work undertaken by i-Transport following a meeting with GCP officers, again demonstrated that GCP’s decision process making is flawed.</p> <p>Our question is simple, on what basis is the GCP pursuing their main travel hub at a location that their own work shows is an inferior, less resilient, and less sustainable location than North Cambourne?</p>	<p>potentially be directly impacted by East West Rail or, as a minimum, which could be severed from the A428 for a significant period.</p>
11	Carolyn Postgate	<p>Agenda Item No. 7: Better Public Transport: Cambourne to Cambridge Project</p> <p>On pages 78 and 79 of the Agenda pack, paragraph 5 sets out C2C’s Alignment with City Deal Objectives, including:-</p> <ul style="list-style-type: none"> · Removing a barrier to new homes and jobs · Providing better, greener transport · Unlocking Bourn Airfield site for development · Continuing the economic success of the area · Improving access and connectivity · Improving air quality · Reducing carbon emissions · Addressing social inequalities · Improving journeys to and from employment <p>Every single one of these objectives is satisfied by an on-</p>	<p>The case for an off-road solution, including the outcome of assessment of on-road alternatives, was addressed in the Outline Business Case.</p> <p>This was subsequently subject to an Independent Audit in 2021 prior to approval by the Executive Board in July 2021.</p>

		<p>road solution for the section of the C2C route from Madingley Mulch to Cambridge City. Keeping electric buses on Madingley Road ensures greater connectivity to areas of high employment such as Cambridge Biomedical Campus, the University's West Cambridge site, and meets carbon emissions targets at a fraction of the cost of an off-road route.</p> <p>Why, then, is the GCP still considering forging ahead with a tarmac road which renders productive farmland un-farmable, destroys irreplaceable orchard trees and blights the Cambridge Green Belt at a cost of upwards of 200 million pounds when a viable alternative on-road route exists?</p>	
28	Deborah Whitton Spriggs	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>In relation to the item on Cambridge to Cambourne Busway:</p> <p>You have specified various measures that will enable the scheme to achieve a minimum of 10% Biodiversity Net Gain. But that calculation is only valid within the context of adhering to the principles of the industry-standard tool, the Mitigation Hierarchy. The overarching principle of the Mitigation Hierarchy is that, first, everything possible must be done to avoid impacts on biodiversity. In the case of C2C, an on-road option is possible, and cheaper, and would avoid tarmacking over Green Belt land, wildlife corridors, a City Wildlife site and a Traditional Orchard which is a designated priority habitat. Given that avoidance is entirely possible, how can you claim to be adhering to the Mitigation Hierarchy or claim any Biodiversity Net Gains?</p>	<p>The Outline Business Case sets out the justification for scheme selection. This was subject to Independent Audit in 2021 prior to approval by the Executive Board in July 2021.</p> <p>An on-road option which delivers the benefits of the off-road scheme cannot be achieved, and would require Green Belt land as well as leading to significant environmental impacts.</p>

		I am working and unable to attend to ask this question in person, but nominate Carolyn Postgate to ask on my behalf.	
16	Combined questions from Allan Treacy and James Littlewood on behalf of Cambridge Past, Present & Future	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>When this scheme was discussed by the GCP Executive in July 2021 they noted that the Independent Auditor said that “the environmental impact of the scheme is mixed”. He went on to say that the validity of the assumptions will need further investigation as part of the EIA that has yet to be conducted for the scheme. I was present at that meeting and the Executive were all very clear that they wanted the EIA to be undertaken so that they could understand the impacts of the scheme before they decided whether it should proceed.</p> <p>The report that has been submitted to the Assembly makes clear that the EIA is still underway and that surveys are still being carried out, for example para 2.5.2 “In advance of the full assessment findings, the likely significant effects of the scheme are yet to be determined.” There is almost no information provided in the officer reports regarding the significance of the impacts of the scheme and how such impacts are to be avoided or mitigated. This report is mostly about the EIA consultation and therefore it is clearly premature for the Assembly and 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</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>

		scheme and the plans to avoid and mitigate them?	
19	Dr. Marilyn Treacy	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>Confidence in the GCP is at an all-time low in Coton, not only because of the environmental destruction that results from the off-road route, but because facts are being misrepresented. The EIA consultation brochure describes the off-road route as “North of Coton”. It isn’t North of Coton where it crosses Cambridge Road in the village. This misrepresentation of the facts was put to Jo Baker at a village meeting. He would not accept it and added in response to the next question that the GCP could put the route down the middle of the High Street if they wanted to. As chair of the GCP you may not witness these behaviours from the officers but residents do.</p> <p>We were dismayed to see that C.P.C. and CBAG’s input into the consultation had been misrepresented in the WSP report (GCP C2C EIA Report Public v2 5). I pointed this out to our Councillor on 29.09.22. He approached GCP to be informed that the relevant P.C. points were included incorrectly in the Coton Orchard section this had now been corrected and a new version issued. Comments made by CBAG and Coton Loves Pollinators were also altered but remain incorrect attributing some wrong comments to wrong groups. The explanation given to the councillor was incorrect. There is now a note on the C.C. site saying the “summary of stakeholder views was incomplete” This is a misinterpretation of fact, it is not just omissions it is editing. It is unclear if these errors are a result of incompetence or deliberate editing but it is disappointing that the GCP is presenting incorrect information and differing explanations.</p>	<p>C2C passes to the north of the village of Coton.</p> <p>There was a drafting error in the precis of a small number of responses as well as a small number of omissions. All of which were promptly rectified once brought to our attention.</p> <p>Nevertheless, full responses have been published and are available to read on the GCP website.</p>

		My question, chair, is: How can you have confidence in the factual material that you are being presented with in this EIA report? Should it not be withdrawn?	
23	David Cairns	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>The Joint Assembly has two important items on its September agenda: the C2C busway and a future bus concept and charge zone. The purpose of the busway is to provide regular bus services from Cambourne, and the current proposal is to build an offroad busway to avoid traffic congestion. It is due to begin operations sometime after 2025 and may cost £200m. The bus concept and charge zone will begin introducing extra bus services from 2023/4. The charge zone will lead to a “50% reduction in car trips” (p.52 of the assembly papers). Please will the GCP Joint Assembly give an assurance that it will review both the journey times of the new bus services, and the reduction of traffic congestion into Cambridge with the new charging zone, before irrevocably committing to spending £200m on a busway that may not be needed?</p> <p>I am afraid I will not be able to attend in person as I am in London for work, but Terry Spencer (copied in) will ask the question on my behalf.</p>	<p>To clarify, P52 of the papers says “50% reduction in car trips in the charging zone”. This does not mean that there will be a 50% reduction in car trips elsewhere, and movements such as access to the M11 Junction 13 will not be impacted by the Sustainable Travel Zone.</p> <p>However, and in line with HM Treasury and DfT guidance, the Executive Board will be presented with a Full Business Case for C2C before investment is finally committed and this will reflect the latest travel demand data, including the impacts of Making Connections, should that proposal be progressed.</p>
34	Gabriel Fox	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>Data recently provided by the Combined Authority show that the existing Citi 4 bus service between Cambourne and Cambridge runs freely at all times, including morning and evening rush hours during school term. The average journey time from Cambourne to Cambridge City Centre is 28 minutes, including up to 21 bus stops typically requiring 3-4</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</p>

		<p>minutes of stopping time; the average in the 7-9 am peak period is 31 minutes. Outbound journey times are slightly shorter. More significantly, the average journey time down Madingley hill and over the M11 bridge to JJ Thomson Ave is less than 6 minutes, again with no significant rush hour delay. These timings are no different from what is being proposed by GCP with their “off-road” C2C busway scheme.</p> <p>Given that congestion on the A428/A1303 corridor was the principal reason for developing the bus-only-road scheme and that there is no evidence that new homes west of Cambridge will lead to future congestion in the post-COVID era, what is the justification for spending £200M of taxpayers’ money and destroying sensitive Green Belt landscapes to implement the proposed scheme? Why would a simple bus lane wherever feasible on the existing roads not be a perfectly adequate and future-proofed solution for post-COVID commuting needs? If the answer relates to future transport needs, can we please see data to support such future demands?</p>	<p>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>
8	Combined Question from David Trippett and Mark Rison	<p>Agenda Item No. 8: Better Public Transport: Cambridge Eastern Access Project</p> <p>The stated aim of the Eastern Access project is to improve access to the city by ‘public transport, walking or cycling’. The Phase A work to Newmarket Rd will achieve this for that road, and should in principle be supported.</p> <p>However, as the GCP’s Executive Board noted publicly in 2021, the Phase A changes to Newmarket Rd will divert 1000s of motor vehicles onto nearby unrestricted roads. Most at risk is Coldham’s Lane in Romsey, where not a single item of traffic calming exists.</p>	<p>GCP is well aware of the concerns of Coldhams Lane residents.</p> <p>Paragraph 2.7 of the paper notes that “the proposals only work as a part of the wider Making Connections/Road Network Hierarchy review which is intended to significantly reduce traffic into the city”. The CEA scheme will continue to be development in tandem with that work.</p>

		<p>This is a family-orientated community. It has a play area, primary school, allotments, green Common, and elderly persons home. It is also a deprived community and has arguably been neglected for decades.</p> <p>Surveys show that over 14,000 vehicles speed per week; traffic jams snake the length of the road by day, and cars and motorbikes speed over 70mph by night. Ugly behaviour from HGVs makes the advisory cycle lanes particularly dangerous.</p> <p>In terms of active travel, it is the very definition of a failure.</p> <p>In the short term, residents overwhelmingly support and need:</p> <ul style="list-style-type: none"> (i) 20mph speed limit (ii) Night-time HGV ban <p>But the only real solution to prevent rat-running is a modal filter (as proposed for Mill Road and Vinery Road, both of which will otherwise direct more traffic onto Coldham's Lane).</p> <p>Item 7.1 states 'estimates of the costs of Phase A and B proposals are in excess of the identified budget of £50M. ... The GCP are deliberately over-planning to ensure there are sufficient schemes available for prioritization'.</p> <p>Our question is: what guarantees will this committee give today to the people of Coldham's Lane that the Phase A works will not be isolated, and that Phase B works will include meaningful and significant restrictions for motor vehicles on Coldham's Lane in Romsey?</p>	<p>Traffic restrictions on Coldhams Lane will not be funded or delivered in Part B of this project, but will be developed further as part of Making Connections and the Road Network Hierarchy review and reported back to the Assembly and Executive Board for funding approvals.</p>
--	--	---	--

31	Josh Grantham on behalf of CAMCYCLE	<p>Agenda Item No. 8: Better Public Transport - Cambridge Eastern Access Project</p> <p>Improvements to Newmarket Road are long overdue, particularly as it is a place where people have been seriously injured and killed while walking and cycling. There is huge potential for improvements to people's everyday journeys as well as to break down the barrier the road presents to residents in surrounding neighbourhoods.</p> <p>Camcycle strongly supports the point from the Outline Business Case (paragraph 2.6.31) that the overarching approach for the Newmarket Road scheme should be "to deliver consistent, coherent, direct, safe, comfortable and attractive pedestrian and cycling infrastructure as a minimum" and we are pleased to see plans for segregated cycleways along the length of the road and CYCLOPS junctions at Elizabeth Way and Barnwell Road roundabouts.</p> <p>However, our members have highlighted several remaining concerns with the scheme designs as set out in the Outline Business Case. For example, considering just the very western end of the scheme, we are concerned that there are still two eastbound carriageway lanes coming from Elizabeth Way junction onto Newmarket Road when all feeder approaches are single lane. Removing this unnecessary part of the design would reduce conflict and free up space for better active travel infrastructure or much-needed greenery. We also believe that the Abbey Road crossing should be retained – despite improvements to the Elizabeth Way roundabout this will remain an important north-south route,</p>	<p>The recommendation of the report is that the designs should be subject to "further development and further planned consultation". The views expressed are noted and Camcycle and Living Streets will be consulted as designs are developed further.</p>
----	---	---	--

		<p>particularly for pedestrians. (Using Strava to provide existing active travel desire lines will miss many key routes.)</p> <p>The benefits of this scheme focus on, and depend on, cycling and walking, so we believe it is important that Camcycle and Living Streets are consulted as designs are developed further.</p> <p>Why are neither of these groups listed as key stakeholders on pages 35-6 of the Outline Business Case and can this be rectified for the next stage of the project?</p>	
18	James Littlewood on behalf of Cambridge Past, Present & Future	<p>Agenda Item No. 9: Greenways</p> <p>At the inception of Greenways there was broad political and stakeholder agreement that the design of the routes should not be a “one-size fits all” because the routes would traverse through urban, rural and village landscapes including areas that were sensitive for heritage, landscape and ecology. However, after several years of asking for examples of design in sensitive areas we still have nothing more than promises. Recent consultation documents showing proposed designs have included the use of materials and signage that are not sensitive to their location and to which Cambridge Past, Present & Future has objected.</p> <p>We want to bring to your attention that, despite national guidance on cycle infrastructure and design, and Historic England’s “Streets for All” advice, stating that specific colours are not a requirement, in 2020 Cambridgeshire County Council decided to implement a policy that red (two shades thereof) are the only colours that should be</p>	<p>The Greenways programme is carrying out landscape character assessment studies for each Greenway, which will ensure any designs are considerate of an area’s characteristics and will inform the look and feel of the Greenways. This includes landscape, lighting, street furniture, choice of materials and colour palette, for example. The greenways are therefore not constrained by the use of red only for new cycleways.</p> <p>We will continue to engage with the County Council as the Highway Authority on a route by route basis to help determine the most appropriate choice of materials to be used across individual Greenways.</p>

		used on new cycle tracks for consistency. This is opposed by Historic England and is clearly at odds with the intention of the Greenways programme and the statements set out in the report. Please can you confirm that Greenways will not be subject to the County Council policy?	
32	Josh Grantham on behalf of CAMCYCLE	<p>Agenda Item No: 9: Greater Cambridge Greenways</p> <p>Camcycle is constantly asked about Greenways progress – people living in villages surrounding Cambridge are desperate for safe, pleasant cycle routes to their everyday destinations. The GCP website states that “they will also help to make local journeys such as school and nursery runs safer and easier”.</p> <p>Given this objective, we are particularly concerned about two aspects of the scheme as set out in this report – the status of the Waterbeach Greenway and the approach to rural surfacing.</p> <p>1) The decision to postpone construction of the Waterbeach Greenway is hugely disappointing, particularly to residents of Milton and Waterbeach, and it is unclear why this has happened. Paragraph 2.10 cites changes including Mere Way proposals and the A10 footpath widening, but these routes do not meet LTN 1/20 guidance or the requirements for all types of cycling. Reasons include lack of sufficient separation, lack of lighting, compromised width (A10) and inadequate Butt Lane crossing, lack of lighting (Mere Way). The Waterbeach Greenway MUST be built to a better standard.</p>	<p>The report is not seeking to postpone construction of the Waterbeach Greenway. The strategic context surrounding the Waterbeach Greenway has changed with the Mere Way, A10 changes, Waterbeach Public Transport Corridor and relocation of Waterbeach Station all being developed further since the consultation on the Waterbeach Greenway. It is therefore right that the alignment is reviewed to ensure that these proposals tie together strategically. This will be a minimal pause with consultation proposed to take place in the early New Year and will have a minimal effect on the overall delivery date.</p> <p>Greenways are not just for cyclists but for all active travel users, as a Byway this link specifically required a surface that was usable by agricultural vehicles, equestrians, pedestrians and cyclists. Therefore this surface was brought forward to cater to those needs.</p> <p>The Outline Delivery Plan sets out the phased delivery of the Greenways. LTN 1/20 continues to be of the guiding principle adopted by GCP and our designers to ensure we realise a step change in cycling provision for the area.</p>

		<p>2) We are surprised to see the Reynolds Drove resurfacing listed as a Greenway 'quick win' when the new surface material is loose, rough, uneven, and cannot be ridden easily by all types of cycle throughout the year and in all weathers, which will deter many users. According to LTN 1/20, cycle routes should be surfaced in smooth bound materials to meet the 'comfortable' core principle (see details in Table 4-1 and section 14 of the Summary Principles).</p> <p>How is the GCP going to ensure that the Greenways, including Waterbeach, and other rural links, including Mere Way, are delivered on time and designed in line with LTN 1/20 to provide routes that do provide realistic choices for cyclists of all ages and abilities all year round, including those travelling to school and nursery?</p>	
--	--	--	--

Greater Cambridge Partnership Joint Assembly – 8th September 2022
Appendix B – Written Submission from Councillor Lorna Dupré

Questioner	Question	Answer
County Councillor Lorna Dupré	Agenda Item No. 6: Public Transport and City Access Strategy	
	1. Much of the research and consultation for these proposals was undertaken before the Covid pandemic of early 2020. How confident is the Greater Cambridge Partnership that the data and assumptions underlying the formation of these proposals then, stack up now when so much has changed?	The first two questions relate to the data, research and consultation that informs the proposals. Since before the pandemic the GCP has worked with the County Council and partners to collect data relating to travel and transport trends. Data for the whole County has been used to inform the proposals. Following the pandemic, despite initially very high levels of traffic reduction, car levels have been steadily growing and are now approaching pre-covid levels. That notwithstanding, we have undertaken sensitivity tests on the forecasts for 2026 in terms of the likely number of cars that would be liable to pay the charge, including a scenario with traffic growing at a slower rate than previously forecast. However, given the planned growth across the travel to work area increases in car trips are forecast to increase without action. This is further supported by the recent census data.
	2. It is obvious that there are a significant number of large holes in the data on journeys into and within Cambridge which have been used in formulating this proposal. Does the Greater Cambridge Partnership have access to fuller and better data to augment its understanding of travel patterns in Cambridge in the last five years?	Data will continue to be collected and business case assessments undertaken to inform the proposals. The most recent consultation took place in autumn 2021, when all restrictions had been lifted. A further consultation is proposed.
	3. <i>Choices for Better Journeys: Summary Report of Engagement Findings</i> (May 2019) states that 4,854 respondents provided a postcode for both the start location and finish location of their most	The Choices for Better Journeys data around respondents' most frequent journeys was used to inform the Systra bus network proposals published in 2020, of which the proposals outlined in the paper are a development.

	<p>frequent journey, and that of these journeys 55 per cent began outside the CB1-CB5 postcode areas and finished within it. This indicates that the Greater Cambridge Partnership holds postcode-to-postcode data on up to 2,670 frequent journeys from outside the proposed charging zone into the zone. Have those journeys been plotted against the 'future bus network concept' diagram in the papers for the 8 September 2022 Assembly meeting, and if so what were the findings about the likely cost, time and convenience of replacing those journeys with those indicated on the diagram?</p> <p>4. How does the modelling show the 50 per cent reduction in motor vehicles is achieved? Specifically how many journeys will instead be made by walking, by cycling, by regular bus service, by park and ride bus service, and how many will no longer be made?</p> <p>5. Improvement in air quality is one of the key ambitions of this proposal. To achieve this, what is the current mix of diesel, battery, hybrid and alternative fuelled buses on roads in the zone, and the expected mix when the congestion charge is introduced and in the longer term?</p> <p>6. Which other cities have introduced congestion charging zones that encompass the whole of a city, rather than just a central core?</p>	<p>This is achieved through around 60,000 more walking and cycling trips and around 20,000 extra trips by bus. The model forecasts overall higher levels of travel within the zone following introduction of the proposals, with a majority of trips being made by sustainable transport. Some car trips from outside Cambridge travel to other destinations, as well as a significant shift to public transport for journeys into Cambridge.</p> <p>Currently, there are two electric buses operating across Cambridgeshire and Peterborough, with the remainder being diesel. The two electric buses were part funded by the GCP. The GCP and the Combined Authority successfully bid for funding to deliver a further 30 electric buses which are due to arrive in late 2022. The Combined Authority has set an ambition for all buses to be zero emission by 2030. The proposals support the achievement of this aspiration by supporting the delivery of a wider electric bus fleet.</p> <p>The size of the zone is proposed will be city-wide but exclude the Park & Ride sites. Whilst there are examples of other cities which have introduced schemes on larger areas – such as Stockholm and Singapore – the proposals for the zone boundary are based on the</p>
--	--	---

		<p>specific circumstances of Cambridge and the feedback from the autumn 2021 Making Connections consultation.</p> <p>Zones need to follow natural boundaries on the road network in order to be functional, so that people have a choice about whether to drive on and pay the charge, change mode, or switch to an alternative route (if travelling to/from locations outside the zone).</p> <p>Respondents to the Making Connections consultation favoured a larger zone with a lower charge. This is also supported by technical work. A smaller zone for Cambridge would need to be within the ring road. However, this does not reflect the nature of trips in Greater Cambridge (with key employment sites located across the city) nor the nature of the traffic issue, with many radial routes experiencing high levels of congestion. Not tackling these areas would have knock on impacts for bus reliability, speeds and ultimately attractiveness. Furthermore, technical work found that it would not be possible to achieve the scheme objectives around lower traffic levels with a smaller scheme, and the cost of the charge would need to be very high to fund the bus improvements. Traffic displacement was also a concern with the smaller zone.</p>
	<p>7. What provision is envisaged for rural residents who might want to considerably shorten their proposed public transport journey by driving to the start of the 'key bus corridors' where the more frequent public transport options begin and parking there (for example Cottenham and Fulbourn)?</p>	<p>The wider GCP infrastructure programme includes the expansion of Park and Ride to create 10,000 extra spaces and more direct and frequent services to rural areas. Many of these sites are located further from the city, making them easier to access for rural residents. An extensive rural bus network, Demand Responsive Transport (bookable buses), a network of mobility hubs and connections to rail stations will complement Park & Ride sites to significantly enhance journey opportunities for rural residents.</p>
	<p>8. Why does the 'future bus network concept' rely so much on public transport into the centre of the city of Cambridge, with so few options for rural</p>	<p>It is not correct that the proposed network relies on services into the centre of Cambridge. The network envisages a substantial increase in services to other key locations such as the hospitals and Biomedical</p>

	<p>residents to access the major and growing facilities on the periphery of the city without multiple interchanges?</p> <p>9. Why is a doubling of frequency of the Ely to Cambridge bus service expected to be more effective than facilitating additional use of rail to travel on that route, given the latter is much faster and generally less polluting?</p> <p>10. What is the 'East Cambridge' interchange marked on the 'future bus network concept' between Cambridge city centre and Newmarket? Is it simply the Newmarket Road Park and Ride, or something more radical?</p> <p>11. What discussions has the Greater Cambridge Partnership held with partners about opportunities for painless reductions in congestion in Cambridge, including (but not limited to) (a) moving medical appointments from Addenbrookes out into communities, and (b) encouraging more home working where possible through provision of better broadband and changing employer attitudes to home working?</p> <p>12. How will the Greater Cambridge Partnership convince residents that the proposed bus routes</p>	<p>Campus, the Science Park, the West Cambridge site, train stations and educational establishments such as Cambridge Regional College. The proposals include an extensive rural bus network, Demand Responsive Transport (bookable buses), a network of mobility hubs and connections to rail stations to significantly enhance journey opportunities for rural residents. The consultation is an opportunity for the public to give feedback on the bus service proposals so these can be further developed.</p> <p>There is limited scope to increase capacity on the rail line. There are also fewer options to lower fares for rail compared to bus. Bus services are able to make stops to serve growing communities on the route, as well as to serve additional destinations in Ely and in Cambridge. Buses will be zero emission by 2030 in line with the CPCA ambition.</p> <p>East Cambridge would be at the core of any future redevelopment of the Marshalls site – which is a matter for the emerging Local Plan. The bus network map proposed onward services to the rail station, hospital and Cambridge Biomedical Campus site as well as the city centre.</p> <p>The question considers alternative options to reduce congestion. The examples given are both types of travel planning, which have been shown to have marginal impacts on traffic levels and people's travel choices and would not raise any revenue to support improved bus services for the travel to work area. This sort of activity can be complementary to investment in public transport, walking and cycling but cannot replace it.</p> <p>Bus operations outside London are largely commercially run and, therefore, subject to changes when the operators are not able to</p>
--	--	---

	<p>and their frequency will be a permanent and reliable feature of the proposed new transport system, rather than being subject to the frequent changes and withdrawals which are an ongoing issue for residents particularly in rural areas?</p>	<p>achieve a financial return on specific routes, times of day or days of the week. The Government has provided very limited revenue funding for bus services and there is no long-term certainty over this.</p> <p>The Making Connection programme recognises that to achieve the scale of improvements needed to make the bus an attractive and affordable option for many more people and deliver a sustainable transport network fit for the 21st century, we need a locally controlled income stream. Through effectively taking back control of the bus network, we can both transform and ensure stability of services so that people can depend on the bus to get them to where they need to travel. Revenue from road user charging schemes is ringfenced by law for transport improvements.</p> <p>There are also links with the Combined Authority's consideration of future bus service delivery models. Given the scale of ongoing public subsidy of the bus network included in these proposals, if these are taken forward then Franchising would be the most desirable option to ensure sufficient control over the ongoing management and decision around routes, service levels and fares, though the proposals could also be delivered through Enhanced Partnerships. The CPCA is expected to make a decision on next steps on its Franchising proposals this autumn.</p>
	<p>13. What targeted programme of consultation and engagement about these proposals will the Greater Cambridge Partnership hold with residents across East Cambridgeshire?</p>	<p>Subject to the Executive Board's decision, the proposed consultation would run for approximately 10 weeks this autumn. The consultation would be widely advertised across the travel to work area – more details are set out in appendix 1 to the Joint Assembly report.</p>
	<p>14. What tools will the Greater Cambridge Partnership be using to enable people to understand their proposed new journeys in terms of cost, time, and convenience?</p>	<p>The GCP is working on a bus network tool enabling people to explore how their own journeys could be undertaken by bus in future. The consultation would also include examples of how people's journeys would change. The consultation is an opportunity for the public to give</p>

	<p>15. What potential is there for the transformation of the 'future bus network concept' into something more permanent such as a tram or light rail system? What conversations has the Greater Cambridge Partnership had with the Combined Authority or with central government about such options?</p>	<p>feedback on the bus service proposals so these can be further developed, as well as shaping any future Sustainable Travel Zone.</p> <p>GCP is already developing new infrastructure which many of the proposed services would be able to make use of, such as the Waterbeach to Cambridge and Cambridge Eastern Access schemes. The City Deal provides funding to the GCP until 2030 – delivering the infrastructure programme alongside a transformation of bus services as proposed would significantly improve journeys across the travel to work area as well as helping to meet carbon reduction targets and improve access to opportunity. Beyond that, there is scope to continue to develop the sustainable transport network and this is a matter for the Local Transport and Connectivity Plan. However, it is worth noting that previous investment by the CPCA to deliver a business case for a rapid transit system was neither affordable nor deliverable. The GCP's proposals are deliverable in the short term and yet do not preclude future development of an alternative public transport system should a business case become viable.</p>
--	--	--



Joint Assembly City Access

8th September 2022

Public transport and city access strategy

The paper presents consultation findings and new technical work

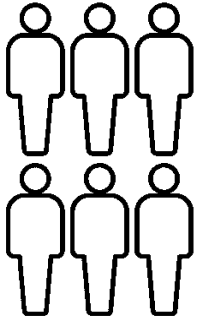
The Joint Assembly are asked to consider the proposal to consult on a package of measures comprising:

- A transformed bus network, offering 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.

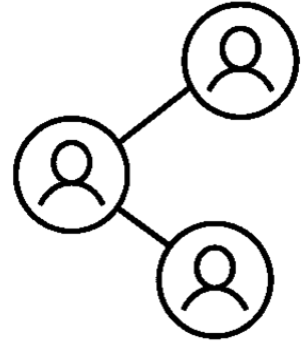
The challenge for Greater Cambridge

- 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.

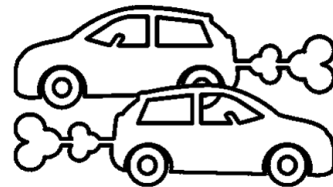
We're expecting the population to grow by 28%



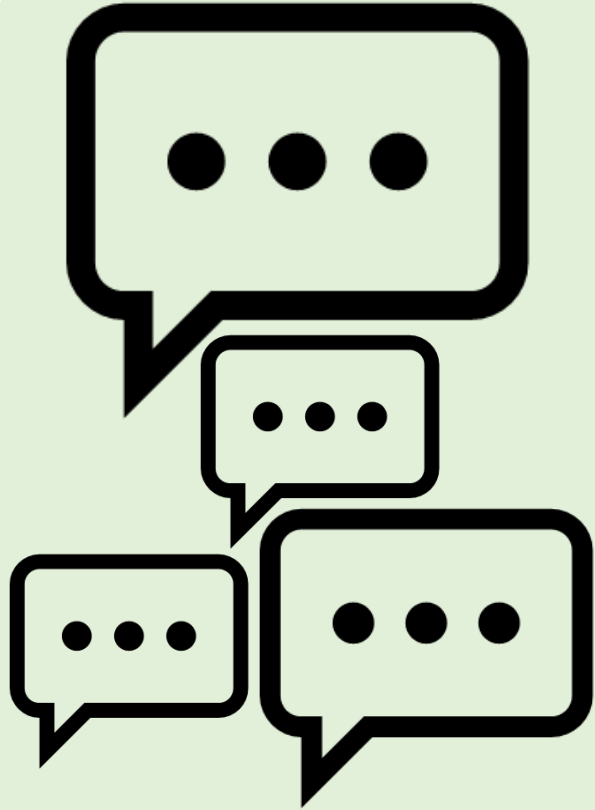
We need to double the size of the bus network and triple the number of passengers







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



Five years of engagement and consultation

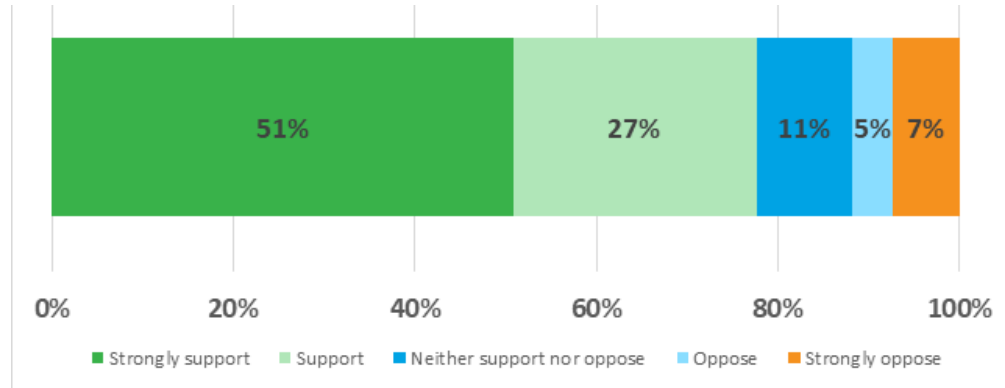


A series of consultations reviewed options for how to improve the city's environment:

-  **2017 – Our Big Conversation**
Traffic and congestion slowing journeys said to be the biggest challenge, improvements to buses, walking and cycling identified as a potential solution
-  **2019 – Choices for Better Journeys**
Supported the principle of demand management with the city
-  **2019 – Citizens' Assembly**
Called for bold action to reduce/restrict traffic and supported principle of road charging to fund public transport improvements
-  **2021 – Making Connections**
Supported the proposals for the bus network and mechanisms to deliver improved services, including road user charging

Making Connections 2021 – shaping the proposals

Support for bus network proposals



- 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

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%).

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 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.



**GREATER
CAMBRIDGE
PARTNERSHIP**

Transformed Services

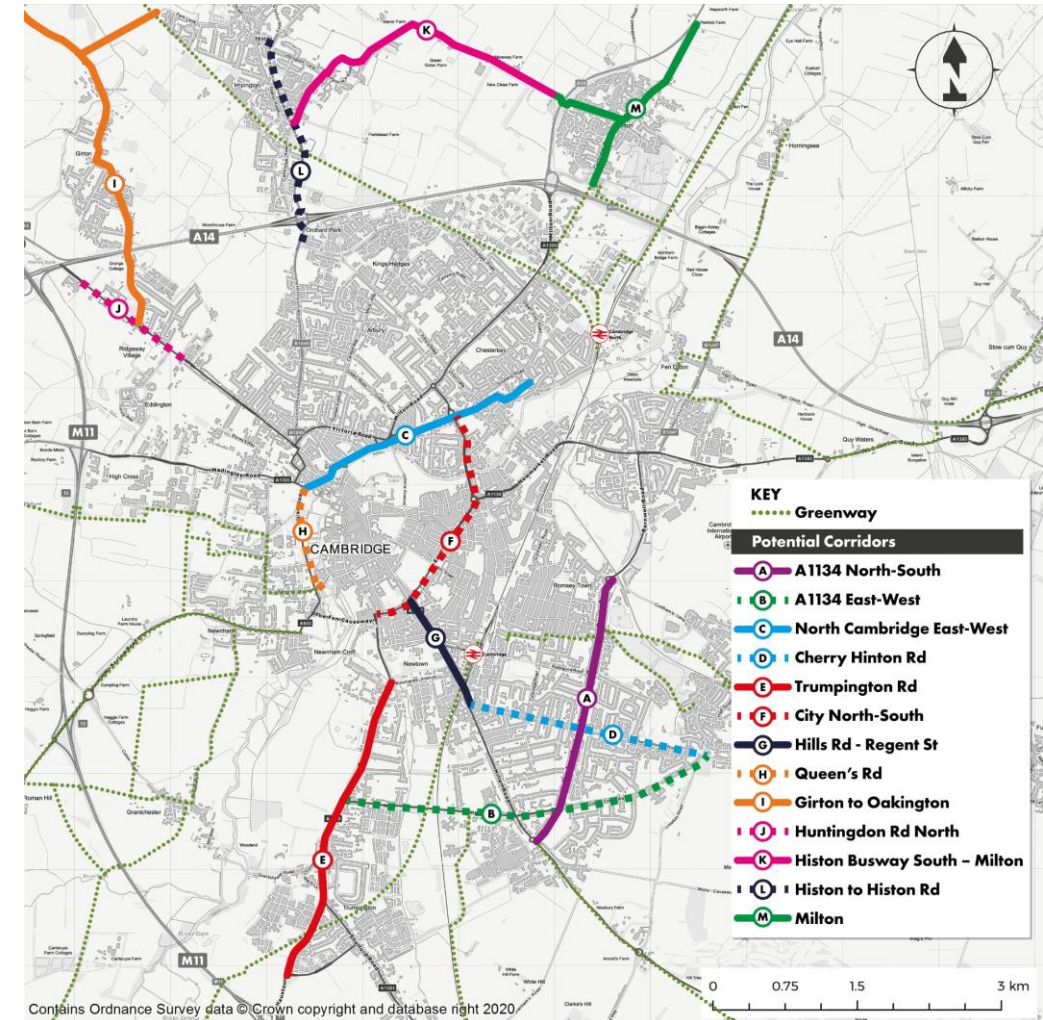
- **Faster journeys with more direct services and more express services**
- **Shorter waiting times with more frequent services**
 - up to 8/hour in Cambridge
 - up to 6/hour on key corridors from market towns
 - hourly on rural routes
- **A bus for everyone**, including expanded Demand Responsive Transport

- **Better integration with other networks** including rail, walking and cycling and car clubs
- **Better passenger experience** on the bus and at bus stops
- **Simpler, cheaper ticketing** with fare caps, integrated ticketing and tailored fares for certain groups e.g. families



Sustainable Travel Measures

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

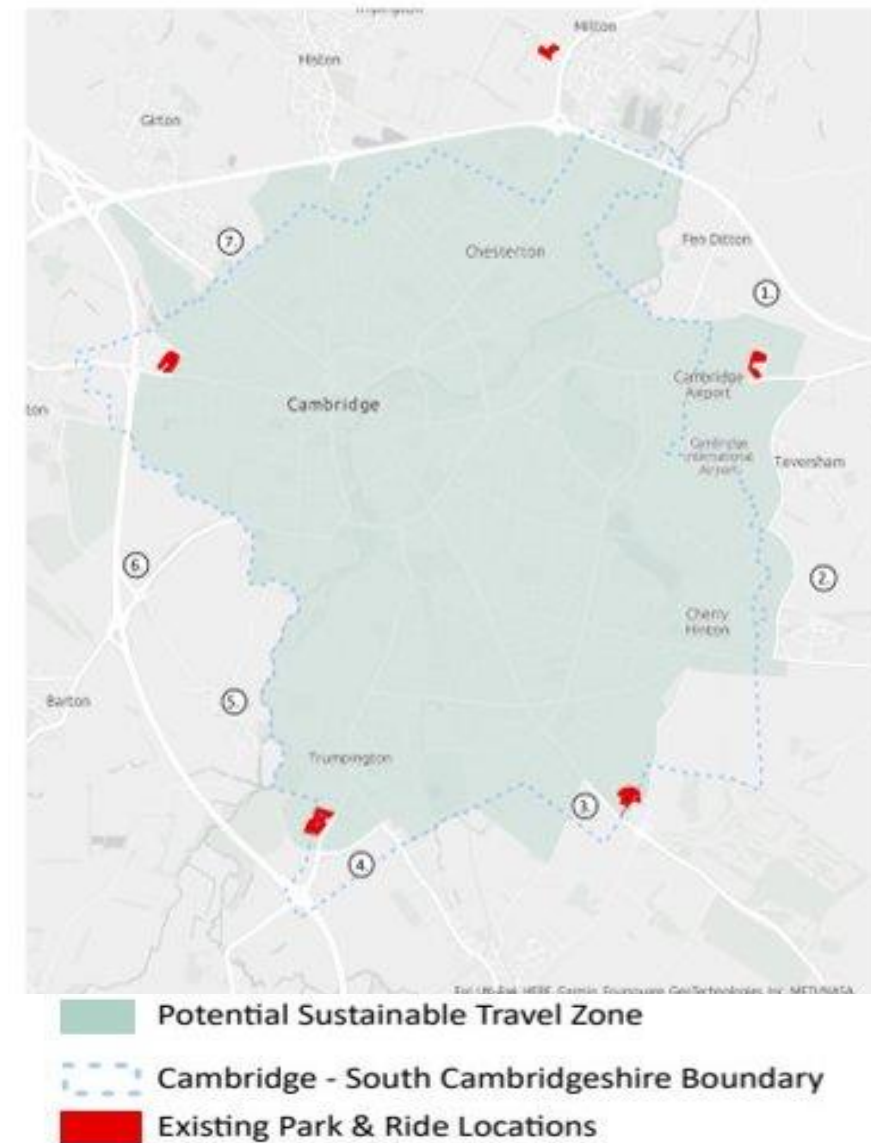


Sustainable Travel Zone

- Sustainable Travel Zone across an area, not a cordon
- 7am-7pm, weekdays
- £5 charge, 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 – charge levels

- Charge would be payable once each day for vehicles driving within the zone.

Vehicle category	Proposed charge level (per day)	
Cars	£5	
Motorbikes and mopeds	£5	
LGVs	£10	Explore a 50% discount for zero emission vehicles as part of the consultation
Vehicles with over nine seats, not including registered bus services and coaches	£10	
HGVs	£50	
Coaches	£50	
Registered bus services	100% discount, with potential to link this to the CPCA’s 2030 zero emission bus ambition	
Hackney Carriages (Taxis)	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible £5 for those not meeting this	
Private Hire Vehicles	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible £5 for those not meeting this	



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



The proposals: Summary

- Plans for one of the biggest ever bus network transformations seen in the UK that would deliver cheaper fares, new routes, more frequent services with longer operating hours and a huge increase in coverage for rural places across the travel to work area
- Continued improvements to cycling and walking infrastructure and supporting public space enhancements enabled by lower traffic levels
- Introducing a Sustainable Travel Zone to generate the necessary revenue to fund the bus and active travel improvements, tackle pollution and emissions, and support improved social, health and wellbeing outcomes



Benefits and Impacts



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



Reduces traffic, congestion and emissions



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 – Reliability

- A key outcome will be reliable traffic conditions all day, every weekday
- This will remove uncertainty and the need to build in extra “planned time”
- Benefit buses, car drivers, business journeys and freight
- Reliable buses will give people confidence they can depend on them



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

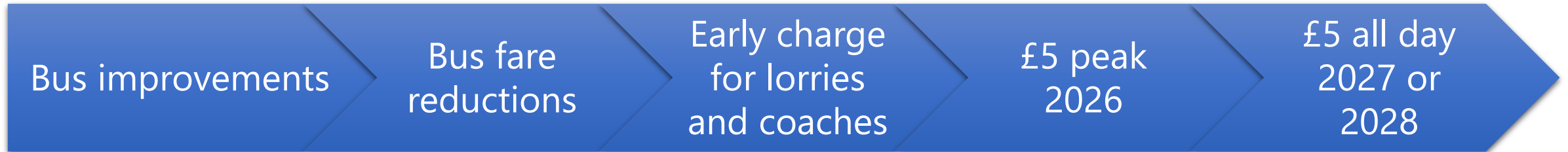
Further engagement to ensure potential negative impacts are thoroughly understood and assessed, and mitigations identified, including through the consultation.



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.

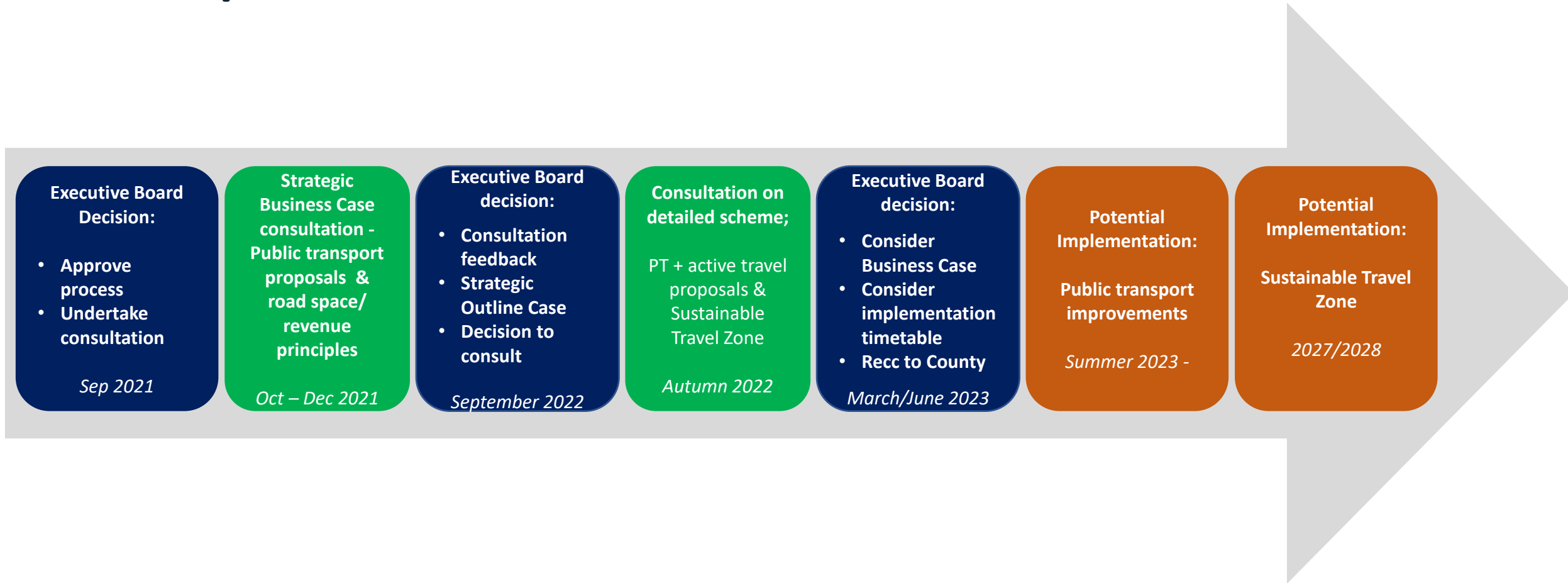
We have allowed time to gradually ramp up services and fares reductions over the first 3-4 years, before the 7am-7pm charge is introduced.



Proposed Public Consultation

- Suggesting 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.

Next steps and timeline



Greater Cambridge Partnership Joint Assembly Public Questions Protocol

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

Notes: The Joint Assembly 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 by someone else they nominate 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 Joint Assembly. This standard protocol is to be observed by public speakers:

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

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Friday 18th November 2022**

Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 23rd November 2022

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

1. Background

- 1.1 The Quarterly Progress Report updates the Joint Assembly on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Joint Assembly is invited to consider the progress to be presented to the Executive Board and in particular:
 - Note that the Making Connections consultation was launched on 17th October and will continue until 23rd December;
 - Note the request to approve the appointment of a consultant to support the GCP's Gateway review process;
 - Comment on 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. 2022/23 Programme Finance Overview

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

Funding Type	*2022/23 Budget (£000)	Expenditure to Sep 2022 (£000)	2022/23 Forecast Outturn (£000)	2022/23 Forecast Variance (£000)	Current Status**
Infrastructure Programme	40,694	10,088	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.

3. GCP Programme – Strategic Overview

- 3.1 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.
- 3.2 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.
- 3.3 The faster employment growth in the area during the most recent year was driven by a strong performance of KI 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.
- 3.4 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%).
- 3.5 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

- 3.6 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.
- 3.7 The review process is iterative, with various report submission deadlines and a final challenge session with DLUHC and its independent panel with GCP officers.
- 3.8 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 20/21 to 24/25. 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.”*
- 3.9 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).

- 3.10 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.

- 3.11 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. Officers would like to ask the Joint Assembly to comment on the proposed approach.
- 3.12 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.
- 3.13 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.

4. Workstream Updates

- 4.1 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

- 4.2 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.gcp-makingconnections.com/consultation). 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.
- 4.3 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.

- 4.4 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.
- 4.5 The full workstream report for Transport, including tables outlining delivery and spend information, is available at Appendix 1.

Skills

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

Smart

- 4.7 The contract for the Strategic Sensor Network has now been signed and an order placed which includes 38 devices that will be deployed within Cambridge. Thirty-four have already been installed with the remainder scheduled to be installed by the end of October 2022.
- 4.8 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.
- 4.9 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

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

Economy and Environment

- 4.11 **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.
- 4.12 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.

- 4.13 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.
- 4.14 **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.
- 4.15 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.
- 4.16 The full workstream report for Economy and Environment is available in Appendix 5.

5. Strategic Risks

- 5.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 6.2.

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”

6. Transport Delivery Overview

6.1 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 7.1

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

6.2 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.
---	--

6.3 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.

7. 2022/23 Transport Finance Overview

7.1 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 Sep 22 (£000)	2022-23 Forecast Variance Sep 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.

7.2 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.

7.3 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.

Planning approval for Babraham Road Park and Ride has now been granted and subject to successfully discharging the planning conditions, it is anticipated that construction will start on site in October 2022.

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

7.4 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.

7.5 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.

7.6 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.

7.7 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.

7.8 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.

7.9 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.

7.10 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.

7.11 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.

7.12 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.

7.13 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.

7.14 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. Positive comments have been received and the Trail is providing an obvious benefit to the public.

7.15 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.

7.16 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.

7.17 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.

7.18 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.

7.19 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"

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

8.1 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.

- 8.2 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.
- 8.3 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.
- 8.4 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.
- 8.5 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 (CEIAG) 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.
- 8.6 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.

- 8.7 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.
- 8.8 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”

9. 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.

9.1 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.

9.2 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.

9.3 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:

9.4 **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.

9.5 **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.

- 9.6 **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:
- 9.7 **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.
- 9.8 **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.
- 9.9 **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:
- 9.10 **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.
- 9.11 **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.
- 9.12 **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.

9.13 **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.

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

9.15 **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”

10. Delivering 1,000 Additional Affordable Homes

- 10.1 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.

- 10.2 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.
- 10.3 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.
- 10.4 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*”.
- 10.5 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.

- 10.6 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.
- 10.7 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.
- 10.8 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.
- 10.9 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

11. Greater Cambridge Sectoral Employment Analysis

11.1 Continued Support for the Greater Cambridge sectoral Analysis

- 11.2 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 Joint Assembly and Executive Board have received six sets of analysis. The seventh set was presented at the start of November and is summarised at the end of Section 11.
- 11.3 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.
- 11.4 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.
- 11.5 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 2023 at a cost of c£40k (final figure to be agreed with CBR). 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.
- 11.6 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.

- 11.7 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.

11.8 **Greater Cambridge Employment Update**

- 11.9 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://research.evidence.greatercambridge.org.uk)
- 11.10 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.
- 11.11 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 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.
- 11.12 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.
- 11.13 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%).
- 11.14 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.

- 11.15 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.
- 11.16 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.
- 11.17 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.
- 11.18 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.
- 11.19 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.

12. Electricity Grid Reinforcement

- 12.1 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.
- 12.2 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.

- 12.3 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.

13. Citizens' Assembly

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

14. Financial Implications

- 14.1 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
--	---	-------------	-----	---

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 Joint Assembly

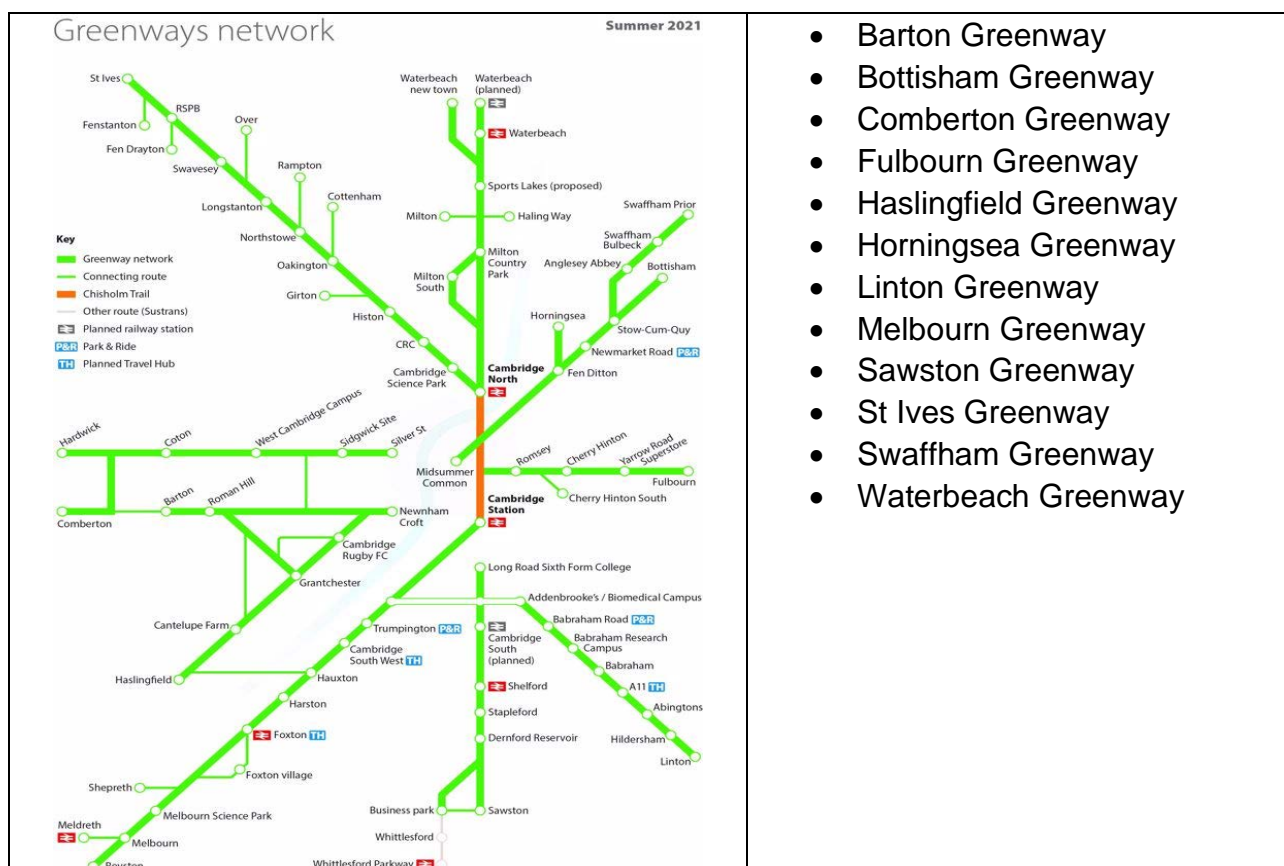
Date 23rd November 2022

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.

Figure 1: Greenways Network



- 1.5 Concept work and consultation on the Greenway alignments concluded with Executive Board decisions throughout 2020 to release funding. During 2021 and 2022, more detailed technical work has taken place which has given more certainty to the timescales associated with the Programme.
- 1.6 The Greenways Network will form the basis of a significant active travel network for Cambridge and the surrounding area. It will provide links to already delivered schemes such as the Chisholm Trail, and future projects including the Cycling Plus schemes. It is therefore a critical part of the GCP programme to increase the amount of trips made through active travel.
- 1.7 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board in relation to the **Comberton and Haslingfield Greenways**, and in particular the emerging recommendations for the Executive Board:
 - Note the results from the Public Engagement exercise and agree any changes to the scheme design resulting from the engagement;
 - Agree the Outline Business Cases for Comberton and Haslingfield Greenways;
 - Agree 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;
 - Agree to the use of Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used
 - Agree the programme of delivery for Comberton and Haslingfield Greenways;

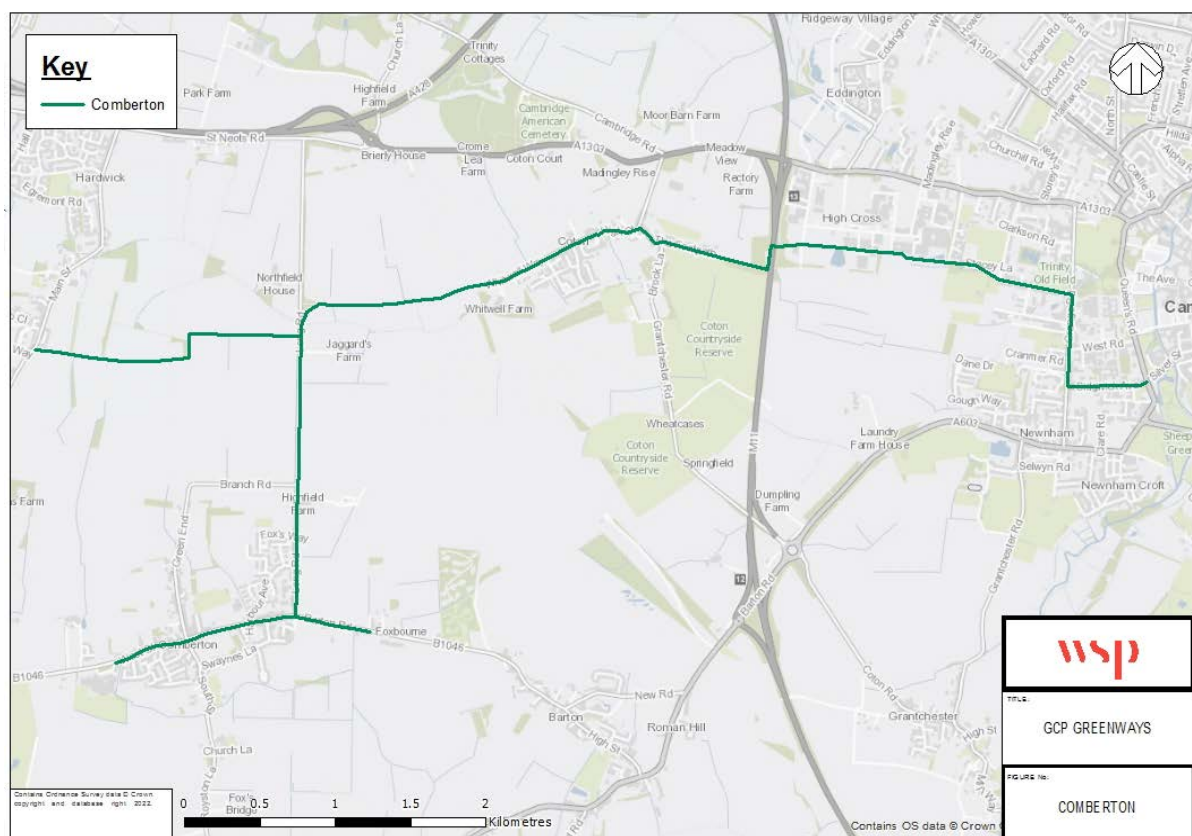
- Agree to finalise schemes for construction and complete Full Business Cases for the Comberton and Haslingfield Greenways.
- Agree to the construction of Early Works in 2023.

2 Issues for Discussion

Public Engagement

- 2.1 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](#).
- 2.2 The most significant issues and the proposed officer response to these are set out in Tables 1 and 2 below.

Comberton



- 2.3 The key changes that are, and are not, being proposed following the public engagement are set out below for Board approval.

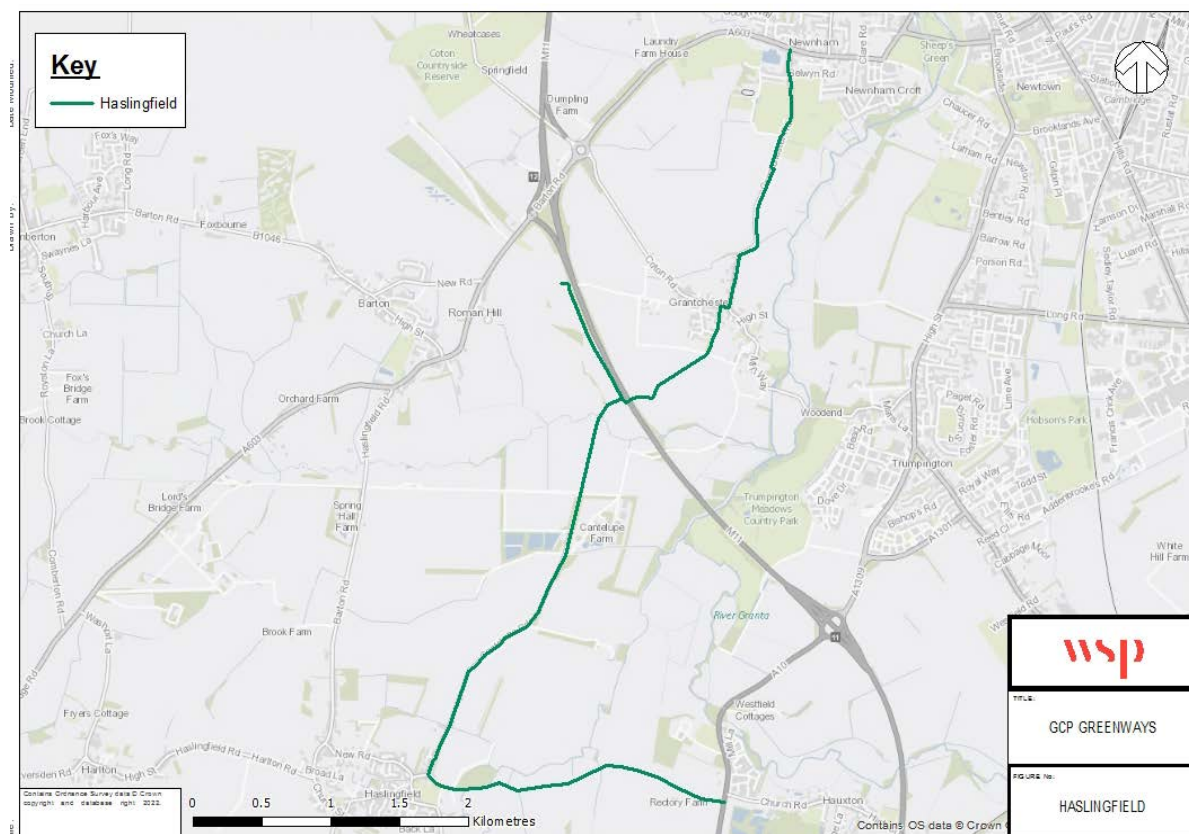
Key Issues	Responses Received	Action Taken / Justification
Sidgwick Avenue / Adams Road (Parking and Pedestrian Improvements)	<ul style="list-style-type: none"> A total of 15% of coded comments focused on the removal of parking along the route, particularly on Adams Road and Sidgwick Avenue due to conflicts 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 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 	<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.

	<p>feature or underpass feature was commented on.</p> <ul style="list-style-type: none"> The main comments received regarding the crossing were concerns around speeds and 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. One comment suggested having the Greenway on the west side and having Branch Road gated. 	<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. 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.
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 Portway Road / Main Street) alignments for the spur to Hardwick: <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. 	<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 existing Port Way to Main Street in Hardwick. This is due to: <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

	<ul style="list-style-type: none"> 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>environmental consultants to minimise any impact on heritage assets.</p>
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. 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"> 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. 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.
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 	<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 due to either light pollution, sensitivity to wildlife and/or it isn't needed.	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. 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"> 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.

Haslingfield



2.4 The key changes that are and are not being proposed following the public engagement are set out below for Board approval.

Key Issues	Responses Received	Action Taken / Justification
River 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 appropriate for use by farm and construction vehicles. 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 	<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. 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,

Key Issues	Responses Received	Action Taken / Justification
	<p>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.</p> <ul style="list-style-type: none"> • 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). 	<p>save for modest improvements where there are width constraints. Reasons for these amendments include:</p> <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. <ul style="list-style-type: none"> • 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.
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.
Bourn Brook crossing	<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.

Key Issues	Responses Received	Action Taken / Justification
		<ul style="list-style-type: none"> 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 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.
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 	<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.

Key Issues	Responses Received	Action Taken / Justification
	<p>bumps, could compromise rather than improve road safety.</p> <ul style="list-style-type: none"> 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"> 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.
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.
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. 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"> 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 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 	<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

Key Issues	Responses Received	Action Taken / Justification
	<p>surface treatment e.g., grass or vegetation.</p> <ul style="list-style-type: none"> 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. 	<p>route sections, environmental impacts and user experience.</p> <ul style="list-style-type: none"> 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

2.5 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.

2.6 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).

2.7 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

2.8 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.

2.9 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.

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

Early Works

2.11 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.

2.12 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.

2.13 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

- 2.14 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

- 2.15 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.

3 Consultation and Engagement

- 3.1 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).
- 3.2 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 [underway]</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)

- 3.3 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.

- 3.4 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.
- 3.5 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.

4. Options and Emerging Recommendations

- 4.1 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.
- 4.2 It is recommended that the Outline Business Cases for Comberton and Haslingfield Greenways are agreed to progress to Full Business Cases.
- 4.3 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.
- 4.4 It is recommended that the Programme of Delivery for Comberton and Haslingfield Greenways is agreed.
- 4.5 It is recommended that agreement is given to finalise schemes for construction and complete Full Business Cases for the Comberton and Haslingfield Greenways.
- 4.6 It is recommended that the construction of identified works on Comberton and Haslingfield in 2023 is approved.

5. Alignment with City Deal Objectives

- 5.1 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.

6. Citizen's Assembly

- 6.1 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.
- 6.2 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.

7. Financial Implications

- 7.1 The Executive Board has approved a total budget of £76m for the Greenways.
- 7.2 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.
- 7.3 Have the resource implications been cleared by Finance. Yes
- 7.4 Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

- 8.1 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 Joint Assembly

Date: 23rd November 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.
- 1.3 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
 - (a) Note the progress of Smart Cambridge and its contribution to wider GCP objectives; and
 - (b) Comment on the proposed forward programme as an input to future budget discussions.

2. Smart Cambridge Progress to Date

- 2.1 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.
- 2.2 Progress to date is summarised below under a number of 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

- 2.3 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.
- 2.4 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.
- 2.5 Further examples of innovative uses of data are noted in other sections of this document.

Making Sustainable Transport Easier to Use

- 2.6 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.
- 2.7 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.

2.8 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. By observation of travellers at Cambridge station, this information appears to be useful.

2.9 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.

2.10 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 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

- 2.11 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 use 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

- 2.12 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.

- 2.13 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

- 2.14 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.
- 2.15 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.
- 2.16 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 work 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.
- 2.17 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.
- 2.18 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)

- 2.19 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.

3. Consultation and Engagement

- 3.1 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.
- 3.2 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.
- 3.3 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.

4. Options and Emerging Recommendations

The Programme for Smart Cambridge to March 2024

- 4.1 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.
- 4.2 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.

- 4.3 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.
- 4.4 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.
- 4.5 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.

5. Alignment with City Deal Objectives

- 5.1 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.

- 5.2 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.

6. Citizen's Assembly

- 6.1 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.

- 6.2 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.

7. Financial Implications

- 7.1 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).

- 7.2 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.

- 7.3 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.

7.4 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.

7.5 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.

7.6 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.

8. Next Steps and Milestones

8.1 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
------------	---

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 Joint Assembly

Date: 23rd November 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 Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
 - (a) Note the opportunities and approach to achieving up to 20% biodiversity net gain across the GCP programme; and
 - (b) Note 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.

Statutory and Legislative Context

- 2.4 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).
- 2.5 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.
- 2.6 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.
- 2.7 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 & 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.

3. Developing the GCP's Approach

- 3.1 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.
- 3.2 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.
- 3.3 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.

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

- 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.

3.4 In addition to the above protocol parameters, the GCP will seek genuine 'additional' biodiversity gains / credits and won't displace any existing funding already identified for BNG activity.

3.5 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.

3.6 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.

² <https://cambridgenaturenetwork.org/>

4. Options and Next Steps

- 4.1 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.
- 4.2 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 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.

5. Alignment with City Deal Objectives

- 5.1 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".
- 5.2 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.
- 5.3 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.
- 5.4 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.

6. Citizen's Assembly

- 6.1 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.

7. Financial Implications

- 7.1 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.
- 7.2 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 Joint Assembly and Executive Board for consideration.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

- 8.1 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	-