

**GREATER CAMBRIDGE PARTNERSHIP
JOINT ASSEMBLY**

2:00 pm

Thursday 17th February 2022

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

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

AGENDA

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| 1. Apologies for Absence | (-) |
| 2. Declaration of Interests | (-) |
| 3. Minutes | (3-22) |
| 4. Public Questions | (23) |
| 5. Petitions | (-) |
| 6. Greater Cambridge Greenways Progress Update | (24-28) |
| 7. Chisholm Trail: Phase 2 | (29-35) |
| 8. Cambridge Road Network Hierarchy Review | (36-53) |
| 9. Milton Road | (54-87) |
| 10. Quarterly Progress Report | (88-123) |
| 11. Date of Next Meeting | (-) |
- 2:00 p.m. Thursday 9th June 2022 [note change from previously agreed date of Wednesday 1st June 2022]

MEMBERSHIP

The Joint Assembly comprises the following members:

| | | |
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| Councillor Tim Bick (Chairperson) | - | Cambridge City Council |
| Councillor Rosy Moore (Vice-Chairperson) | - | Cambridge City Council |
| Councillor Simon Smith | - | Cambridge City Council |
| Councillor Alex Beckett | - | Cambridgeshire County Council |
| Councillor Brian Milnes | - | Cambridgeshire County Council |
| Councillor Neil Shailer | - | Cambridgeshire County Council |
| Councillor Ian Sollom | - | South Cambridgeshire District Council |
| Councillor Heather Williams | - | South Cambridgeshire District Council |
| Councillor Eileen Wilson | - | South Cambridgeshire District Council |
| Heather Richards | - | Business Representative |
| Christopher Walkinshaw | - | Business Representative |
| Claire Ruskin | - | Business Representative |
| Karen Kennedy | - | University Representative |
| Helen Valentine | - | University Representative |
| Vacancy | - | 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.

CORONAVIRUS GUIDANCE - IMPORTANT INFORMATION FOR THOSE WISHING TO OBSERVE PROCEEDINGS

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

Following the lifting of the Government's Plan B restrictions, guidance has been issued by the Cambridgeshire County Council's Public Health Officer. The guidance refers to the need to continue to be cautious and to maximise Covid prevention measures. Therefore, for meetings taking place in the Chamber at South Cambridgeshire Hall, these measures are:

- a) We request that only people who need to attend in person should do so, and if you do not need to attend physically that you do so remotely.
- b) All who are in the Chamber should wear face coverings whenever possible. Advice from Public Health states that although the legal requirements on face coverings expired 27th January, the Government guidance still recommends the use of face coverings in enclosed or crowded places, particularly where people come into contact with people they don't normally meet.
- c) All attendees are asked to observe 1m distance as far as possible in the Chamber.
- d) We ask that all attendees please follow national guidance on taking Lateral Flow Tests before attending meetings, staying away if testing positive or having Covid symptoms.
- e) We also ask that you please make use of the sanitiser for hands and surfaces and that you please keep to the one-way system in the Chamber as far as possible.
- f) Attendees are reminded to bring their own drinks bottles which can be filled at the tap in the Kitchenette opposite the Chamber, as there are no cups provided.
- g) The doors to the Chamber will be propped open during meetings to increase ventilation.

CAR PARKING

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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 18th November 2021
2:00 p.m. – 4:50 p.m.

Present:

Members of the GCP Joint Assembly:

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|------------------------------------|---------------------------------------|
| Cllr Tim Bick (Chairperson) | Cambridge City Council |
| Cllr Rosy Moore (Vice-Chairperson) | Cambridge City Council |
| Cllr Simon Smith | Cambridge City Council |
| Cllr Alex Beckett | Cambridgeshire County Council |
| Cllr Brian Milnes | Cambridgeshire County Council |
| Cllr Neil Shailer | Cambridgeshire County Council |
| Cllr Ian Sollom | South Cambridgeshire District Council |
| Cllr Eileen Wilson | South Cambridgeshire District Council |
| Claire Ruskin | Business Representative |
| Christopher Walkinshaw | Business Representative |
| Karen Kennedy | University Representative |
| Helen Valentine | University Representative |

Officers:

| | |
|----------------|--|
| Peter Blake | Transport Director (GCP) |
| 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 and Councillor Heather Williams. It was noted that Councillor Williams had submitted written comments that would be read out during the relevant agenda items.

2. Declarations of Interest

Christopher Walkinshaw declared a general non-statutory disclosable interest due to his employment with Marshall of Cambridge.

3. Minutes

The minutes of the previous Joint Assembly meeting, held on 9th September 2021, were agreed as a correct record, subject to the correction of the date of the previous meeting from “24th February” to “10th June” in Agenda Item 3 (Minutes), and signed by the Chairperson.

4. Public Questions

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

It was noted that three questions related to Agenda Item 7 (Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation), two questions related to Agenda Item 8 (Foxton Travel Hub), one question related to Agenda Item 9 (Electricity Grid Reinforcements: Update and Next Steps), and one question related to agenda item 10 (Quarterly Progress Report).

5. Petitions

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

6. Residents Parking Scheme Delivery

The Assistant Director of Sustainable and Inclusive Growth presented a report to the Joint Assembly which outlined proposals for the resumption of delivery of Resident Parking Schemes (RPSs), following a request from the County Council's Highways and Transport Committee for the GCP to initiate the delivery of new schemes. It was

proposed that the first stage would involve informal consultations, through local Members, on all the unimplemented indicative schemes, which would allow for the prioritising of schemes for delivery to support the wider aims of the City Access Strategy. In Romsey West, where informal consultations had already indicated support for an RPS, it was proposed to directly proceed to work with Members and residents to develop the proposals.

The development of an Integrated Parking Strategy with the County Council and City Council, which would be presented to the Joint Assembly and Executive Board in 2022, would provide an opportunity to reflect on the future role of RPSs as part of a wider plan to manage parking in the city. Emphasising that the proposals at this stage did not include details about the order of delivery for schemes or factors such as boundaries or designs, the Assistant Director confirmed that the proposed consultations would lead to such developments, which would then be presented to the Joint Assembly and Executive Board.

While discussing the report, the Joint Assembly:

- Welcomed that the County Council had agreed to restart the implementation and development of further RPSs.
- Confirmed that the indicative map of potential RPSs, attached at Appendix 1 to the report, had not been fully defined or finalised, observing that areas including Abbey and East Barnwell had not been included at this stage.
- Observed that the development of the City Access Strategy could lead to the removal of street parking on certain roads to increase space for public transport and active travel, and sought clarification on whether the schemes would be amendable in such circumstances. Noting that the ongoing road network hierarchy review, due to be completed in early 2022, would inform such issues, the Assistant Director confirmed that the removal of parking would be taken into consideration discussed with local communities if it was considered to be of benefit.
- Clarified that the GCP would consider how to disincentivise the ownership of multiple cars as part of the development of the Integrated Parking Strategy.
- Suggested that it would be beneficial to develop a form of park and ride facility that would allow people who needed a car to access their vehicle by walking or bicycle, rather than keeping it outside their house, particularly if a road charge was implemented within the city of Cambridge.
- Highlighted the importance, when designing the schemes, of considering the needs of people who could not cycle, walk or use public transport, as well as how they would affect the ability of people on lower income levels to access places of education or work.
- Sought clarification on why it was proposed to progress with the Romsey West RPS while requiring other schemes that had also already held consultations to undertake further consultations prior to their development and implementation. Noting the higher level of local support for the Romsey West RPS than other

schemes, the Assistant Director observed that the consultations for that scheme had been held more recently than those of other schemes.

- Observed that the proposal to work through local Members would be more complicated for the GCP than the County Council, given the involvement of Members from two councils, and argued that it would be important to clarify the level of such involvement. The Assistant Director emphasised that the County Council would maintain responsibility for parking matters, although she confirmed that the GCP would also engage with City Council Members.
- Requested further information on the mechanisms and timescale for the development of an Integrated Parking Strategy and its various aspects listed in section 3.4 of the report. Noting that such a timescale was currently being established with colleagues at the County Council and City Council, the Assistant Director emphasised that it needed to be carried out in parallel to the ongoing Making Connections consultations for the City Access Strategy, which would be presented to the Joint Assembly and Executive Board in June 2022.
- Expressed concern about the level of work involved in developing and implementing RPSs, but confirmed that the GCP had sufficient levels of staffing and expertise for its undertaking.
- Observed that areas providing a large amount of free parking, such as the Beehive Shopping Centre and other retail parks, generated significant levels of traffic and should therefore benefit from better public transport links, although it was acknowledged that the Making Connection consultations were looking to improve public and active transport to such locations.
- Sought clarification on whether schemes that had received lower levels of support during previous consultations would receive lower priority, particularly in the case of the Coleridge East RPS, which had subsequently experienced an impact from the implementation of the Coleridge West RPS. It was also argued that changes to traffic behaviour during the pandemic could have affected residents' opinions. Noting that a significant period of time had passed since the previous consultations, as well as elections resulting in some new local Members, the Assistant Director confirmed that a fresh look would be taken with all the schemes.
- Expressed concern about enforcement of RPSs, as well as ticketing systems for business users, suggesting that a phone app would be useful. The Assistant Director undertook to discuss the matters with officers at the County Council.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there was support for the proposals and no objections had been expressed, although specific issues had been raised that would be further considered by the GCP.

7. Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation

Three public questions were received from Stephen Pratt (on behalf of the Fendon Road Residents' Association), Lynda Warth (on behalf of the British Horse Society), and Matthew Danish (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Daniel Lee, City Councillor for the Queen Edith's ward, was invited to address the Joint Assembly. Welcoming the report's proposal for the development of active travel improvements for the A1134 North-South, Councillor Lee highlighted that the road was one of the main roads leading to Addenbrooke's and the Cambridge Biomedical Campus, and noted that it was heavily used by pedestrians and cyclists throughout the day. Arguing that recent accidents had demonstrated the necessity to improve the safety of infrastructure in the area, he suggested that a segregated cycleway would achieve this and would support the GCP's objective to encourage active travel and reduce traffic levels.

Councillor Jamie Dalzell, City Councillor for the West Chesterton ward, was invited to address the Joint Assembly. Indicating support for two of the potential schemes mentioned in the report that passed through his ward, Councillor Dalzell welcomed the County Council's decision to delegate further decision-making powers to the GCP and paid tribute to the GCP's model of consultation with local residents, which he hoped to see adopted more widely. While emphasising the benefits that potential schemes would bring to West Chesterton, he questioned whether such future schemes could be developed in phases and sought clarification on how they would be funded. Observing that the ongoing Making Connections consultations were considering the wider issue of developing a future revenue stream for long-term investment in the active travel network, the Assistant Director for Sustainable and Inclusive Growth noted that there were also alternative sources of funding, such as through the Government, which would be investigated as part of the development of projects.

The Assistant Director for Sustainable and Inclusive Growth presented the report, which outlined the results of the Cycling Plus consultation, including thirteen routes that had been identified as missing links in the active travel network. Attention was drawn to the findings that were detailed in section 3 and Appendix 1 of the report, with safety, lower traffic levels, more direct routes and segregation identified as the key factors for people deciding to use active travel modes. Responses suggested there were high levels of support for further investment in the network, and members were informed that the indicative funding envelope of £20m would need to be increased significantly if all the schemes that had been identified were to be delivered. It was therefore proposed to move forward with the development of two schemes, as outlined in section 4.4 of the report, while simultaneously continuing to develop the active travel network in the context of consultation feedback and wider developments, including the City Access Strategy.

While discussing the report, the Joint Assembly:

- Welcomed the proposals and emphasised the importance of creating a joined-up network of cycle routes as a priority, while also expressing concern about the quality of road surfaces for cyclists.
- Observed that cycling was often a significantly quicker option than travelling the same journey by public transport, and suggested that e-bikes should also be considered while developing the active travel network.
- Drew attention to the Citizens' Assembly's call to be bold, and encouraged officers to consider bold actions, for example pairing roads, such as Trumpington Road and Hills Road, to develop a circular one-way system. The Assistant Director for Sustainable and Inclusive Growth acknowledged the call for bold action and noted that the ongoing road network hierarchy would establish how different roads could be treated.
- Highlighted the importance of basing decisions on evidence, rather than just levels of support or objection, and argued that it would be useful for models of estimated increase in usage to contain numbers, rather than percentages.
- Acknowledged that while it was necessary to implement additional cycling infrastructure, accidents would continue to occur regardless, with one member suggesting that cyclists were sometimes the cause of accidents.
- Highlighted the need to engage with all non-motorised users, including horse riders, to ensure that the surface materials and layout of schemes do not impede access. Noting that the GCP took such matters into consideration when developing more rural schemes, the Assistant Director for Sustainable and Inclusive Growth confirmed that such provisions would be made where appropriate and feasible.
- Expressed support for developing the two schemes that had been identified in the report, noting their priority for immediate attention.
- Considered whether it would be appropriate to formally request additional funding be allocated beyond the indicative £20m envelope, given the widespread support for the schemes. Acknowledging that there were more schemes being considered than the level of funding would provide for, the Assistant Director for Sustainable and Inclusive Growth informed members that the Future Investment Strategy was restricted in being able to allocate further funding, although she argued that this should not restrict such schemes being considered, given the potential for alternative future funding and revenue streams.
- Suggested that in order to encourage people in more rural areas to use active travel modes of transport, further investigation was required to establish missing links beyond the city and its immediate surrounding area.
- Suggested that a schedule for the development and delivery of all the proposed schemes would be useful, while seeing how they fitted into the wider strategies

and projects under development, as well as already implemented cycle routes, would further demonstrate their role in creating a joined-up network. The Assistant Director for Sustainable and Inclusive Growth observed that it would be possible to develop a timescale for the network once the Making Connections consultations had concluded and been analysed.

- Confirmed that the proposed A1134 North-South scheme included Brooks Road.
- Emphasised the importance of engaging with local residents when designing schemes.
- Expressed concerns about the priority of schemes in section 4.3 of the report, particularly regarding the Cherry Hinton Road scheme, which had already received high levels of support in previous consultations, and had also received the second highest number of votes in the table set out in section 3.7 of the report. It was also observed that planning applications had recently been approved for sections of East Road that would include improvements to the current cycling provision in the relevant stretch of the A1134 North-South scheme, and queried how such a factor could be taken into consideration when prioritising schemes, with a section of that scheme already designed and externally funded. The Assistant Director for Sustainable and Inclusive Growth confirmed that schemes could be brought forward earlier than their placing on the list of priorities if factors such as alternative funding or other developments allowed it.
- Argued that it was misleading for section 3.3 of the report to state that 98% of respondents never rode horses, given that most of the respondents were city-dwellers. It was noted that there were 25,000 horses in Cambridgeshire, and one member argued that joining up routes for horse riders would improve trekking and tourism in the area.
- Observed that improvements to safety were the main reason for people taking up cycling, including taking children to school by bicycle.
- Sought clarification on what alternative funding sources might be available beyond the establishment of a future revenue stream, funding from the Combined Authority, or Section 106 funding. One member also expressed concern about reallocating any further money from improving bus services, as had been the case with the indicative £20m, and it was observed that alongside obtaining funding for such schemes, it would also be necessary to reduce car volumes to enable their delivery. The Assistant Director for Sustainable and Inclusive Growth assured the Joint Assembly that the GCP was considering all potential sources of funding, particularly when taking into consideration members' calls for speedy delivery of the schemes.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there had been no objections to the two proposed projects being progressed as indicated in the report, although concerns had been raised about other schemes being lower down the list. He also highlighted members' concern about obtaining additional funding for the rest of the schemes.

8. Foxton Travel Hub

Two public questions were received from Mal Schofield and Annabelle Wright (on behalf of Foxton Parish Council). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which provided an update on progress made on the Foxton Travel Hub. It also proposed progressing to the programme's next stage, which included preparing the Full Business Case and revising design features of the Travel Hub following the recent public engagement exercise and the proposed submission of a planning application. Attention was drawn to the proposed changes to the scheme that had been identified following engagement with the local community, which were set out in section 4.3 of the report, including a reduction to the number of car parking places, an increase to the number of bicycle parking spaces, and the introduction of a bus service connecting residents of local villages to the facility.

While discussing the report, the Joint Assembly:

- Expressed concern about the feasibility of reducing the number of car parking spaces by 60% in achieving the project's objectives, which included reducing traffic levels through Harston, reducing traffic queues in Foxton, and providing alternative travel options for reaching Addenbrooke's, and queried how the GCP's initial analysis had changed so significantly to justify the proposed reduction. Noting that the initial assessment of the impact of Cambridge South train station on Foxton had identified approximately 900 additional passengers per day, the Transport Director informed Members that the GCP's feasibility work had suggested approximately 500 car parking spaces would be sufficient for delivery. While this level of car parking space was agreed by the Executive Board previously, further engagement with the local community had identified concerns about its sustainability, the capability and capacity for bicycles, and how it would be linked to local bus services, and members were informed that reducing the number of car parking spaces would deliver on these objectives in a different way.
- Sought clarification on whether the number of car parking spaces could be increased in the future if required by the level of demand, without negatively affecting the number of bicycle parking spaces. The Transport Director informed the Joint Assembly that there were no plans for future development, although he acknowledged that this could be reconsidered if the facility was successful and further expansion became necessary.
- Expressed concern about the lack of a safe and easy crossing over the A10, particularly when it was dark, and suggested that the lack of such a provision could reduce the effectiveness and attractiveness of the Travel Hub's modal interchange facilities. The Transport Director assured members that the A10 crossing would be designed to safe standards, and clarified that if the continuous safety checks established that it was either not safe nor an improvement on the current situation, the project would not progress, or an alternative intervention would be considered. Acknowledging that the ideal crossing would be either over or under the A10, he

emphasised that such an intervention would have significant cost implications and would also affect the amenity and environment of the village location.

- Acknowledged that the proposed changes demonstrated the GCP's willingness to respond to concerns raised during engagement with the local community, although it was also argued that further consideration should be given to making the Travel Hub of benefit to local residents and existing users of the train station.
- Suggested that the broader congestion issues on the A10 were a matter that could be considered by the County Council's Highways and Transport Committee. Acknowledging the significant level of traffic on the A10, the Transport Director informed members that there was no single solution to the issue and that a variety of interventions were required, including the proposed expansion of the Park and Ride in Trumpington. While most of the traffic entering Cambridge from the South-West side originated on the M11, the Foxton Travel Hub would intercept some vehicles further away and thus reduce congestion.
- Confirmed that the possibility of relocating the station to the other side of the A10 had previously been considered.
- Highlighted the importance of the Travel Hub acting as an interchange between different modes of transport and expressed concern that the plans did not appear to provide for greater levels of bus connections in the future. The Transport Director acknowledged the concerns and undertook to further investigate the issue.
- Emphasised the need for secure bicycle parking, given the extended periods of time that people would be leaving the bicycles at the Travel Hub. The Transport Director informed the Joint Assembly that the GCP was looking to install secure bicycle parking at all Park and Ride sites and other key locations across the area.
- Expressed concern that car users could prefer to drive beyond Foxton and use alternative current and planned park and ride facilities closer to Cambridge.
- Sought clarification on whether the location of the Travel Hub would impede any future attempt to remove the level crossing in Foxton. The Transport Director confirmed that the GCP had consulted Network Rail to ensure that they would consider the interaction with the Travel Hub in any future proposals that were developed.
- Observed that the proposed changes to some of the key design elements would first go through the appropriate planning process before the Final Business Case was presented to the Joint Assembly and Executive Board for approval.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there had been no specific objections to the proposed changes, although significant concerns had been raised that would need to be considered before the Full Business Case was presented.

9. Electricity Grid Reinforcements: Update and Next Steps

One public question was received from Reverend Anthony Mitchell (on behalf of Bar Hill Parish Council). The question and a summary of the response are provided at Appendix A of the minutes.

The Chief Executive presented the report, which provided an update on the project to resolve electricity grid capacity constraints in the Greater Cambridge area. Noting that additional capacity was needed to support future growth of jobs and homes in the region, as well as to underpin ambitions around the electrification of transport, she emphasised that the standard process of increasing capacity in the system was reactive and therefore represented a risk to the delivery of future jobs and homes, due to the area's rapid growth. City Deal funding could therefore be used to invest in two proposed new grid substations, with the majority of the cost claimed back once new applicants were connected to the grid, and it was noted that the additional substations would increase grid capacity in the area by 29%. Members were informed that the preparatory work already carried out by the GCP had led to UK Power Networks (UKPN) recognising the need for additional capacity in its latest bid to the Office of Gas and Electricity Markets (Ofgem), although the Chief Executive highlighted that the timeline of that process would be unable to address the urgent need for immediate action.

While discussing the report, the Joint Assembly:

- Acknowledged the urgent requirement for increased grid capacity in order to prevent restraints on growth in the region, with one member paying tribute to the GCP for its boldness in accepting a significant level of financial risk. However, members also expressed concern about taking on the risk instead of private developers, and emphasised the importance of recovering costs once new applicants were connected to the grid. The Consultant informed members that the Electricity (Connection Charges) Regulations 2017 (ECCR) contained restrictions for recovering costs through electricity connection charging, although she noted that the Department for Business, Energy and Industrial Strategy were revising the ECCR within the next eighteen months. She suggested that the GCP could consider alternative revenue recovery options, such as Homes England funding or Section 106 funding. One member also suggested consulting with local authorities to discuss options for raising additional funds in anticipation of returning it with full cost recovery. Attention was drawn to the case for public funding set out in section 2.5 of the Outline Business Case, which included a diagram demonstrating the twin-track approach to seeking funding for the two substations.
- Argued that, despite other regions experiencing similar problems, the GCP's work to date demonstrated that it continued to be at the forefront of finding solutions.
- Highlighted the need to continue lobbying, along with other high-growth areas, for changes to the regulatory framework that required such work in the first place. The Chief Executive informed members that the GCP had written to Government ministers and held a meeting with Ofgem to express its concerns, and would continue to expand its lobbying efforts.

- Expressed concern that data used by the Government for predicting levels of growth had been consistently lower than actual levels for the Greater Cambridge region over the past decade. The Consultant informed members that the data used by the GCP in the development of the Business Case had been shared with UKPN, which they subsequently used in their latest Ofgem bid that included the two additional substations.
- Sought clarification on the Combined Authority's position on the matter. The Chief Executive informed the Joint Assembly that a project board had been established, with GCP officers consulting and updating the Combined Authority on the project. She also noted that the work had been undertaken prior to the Combined Authority establishing the Independent Commission on Climate, and observed that it was an issue specific to the Greater Cambridge area, rather than the wider Cambridgeshire and Peterborough region.
- Suggested that it would be helpful to be provided with further forward analysis of grid reinforcement requirements to ensure that there was sufficient capacity to deliver on planned development and a zero-carbon future.
- Observed that there were further potential obstacles to growth that the GCP might have a role in mitigating, despite not being directly involved in the sector, such as issues surrounding water, and sought clarification on whether the GCP was looking at such matters. The Chief Executive confirmed that the GCP had not carried out any work on water-related issues, as it was the responsibility of the Greater Cambridge Shared Planning Service, and was being considered as part of the ongoing development of the Local Plan.
- Expressed concern that the GCP's work on increasing grid capacity had effectively been self-fulfilling, as alternative bodies who may have been required to deliver the infrastructure could have seen the progress and therefore become less likely to undertake the work themselves.
- Observed that Table 2.1 in the Outline Business Case contained a significant variance between demand assumptions of up to 10.5kVA per dwelling in 2018 and only 1.4kVA per dwelling in 2021, and sought clarification on the difference. Noting that there was uncertainty on future demand levels, the Consultant informed the Joint Assembly that the numbers reflected various heating and charging scenarios, which differed significantly between urban and rural dwellings, with a mid-point having been established around 4kVA per dwelling.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there had been a reluctant acceptance of the need to progress to the next steps of the project.

10. Quarterly Progress Report

One public question was received from Councillor Hannah Copley, City Councillor for the Abbey Ward. The question and a summary of the response are provided at Appendix A of the minutes.

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. Members were informed that work was progressing on the development of a strategic sensor network across Greater Cambridge, with an Invitation to Tender scheduled for issuing later in the month. It was also highlighted that the latest update on research undertaken by the Centre for Business Research would be presented on 8th December, and would cover the period between October 2020 and April 2021, providing a clearer idea of the impacts of the Covid-19 pandemic on the corporate labour market in the region.

While discussing the Quarterly Progress Report, the Joint Assembly:

- Requested an update on progress of the Chisholm Trail and the opening of Phase 1 of the project, as well as clarification on the nature of the pain/gain settlement with the contractor mentioned in section 8.12 of the report. It was confirmed that Phase 1 was expected to open before the end of 2021, and the Transport Director informed members that the pain/gain settlement ensured that the contractor would share the financial benefits of over-performance, while also sharing the financial impacts of under-performance.
- Sought clarification on whether the Transport Works Act Order for the Cambridge South East Transport Scheme would be submitted directly by the GCP or through the County Council. The Transport Director undertook to provide a written response to the query due to the complex nature of the matter.
- Observed that the independent audit of the Cambourne to Cambridge scheme had suggested that on-road interventions should also be investigated while the Environmental Impact Assessment was being carried out, and requested an update on the work, as well as clarification on whether the Joint Assembly and Executive Board would be able to consider the results of such an investigation. Acknowledging that the audit had suggested the consideration of shorter-term, on-road measures, the Transport Director informed members that a review would be completed in the next few weeks, with the results then reported to the Joint Assembly and Executive Board.
- Expressed concern that figures related to current skills delivery were low, as outlined in the table in section 9.1 of the report, and queried whether the numbers were improving following the summer holidays. Noting that the data in the table was only for the period up to mid-September, the Assistant Director of Strategy and Programme informed Members that there had been improvements during the twelve weeks that schools had begun operating in a normal environment after the impacts of the pandemic and summer holidays. She assured members that the GCP held regular discussions with Form the Future on progress and paid tribute to

their achievements to date, although she acknowledged that it was important to monitor and ensure that the trend continued to improve.

- Observed that the next Gateway Review would be in 2024 and sought clarification on the process for applying for further funding beyond that review. Highlighting the importance of being able to demonstrate good progress and delivery of projects when seeking additional funding, the Chief Executive noted that it would be subject to the Government's evolving position regarding devolution. She emphasised the important role of the Greater Cambridge region in the wider success of the country, and indicated that the Gateway Review would provide the appropriate process for the GCP to demonstrate that it could deliver even more with further investment.

11. Date of Next Meeting

The Joint Assembly noted that the next meeting was scheduled to be held on Thursday 17th February 2022.

Chairperson
17th February 2022

Greater Cambridge Partnership Joint Assembly – 18th November 2021
Public Questions Listed by Agenda Item

| | Question | Answer |
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| Stephen Pratt (Fendon Road Residents Association) | <p>Agenda Item 7 - Further investment in the Greater Cambridge Active Travel network: Cycling Plus Consultation</p> <p>In the interests of safety, how does the GCPJA propose to address travel improvements on the A1134 North-South (Perne Road, Mowbray Road and Fendon Road) and provide segregated cycle lanes at the Addenbrooke's roundabout?</p> <p>Since the temporary closure of Nightingale Avenue which is now approved to be permanent, traffic volumes on Fendon Road have increased with long lines of stationery or slow moving traffic particularly at peak times. It has caused delays to motorists using that route and to the safety of both cyclists and pedestrians who cross the road. How does the GCPJA intend to address those issues in any travel improvements?</p> <p>Similarly, the increased volume of traffic on Fendon Road has caused increased air pollution which is again a concern to both pedestrians and cyclists as well as the residents on Fendon Road. That problem may only get worse as the Addenbrooke's site expands. How does the GCPJA intend to deal with that as part of any travel improvements?</p> | <p>The discussion today is about whether to proceed to preliminary design and strategic outline business case for the A1134 scheme as well as the Hills Road scheme. Detailed issues such as those Mr Pratt references would be picked up as part of that process.</p> |

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| <p>Lynda Warth (British Horse Society)</p> | <p>Agenda Item 7 - Further investment in the Greater Cambridge Active Travel network: Cycling Plus Consultation</p> <p>The responses to this cycling survey provide important guidance for the Active Travel Network. 60% of responses were from Cambridge City yet still 20 respondents ride horses. The majority of respondents felt that safety and connectivity were either 'very important' or 'somewhat important' – these factors equally apply to equestrian access. This survey supports our view that equestrians should not be excluded from safe active travel provision.</p> <p>Alan Hiscox, Director of Safety for the British Horse Society has stated regarding the creation of cycle lanes:</p> <p>'I think the risk to horse riders having cyclists pass them on the nearside and vehicles pass them on the offside is very high and is a significant safety issue. A cyclist suddenly appearing on one side may well cause the horse to move the other way into the path of a vehicle on the road. This arrangement should never be planned.'</p> <p>Please will the GCP confirm they will apply this important safety advice when planning ETROs and cycling projects, in particular, giving consideration to the use of appropriate, inclusive signage?</p> <p>The highest response to purpose of journey was 'leisure' at 84%. Yet the fact that equestrian access is for leisure and not commuting, is used as a reason to exclude, or not provide for horses, or to change vital existing rural</p> | <p>As set out in the report, 98% of respondents to the consultation indicated they never rode horses. It would therefore be disproportionate to give equal priority to equestrian uses across all active travel projects. This is particularly true of the cycling plus routes identified within the city which have the potential to support thousands of people walking and cycling but very little potential or appetite for equestrian uses.</p> <p>The GCP has already committed for active travel schemes in more rural areas to consider the provision of soft surfaces where appropriate and feasible. All schemes are subject to a road safety audit which would include consideration of all users.</p> |
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| | <p>surfaces to hard top commuter cycle surfaces.</p> <p>Will the GCP please confirm that, with the importance of leisure access having been identified in this survey and is already well known for other users (walkers, dog walkers, runners, equestrians etc.), soft surface user leisure provision will be given equal priority in all active travel projects especially the LCWIP and Greenways?</p> | |
| <p>Anna Williams (Camcycle)</p> | <p>Agenda item 7: Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation</p> <p>Camcycle welcomes the additional investment proposed as part of the Cycling Plus project and the addition of the Addenbrooke's roundabout to the A1134 North-South scheme. In light of the recent death of Anna Garratt-Quinton at this junction, we urge you to go further than just considering improved provision – it's time to finally make this safe for the thousands of pedestrians and cyclists who use it each day. No more lives must be lost or families left suffering.</p> <p>Both the proposed schemes include multiple junctions – how these are addressed will be essential to whether the changes succeed or fail. A scheme is only as good as its weakest link, and too often dangerous junctions deter people from cycling or, in the worst cases, lead to harm. The 91% of respondents to the Cycling Plus consultation who wanted to see junctions improved are supported by the 612 people who have signed Camcycle's recent petition for safe junctions. Many signatories have witnessed or experienced collisions. This is a sample comment:</p> | <p>Yes.</p> |

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| | <p>I've personally witnessed the aftermath of 3 serious collisions involving cyclists on Cambridge roundabouts, all around 7.45-8am while on the way to work. This latest one resulted in the death of a colleague. Enough is enough. Please stop killing us!</p> <p>Both the Catholic Church junction (part of the Hills Road scheme) and the Addenbrooke's roundabout have been changed in the last decade using active travel funding. Safety concerns were ignored at the time. In 2013, discussing the Catholic Church junction, the county council's cycling champion said: "We can't go all the way this time."</p> <p>In 2021, Camcycle says: we must go all the way now.</p> <p>We ask the GCP if it will commit in these two schemes to prove high-quality, safe junctions that are fully compliant with Local Transport Note (LTN) 1/20?</p> | |
| Mal Schofield | <p>Agenda Item 8 - Foxton Travel Hub</p> <p>The A10 corridor, Royston to Trumpington is subject to traffic delays at the Foxton level crossing. There are other tail backs as the route reaches the villages of Hauxton & Harston and the M11 interchange. The Trumpington Park and Ride provides double decker bus access to the city centre along the A10 and single decker by guided busway via the Addenbrookes/Bio Medical Centre (BMC).</p> <p>This corridor is to be provided with a travel hub at Foxton*, recently scaled down in size and a second higher capacity Park & Ride just west of the M11</p> | <p>The Foxton Travel Hub is programmed to be complete in 2024. The scheme has been closely developed with the CSWTH and Cambridge South station projects, e.g. modelling approach.</p> <p>The proposals for an East-West Rail route linking Cambridge and Oxford are still in development. We await an update from EWR on next steps following their recent consultation and we look forward to working closely with them.</p> |

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| | <p>interchange. There is also the planned intent to site the new East West rail route in part within this corridor; destination an additional city rail station - South Cambridge, at the BMC. Three major rail links accessing the city from the south & west.</p> <p>Question. To what extent is there planned integration of this infrastructure and its timing for the four schemes?</p> | |
| Annabel Wright (Foxton Parish Council) | <p>Agenda Item 8 - Foxton Travel Hub</p> <ol style="list-style-type: none"> 1. This 3rd iteration of the Travel Hub design has reduced the car parking spaces to 200 and cycle parking to 100 but it still fails to address the very serious concerns about the safety of pedestrians crossing the busy A10 to and from Foxton Railway station. The A10 is a problem to cross for both able bodies and disabled people at present but the Travel Hub will increase the number of road crossings which could increase the risks for accidents. What assurances can the GCP give that this major design flaw will be addressed? Will a bridge over the A10 be considered? 2. As the car parking spaces have reduced to 200, is this travel hub really needed at this time? If one of the aims is to encourage rail use to the new Addenbrookes (Cambridge South) station, what are the estimates for the usage of the train from Foxton? Covid has meant a reduction in travel. Is it value for money to have a £9 million infrastructure project for 200 car parking spaces? That is £45,000 per car space! | <ol style="list-style-type: none"> 1. The design for the Travel Hub and crossing of the A10 has been developed in accordance with national standards and the requirement to undertake a Road Safety Assessment (RSA). The pedestrian crossing has a central refuge, been designed to DMRB (design manual roads & bridges) and have been through the RSA 1 process. 2. The demand figures for the site are in excess of 900 with the Cambridge South Station. The scheme has evolved to be fully multi-modal – rail, bus and cycling. The value for money assessment is based over 500 spaces. It will be reviewed as part of the Full Business Case (FBC) which will be presented back to the GCP Executive Board before a decision is made to construct the scheme. |

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| | <p>3. The multimodal aspects of a true Travel Hub have still not been addressed. A proposed bus scheme to connect to Whittlesford Parkway - not confirmed - a bus turning circle in the car park and 100 cycle spaces do not go nearly far enough. Where are the plans for cycle connectivity with the villages surrounding Foxton? If the aim of this scheme is to encourage people to NOT use their cars, why is this not part of it? Currently this design is a car park with a few 'green' add-ons. Will the GCP take the design back to the drawing board after having listened to Foxton and other villages' views?</p> | <p>3. The bus scheme to connect the local villages to the Travel Hub is one of the recommendations in the paper. The Foxton Travel Hub is Multi modal as it provides connectivity to rail, bus services, the local Greenway, and proposes to have a facility to charge electric bikes and scooters, and also ties in the Barrington Cycle way that is being delivered as part of a S106 contribution and provides an equestrian route as part of the design</p> |
| <p>Reverend Anthony Mitchell (Bar Hill Parish Council)</p> | <p>Agenda 9 – Electricity Grid Reinforcements: Update and Next Steps</p> <p>How will the electricity grid cope with the planned move towards electric cars by 2030 and will this include plans to encourage more off-peak charging?</p> <p>The use of renewable energy means an increase in power supplied to the grid along with decentralized power transmission. How will the grid cope with these changes and the need to store electrical power?</p> | <p>The GCP is developing an ambitious programme of public transport schemes that will ensure a high quality, network that is sustainably operated and managed. Indeed, that's a core element of why we are doing this work, to understand how we can make sure we facilitate a process of electrifying the public transport network. As the OBC and JA papers set out, there is more work we need to do around demand analysis to understand the requirements of the existing and future public transport networks and how the GCP can play a role in ensuring they are futureproofed.</p> |

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| <p>Councillor Hannah Copley</p> | <p>Agenda Item 10: Quarterly Progress Report</p> <p>Some residents have raised concerns about impact and value for money of some Greater Cambridgeshire Partnership projects which are being delivered, and about overspends on some projects. Is the Greater Cambridgeshire Partnership currently externally reviewed/audited either for individual projects as well as overall for how it is meeting its objectives and value provided? If not, will the Greater Cambridgeshire Partnership Joint Assembly recommend this in order to provide a higher degree of confidence to residents impacted by ongoing projects?</p> | <p>The GCP ensures regular review and scrutiny through a range of mechanisms. They form a core element of the GCP's governance arrangements. This Joint Assembly is a fundamental part of that structure and scrutinises the GCP's delivery performance and expenditure on a quarterly basis. The GCP is also subject to central Government scrutiny and assessment. The GCP underwent a detailed, Central Government led Gateway Review which reported last year. Given the progress that was demonstrated by the GCP, the Review determined that a further £200m of government grant would be released in order to continue to deliver the GCP's programme. Another such Review will take place in two years' time.</p> <p>In terms of direct financial control mechanisms, CCC is the GCP's Accountable Body and therefore the GCP operates in line with CCC's Financial procedure Rules.</p> <p>In addition, the GCP abides by an Assurance Framework that has been agreed with HMG. The GCP Assurance Framework (available here) sets out an HM Treasury prescribed process for how GCP schemes are assessed in terms of value for money and investment decisions.</p> |
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Greater Cambridge Partnership Joint Assembly
Public Questions Protocol

Following the end of temporary legislation allowing for public meetings to be conducted entirely virtually, we are now required to hold meeting in a face to face setting. While it is now possible for public speakers to attend a meeting and speak in person, at the same time we need to ensure there is a Covid safe environment for everyone in the meeting, taking account of guidance from Public Health officers. We therefore would urge you to consider allowing your question to be read out on your behalf and to observe proceedings remotely.

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

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

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 14th February 2022**

Greater Cambridge Greenways Progress Update

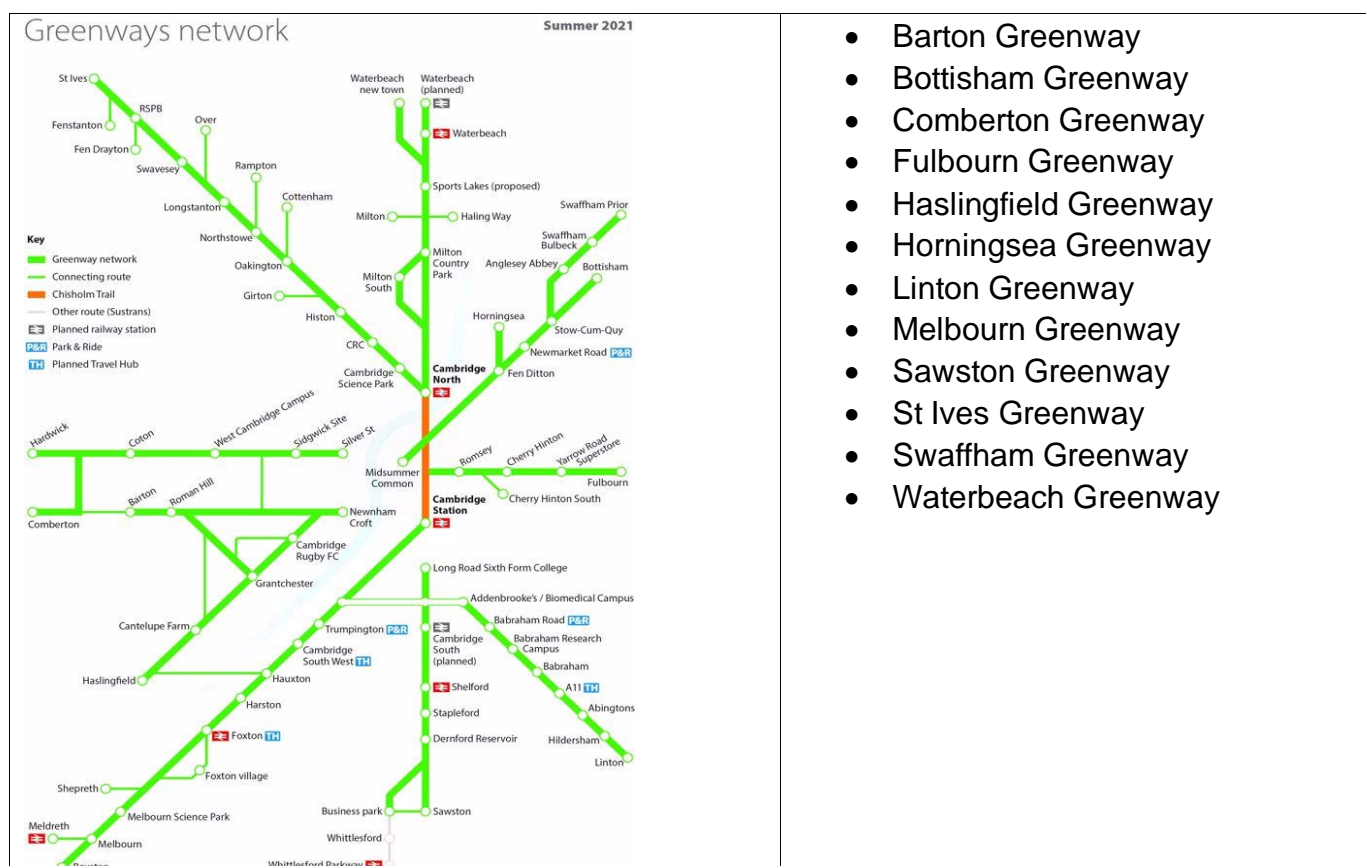
Report to: Greater Cambridge Partnership Joint Assembly

Date: 17th February 2022

Lead Officer: Peter Blake, Director of Transport

1. Background

- 1.1 The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The project 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. 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 active travel network to and from Cambridge from surrounding villages.
- 1.3 Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus 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 on the following page.



- 1.5 The Joint Assembly is invited to consider the progress to be presented to the Executive Board and in particular:
- a) Note the proposal to present the Outline Business Case and a delivery programme for Greenways to the October Board, and;
 - b) Note the proposed engagement with key stakeholders.

2. Overview of Programme Progress

- 2.1 The Greenways project began in 2016 with a review of the existing cycling and walking routes into Cambridge. The Greater Cambridge Partnership then consulted local communities to understand how the Greenways could best meet their needs and mitigate concerns. Formal public consultations were then carried out on each route and reported on, prior to approval at Executive Board meetings throughout 2020. Throughout 2021 development of the Greenways has been advanced through procurement of consultants, concept design work and surveying. Specific details are set out below.
- 2.2 A number of Route-wide workstreams are underway to ensure consistency in the approach for the Greenways. These include:
- **Programme Outline Business Case** – This will set out the overarching strategic case and objectives for development of the Greenways. Due to be presented to the Executive Board in October 2022.
 - **Overarching Design Principles** – to provide design principles on the Greenways so that a consistent and joined up Greenways network is delivered. This will aid the designers and will cover elements such as surfacing, widths, structures, lighting, design elements,

and character of the area (e.g. rural or urban setting) and will follow national guidance on the construction of active travel infrastructure. Draft document for engagement in the first quarter of 2022.

- **Wayfinding Strategy** – This will ensure a consistent approach to wayfinding signage for active travel users across the Greenways network. Work is due to complete by March 2022. The document will then be shared with key stakeholders, Parish, District and the County Council for feedback.
- **Updated Land Referencing** – To understand the land ownership along each Greenway. This is due for completion in the first quarter of 2022.
- **Early Contractor Involvement (ECI)** – A contractor has been procured to programme the construction delivery of the Greenways and provide costings for the schemes. ECI will be throughout 2022.

3. Greenway Specific Progress

3.1 The following work is ongoing across the specific Greenway Projects:

- **Linton Greenway** - Construction is underway, construction updates are available at [Linton Greenway - Greater Cambridge Partnership](#).
- **Next stage of design and stakeholder engagement** – This is the next stage in the process. Publication of the next stage of design, completion of road safety assessment Phase 1 and initiation of the next stage of stakeholder engagement will commence on a rolling programme basis from May 2022, beginning with Haslingfield and Comberton.

3.2 All of the Greenways were consulted on with key stakeholder groups and the public during 2019. Following these consultations agreement to prepare the full designs for each scheme was agreed by the Executive Board in 2020.

3.3 In the last 6 months work has included Environmental Constraint mapping, technical assessment of proposed structures, utilities searches and engagement with statutory stakeholders such as National Highways and the Environment Agency.

3.4 In some areas construction work has already begun. This includes on the A1307 where large parts of the existing path have already been widened to accommodate the Linton Greenway. On the St Ives Greenway, a spur to Rampton has started through the resurfacing of the byway, Reynolds Drove (due to take place in February/ March 2022). On the Comberton Greenway, work is complete on resurfacing a 300m section of path on the Coton M11 bridleway bridge to make cycling, walking and other active travel journeys safer.

3.5 Each Greenway has a dedicated consultant team procured through the Joint Professional Services Framework who are working on producing the next level of technical design, based on the agreed alignments. These designs will consider topographical information, environmental constraints and construction deliverability. More detailed costing and land negotiations are also underway

3.6 Planned meetings will be held with key stakeholders, community groups and Parish Councils to present the design and allow for consideration of any changes that may be required.

3.7 The anticipated timescales for this engagement are set out in the table below

| Greenway | Approximate engagement timescale |
|-----------------|---|
| Comberton | May / June |
| Haslingfield | June / July |
| Sawston | September / October |
| Melbourn | September / October |
| Waterbeach | September / October |
| St Ives | October / November |
| Barton | October / November |
| Fulbourn | October / November |
| Horningsea | November/ December |
| Bottisham | November/ December |
| Swaffhams | November/ December |

3.8 It is likely that Statutory Approvals will be required (such as Planning Permission) for the majority of the Greenways. Where this is the case, the usual statutory consultations will also take place.

4. Programme Risks

- 4.1 The Greenways Programme has a number of risks associated with delivery within the timescale of 2025. Principally these include acquisition of land and understanding the feasibility and cost of key elements such as underpasses. The Programme Team are working closely with consultants and land agents to mitigate these risks.
- 4.2 To assist in mitigating these risks land agents have been secured for the entire Greenways network and specific land acquisition strategies are being produced for each scheme and the Executive Board will be requested to confirm its appetite for the use of the Compulsory Purchase Order where required.

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.
 - Enable interconnection (e.g. north/south/east/west/urban/rural).
 - Restrict the city centre to only clean and electric vehicles.
 - 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 and it is anticipated that all of the schemes will be developed and constructed within the agreed parameters.

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

8 Steps and Milestones

- 8.1 Subject to the Executive Board's approval, further work will be undertaken on the design and with engagement to be undertaken on elements of the Greenways network outlined in the paper.
- 8.2 A Programme Business Case and Programme Delivery Timeline for the Greenways network will be brought back to the Executive Board in October 2022.

Background Papers

| Source Documents | Location |
|---|---|
| February 2020 Waterbeach and Fulbourn Executive Board Decision to progress design | Document.ashx (cmis.uk.com) |
| Melbourn, Comberton and St Ives Executive Board Decision to progress design | Document.ashx (cmis.uk.com) |
| Barton Bottisham, Horningsea, Sawston and Swaffhams Executive Board Decision to progress design | Document.ashx (cmis.uk.com) |
| Haslingfield Executive Board Decision to progress design | Document.ashx (cmis.uk.com) |

Chisholm Trail: Phase 2

Report to: Greater Cambridge Partnership Joint Assembly

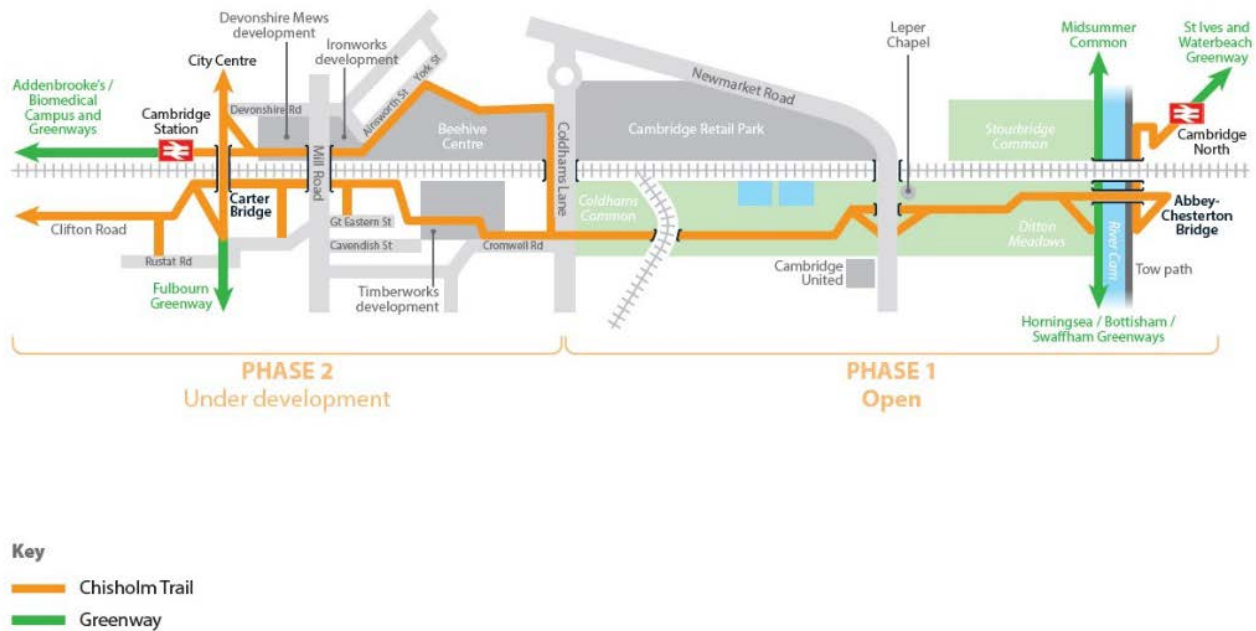
Date: 17th February 2022

Lead Officer: Peter Blake – Director of Transport

1. Background

- 1.1. The Chisholm Trail scheme supports the Greater Cambridge Partnership's (GCP's) transport vision of implementing improved public transport routes to encourage more people to use sustainable transport modes instead of the private car. This is part of a wider transport strategy which aims to support the delivery of the proposed housing and employment growth in Greater Cambridge.
- 1.2. The Chisholm Trail (Phase 1 and 2) is a 3.5km route from Cambridge Central Station to Cambridge North Station. The Chisholm Trail will provide a new largely off-road link across the eastern side of the city linking Cambridge Railway Station with Cambridge North Railway Station, and in so doing provide links to employment, education, and growth sites, and connecting green spaces.
- 1.3. Phase 1 of the Chisolm Trail, including the Abbey-Chesterton Bridge was opened in December 2021.
- 1.4. Phase 2 begins at the Coldham's Lane Junction. There are two routes, one to the east of the railway line runs via Cromwell Road, onto land owned by Network Rail and linking to Clifton Road. The second western route will link up existing cycling and walking infrastructure along with the new Ironworks and Devonshire Mews Developments. A high-level plan of the outline route is shown in Figure 1.
- 1.5. Phase 2 of the trail will connect to both Fulbourn Greenway and Melbourn Greenway. Fulbourn Greenway will have access from Carter Bridge to the east of Cambridge, whereas Melbourn Greenway will provide a cycle link south of the Chisholm Trail past Trumpington to Royston connecting at Cambridge Station.
- 1.6. In 2019 the GCP Executive Board allocated an overall budget for phase 2 of the Trail of £5,000,000.

Figure 1: Chisolm Trail Phase 1 and 2



2. Issues for Discussion

2.1 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular comment on:

- The public engagement for Coldham's Lane Junction, and Cromwell Road in Summer 2022 to finalise the design proposals.
- The public engagement for Great Eastern Street Car Park in Summer 2022 to finalise design proposals.
- Further public engagement late 2022.
- The land acquisition at Clifton Road.
- Use of statutory procedures such as Compulsory Purchase Orders and Side Road Orders as appropriate to progress the scheme.
- Development of a Public Path Order to secure the links from Cromwell Road Shops into the Timber works development.
- Finalise design of all other elements of the Chisolm Trail Phase 2.

3. Options and Emerging Recommendations

3.1. Phase 2 of the Chisolm Trail is very different to phase 1. Phase 1 was a discrete project requiring planning permission and involved significant elements of infrastructure such as the Abbey-Chesterton bridge over the River Cam and the Newmarket Road underpass.

3.2. Phase 2 does not require any large infrastructure elements. Instead, it is a series of linked projects with a combination of the following activities:

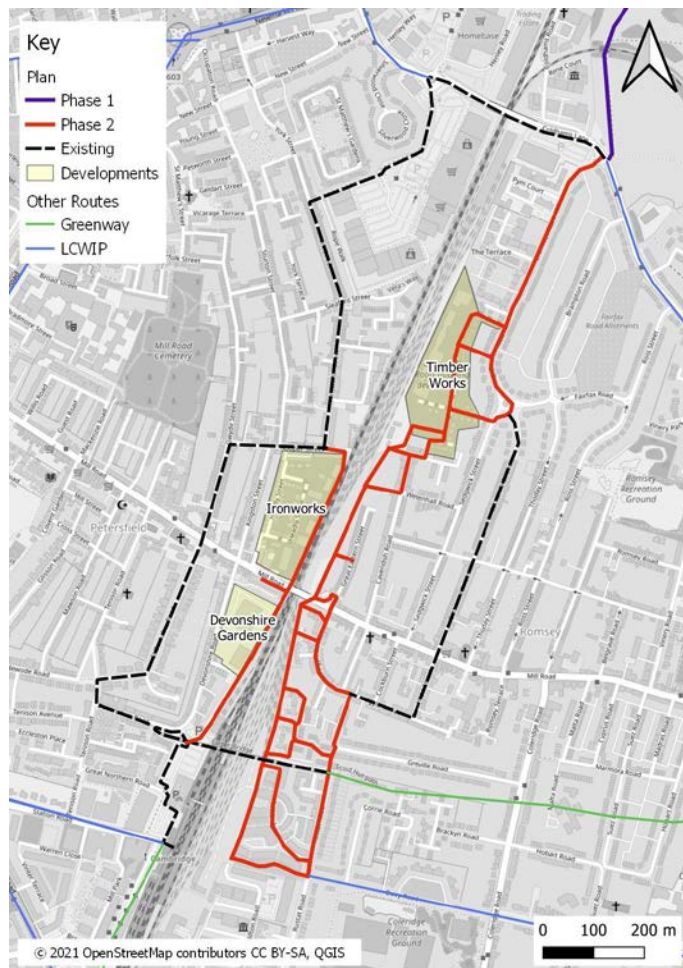
- upgrading existing highways and junctions.
- linking together existing on street cycling and walking infrastructure.
- connecting cycling and walking infrastructure that is been provided as part of the planned Timberworks, Ironworks and Devonshire Mews developments.

- providing new off-road cycling and walking on land owned by third parties (mainly Network Rail).
- 3.3. Phase 2 is therefore expected to be delivered in a series of sections to ensure delivery of the project as soon as practicable, with elements opened as they are completed.
- 3.4. Consultants Atkins have been commissioned to review the proposed route and produce a value for money assessment of the separate elements. Contractor, Milestone, have been undertaking some early design work to inform costings and options along the route. This work has been undertaken in line with Stage 2 Local Authority Scheme for Land and Property Purchases and the recently published guidance: Active Mode Appraisal Toolkit. The conclusion of this work is that the Chisholm Trail phase 2 would achieve a Value for Money Category of 'High'.

4. Scheme Elements

- 4.1. Phase 2 of the Chisholm Trail can be split into several component parts. Each section has different challenges and different partners, landowners and stakeholders that need to be consulted and considered. Some of this engagement with stakeholders needs to be reviewed and re-establishing as the last engagement was undertaken as part of phase 1 of the Trail, approximately 4 years ago.

Figure 2: Connections to Phase 2 and developments



4.2 Coldham's Lane Junction

Phase 2 of the trail begins with the need to cross Coldham's Lane to access Cromwell Road. The interface of the 2 roads comprises of at a 4-way signalised junction for motorised and active modes. This section of the trail is largely residential, although there are some industrial units on the west side of Cromwell Road and ongoing access to Newmarket Road. Coldham's Lane Junction currently involves a number of complicated movements for active modes to safely navigate the junction. The change of access requirements presents an opportunity for improvements for all modes in this location, but especially active modes.

GCP has currently progressed significantly with the design and pricing of this element of the scheme. This section of the Trail could be delivered relatively quickly, but it needs to be considered as part of the wider City Centre access study. It is considered that the next stage for this element of the scheme is to undertake public engagement in Summer 2022 to further inform the design with implementation programmed to commence in 2023.

4.3 Cromwell Road

The Trail seeks to provide a wide shared path to be constructed within the public highway, using re-allocated space made possible by redevelopment of the former Ridgeon's site and reduced HGV use. A design has been developed, but public engagement is required as the last public consultation was undertaken over 4 years ago. It is considered that the next stage for this element of the scheme is to undertake public engagement in Summer 2022. Implementation programmed to deliver in 2023.

4.4 The 'Timberworks' Housing Development

The Timber Works site is currently building out its planning permission and has incorporated the Trail as part of its development. No further work is needed from GCP on this section of the Trail.

4.5 Cromwell Road Shops / links into Timber works development

This section of the Trail is a short link to provide useful permeability and access to the Trail. A Public Path Order is needed and GCP officers are working with Cambridgeshire County Council Rights of Way on proceeding with this order. Work to begin this legal process following the Executive Board decision.

4.6 Cavendish Road to the Mill Road Bridge

The section of the Trail that runs from the entrance at Cavendish Road to the Mill Road Bridge is an existing good quality track, which requires surfacing and secure railway fencing. The path was formally used by as a Train Drivers walkway, but negotiations with Network Rail have concluded that there is a possibility for the walkway to be converted for use as part of the Trail. The work to the arch under Mill Road Bridge to accommodate the Trail has already been undertaken by Govia Thameslink (GTR) as part of the sidings and train wash project.

A Basic Asset Protection Agreement (BAPA) has been agreed to work with Network Rail and their partners on this element of the Trail. A final design solution has yet to be agreed with Network Rail and GTR, but discussions are ongoing.

4.7 Great Eastern Street Car Park

The land is owned by Cambridge City Council who want to remodel this area to increase parking, accommodate carpool parking, reduce antisocial behaviour and install Taxi charging points. Agreement on a design has been reached, but GCP require land agreements with the City Council to undertake the works. Further engagement with residents and stakeholders will be undertaken on the proposed design. It is considered that the next stage for this element of the scheme is to undertake public engagement in Summer 2022 with a target delivery date of 2023.

4.8 Mill Road Bridge to Clifton Road

In March 2019 the GCP Executive Board approved *'the delivery of the Romsey section of Phase Two by Govia Thameslink/Network Rail's contractor, as part of the Thameslink work'*.

GCP officers have been working with the Department for Transport (DfT) and Network Rail on the design and delivery of these shared works for the Chisholm Trail Phase 2. DfT's contractor has completed the design and priced the works that are required to be undertaken as part of the Thameslink work and the officers have agreed that the cost of the agreed scope of works is £508,000. DfT officers forecast that the works will be completed by the end of this financial year on the basis that GCP has agreed to fund this enabling work. GCP will separately need a lease agreement (in line with existing phase 1 agreements) for the use of this section of land. A Basic Asset Protection Agreement (BAPA) has been agreed with Network Rail to establish this process.

4.9 Fletcher Terrace

An access point at Fletcher Terrace may be required to access the route currently allocated as a driver's walkway from the highway. Further engagement would be required as the last public consultation was undertaken over 4 years ago. The project team needs to liaise further with the neighbouring housing co-op regarding this section of the Trail. The next stage for this element of the scheme following delivery of the Mill Road Bridge to Clifton Road section, is to secure a lease agreement to secure access from Fletcher Terrace. The current programme targets engagement on this section to begin in late 2022.

4.10 William Smith Close

William Smith Close provides another important access point from the currently allocated driver's walkway to the highway. An option has been identified that works best for the permeability of the Trail, but further engagement is needed with the landowner of the private housing development. Liaison with landowners will be ongoing while Department for Transport (DfT) and Network Rail are delivering the Mill Road Bridge to Clifton Road section and a lease agreement is being reached.

4.11 Clifton Road

Where Clifton Road ends it becomes a private road which could be used to provide a link for the Trail to access Carter Bridge and Cherry Hinton Road area. GCP have agreed heads of terms for the land acquisition and are currently undertaking surveys in advance of exchanging contracts. Completion on the contract exchange is expected within the next 3 months.

4.12 Link to Rustat Road

The land is owned by Cambridge City Council who have agreed the principle of the design, but GCP need land agreements with the City Council to undertake the works. Further consultation is planned on the proposed design with landowners, Councillors, and residents. It is considered that

the next stage for this element of the scheme is to undertake surveys and further design before public engagement at the end of 2022.

4.13 Works on the western side of the railway

The work to link Cambridge Central Station via the proposed Devonshire Meadows (former Travis Perkins site) development is currently being further designed by First Base, the developers of the former Travis Perkins site.

The new City Council Ironworks development, through which the Trail is currently being constructed, is currently building out its planning permission and has incorporated the Trail as part of its development.

A section of Network Rail land links the Ironworks development and the proposed Devonshire Meadows development through an archway under Mill Road bridge. GCP officers have an agreement in principle to use the redundant railway arch. A Basic Asset Protection Agreement (BAPA) has been agreed with Network Rail to establish a working partnership on this element of the Trail. If the Devonshire Meadows development is resubmitted, then GCP will re-engage with Network Rail on this section of the Trail.

5. Alignment with City Deal Objectives

5.1 Phase 2 of the Chisholm Trail will:

- Secure the continued economic success of the area through improved access and connectivity;
- Provide significant improvements to air quality and enhancements to active travel, supporting a healthier population;
- Reduce carbon emissions in line with the partners' zero carbon commitments;
- Help to address social inequalities where poor provision of transport is a contributing factor; and
- Provide 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.
- Enable interconnection (e.g. north/south/east/west/urban/rural).
- Restrict the city centre to only clean and electric vehicles.
- 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. Phase 2 of the Chisholm Trail 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 various component parts of Chisholm Trail Phase 2 will need to be carefully monitored and controlled to ensure they come within the £5m budget approved by the Executive Board.

Have the resource implications been cleared by Finance: Yes

Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

- 8.1 Completion of the Mill Road Bridge to Clifton Road section by April 2022.
- 8.2 Subject to the Executive Board's approval, engagement to be undertaken on elements of the Trail commencing in summer 2022, including:
- Coldham's Lane Junction.
 - Cromwell Road.
 - Great Eastern Street Car Park.
- 8.3 Discussions with Network Rail, Cambridge City Council and other landowners regarding the development of design options will continue to finalise all the outstanding land and design issues.
- 8.4 The Joint Assembly and Executive Board to receive a further report in December 2022.

9. Background Paper

Atkins Report (<https://www.greatercambridge.org.uk/ChisholmTrail-VFM-Jan2022>)

Cambridge Road Network Hierarchy Review

Report to: Greater Cambridge Partnership Joint Assembly

Date 17th February 2022

Lead Officer: Peter Blake – Director of Transport

1. Purpose

- 1.1 The Joint Assembly is asked to consider initial ideas on developing a new road network hierarchy for Cambridge which seeks to reallocate road space in favour of public transport and active travel. This work forms a key component of the City Access work to achieve City Deal objectives of improving public transport and active travel opportunities, reducing traffic and vehicle emissions, and contributing to the net-zero agenda. A review of the road network hierarchy would be the subject of a public consultation in summer 2022.

2. Background

Context

- 2.1 The GCP's public transport and city access strategy sits at the heart of the City Deal, aiming to address some of the major pressures on the local economy by reducing congestion and pollution, and by providing people with better, healthier and more sustainable options for their journeys. Developing a new road network hierarchy for Cambridge presents an opportunity to make better use of our road space to increase the number of journeys made by public and active transport. Alongside wider city access work streams, it seeks to improve bus journey times and reliability, facilitate more frequent services and create a better, safer environment for people walking, cycling and using other active travel modes.
- 2.2 The current road classification in Cambridge was last reviewed in the early 1980s when the M11 western bypass and A14 (formerly A45) northern bypasses were opened. At that time the focus was on directing motorists towards the most suitable routes for reaching their destination by identifying roads that were considered the best suited for traffic. Appendix 1 shows the current 'A' and 'B' road classification in the city.
- 2.3 Since that time there has been a considerable shift in transport policy, physical changes to the road network in the city and travel habits that need to be better reflected in the way that the city road network is managed and operated. Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) supports the importance of sustainable travel in reducing congestion, improving air quality and tackling issues of climate change. The review offers an opportunity to make a fundamental change to the

way that the road network facilitates travel in the city through a step change in the allocation of road-space for public transport and active travel (walking and cycling).

- 2.4 This mirrors similar work being undertaken by other authorities across the UK, such as the traffic cells initiative being developed by Birmingham City Council which seeks to prioritise active travel and public transport access in its city centre. Many authorities are developing low traffic neighbourhoods by filtering out through traffic with the London Borough of Waltham Forest at the forefront of this work. Low traffic or car free zones are an increasingly popular concept being considered for many city centres with Ljubljana in Slovenia, where motor vehicles access is only allowed under permit conditions during a few hours early in the day, often given as an exemplar. The review offers an opportunity to take the city centre in this direction.
- 2.5 As well as facilitating transport objectives, the review aims to support improved quality of life, helping to meet the challenges of climate change and focus on place making within highway environments. Improving public and active transport has significant health and wellbeing benefits, through increasing physical activity, lowering air pollution and improving access to work, education, leisure opportunities and green spaces particularly for groups without access to a car.
- 2.6 The Government's ambition to secure a green legacy as the country builds back from the Covid-19 pandemic was supported by Gear Change - a bold vision for cycling and walking, published in July 2020. Its vision states that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. This ambition is strengthened by the promise of an updated Cycling and Walking Investment Strategy and commitment for further funding for sustainable travel initiatives. Similarly, the Government's 'Bus Back Better' initiative highlights the need to encourage greater use of public transport and to create space and sets clear expectations about the introduction of priority measures for bus services to operate efficiently.
- 2.7 The Government has also demonstrated support for initiatives to reduce emissions from transport through their Transport Decarbonisation Plan. Locally, the Combined Authority has accepted the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate which support lower traffic levels and a refocusing of the city centre away from the private car.
- 2.8 By better managing traffic access, the review offers an opportunity to develop a city centre that has place-making at its core, with more pleasant spaces to visit and spend time, cleaner air and a safer environment for vulnerable road users. The review therefore supports achieving the vision of the City Council's Making Space for People project.
- 2.9 Taken together, national and local policies support the development of a new road network hierarchy for Cambridge as part of a wider package of measures through the GCP's city access project. The recent Making Connections consultation considered how lower traffic levels could support improvements to public transport and active travel as well providing wider environmental, economic, health and wellbeing benefits, including through potential road user charging or parking charges. The extent to which a new road network hierarchy can be implemented will be, in part, dependent on how these measures are taken forward, with greater opportunities arising from lower traffic levels as displacement issues would be reduced.

3. Project Definition and Development

- 3.1 The current network classification does not necessarily represent the required functionality for all network users in Cambridge or reflect the most up to date local transport and land use policies. Therefore, the review will define a new network hierarchy that will establish the functionality of individual roads and streets within the city to inform policy for its future use and help develop and prioritise future network investment strategies.
- 3.2 The review seeks to:
- define the role of particular types of road and street
 - prioritise and provide a step change in road-space for active travel
 - promote and better manage bus movements within the city centre
 - set modal principles for the operation and management of the road network
 - optimise the use of radial routes and the ring-road as the main circulatory element
 - reduce and/or prevent the use of inappropriate routes whilst encouraging the use of the most appropriate routes for general traffic
 - reflect developing transport plans for the area
 - prioritise and inform future investment strategies
 - influence road classification and parking management

Draft Objectives

- 3.3 The project has the following key objectives:
- a) Defining the role and functionality of individual roads and streets based on a series of defined categories;
 - b) Providing guidance on the key characteristics of individual street categories;
 - c) Establishing links to the Healthy Streets agenda;
 - d) Prioritising the needs of pedestrians, particularly within the city centre;
 - e) Clarifying future routing for buses within the centre of the city;
 - f) Developing an active travel friendly network
 - g) Optimising the use of radial routes and the ring road as the primary circulator element
 - h) Encouraging the use of the most appropriate routes for general traffic;
 - i) Contributing to achieving GCP traffic level reductions in the city; and
 - j) Developing a plan for road-space reallocation across the city road network to deliver the newly defined network functionality.
- 3.4 The project will take account of relevant strategies, policies and planned infrastructure projects that may impact directly or indirectly on the scope of the project. The following links and dependencies have been identified:

| Policy/Strategy/Infrastructure | Dependency |
|--|--|
| GCP public transport corridors (CSETS, C2C, Eastern Access, W2C) | Interface between transport corridors and city road network |
| GCP City Access agenda | Dependency and interface with other key City Access measures |
| CPCA Local Transport and Connectivity Plan | Alignment with the new network plan |

| | |
|--|--|
| County Council's Active Travel Strategy | Alignment with the new network plan |
| City Council's Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies | Alignment with the new network plan |
| Highway asset management policies | Compatibility with new network plan and modal principles |
| Existing transport mode policies and practices | Compatibility with new network modal principles |
| Vision Zero strategy | Alignment with road safety strategy |
| Greater Cambridge Local Plan | Alignment with the new network plan |

Governance

- 3.5 Whilst the GCP is leading the review, Cambridgeshire County Council, as the Highway Authority, will be responsible making final decisions on the new road network hierarchy and its adoption. The new hierarchy will also need to be reflected in the new Local Transport and Connectivity Plan (LTCP) which is due to be adopted later this year by the CPCA.

Process

- 3.6 The project is being developed in two stages. The first stage is developing the new network hierarchy with the second stage focussing on a road-space reallocation plan.

4. Key issues

Traffic Displacement

- 4.1 One of the key challenges for the project is how to reallocate road-space to sustainable transport modes without simply displacing congestion and traffic to other roads as some level of displacement is inevitable. Aligning delivery with other City Access initiatives, in particular the proposals set out in the Making Connections consultation, will help maximise the benefits of the new hierarchy and potentially shorten the timescale for its implementation. Road user or parking charging as advocated in the Making Connections proposals, will reduce overall traffic levels thereby creating more opportunity for road-space reallocation and reducing the scale of any traffic displacement.

Bus Routing

- 4.2 The CPCA and the GCP are engaging with bus operators as part of the work to develop the Bus Service Improvement Plan and to deliver the aspirations set out in the Making Connections consultation and the work in developing a new road hierarchy will need to align with this work.
- 4.3 The feedback that emerged from the early engagement on the City Council's Spaces and Movement study for the city centre suggested that some of the routes currently used by bus services are no longer considered appropriate given the impact that buses have on the street environment and on air quality. Bus interchange is currently concentrated in the St. Andrew's Street/Emmanuel Street/Drummer Street area where pre-pandemic demand exceeded capacity with no scope for increasing stop capacity.

Taxis

- 4.4 Under current traffic orders, taxis (hackney carriages and private hire cars) are permitted to use all bus lanes and bus gates in the city and taxis are permitted access to some access restricted streets such as St. Andrew's Street. This practice dates back to the 1990s but since that time the number of taxis has increased significantly and the review is considering what level of network access for taxis would be appropriate within a new network hierarchy.

Pedestrian and Cycling Priority

- 4.5 The City Council's Making Space for People vision document advocates making central Cambridge more 'people focussed' by reducing the dominance of motor vehicles to facilitate an increased area of pedestrian priority and create the right conditions for re-imagining streets and spaces. Potentially, displacing bus and taxi movements away from some sensitive streets and a focus on consolidating deliveries (see section below) offers an opportunity to expand the extent of pedestrian and cycling priority streets where motor vehicle access would be restricted by time of day and limited to essential needs.
- 4.6 Whilst removing more traffic from central area streets will benefit both pedestrians and cyclists, the review also offers an opportunity to create alternative routes to allow through cycle movements to avoid the busiest footfall streets where interaction between both groups can cause delay and friction.
- 4.7 However, if the area of pedestrian priority were to be expanded it will be important to ensure that the resulting longer walking distances were not a barrier for those with disabilities through the provision of alternative means of access such as enhanced shop mobility and exploring the potential for reinstating some form of zero emission shuttle service linking the whole area. Creating a wider area where motorised traffic is removed (at least for part of the day) will present an opportunity to enhance the place making aspects of many city centre streets and improve safety through better design, including for disabled users.

Deliveries Consolidation

- 4.8 Initial work on freight/deliveries consolidation has taken account of previous experience in the UK and has explored the potential for a pilot scheme in the city centre with private sector logistics companies. Early engagement with potential users of a scheme for the city centre has identified some level of support. The potential for further restrictions on motor vehicle access in the city centre core could act as a catalyst for a consolidation pilot but it will need to demonstrate value for users over and above their current delivery arrangements and how it can enhance existing consolidation activities taking place at procurement level across university departments and colleges and at supplier and operator level, to optimise costs.
- 4.9 Further engagement with service providers and users is in hand to assess the scope for further collaboration to help inform decisions on a potential pilot and a long term solution for the city centre with a further report later this year.

Vehicle and User Exemptions

4.10 Clear operational principles and practices are important for consistent management of the network but flexibility is required to address disproportionate impacts on vehicular access. Further restrictions on motorised movements on the road network will inevitably lead to requests for exemptions. The review offers an opportunity to develop a joined up approach to vehicle exemptions which could encompass other network management initiatives, such as any road user or parking charging, to demonstrate fairness and consistency. Key areas to be considered include:

- Blue badge holders
- Deliveries (potential to incentivise consolidation schemes)
- Public services (wider range of services from health and social care provision through to refuse collection)
- Taxis (consider access arrangements for local hackney carriages and private hire cars)

Network Operations

4.11 The current arrangements for managing works on the road network including diversion routes and the issuing of work permits will need to be reviewed in light of any new network hierarchy and the project team are actively engaging with the County Council on these aspects.

5. Project proposals

Draft Network Hierarchy

5.1 The initial stage of the review has focussed on developing draft operational and modal principles and newly defined street categories which have then been applied to the network to define a new hierarchy plan. To facilitate a collaborative approach, the project team has undertaken initial engagement with officers from the GCP's partner authorities and the CPCA to support the preparation of these initial network proposals. Further collaboration is planned throughout the project to ensure the outcomes align with relevant network policies, strategies, plans and operational aspects, alongside the public consultation. The project team has also established an officer working group to consider the issues associated with broadening the area of pedestrian priority in the city centre.

5.2 Draft network operational principles are shown in Appendix 2. Appendix 3 sets out draft street categories and characteristics. These have been applied to the road network to define a draft hierarchy plan shown in Appendix 4. This approach filters out through movements on many parts of the network but with network permeability retained for pedestrians, cyclists and for public transport, where required. In the city centre core, the draft hierarchy plan shows a broadening of pedestrian priority, where motorised access would be controlled by time of day to promote leisure and retail activity and create better environments for walking and cycling.

5.3 This would focus motor vehicular movement on the city's main distributor roads with access and egress to/from city destinations made via the closest available distributor road junction(s), thereby prioritising the road-space of other network street categories for active travel and public transport, providing a step change in network accessibility for these modes. These initial ideas would form the basis for public consultation and stakeholder engagement to develop a final network proposal.

- 5.4 The second stage of the project will focus on a delivery plan for reallocating road-space based on a network hierarchy to embed the new role and function of individual roads and streets. This is aligned with the wider GCP City Access programme, in particular future investment in public transport, walking and cycling.
- 5.5 Last year, as part of its response to the Covid-19 pandemic, the County Council consulted on a second phase of potential active travel measures and subsequently asked the GCP to consider how the sites in Cambridge should be taken forward in the context of the wider City Access project, including the road network hierarchy review. The consultation outcomes will be considered as the review develops and will help inform its delivery plan.
- 5.6 For each phase of the plan strategic filtering points would be identified which would then be subject to transport modelling to:
- fully understand the effects on the wider network;
 - assess the need for any mitigation measures, particularly for distributor roads to ensure adequate capacity is available; and
 - inform how the strategic filters should be implemented (on an individual basis, in combination or collectively?).

Modelling would also help to identify any need for further, more localised filtering to address any displacement issues within local neighbourhoods.

- 5.7 The traffic orders required to implement each strategic filter would be subject to the usual public consultation and formal advertisement processes. Traffic orders to implement further pedestrian priority in the city centre would also be subject to the same processes.
- 5.8 A robust complementary wayfinding, branding and communication strategy will need to be in place to raise awareness amongst regular travellers and inform visitors. This will need to extend beyond the city to link to the surrounding national road network.

6. Consultation and Engagement

- 6.1 Public conversation is an essential component in shaping the new hierarchy. In particular, feedback would be sought on:
- draft street categories and their application to the road network;
 - the routing on bus services in the city centre;
 - walking and cycling priority areas;
 - the level of access that should be given to taxi movements on the network;
 - identifying specific exemption categories and requirements; and
 - the phasing for a road-space delivery plan.

This process will help shape a final network hierarchy proposal with a further report to the Executive Board, before the County Council's Highways and Transport Committee is asked to determine the final outcome of the review.

- 6.2 The consultation is planned for late May/early June to coincide with a second Making Connections consultation and that there would need to be links/references between the two exercises.

7. Emerging Recommendations

- 7.1 The Executive Board will be asked to:
- i. note the project objectives and outputs;
 - ii. note the progress made on the deliveries consolidation study; and
 - iii. support the draft proposals set out in appendices 2-4, as a basis for public consultation.

8. Alignment with City Deal Objectives

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

9. Citizen's Assembly

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

10. Financial Implications

- 10.1 The costs associated with the review process and the delivery of any 'quick wins' arising from the review will be met from the 2022/23 City Access budget. Any implementation costs for the road-space reallocation plan will be taken from future year's City Access budget.

Any reclassification of roads in the city will have financial implications for the County Council as Government grant for highway maintenance is influenced by the lengths of road within each road classification category. This will be assessed as the project develops.

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

11. Next Steps and Milestones

- 11.1 It is anticipated that the Executive Board will consider the response to public consultation at its October meeting when it will be asked to make further recommendations to the County Council's Highways and Transport Committee on the adoption of a new network hierarchy.

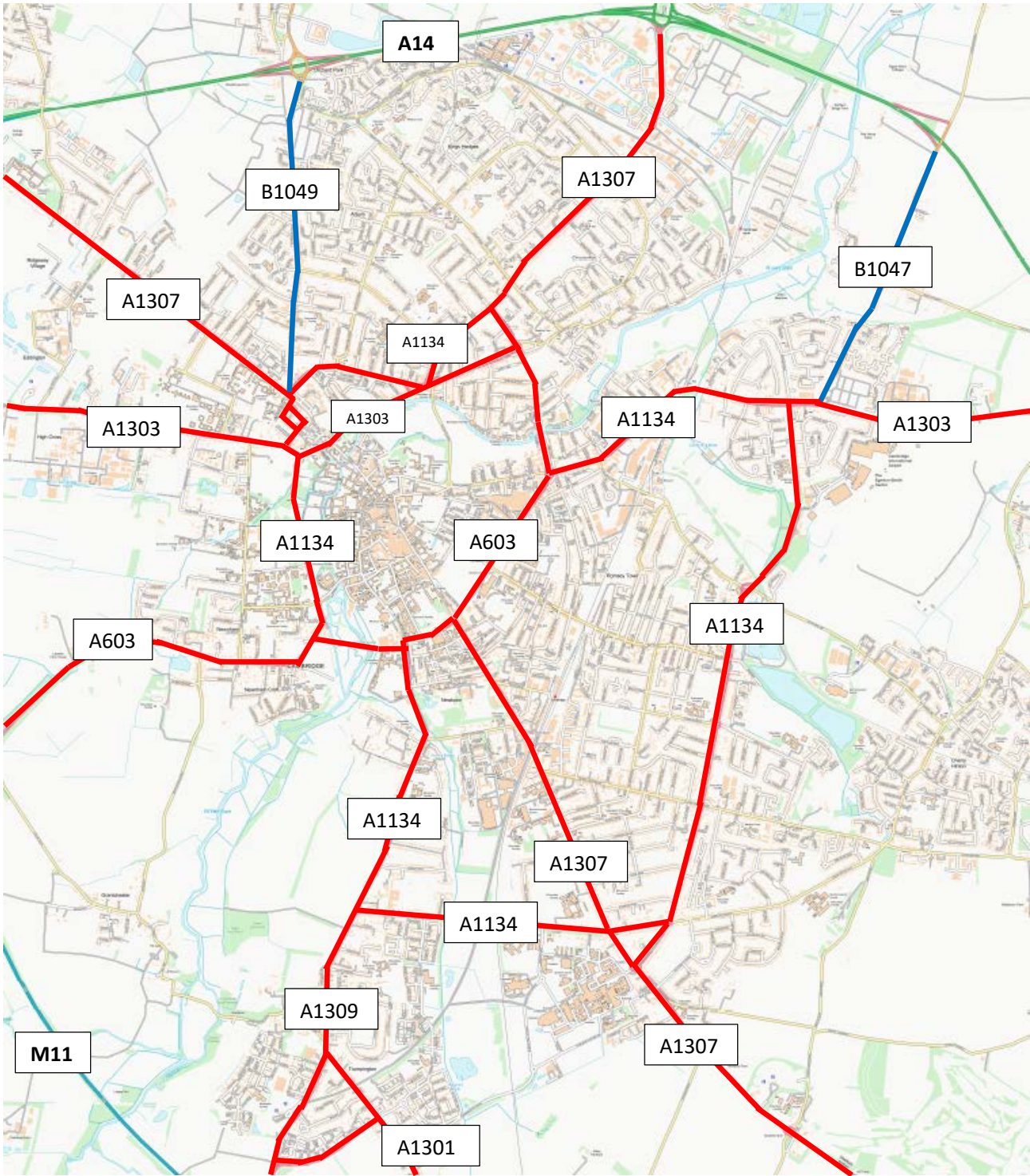
List of Appendices

| | |
|------------|---|
| Appendix 1 | Current road network classification |
| Appendix 2 | Draft network operational principles |
| Appendix 3 | Draft street categories and characteristics |
| Appendix 4 | Draft network hierarchy map |

Background Papers

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| Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies | https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf |
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Appendix 1: Current Road Network Classification



Appendix 2: Draft Network Operational Principles

General access principles

Motor vehicular access to all properties and premises will be maintained albeit by routes which may no longer be as direct or as convenient.

In streets where motor vehicle access is restricted by time of day, access will be maintained outside of the restricted period.

Private motorised transport: routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations made via the closest available distributor road junction(s)

Network accessibility by transport mode

| Mode | Network accessibility | Detail |
|--|--|---|
| Walking | Total network permeability other than where road safety would be compromised. | Pedestrian access to be restricted or prohibited only where road safety would be compromised. e.g. Drummer Street bus station where reversing buses conflict with pedestrian safety. |
| Cycling | Total network permeability other than where road safety or pedestrian comfort and convenience would be compromised | Access for cycling to be restricted or prohibited only where road safety or pedestrian convenience or comfort would be compromised and where a suitable alternative route is available e.g. in densely populated pedestrian streets where access for cycling may be limited by time of day. |
| Bus <i>Local bus services</i> <i>School transport</i> <i>Community transport</i> | Extensive network permeability other than on network street categories where bus movements are not permitted. | Buses operating local services to be allowed access through all network modal filtering points on those categories of street where through bus movements are permitted. Buses being used for school transport and community transport vehicles to be permitted through all network modal filtering points on those categories of street where through bus movements are permitted. |

| | | |
|---|--|---|
| Cars <i>Private cars & Taxis</i> Motorcycles | <p>All car trips to have the same level of network accessibility whether by private car or taxi</p> <p>Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction(s)</p> | <p>Private cars, taxis and motorcycles will not be allowed access through network modal filtering points.</p> |
| Commercial vehicles (Light and heavy goods vehicles) Coaches | <p>Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction</p> | <p>Good vehicles will not be allowed access through network modal filtering points.</p> <p>Within streets subject to restricted access, goods vehicles will only be permitted access outside of the restricted periods other than for vehicles operating zero emission freight consolidation schemes.</p> |
| Emergency service vehicles | <p>Total network permeability</p> | <p>Emergency service vehicles to be allowed access through network filtering points either through 'exemption-listing' at camera enforced filters or using keys at physically enforced modal filters.</p> |

| | | |
|--|--|---|
| Vehicles used by blue badge holders | <p>Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction(s)</p> | <p>As a general rule vehicles used by blue badge holders will not be allowed access through network modal filtering points.</p> <p>However, vehicles being used by badge holders which have exemption from vehicle tax (disabled passenger tax class vehicles) may be allowed access on a site by site basis on application.</p> <p><i>Note: vehicle tax exemption is subject to badge holder being in receipt of either:</i></p> <ul style="list-style-type: none"> • <i>Disability Living Allowance</i> • <i>Personal Independence Payment</i> • <i>Armed Forces Independence Payment</i> • <i>War Pensioners Mobility Supplement</i> <p>Within streets subject to restricted access by time of day and where no formal blue badge parking is provided, vehicular access for those claiming any of the above benefits would be permitted access on application.</p> <p>In other access restricted streets where designated blue badge parking is provided, vehicular access will be permitted for blue badge holders.</p> |
|--|--|---|

Appendix 3: Draft Street Categories And Characteristics

| Category | Typical movement functions | Typical place characteristics |
|-------------------------------------|---|---|
| Primary Distributor Roads (RED) | <p>These roads act as the backbone of the movement network for the city and provide for the efficient multi-modal distribution of traffic to, from and around the city underpinning economic activity. As such these roads are often used by visitors as well as commuters, residents and other users of the city and its services.</p> <p>They are 'A' or 'B' class roads to which lower categories of street connect.</p> <p>The principal distributor network consists of the main arterial roads and the designated ring road within the city (A1134/A1303) and links to the surrounding national strategic road network (M11, A14 & A11)</p> <p>These roads are used by all classes of vehicle and are not subject to restrictions on access other than for heavy commercial vehicles where a suitable alternative route of an equal status is available.</p> <p>.</p> | <p>Where space permits, these roads provide some level of segregation of pedal cyclists and buses from general motorised traffic by the provision of bus and/or cycle lanes.</p> <p>Where space permits, the provision of green landscaping through highway trees and verges should be a characteristic of these roads.</p> <p>Any designated on-street parking should provide for cyclists, local servicing and blue badge requirements as a priority with any general car parking restricted to layby or off-carriageway spaces and limited to short duration stays. Parking for local residents should only be considered where no alternative locations exist in neighbouring roads or streets.</p> <p>Controlled crossing facilities for active travel modes should be provided at all major junctions and at key pedestrian and cycle intersections.</p> <p>These roads would generally be subject to a speed limit of 30 mph or 20mph where the road width / layout would dictate / warrant a lower limit.</p> <p>At side road junctions the layout should give priority to pedestrians and cyclists wherever highway space permits.</p> |
| Secondary Distributor Roads (GREEN) | <p>These roads also provide for the distribution of all traffic modes, particularly to/from villages and fringe areas adjacent to the city boundary, supplementing the primary distributor road network.</p> | |

| | | |
|------------------------------------|--|---|
| <p>Area Access Streets (BLUE)</p> | <p>These streets provide the next level of network movement facilitating access to, from and within areas of the city.</p> <p>They are generally 'C' class roads that primarily link distributor roads to local access streets.</p> <p>These streets are used by all classes of vehicle and are not subject to restrictions on access other than where a suitable alternative route of a higher or equal status is available.</p> <p>These streets do not facilitate movements between distributor roads other than by public transport and active travel modes.</p> | <p>These streets provide some level of segregation of pedal cyclists from other motorised traffic by the appropriate allocation of space including the provision of cycle lanes.</p> <p>Where space permits, the provision of green landscaping through highway trees and verges should be a characteristic of these streets.</p> <p>Controlled crossing facilities for active travel modes should be provided at all major junctions and at key pedestrian and cycle intersections.</p> <p>Any designated on-street parking should provide for cyclists, local servicing and blue badge requirements as a priority with any general car parking limited to short duration stays. Parking for local residents should only be considered where no alternative locations exist in neighbouring streets.</p> |
| <p>Local Access Streets (PINK)</p> | <p>These streets provide access to, from and within local areas of the city.</p> <p>They are generally 'C' class roads that primarily link area access streets although they may also link to distributor roads.</p> <p>These streets are used by all classes of vehicle and are not subject to restrictions on access other than where a suitable alternative route of a higher or equal status is available.</p> <p>These streets do not facilitate movements between distributor roads other than by public transport and active travel modes.</p> | <p>These roads would generally be subject to a speed limit of 20 mph.</p> <p>At side road junctions the layout should give priority to pedestrians and cyclists wherever highway space permits.</p> <p>Where local shops and businesses form a significant part of the street frontage, the street environment would be conducive to promoting local economic activity and social interaction as well as facilitating community and residential needs with seating and amenity areas a key characteristic. The street layout would facilitate safe and convenient pedestrian accessibility through the provision of frequent formal and informal at grade crossing facilities throughout this part of the street. The provision of any on-street parking should avoid impacting on pedestrian permeability.</p> <p>Where these streets are adjacent to green open spaces the street layout should be conducive to convenient and safe crossing by pedestrians and cyclists to facilitate the linking of key walking and</p> |

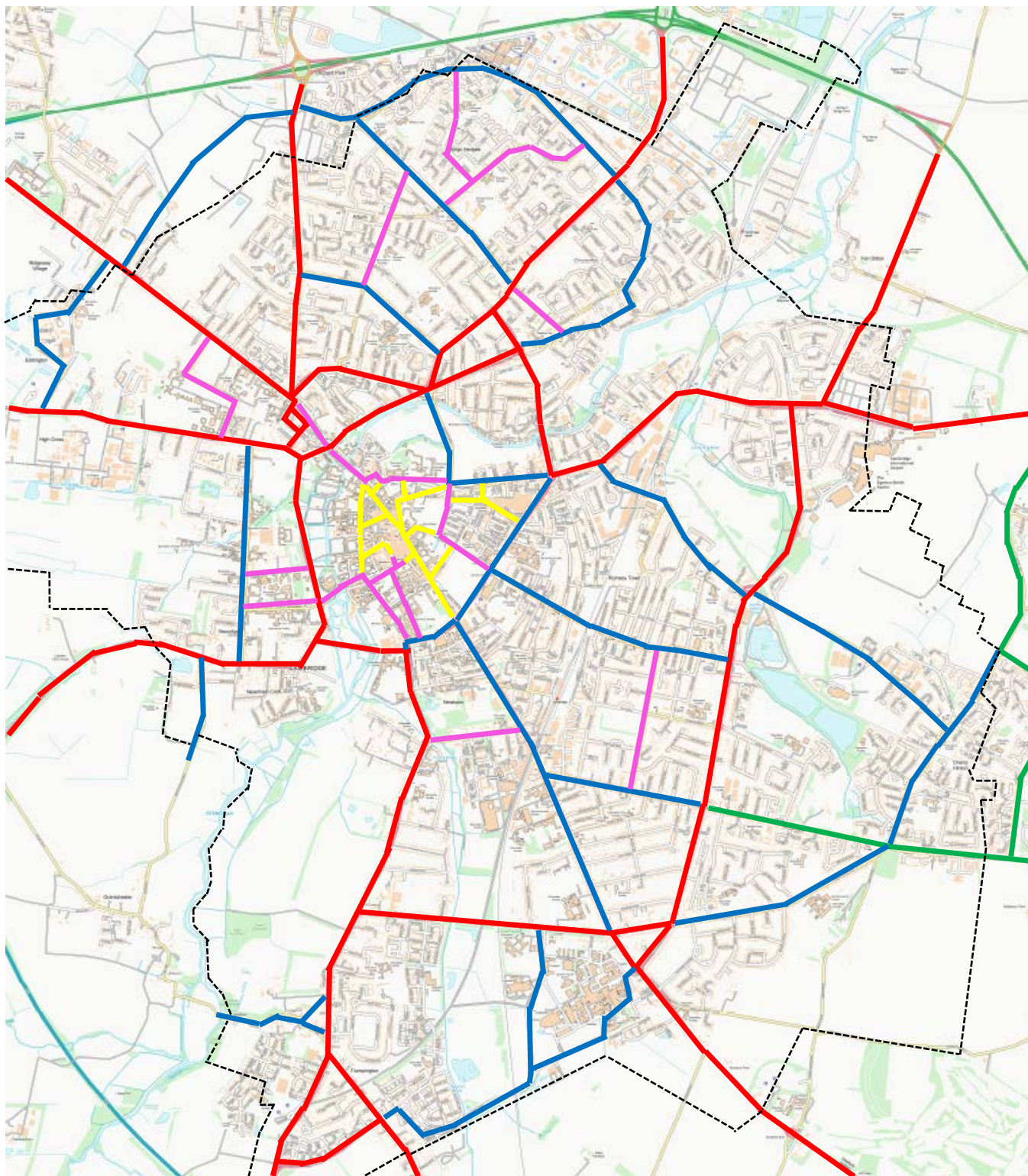
| | | |
|------------------------|---|---|
| | | <p>cycling routes with controlled crossing facilities provided at key intersections.</p> <p>The street design should aim to soften the interface between hard and soft landscaping to mitigate the impact of passing traffic on the green open space. Any designated on-street parking should be kept to a minimum to enhance the setting of the street and its neighbouring green space.</p> |
| Civic Streets (YELLOW) | <p>Civic streets provide access to main retail, entertainment and leisure areas of the city as well as to residential properties.</p> <p>Motor vehicle access is limited to essential residential and servicing needs and those with limited mobility, often managed by time of day to underpin priority for walking and cycling, particularly during the busiest footfall hours.</p> <p>These routes would not normally form part of the public transport network although managed access for scheduled services may be permitted to provide links with the wider network of local bus services.</p> | <p>These often comprise of narrow streets and lanes that reflect patterns of development that have grown up over time.</p> <p>They include the key shopping, tourist and leisure streets where pedestrian footfall is at its greatest and are intended primarily to promote pedestrian dwelling rather than through movement.</p> <p>These streets have a high-quality public realm with surfacing materials appropriate to the local setting and context and an operational regime that reflects the economic and social importance of the streets and that addresses security aspects.</p> <p>Street trading is a key element of the street scene to facilitate and promote dwell time in support of retail, leisure and tourist activities.</p> <p>Street layouts facilitate and encourage street performance and community and cultural events to enrich and enliven the pedestrian experience and promote social interaction.</p> <p>Some streets would also experience some level of through movement by pedestrians and cyclists which would be managed through street design to allow safe co-existence with, where possible, alternative routes provided for cycle trips at least during the busiest footfall hours.</p> <p>The provision of cycle parking would primarily facilitate short duration stays through multiple locations.</p> |

| | | |
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| Neighbourhood Streets | <p>These streets carry primarily neighbourhood traffic gaining access either directly from distributor roads or access streets.</p> <p>They provide access only for individual neighbourhood streets or linked groups of neighbourhood streets although they may allow through movements to the wider network by cycle or on foot.</p> | <p>These are typically residential streets that reflect patterns of development that have grown up over time.</p> <p>Motor vehicle access is generally unrestricted and significant space may be allocated to on-street parking that is designated for local residents' needs with appropriate cycle parking provided to satisfy local needs.</p> <p>Parking for car club vehicles would also be common feature of the street scene to promote an alternative to car ownership.</p> |
|-----------------------|--|---|

Note:

Any changes to existing speed limits to align with the characteristics set out above should be considered in the context of the emerging Speed Management Strategy being developed by the Cambridgeshire and Peterborough Zero Vision Partnership

Appendix 4: Draft Network Hierarchy Map



| | |
|-----------------------|--|
| Primary distributor | — |
| Secondary distributor | — |
| Area access street | — |
| Local access street | — |
| Civic street | — |

Milton Road

Report to: Greater Cambridge Partnership Joint Assembly

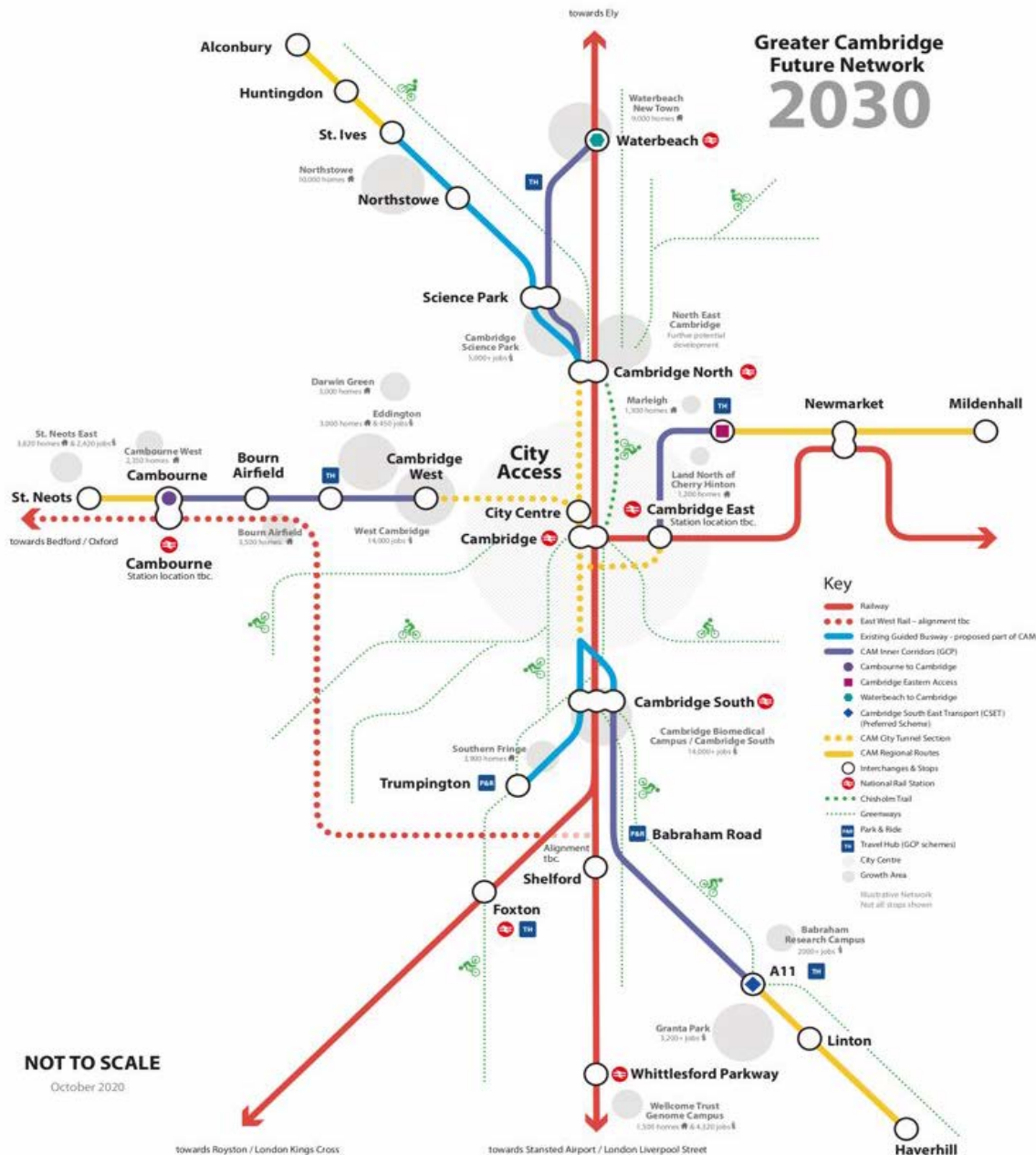
Date: 17th February 2022

Lead Officer: Peter Blake – Director of Transport

1. Background

- 1.1 The Milton Road scheme supports the Greater Cambridge Partnership's (GCP's) transport vision of implementing improved public transport routes to encourage more people to use sustainable transport modes instead of the private car. This is part of a wider public transport strategy which aims to support the delivery of proposed housing and employment growth across Greater Cambridge, including at Cambridge Northern Fringe, Ely, Cambridge Science Park, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,800 new jobs between 2011 and 2031).
- 1.2 The Milton Road project aims to greatly improve access for pedestrians, cyclists and public transport along its length. Milton Road is strategically important as it provides a link between the City Centre and Cambridge Science Park/North East Cambridge. It also connects directly with the existing Guided Busway. Figure 1.0 sets out the GCP's future sustainable transport network for Greater Cambridge and the Milton Road scheme contributes to this programme.
- 1.3 The project has the following key objectives:
 - a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - c) Enhanced local environment and streetscape; and
 - d) Additional capacity for sustainable trips to employment/education sites.
- 1.4 In March 2019, the Executive Board approved the final design for Milton Road to be developed for construction.

Figure 1.0



2. Issues for Discussion

2.1 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:

- To review and consider the construction and traffic management plans;
- To note the budget estimate for Milton Road that follows the target cost proposal developed by Milestone Infrastructure; and
- To note the award of the construction contract to Milestone Infrastructure under the terms of Cambridgeshire County Council Highways Service Framework.

2.2 In March 2019, the Executive Board approved the final design for Milton Road to be developed for construction. Aside from several minor modifications to bus stop locations that followed feedback from members of the Local Liaison Forum, and a minor revision to the short section of cycleway on the approach to Westbrook Drive, the construction

package remains consistent with the previously approved design as demonstrated in the General Arrangement drawings that are set out in **Appendix 1**.

- 2.3 The consultant's design team has addressed issues raised by the Stage 1 road safety audit and has worked closely with the County Council to develop the signals, signs, street lighting, drainage and construction details. The County Council's highways services contractor, Milestone Infrastructure, were also appointed to provide early contractor involvement throughout the design process in order to provide an expert view on any buildability issues, value engineering and to assist in developing the construction and traffic management plans. Milestone have been involved in the liaison with statutory undertakers to help develop the methodology and approach for dealing with service diversions with the view to minimising the cost and programme disruption for these activities.
- 2.4 A new Traffic Regulation Order (TRO) for Milton Road is required to implement the new scheme. In following the statutory process the Order will be prepared by the Policy and Regulation team at Cambridgeshire County Council. It is planned to undertake the required TRO consultation when construction is underway.
- 2.5 A construction budget estimate is being finalised by Milestone Infrastructure. This will be tabled at the Joint Assembly meeting alongside information on the overall scheme budget.

3. Consultation and Engagement

- 3.1 As detailed in the March 2019 Executive Board report, public consultation on the Milton Road proposals was undertaken in the Autumn of 2018, with various modifications made to the preliminary designs following the feedback received. Following the decision in March 2019, community concerns about delivering the Histon Road and Milton Road schemes at the same time led the Executive Board to pause delivery of the Milton Road scheme until after completion of the Histon Road project.
- 3.2 Since the designs were approved, the design team has taken on board further comment from the Local Liaison Forum specifically around the proposed location of bus stops. Subsequently, the inbound bus stop which was located just to the south of Arbury Road has been moved to avoid the blocking of the junction. Additionally, the pair of bus stops that were previously located near to the Milton Arms have been moved much closer to Downhams Lane in order to better serve the residential development in this area. The revised locations of these stops are shown in **Appendix 1**
- 3.3 The design team has also taken on board further comment from the County Council's Road Safety team addressing the proposed short section of verge separated cycleway on approach to Westbrook Drive. Officers recommend that the design is modified in light of these comments and that in this location, the cycle lane is instead, provided adjacent to carriageway and segregated by Cambridge kerb as shown in **Appendix 2**
- 3.4 The continued engagement with local residents has brought about a level of public support for the scheme that is demonstrated by the resolution put forward by the Local Liaison Forum in March 2021 that stated "Milton Road LLF is concerned to ensure that the Milton Road Project advances to construction no later than the beginning of 2022 - to bring about the much-needed improvements set out in the detailed plans. Milton Road LLF is aware that residents are keen to have the construction commence so that planned safety improvements are delivered sooner rather than later".

4. Options and Emerging Recommendations

Construction and Traffic Management Plan

- 4.1 The construction and traffic management plan for Milton Road has been developed by Milestone Infrastructure in discussion with the County Council's Streetworks Team as set out in **Appendix 3**. In developing the traffic management plan the project team engaged with Local Councillors, the Local Liaison Forum, Local businesses, and Stagecoach. This is a live document and will continue to be refined as part of the ongoing engagement with the local community.
- 4.2 The preferred traffic management option will retain two way traffic flow on Milton Road throughout the construction period, removing the current bus lanes to make space for construction works. There will be multiple work zones operating along the length of the road in order to significantly reduce the construction programme duration.
- 4.3 There will be a requirement for short term night closures during the site set up process and while undertaking final re-surfacing. These closures and resulting diversions will be communicated to the public via signage and construction bulletins.
- 4.4 There will also be further small scale diversions that are required when undertaking works at side roads and junction. These closures and diversions will be communicated at the appropriate times.
- 4.5 The preferred solution balances the need to retain two-way traffic with the length of delivery time for the delay. A construction period of up to 2 years is therefore required,

Construction Contract Award

- 4.6 It is proposed to award the construction contract for Milton Road to Milestone Infrastructure Services through the Cambridgeshire Highways Services Contract. This followed consideration of the various procurement options including using the Eastern Highways Alliance Framework.
- 4.7 The proposal is driven by a number of factors:
 - Milestone Infrastructure have recent history of successfully managing and carrying out similar works in and around Cambridge, e.g. Histon Road
 - Given that Milestone Infrastructure has provided Early Contractor Involvement during the detailed design stage, this should provide a more seamless transition to construction phase.
 - Milestone Infrastructure has committed to developing a major projects team to work on larger scale projects thus demonstrating that they are committed to providing the necessary resources
 - No lengthy procurement exercise was necessary thus keeping the project on track to commence in mid 2022

Budget Estimate

- 4.8 A construction budget estimate is being finalised by Milestone Infrastructure. This will be tabled at the Joint Assembly meeting alongside information on the overall scheme budget. The current approved budget for the scheme is £23.04m

5. Alignment with City Deal Objectives

- 5.1 The proposed investment is consistent with the deal agreed between Government and Greater Cambridge which allows Greater Cambridge to maintain and grow its status as a prosperous economic area. Specifically, this initiative improves existing links between homes and jobs and enables the provision of better greener transport and improved air quality.
- 5.2 The proposed measures address existing barriers to growth represented by congestion of key routes into and out of the City Centre.
- 5.3 In addition the proposals set out in this report will support the realisation of a series of benefits, including:
- Securing the continued economic success of the area through improved access and connectivity;
 - Significant improvements to air quality and enhancements to active travel, supporting a healthier population;
 - Reducing carbon emissions in line with the partners' zero carbon commitments;
 - Promoting place-making in the new North East Cambridge development;
 - 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 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions being considered for Waterbeach to North East Cambridge directly contributes to delivery of 5 of the highest 7 scoring priorities, namely:
- Provide affordable public transport (32).
 - Provide fast and reliable public transport (32).
 - Be environmental and zero carbon (28).
 - Be people centred – prioritising pedestrians and cyclist (26).
 - Enable interconnection (e.g. north/south/east/west/urban/rural) (25).

7. Financial Implications

- 7.1 The budget for Milton Road has been set at £23.04m. Milestone Infrastructure are currently working with their supply chain to develop a target cost for construction. A construction budget, including separate sums for Signals and Streetlighting, Utility Diversions, Risk, and Project Management will be tabled at the Joint Assembly and then presented in final form to the Executive Board.
- 7.2 Once the construction costs have been provided, the project team will undertake further value engineering work, if required, to reduce the total costs of the scheme to within budget, and also to reduce any significant risks.

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

8. Next Steps and Milestones

8.1 Subject to the decision made by the Executive Board, officers plan to follow the broad programme as set out below:

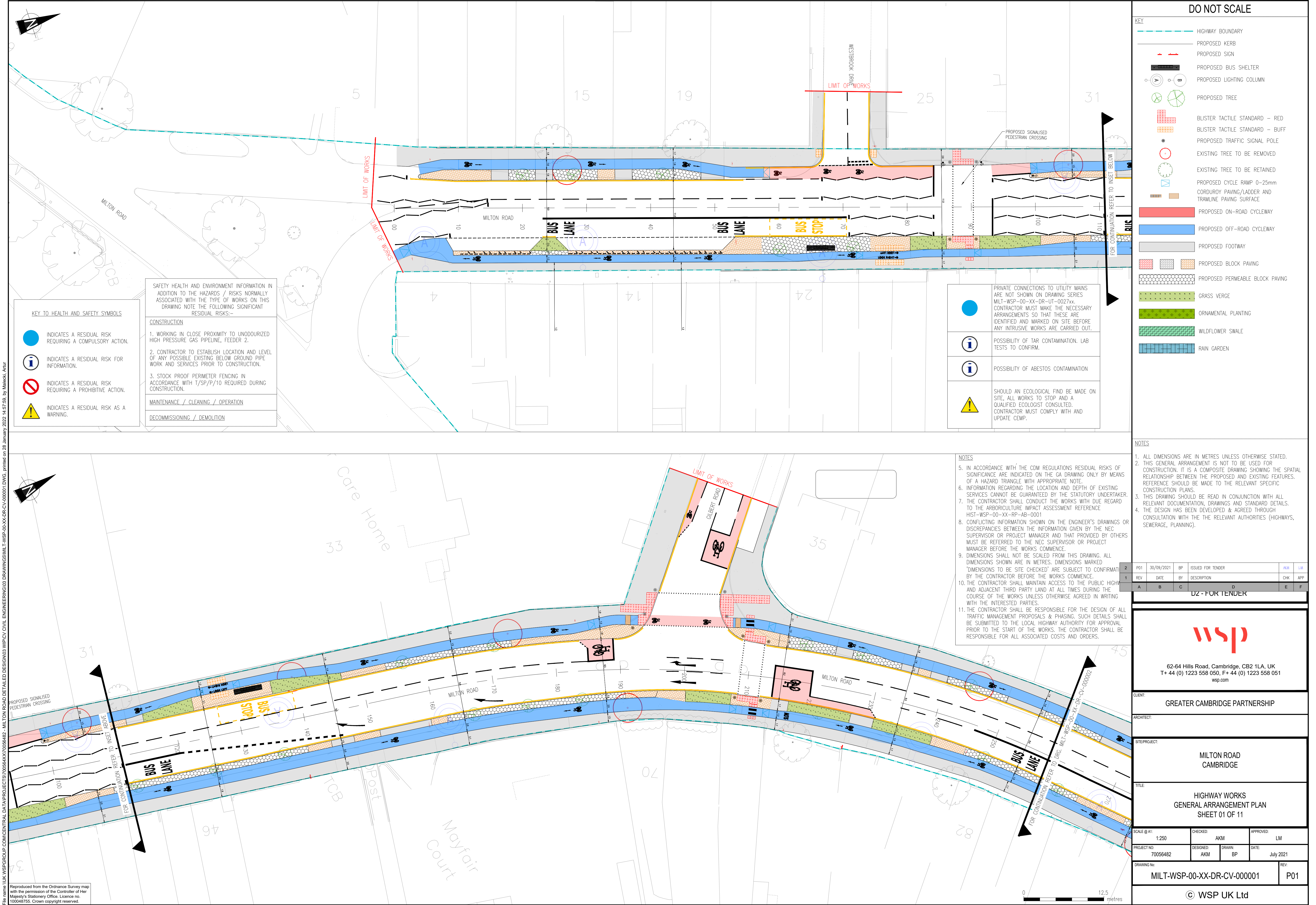
- March 2022 Executive Board
- April 2022 Appoint Contractor
- May 2022 Mobilisation and Site Clearance Works
- June 2022 Commence Construction
- Summer 2024 Scheme Completion

List of Appendices

| | |
|------------|---|
| Appendix 1 | Detailed Design – General Arrangement Plans |
| Appendix 2 | Proposed Modification near Westbrook Drive |
| Appendix 3 | Construction Management Plan |

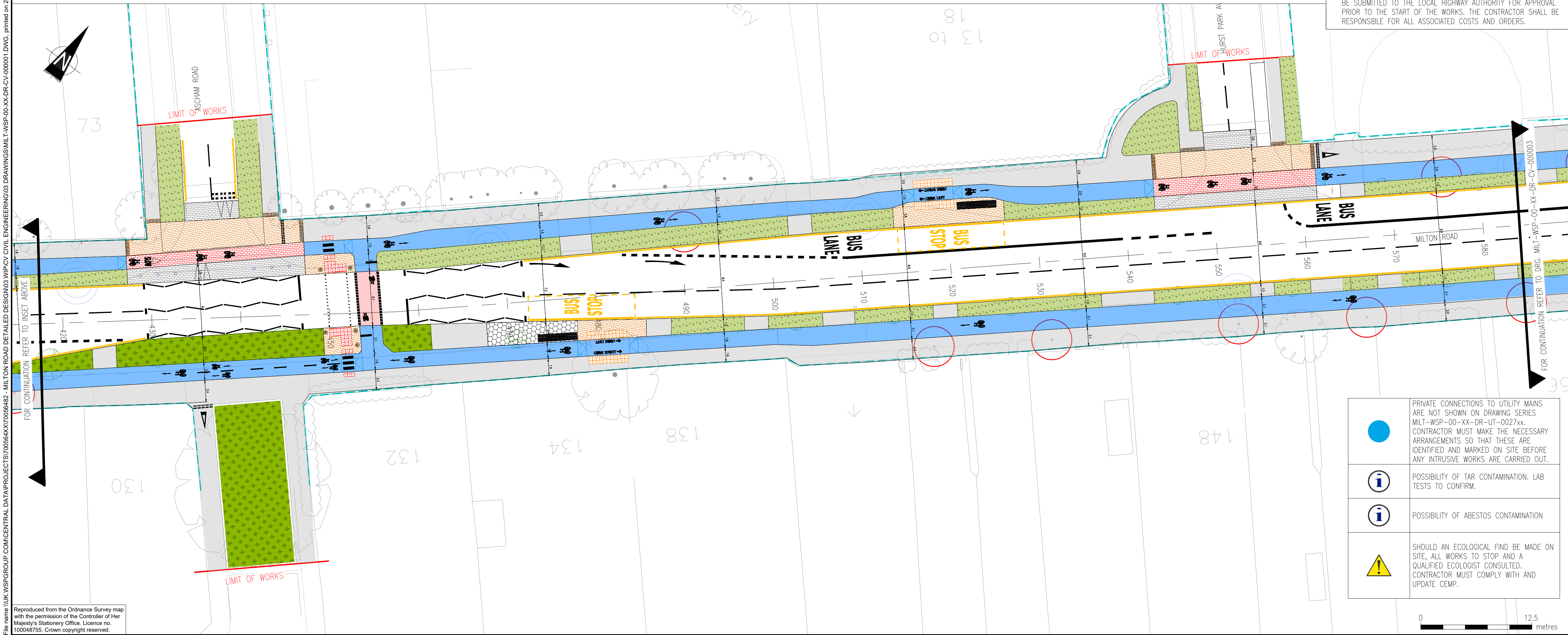
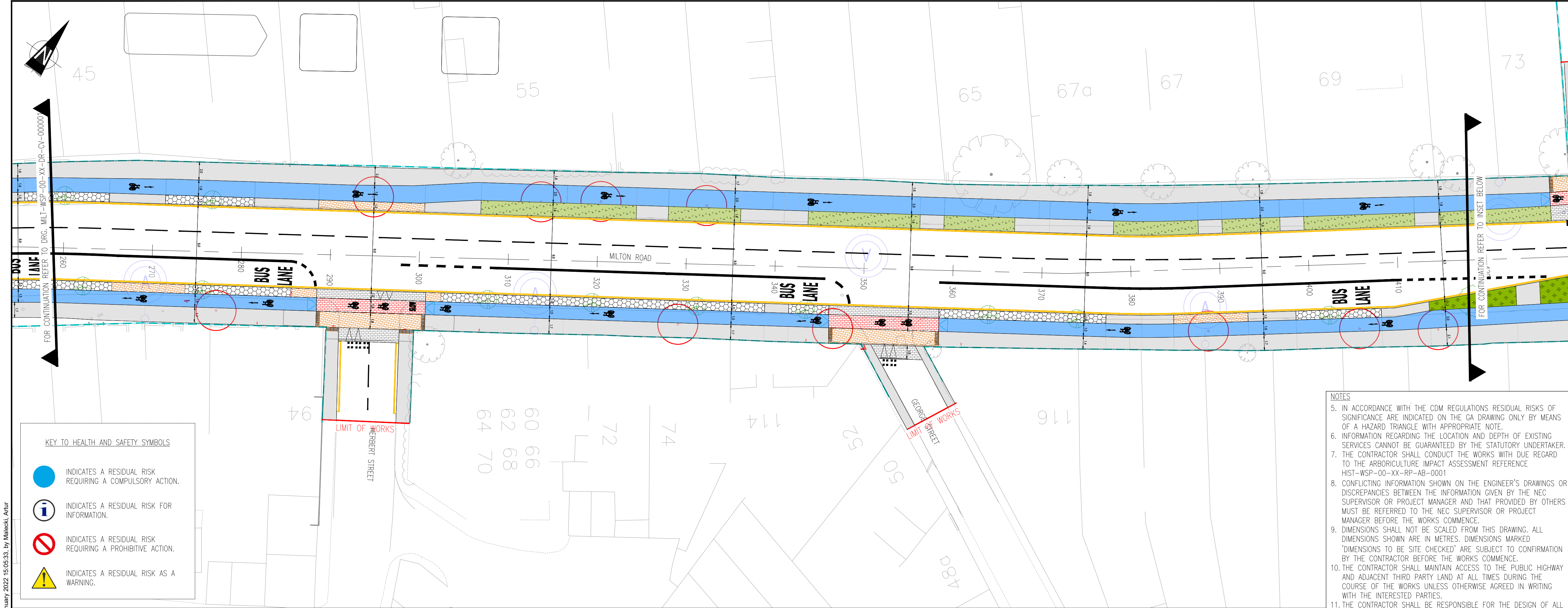
Background Papers

| Title | Link |
|---|---|
| Milton Road Histon Road Draft Stage 1 Report 25.09.15 | https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Milton_Road_Histon_Road_Draft_Stage_1_Report_25.09.15.pdf |
| Executive Board agenda and minutes November 2015 | http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6537&Ver=4 |
| Executive Board agenda and minutes June 2016 | http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6632&Ver=4 |
| Executive Board agenda and minutes July 2017 | http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6856&Ver=4 |
| Executive Board agenda and minutes July 2018 | http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6856&Ver=4 |
| 2018 Consultation Analysis Report | https://www.greatercambridge.org.uk/download/7595/Milton%20Road%20report%202019%20FINAL.docx |
| Executive Board agenda and minutes March 2019 | https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=7291&Ver=4 |



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PROPOSED KERB

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PROPOSED SIGN

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PROPOSED BUS SHELTER

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PROPOSED TREE

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BLISTER TACTILE STANDARD – RED

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BLISTER TACTILE STANDARD – BUFF

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PROPOSED TRAFFIC SIGNAL POLE

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EXISTING TREE TO BE REMOVED

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EXISTING TREE TO BE RETAINED

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PROPOSED CYCLE RAMP 0–25mm

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CORDOURY PAVING/LADDER AND TRAMLINE PAVING SURFACE

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PROPOSED ON-ROAD CYCLEWAY

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PROPOSED OFF-ROAD CYCLEWAY

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PROPOSED FOOTWAY

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PROPOSED BLOCK PAVING

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PROPOSED PERMEABLE BLOCK PAVING

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ORNAMENTAL PLANTING

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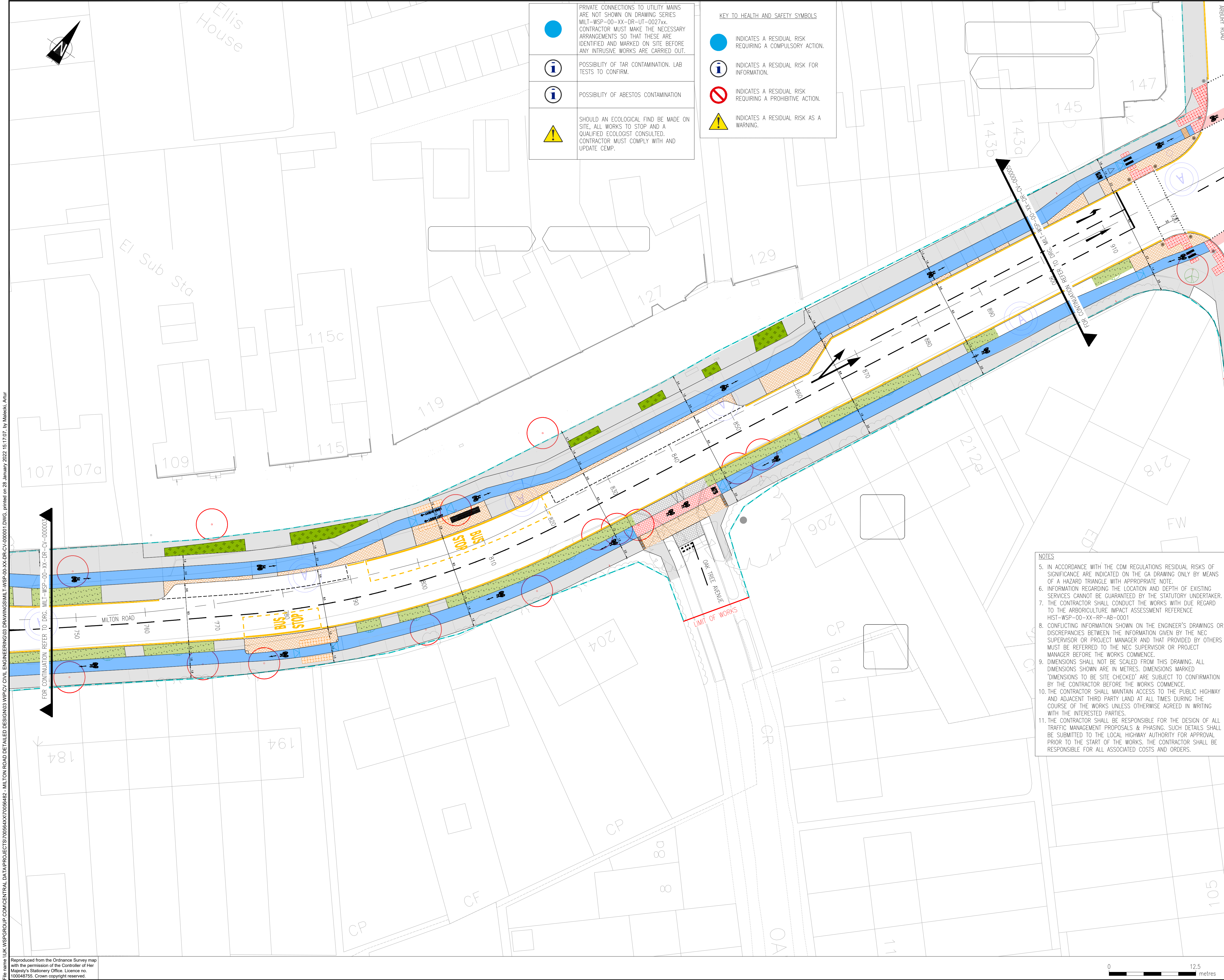
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INDICATES A RESIDUAL RISK AS A WARNING.

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PROPOSED KERB

PROPOSED SIGN

PROPOSED BUS SHELTER

PROPOSED LIGHTING COLUMN

PROPOSED TREE

BLISTER TACTILE STANDARD - RED

BLISTER TACTILE STANDARD - BUFF

PROPOSED TRAFFIC SIGNAL POLE

EXISTING TREE TO BE REMOVED

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PROPOSED CYCLE RAMP 0-25mm

CORDUROY PAVING/LADDER AND TRAMLINE PAVING SURFACE

PROPOSED ON-ROAD CYCLEWAY

PROPOSED OFF-ROAD CYCLEWAY

PROPOSED FOOTWAY

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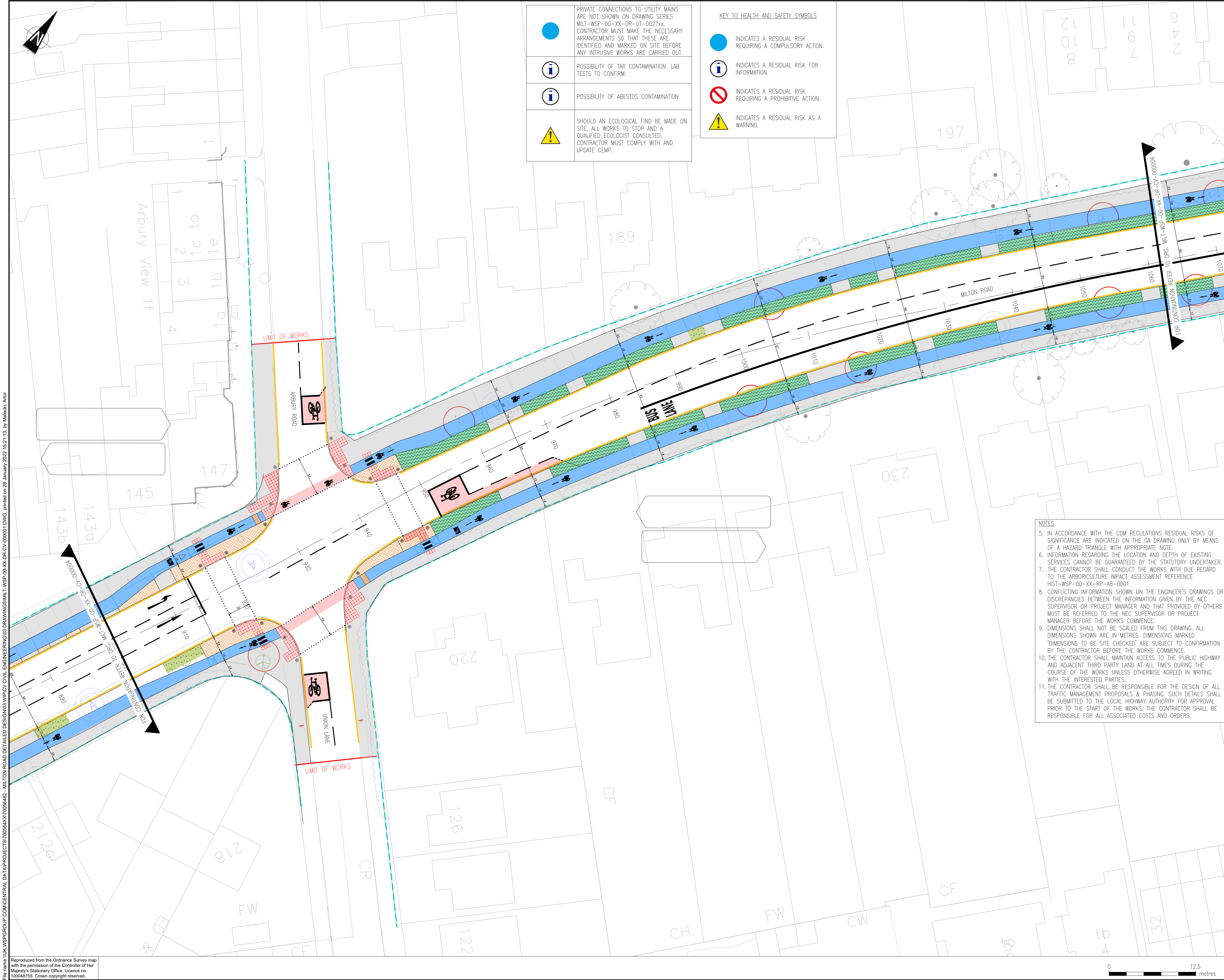
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3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS.

4. THE DESIGN HAS BEEN DEVELOPED & AGREED THROUGH CONSULTATION WITH THE THE RELEVANT AUTHORITIES (HIGHWAYS, SEWERAGE, PLANNING).

P01

30/09/2021

BP

ISSUED FOR TENDER

AKM

LM

REV

DATE

BY

DESCRIPTION

CHK

APP

DRAWING STATUS: D2 - FOR TENDER

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62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 05 OF 11

SCALE @ A1: 1:250

CHECKED: AKM

APPROVED: LM

PROJECT NO: 70056482

DESIGNED: AKM

DRAWN: BP

DATE: July 2021

DRAWING NO: MILT-WSP-00-XX-DR-CV-000005

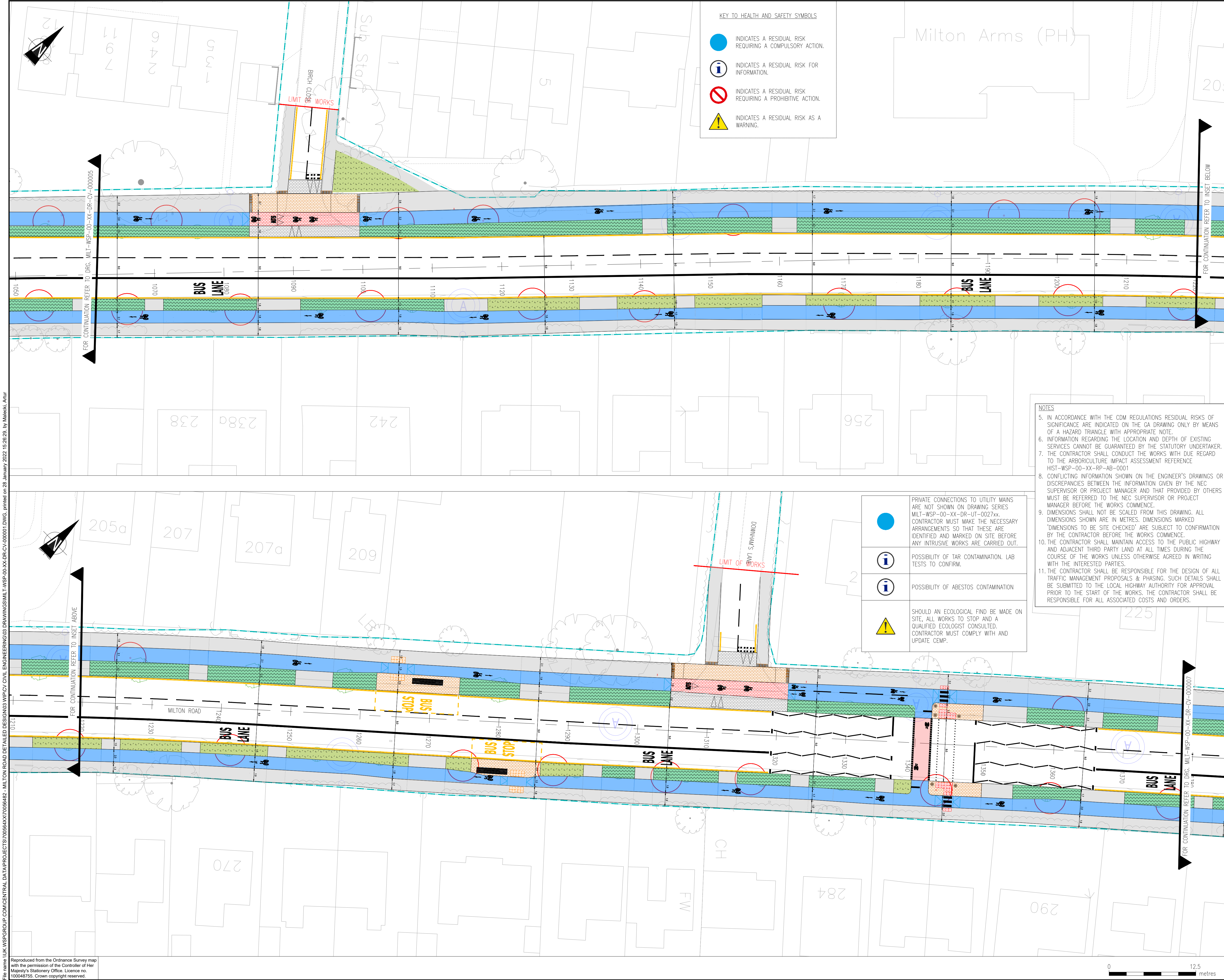
REV: P01

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File name: \\uk.vspgroup.com\CENTRAL DATA\PROJECTS\70056482\03 - MILTON ROAD DETAILED DESIGN\03 WPCV CIVIL ENGINEERING\03 DRAWINGS\MILT-WSP-00-XX-DR-CV-000001.DWG, printed on 28 January 2022 15:21:13, by Malecki, Artur

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Page 64 of 123



KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
- INDICATES A RESIDUAL RISK FOR INFORMATION.
- INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
- INDICATES A RESIDUAL RISK AS A WARNING.

- PRIVATE CONNECTIONS TO UTILITY MAINS ARE NOT SHOWN ON DRAWING SERIES MILT-WSP-00-XX-DR-UT-0027xx. CONTRACTOR MUST MAKE THE NECESSARY ARRANGEMENTS SO THAT THESE ARE IDENTIFIED AND MARKED ON SITE BEFORE ANY INTRUSIVE WORKS ARE CARRIED OUT.
- POSSIBILITY OF TAR CONTAMINATION. LAB TESTS TO CONFIRM.
- POSSIBILITY OF ABESTOS CONTAMINATION
- SHOULD AN ECOLOGICAL FIND BE MADE ON SITE, ALL WORKS TO STOP AND A QUALIFIED ECOLOGIST CONSULTED. CONTRACTOR MUST COMPLY WITH AND UPDATE CEMP.

- NOTES
- IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE GA DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
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 - THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ARBORICULTURE IMPACT ASSESSMENT REFERENCE HIST-WSP-00-XX-RP-AB-0001
 - CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE NEC SUPERVISOR OR PROJECT MANAGER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE NEC SUPERVISOR OR PROJECT MANAGER BEFORE THE WORKS COMMENCE.
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DO NOT SCALE

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERB
- PROPOSED SIGN
- PROPOSED BUS SHELTER
- PROPOSED LIGHTING COLUMN
- PROPOSED TREE
- BLISTER TACTILE STANDARD - RED
- BLISTER TACTILE STANDARD - BUFF
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE RETAINED
- PROPOSED CYCLE RAMP 0-25mm
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- PROPOSED ON-ROAD CYCLEWAY
- PROPOSED OFF-ROAD CYCLEWAY
- PROPOSED FOOTWAY
- PROPOSED BLOCK PAVING
- PROPOSED PERMEABLE BLOCK PAVING
- GRASS VERGE
- ORNAMENTAL PLANTING
- WILDFLOWER SWALE
- RAIN GARDEN

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| P01 | 30/09/2021 | BP | ISSUED FOR TENDER | AKM | LM |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS:

D2 - FOR TENDER

62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT:

GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT:

**MILTON ROAD
CAMBRIDGE**

TITLE:

**HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 06 OF 11**

| | | | | | |
|-------------|----------|-----------|-----|-----------|-----------|
| SCALE @ A1: | 1:250 | CHECKED: | AKM | APPROVED: | LM |
| PROJECT NO: | 70056482 | DESIGNED: | AKM | DRAWN: | BP |
| | | | | DATE: | July 2021 |

DRAWING No:

MILT-WSP-00-XX-DR-CV-000006

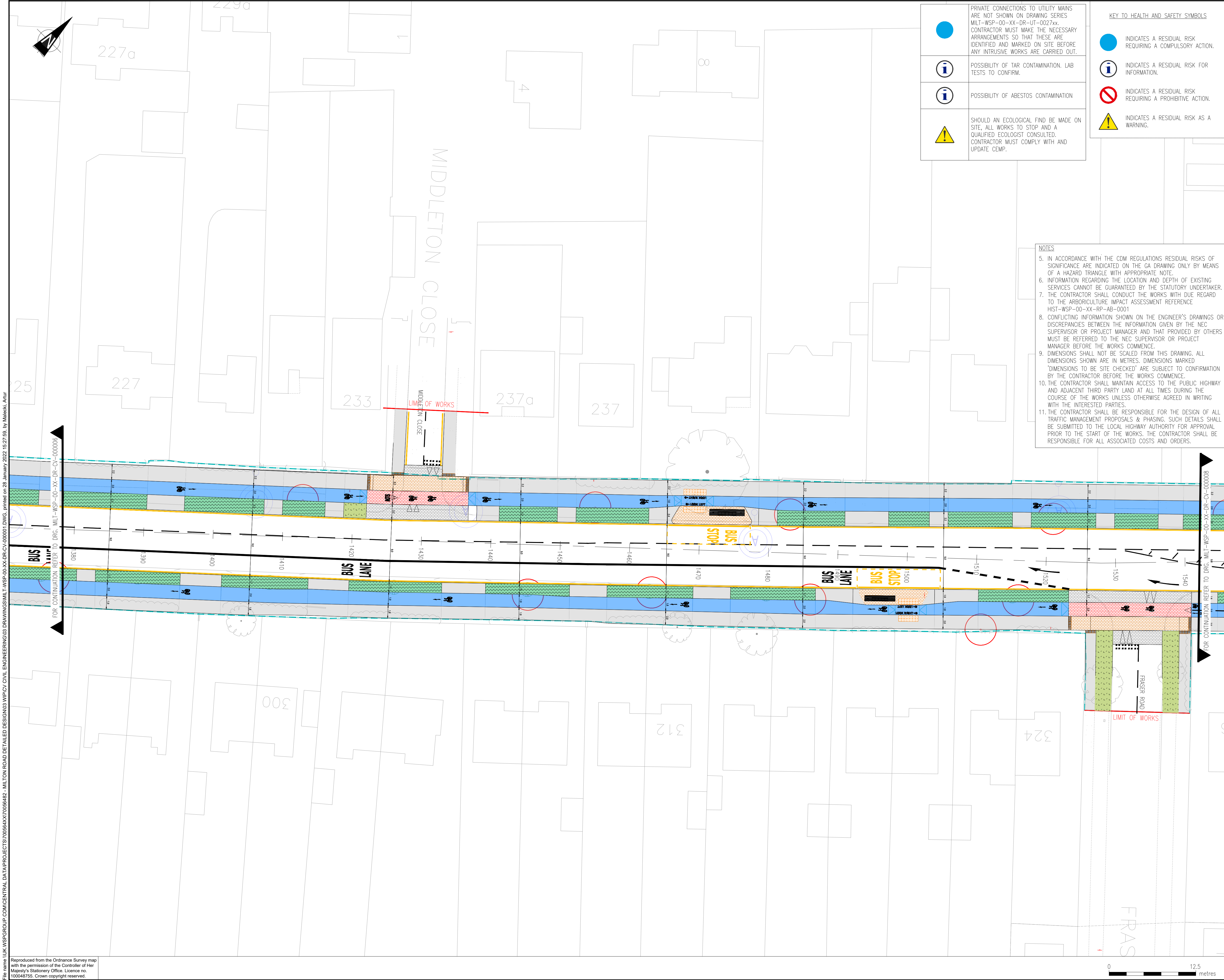
REV:

P01

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| | |
|--|---|
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|--------------|--|
| KEY | |
| | HIGHWAY BOUNDARY |
| | PROPOSED KERB |
| | PROPOSED SIGN |
| | PROPOSED BUS SHELTER |
| | PROPOSED LIGHTING COLUMN |
| | PROPOSED TREE |
| | BLISTER TACTILE STANDARD - RED |
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| | PROPOSED TRAFFIC SIGNAL POLE |
| | EXISTING TREE TO BE REMOVED |
| | EXISTING TREE TO BE RETAINED |
| | PROPOSED CYCLE RAMP 0-25mm |
| | CORDUROY PAVING/LADDER AND TRAMLINE PAVING SURFACE |
| | PROPOSED ON-ROAD CYCLEWAY |
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| | PROPOSED FOOTWAY |
| | PROPOSED BLOCK PAVING |
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| | ORNAMENTAL PLANTING |
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| | | | | | |
|-----|------------|----|-------------------|-----|-----|
| P01 | 30/09/2021 | BP | ISSUED FOR TENDER | AKM | LW |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS: D2 - FOR TENDER

62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD
CAMBRIDGE

TITLE: HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 07 OF 11

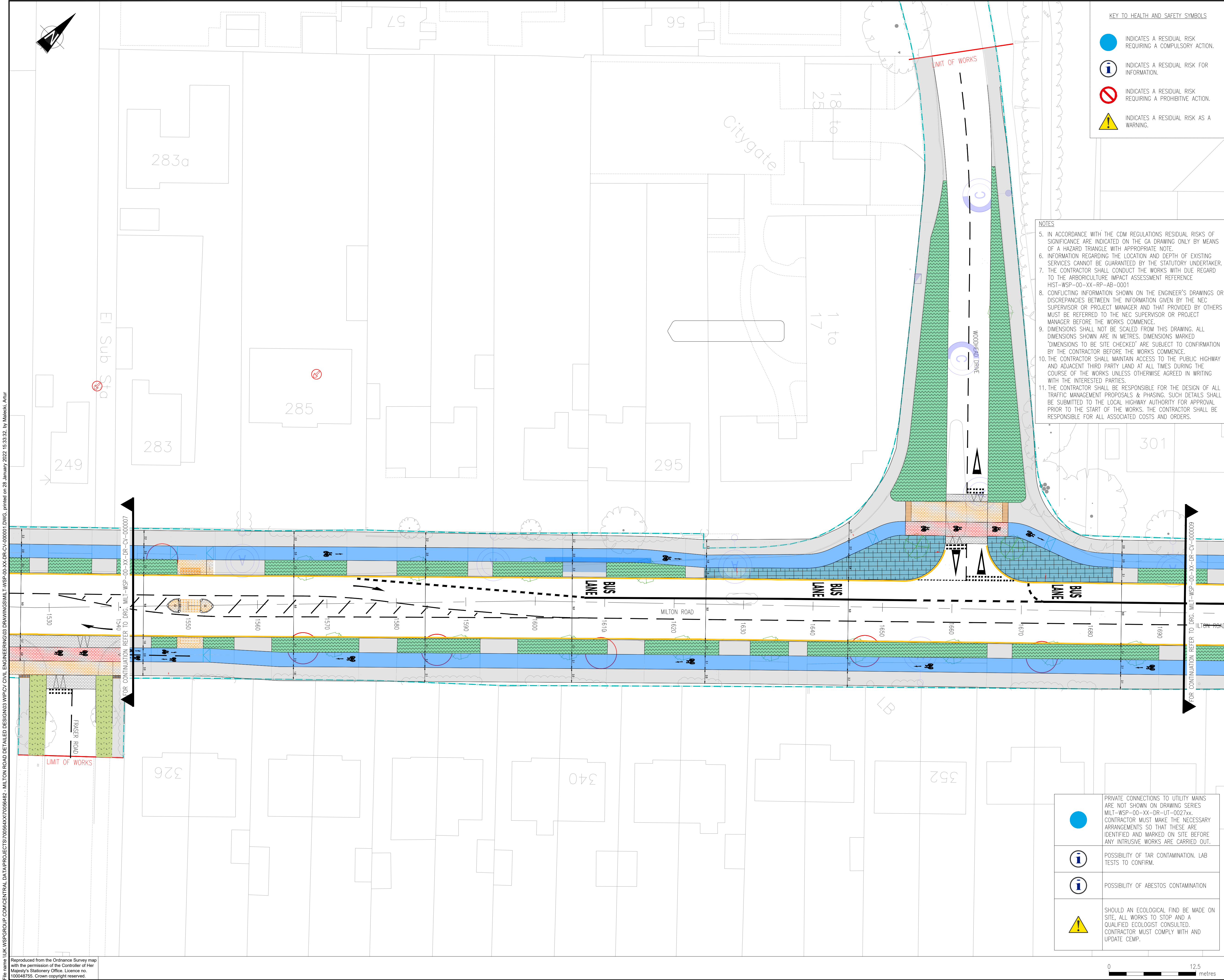
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| SCALE @ A1: | 1:250 | CHECKED: | AKM | APPROVED: | LM |
| PROJECT NO: | 70056482 | DESIGNED: | AKM | DRAWN: | BP |
| | | | | DATE: | July 2021 |

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- KEY TO HEALTH AND SAFETY SYMBOLS
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| REV | DATE | BY | DESCRIPTION | CHK | APP |
|-----|------------|----|-------------------|-----|-----|
| P01 | 30/09/2021 | BP | ISSUED FOR TENDER | AKM | LM |

DRAWING STATUS: D2 - FOR TENDER

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62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

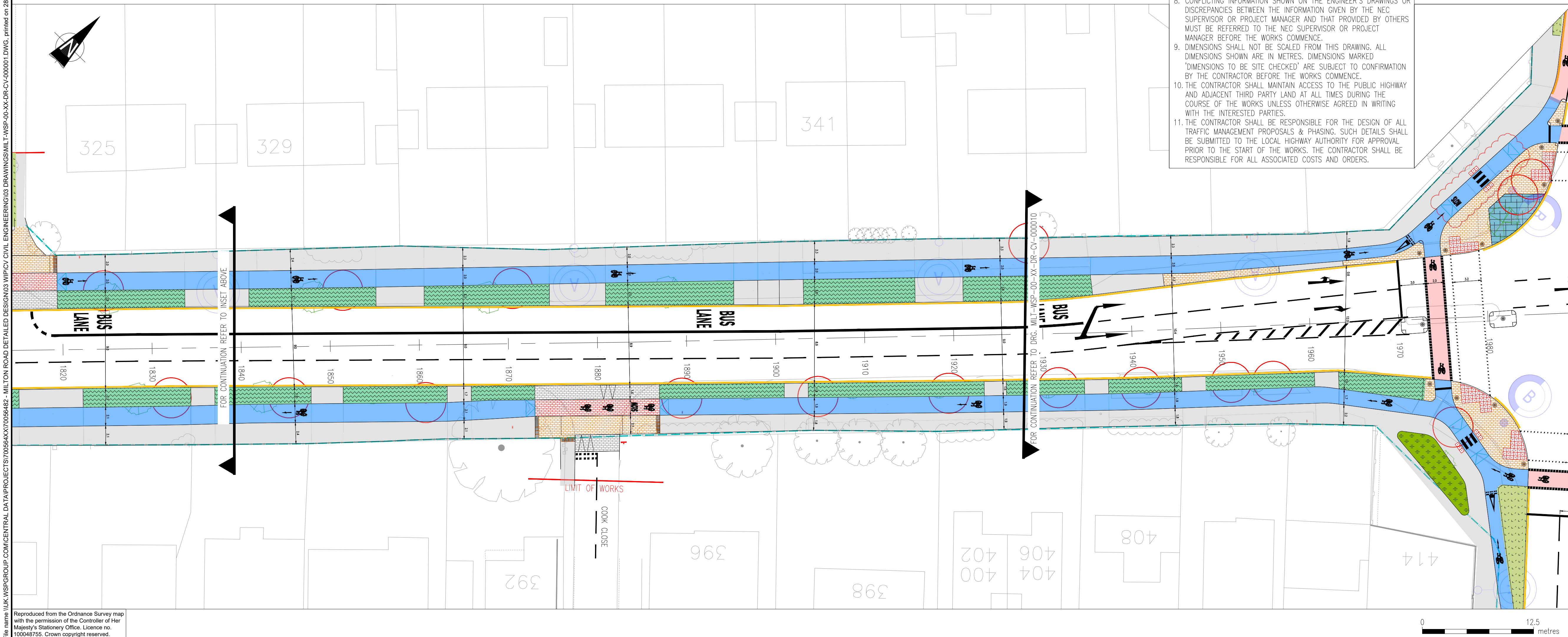
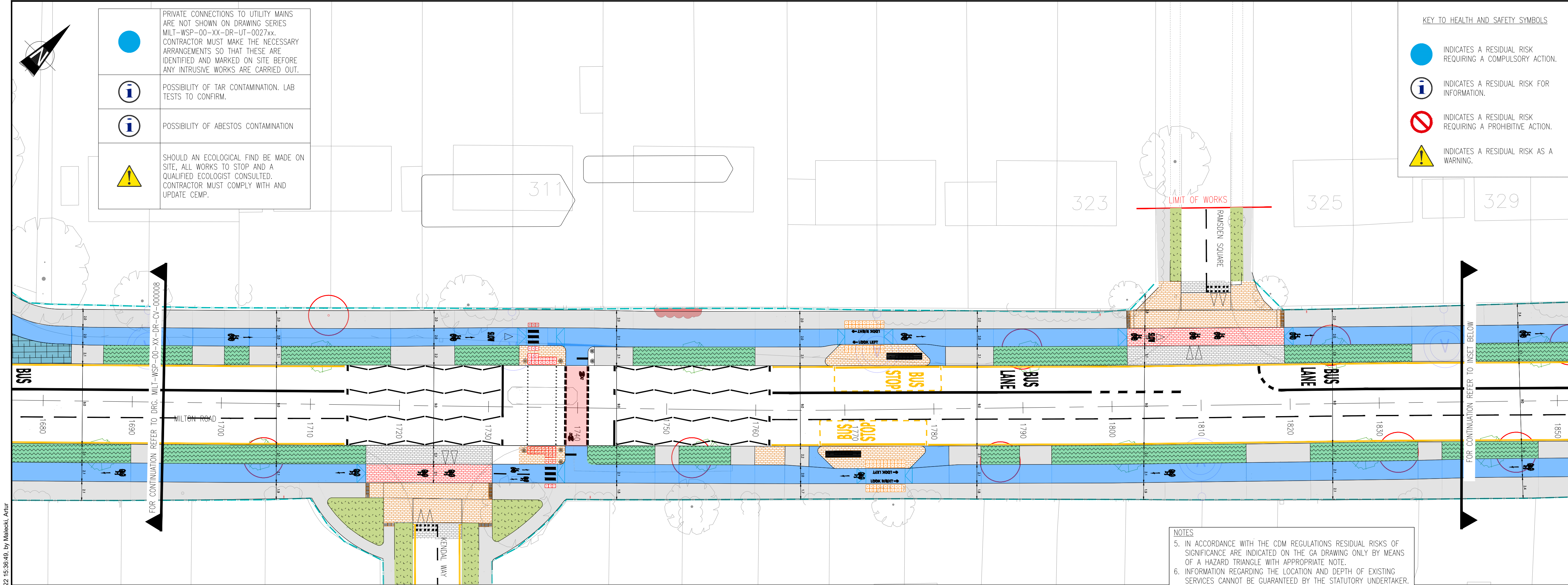
TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 08 OF 11

| | | |
|----------------------|---------------|-----------------|
| SCALE @ A1: 1:250 | CHECKED: AKM | APPROVED: LM |
| PROJECT NO: 70056482 | DESIGNED: AKM | DRAWN: BP |
| | | DATE: July 2021 |

| | |
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| DRAWING No: MILT-WSP-00-XX-DR-CV-000008 | REV: P01 |
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REVISIONS

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|-----|------------|----|-------------------|-----|-----|
| P01 | 30/09/2021 | BP | ISSUED FOR TENDER | AKM | LM |

DRAWING STATUS: D2 - FOR TENDER

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 09 OF 11

SCALE @ A1: 1:250

CHECKED: AKM

APPROVED: LM

PROJECT NO: 70056482

DESIGNED: AKM

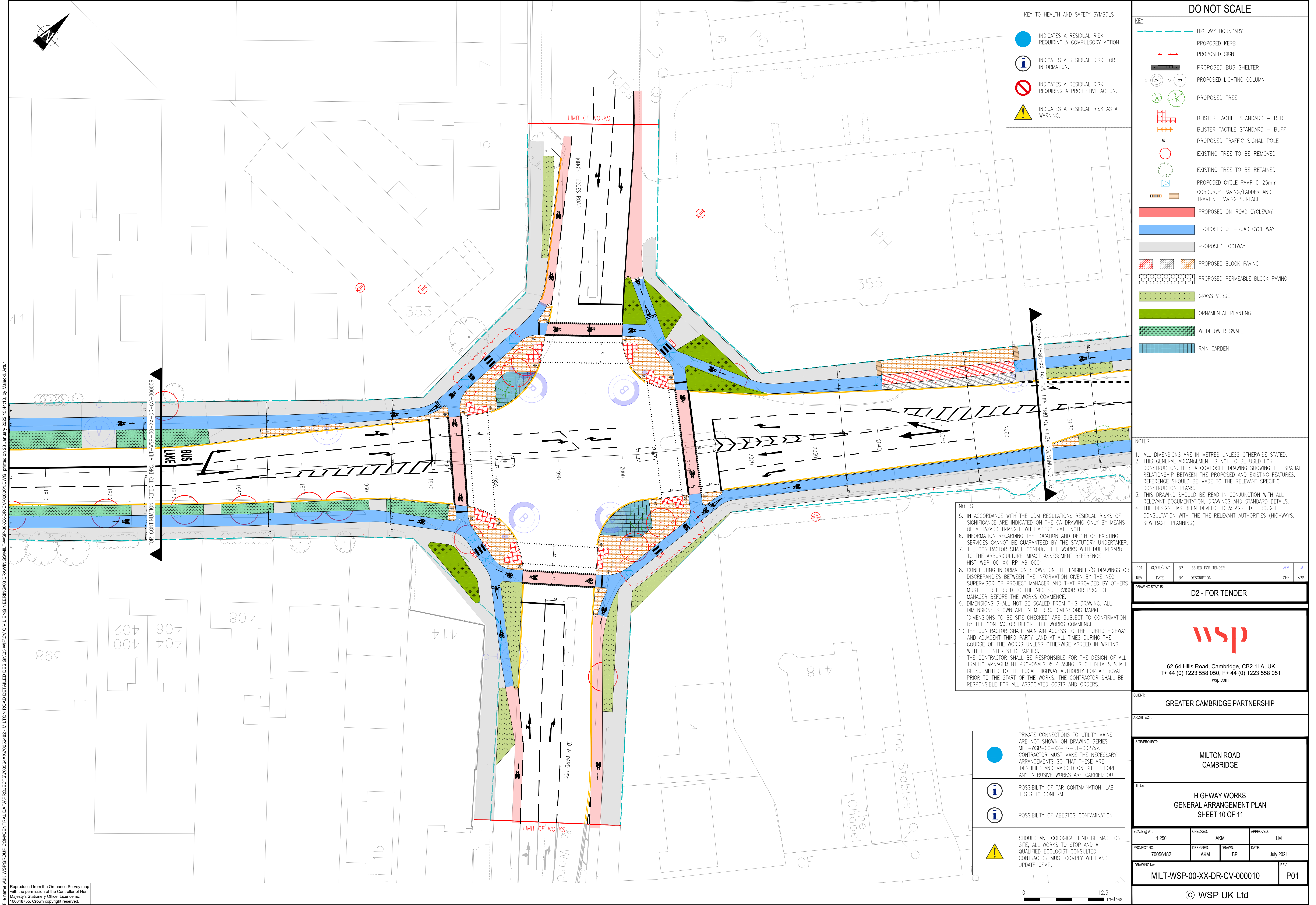
DRAWN: BP

DATE: July 2021

DRAWING NO: MILT-WSP-00-XX-DR-CV-000009

REV: P01

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KEY TO HEALTH AND SAFETY SYMBOLS

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| P01 | 30/09/2021 | BP | ISSUED FOR TENDER | AKM | LM |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS: **D2 - FOR TENDER**

62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: **GREATER CAMBRIDGE PARTNERSHIP**

ARCHITECT:

SITE/PROJECT: **MILTON ROAD CAMBRIDGE**

TITLE: **HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 10 OF 11**

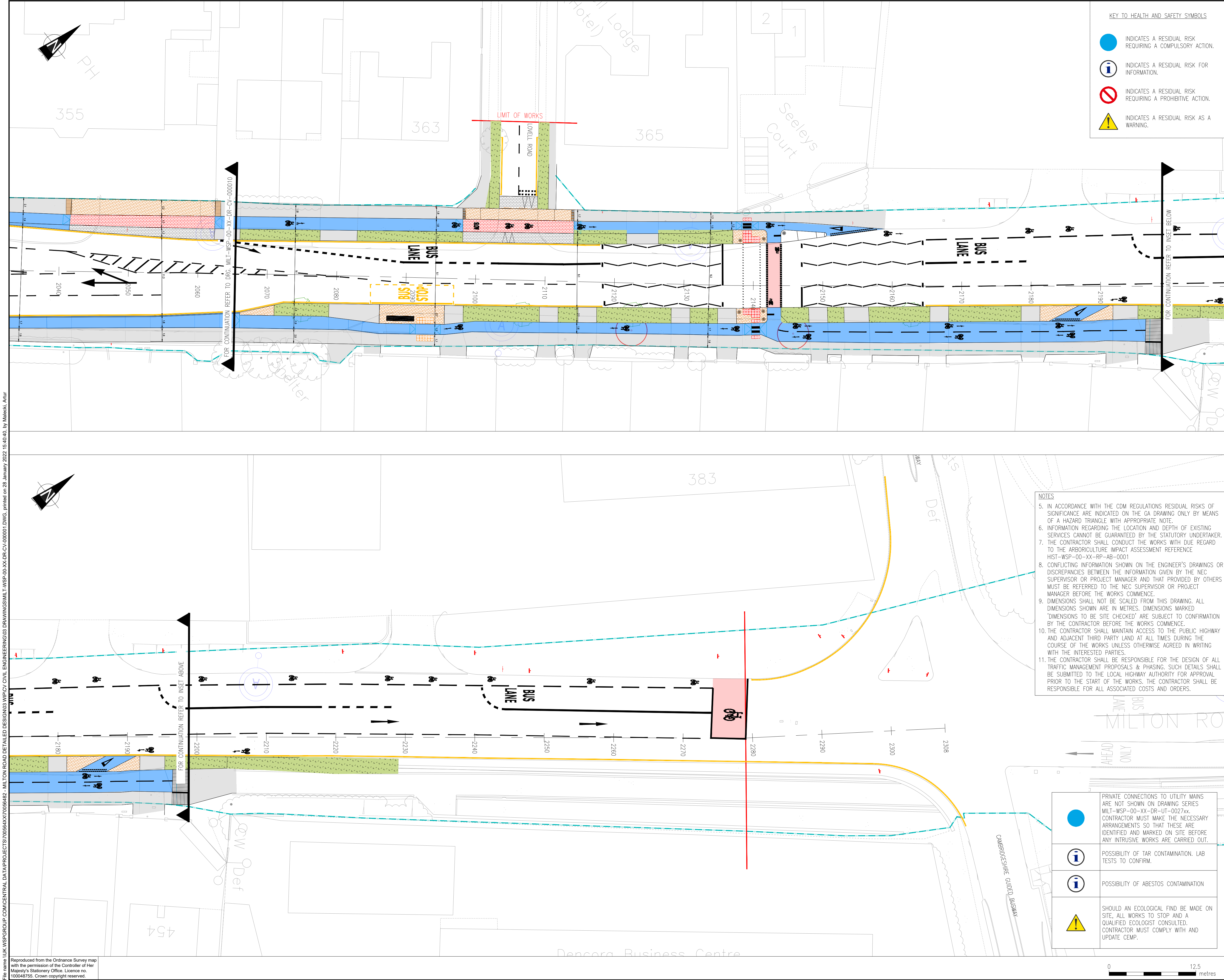
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KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
- INDICATES A RESIDUAL RISK FOR INFORMATION.
- INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
- INDICATES A RESIDUAL RISK AS A WARNING.

DO NOT SCALE

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERB
- PROPOSED SIGN
- PROPOSED BUS SHELTER
- PROPOSED LIGHTING COLUMN
- PROPOSED TREE
- BLISTER TACTILE STANDARD - RED
- BLISTER TACTILE STANDARD - BUFF
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE RETAINED
- PROPOSED CYCLE RAMP 0-25mm
- CORDUROY PAVING/LADDER AND TRAMLINE PAVING SURFACE
- PROPOSED ON-ROAD CYCLEWAY
- PROPOSED OFF-ROAD CYCLEWAY
- PROPOSED FOOTWAY
- PROPOSED BLOCK PAVING
- PROPOSED PERMEABLE BLOCK PAVING
- GRASS VERGE
- ORNAMENTAL PLANTING
- WILDFLOWER SWALE
- RAIN GARDEN

- NOTES
- IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE CA DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
 - INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING SERVICES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKER.
 - THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ARBORICULTURE IMPACT ASSESSMENT REFERENCE HIST-WSP-00-XX-RP-AB-0001
 - CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE NEC SUPERVISOR OR PROJECT MANAGER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE NEC SUPERVISOR OR PROJECT MANAGER BEFORE THE WORKS COMMENCE.
 - DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES. DIMENSIONS MARKED 'DIMENSIONS TO BE SITE CHECKED' ARE SUBJECT TO CONFIRMATION BY THE CONTRACTOR BEFORE THE WORKS COMMENCE.
 - THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE PUBLIC HIGHWAY AND ADJACENT THIRD PARTY LAND AT ALL TIMES DURING THE COURSE OF THE WORKS UNLESS OTHERWISE AGREED IN WRITING WITH THE INTERESTED PARTIES.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL TRAFFIC MANAGEMENT PROPOSALS & PHASING. SUCH DETAILS SHALL BE SUBMITTED TO THE LOCAL HIGHWAY AUTHORITY FOR APPROVAL PRIOR TO THE START OF THE WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASSOCIATED COSTS AND ORDERS.

PRIVATE CONNECTIONS TO UTILITY MAINS ARE NOT SHOWN ON DRAWING SERIES MILT-WSP-00-XX-DR-UT-0027xx. CONTRACTOR MUST MAKE THE NECESSARY ARRANGEMENTS SO THAT THESE ARE IDENTIFIED AND MARKED ON SITE BEFORE ANY INTRUSIVE WORKS ARE CARRIED OUT.

POSSIBILITY OF TAR CONTAMINATION. LAB TESTS TO CONFIRM.

POSSIBILITY OF ABESTOS CONTAMINATION

SHOULD AN ECOLOGICAL FIND BE MADE ON SITE, ALL WORKS TO STOP AND A QUALIFIED ECOLOGIST CONSULTED. CONTRACTOR MUST COMPLY WITH AND UPDATE CEMP.

NOTES

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS GENERAL ARRANGEMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS A COMPOSITE DRAWING SHOWING THE SPATIAL RELATIONSHIP BETWEEN THE PROPOSED AND EXISTING FEATURES. REFERENCE SHOULD BE MADE TO THE RELEVANT SPECIFIC CONSTRUCTION PLANS.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS.
- THE DESIGN HAS BEEN DEVELOPED & AGREED THROUGH CONSULTATION WITH THE RELEVANT AUTHORITIES (HIGHWAYS, SEWERAGE, PLANNING).

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CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 11 OF 11

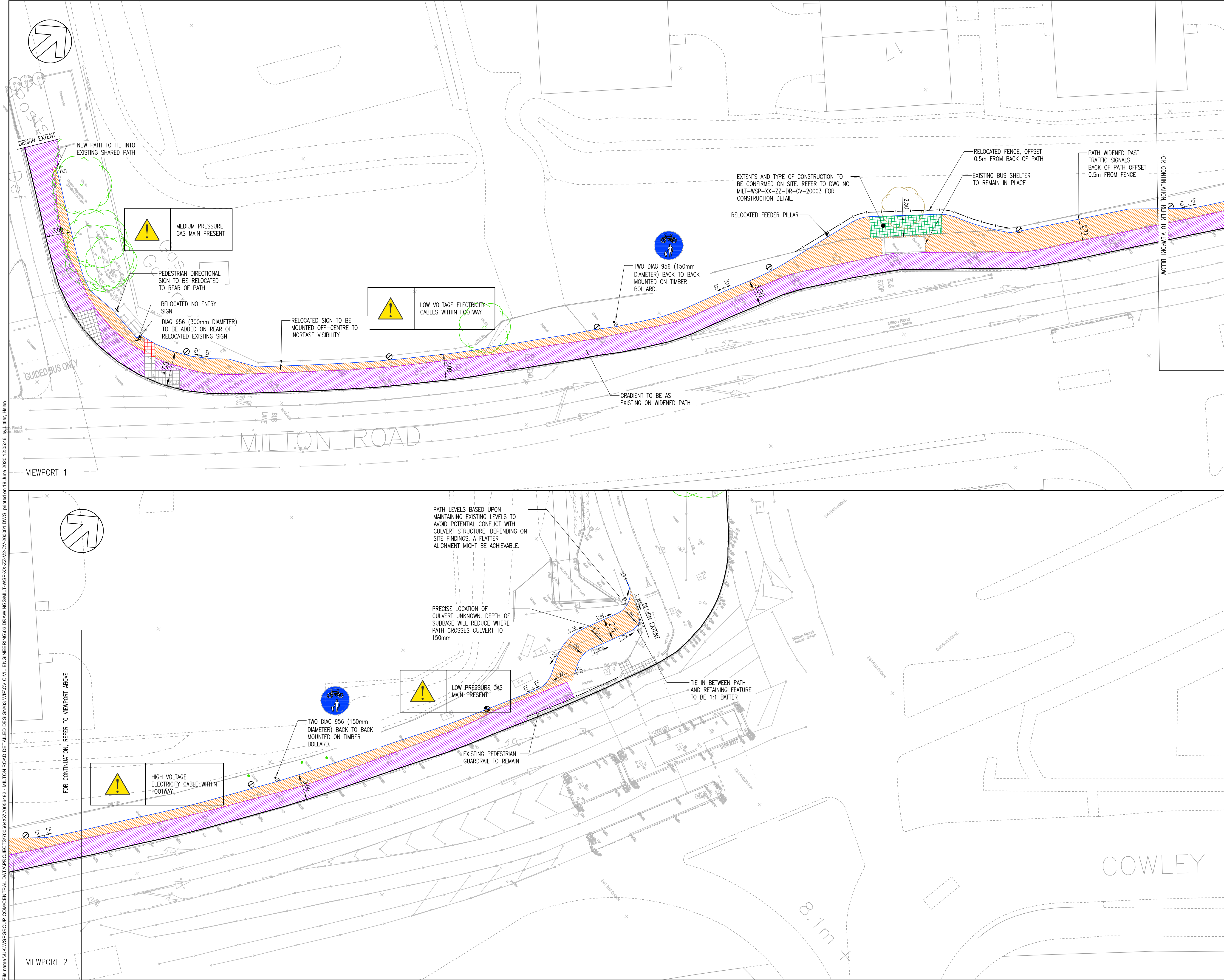
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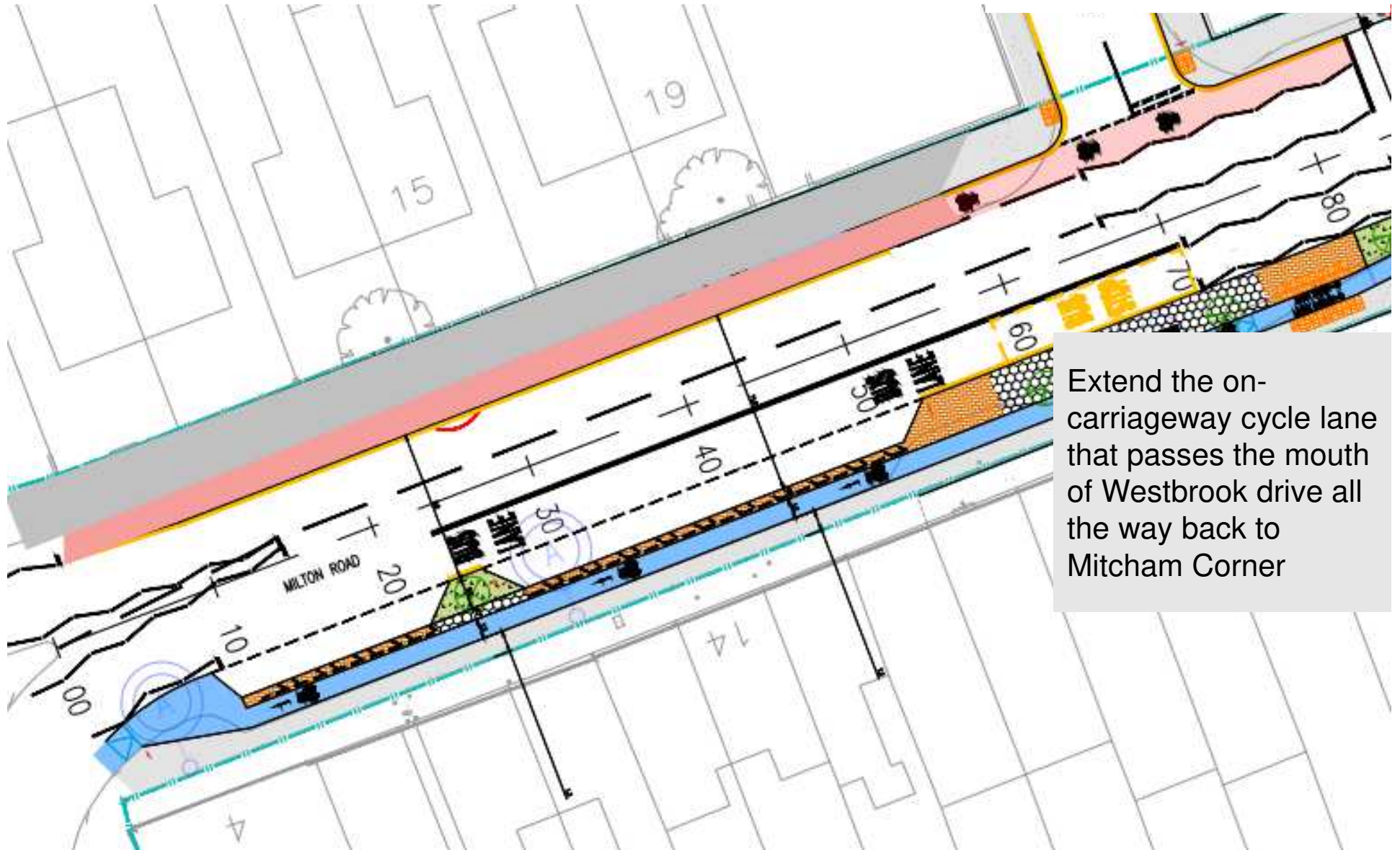
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Propose Design Alteration



Extend the on-carriageway cycle lane that passes the mouth of Westbrook drive all the way back to Mitcham Corner



Milton Road Cambridge, Construction Phase Plan

Milestone Introduction

Milestone Infrastructure are a part of M Group Services and are working in partnership with Cambridgeshire County Council and the Greater Cambridge Partnership to deliver the term service maintenance works and large infrastructure projects throughout the county.

The team last year completed the works on Histon Road, which are similar in scope to the Milton Road Project. Prior to this we delivered the extension of the Trumpington Park and Ride site for the GCP.

Milestone Infrastructure

Services



Find out more about our key capabilities

Highway

We have a history of building, maintaining and operating roads and highways, forming solid working relationships with our clients over many years.

Street Lighting

We provide a comprehensive exterior lighting service, including: term maintenance - both planned and reactive, Highways England schemes, new installations for architectural regeneration and improvement purposes, for all street lighting equipment across the UK.

Projects

We deliver complex infrastructure projects for the private and public sectors across the UK and have built strong, resilient relationships with our clients based on a collaborative approach.

Cambridgeshire Highways

working for



Milton Road Project – Work Scope

The Milton Road Project involves the realignment of the existing highway corridor and includes:

- Site clearance
- Upgrade and replacement of highway drainage
- Diversion of existing utilities and installation of new network.
- Construction of new footways, cycleways, carriageway and bus lane.
- Resurfacing of carriageway.
- Extensive landscaping, including tree planting, rain garden creation and new swales/grass verge.
- Junction and traffic signal improvements including construction of signalised pedestrian crossing points.



Working Hours:

Daytime hours 0700-1900 (usual work hours 0700-1730)

Night time hours – 1900-0600**

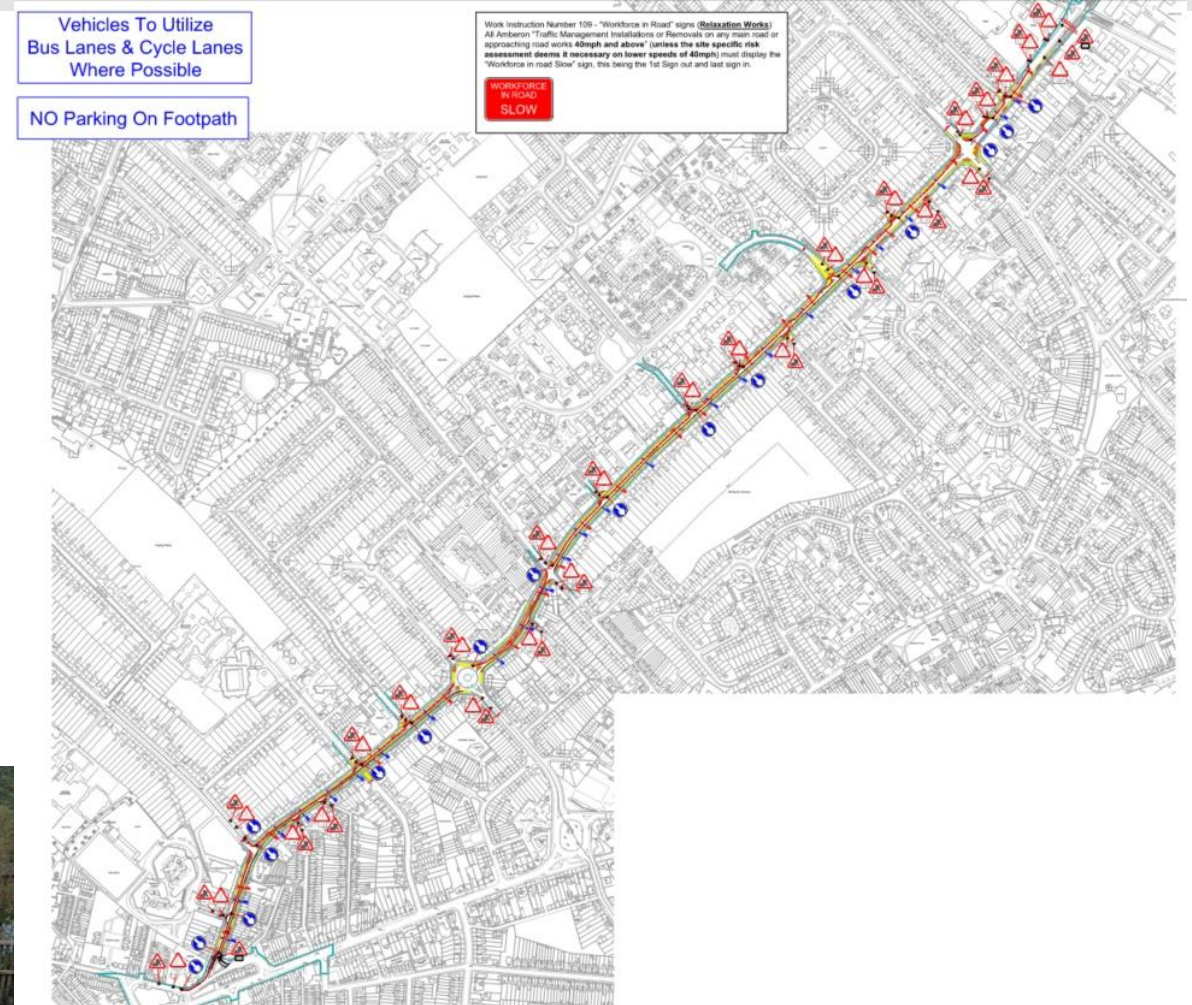
****Noise restrictions:**

At night noisy operations such as road planning and use of breakers will be restricted to complete before midnight. Resurfacing, lining works and other operations with low noise levels will continue until 0600.

Installation of narrow lanes

Two way traffic flows on Milton Road will be predominantly maintained throughout the works period, unlike the inbound closure utilised on Histon Road. Where there is insufficient width of road, two way direction of traffic will be maintained but controlled via temporary traffic lights that reduce the road to a single running lane. The road speed limit will be reduced to 20mph.

Early works will require full night time road closures for approximately two weeks, to install narrow lane traffic running along length of Milton Road. During this period we shall also remove existing islands and install strategic road crossings which will minimise requirement for future night time closures.



Diversion Routes – full road closures

During full road closures completed at night (1900-0600), the formal signed diversion route will be via Chesterton Road, Histon Road, A14 to Junction 33 (blue line).

Access to cul de sac side roads will be maintained and controlled via gates or escort vehicles.

Where possible, closures on Milton Road will be completed in sections to minimise impact on local road users.

Local routes (red arrows) will not be signed as formal diversion routes to minimise risk of vehicles reassigned and using local residential roads.

Where possible, through routes will be opened once works are completed in an area, to reduce impact on local traffic.

Full road closures of Milton Road, Kings Hedges, Green End Road, Arbury Road and Gilbert Road will be restricted to night time closures only.



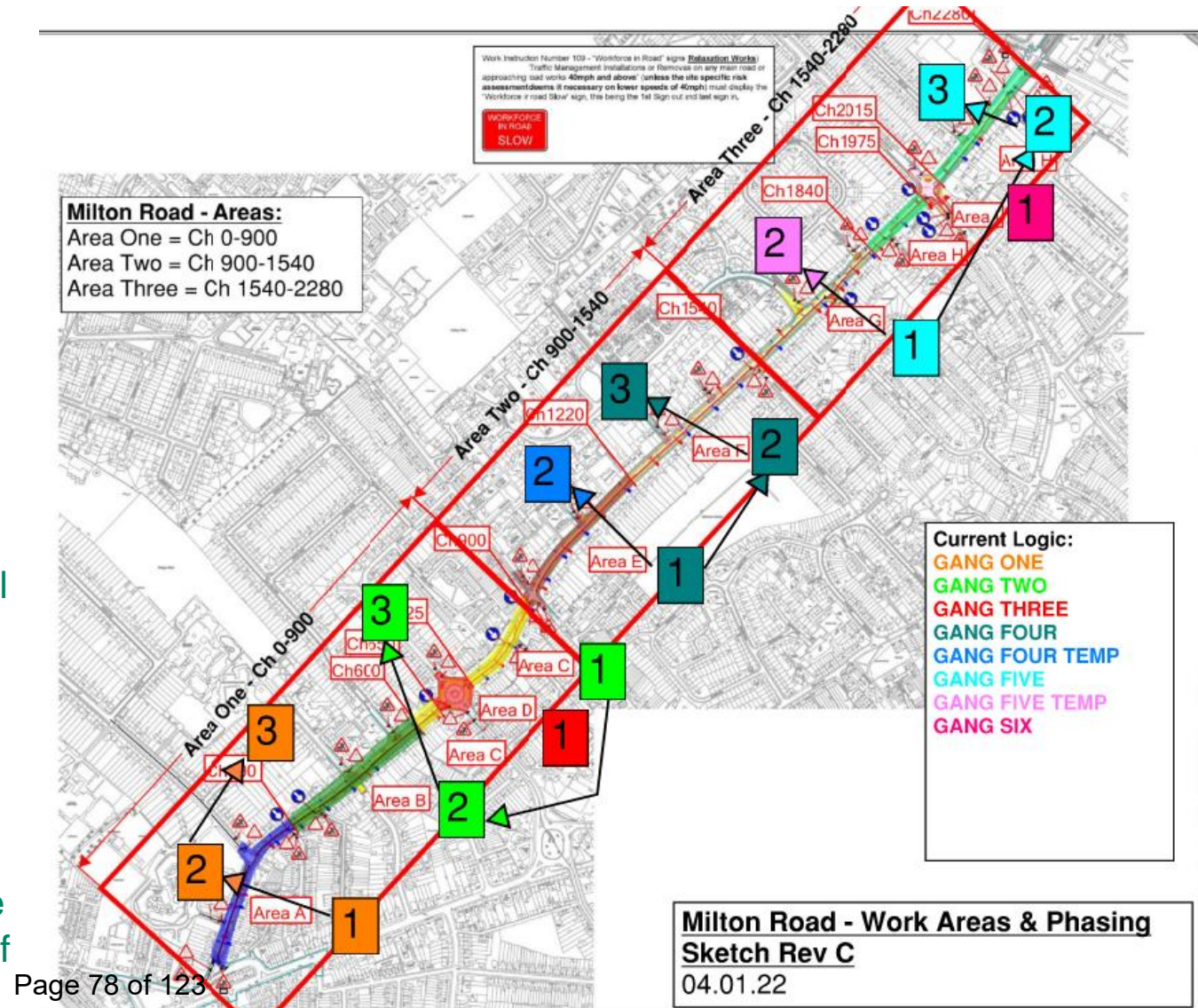
Construction Phasing

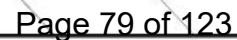
The Project target start date is spring 2022, with an approximate duration of two years based on current logic and scope of works.

We've split Milton Road in to three phases of work, with each then being split into further working areas. The plan is to utilise multiple gangs in several areas, working concurrently to reduce the overall project duration and increase efficiency.

We will construct the east side of Milton Road first, with gangs then moving over to the west side as shown by the numbering on the sketch. Night time full road closures will be required when transitioning to the opposite side of Milton Road so that the narrow lanes can be adjusted to suit the new arrangement.

At present there is ongoing discussions with utility owners regarding diversions required as a result of the works and also ensuring network resilience. Once concluded we will review the phasing and durations of works to complete all that is required.

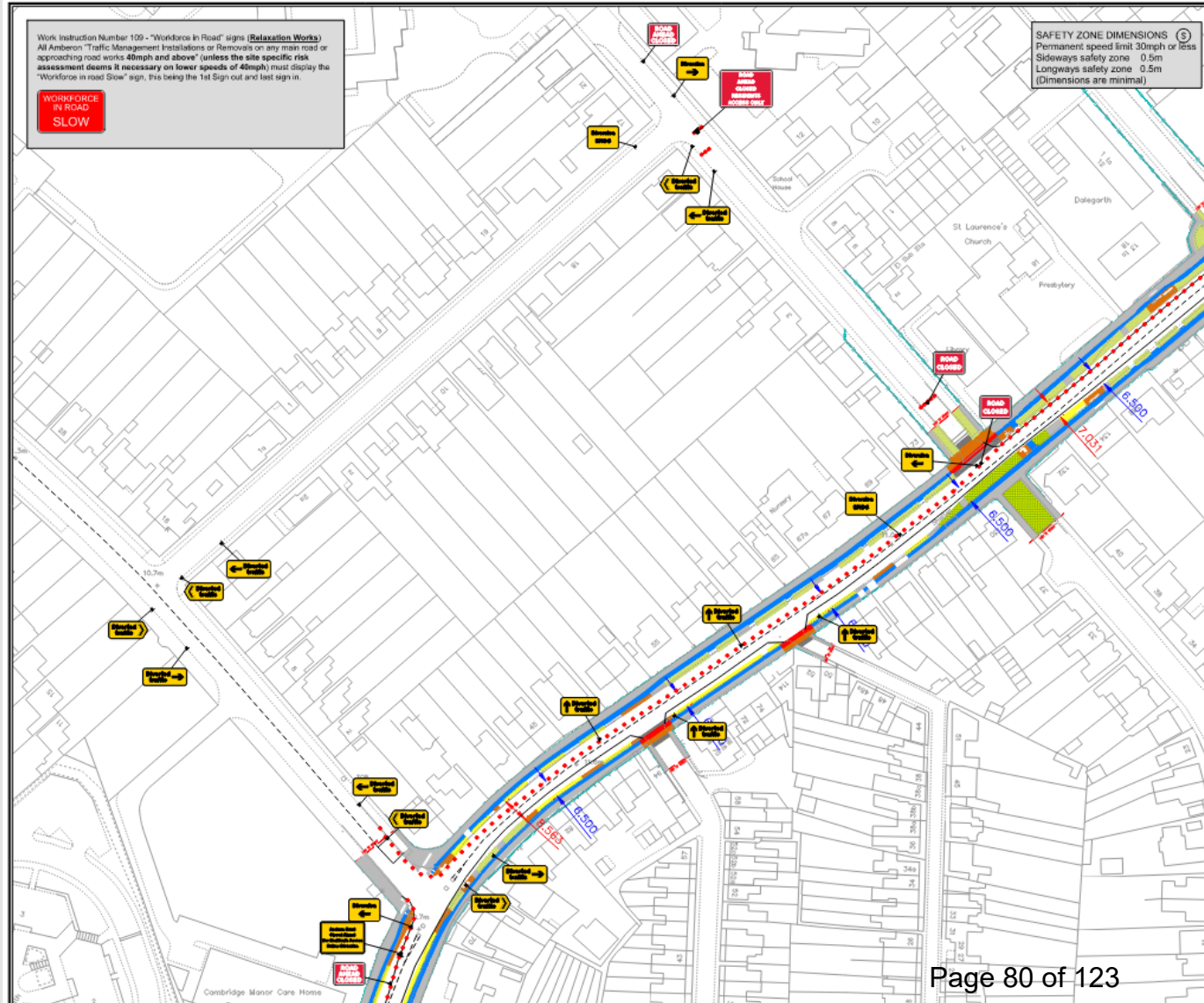




Maintain two way traffic on Milton Road and access to and from side road using temporary traffic signals to control traffic flows. Construct junction halfway, switch traffic management and complete final section.

Westbrook Avenue
Herbert Street
Gilbert Road Junction
George Street
Elizabeth Way
Oak Tree Avenue
Arbury Road
Birch Close
Downham's Lane
Middleton Close
Fraser Road
Kings Hedges/Green End Road

Construction Phasing – continued



TM Solution:

Where short local diversions available, side roads will be closed for the duration to construct the junction (2-4wks) and a local diversion installed.

Roads where method applies:

Ascham Road – divert via Gurney Way and Gilbert Road
Hurst Park Ave – via Leys Ave and Arbury Road
Highworth Ave – remove planters and divert via Leys Rd and Arbury Road
Union Lane** - via High Street and Scotland Rd
Woodhead Drive*** - via Downhams Lane
Kendal Way – via Green End Road
Ramsden Square – via Kings Hedges Rd
Lovell Road – via Kings Hedges Rd.

**Union Lane closed for increased duration whilst completing works on Arbury Road.

***Woodhead drive closed for full duration of works to establish compound.

Pedestrian and Cycling Route Management

Pedestrian Routes:

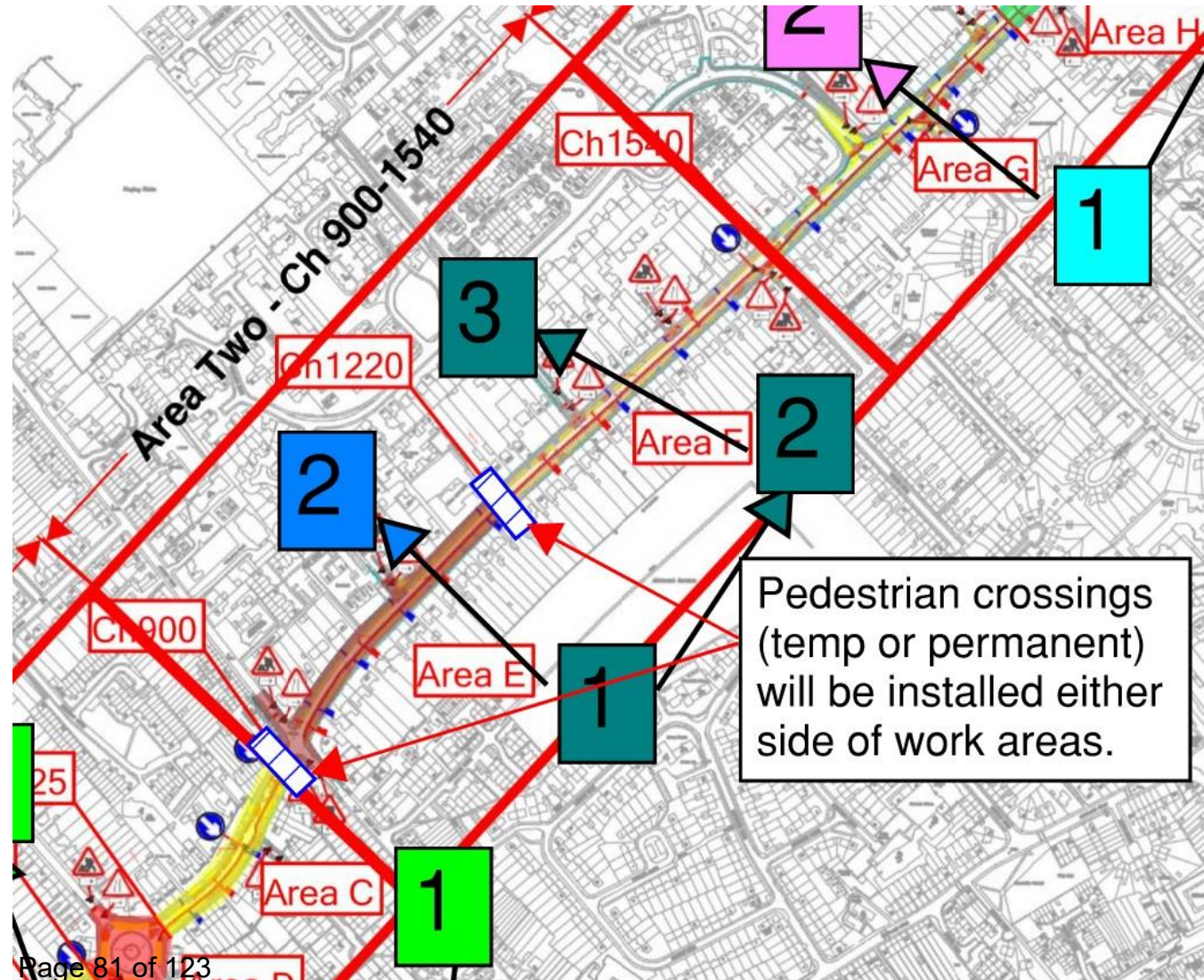
These will be closed within working areas to ensure safety of pedestrians and workers.

Where existing crossings exist, they will be utilised. Alternatively temporary crossing points will be installed and the diversion route signed.

Residents within a work area can either cross the road to the open footway, or walk within a fenced route in the work zone outside of work hours. During the working day, working gangs will include lookouts to provide safe passage.

Cycling Routes:

During initial phases on the east of Milton Road, the cycle lane on the opposite side will remain open and in use. Following traffic management switchovers, cyclists will be encouraged to use the pedestrian crossing points and then travel on the newly constructed cycleway in completed sections. Alternatively cyclists can travel in the open traffic lanes.



Works across private driveway accesses



The construction of the new footway and cycleways involves the removal of the existing asphalt and excavation of existing material down to a depth of approx. 0.35m. In areas where drainage exists, this depth increases to approximately 1.2m.

To complete this work, it will be necessary to impede access to the properties on occasion. To minimise the impact, prior to commencing works the site team will discuss the works and access requirements with the property occupant to ensure individual requirements can be met. The team will make available steel road plates, which can be placed over the excavation and allow safe passage for vehicles to access/exit as required.

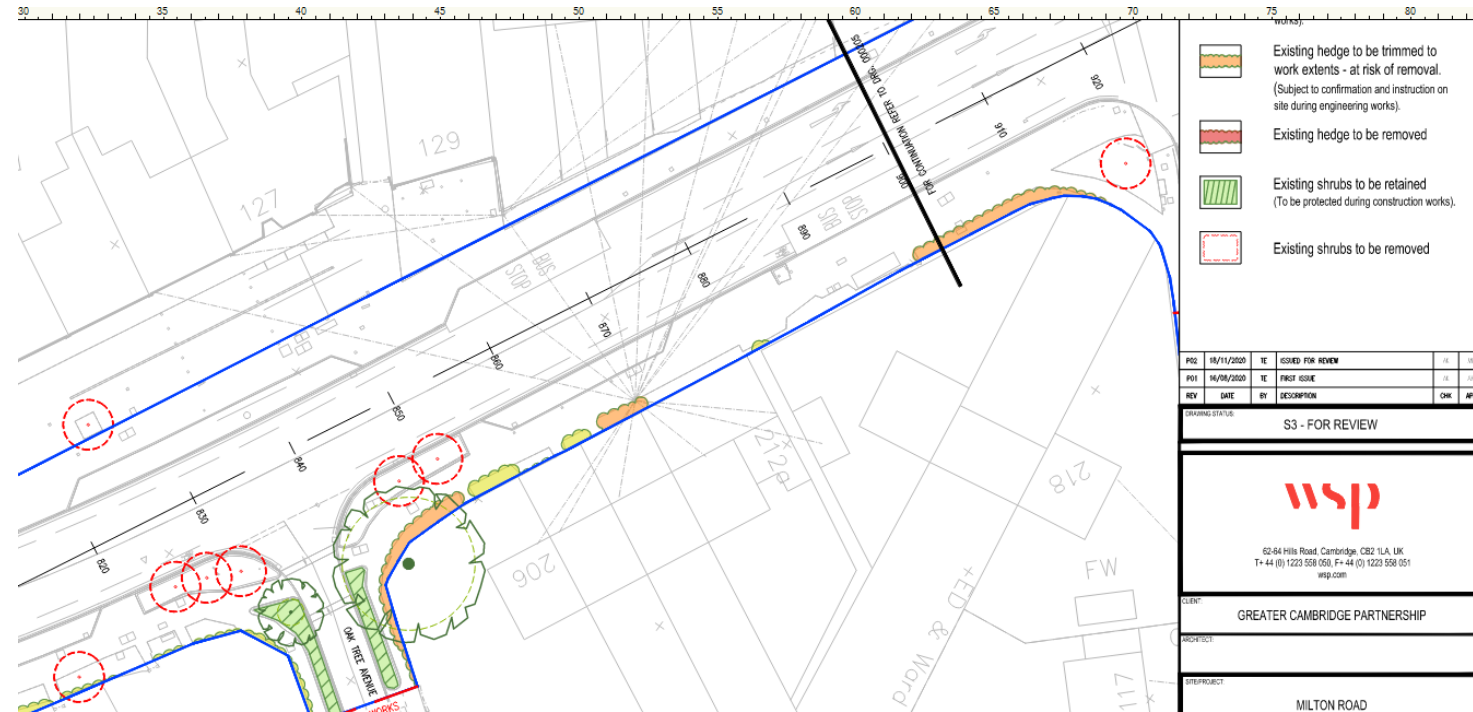
Ramps will be installed using stone material, to ensure continued safe access is possible during the construction period.

Site Clearance

In some areas it has been identified that existing vegetation and hedges extend beyond private property and over the highway boundary. It will be necessary to cut this vegetation back to the boundary, which on occasion may lead to its full removal.

Where this impacts properties, the GCP will communicate with property owners prior to vegetation clearance commencing.

First phase of clearance will start on the eastern side of Milton Road to enable the initial construction works. The remaining vegetation will be cleared on a phase by phase basis and will be supervised by our site and environmental teams to ensure any nesting birds are identified and are not disturbed by the works.



Resurfacing Works



The resurfacing works will be completed utilising full road closures during the night. The resurfacing will be completed at the end of each of the three phases of work and will take approximately two weeks to complete in each area.

The removal of existing road surfacing shall be completed using road planer machinery. Due to the noise generated by this process the works will be restricted to ensure they complete before midnight.

The resurfacing and lining works will continue beyond midnight, to ensure the overall duration of road closures is reduced.

The diversions detailed in the previous slide shall also apply to this phase of works.

Contact Methods

The project will have a designated email address and phone number to provide direct access to the construction team to gain information or raise concerns. Both are TBC, but will be set up and shared.

For road closures, advanced warning signs shall be installed to forewarn road users. Letter drops shall also be completed for properties fronting Milton Road and cul de sacs that do not have alternative access arrangements.

The team will provide monthly newsletter updates, shared via the GCP mailing list that can be signed up to on the GCP website.

Naomi our CLO will be making direct and regular contact with home and business owners along the route to communicate works and address any issues.

Covid permitting, the team will also set up regular drop in sessions where members of the public can meet a member of the delivery team on site to discuss the works.



Naomi Warren
Customer Liaison Officer

Project Risks

As discussed throughout this presentation there are various risks that may impact our current plans for phasing and delivery of the works. These include:

- Increased utility works, including diversion and network upgrade.
- Uncharted services identified during construction requiring diversion, leading to an increased duration of works.
- Underground obstructions – a tank road constructed during World War II is believed to run under Milton Road, as it also does on Histon Road. This delayed some elements of work whilst the concrete was removed.
- Unexploded Ordnance (UXO) – linked to the tank road risk above there is a risk of locating UXO.
- Nesting birds – managed through watching briefs by our environment team and ecologists.



Thanks for listening

Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 17th February 2022

Lead Officer: Niamh Matthews – Assistant Director Strategy and Programme

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:
 - (a) Endorse the multi-year budget strategy as outlined in Section 14, including the detailed GCP budgets for 2022/23. The budget strategy will continue to be updated annually.

2. 2021/22 Programme Finance Overview

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

| Funding Type | **2021/22 Budget (£000) | Expenditure to December (£000) | Forecast Outturn (£000) | Forecast Variance (£000) | Status* | | |
|--------------------------|-------------------------|--------------------------------|-------------------------|--------------------------|----------|---------|--------|
| | | | | | Previous | Current | Change |
| Infrastructure Programme | 44,557 | 21,807 | 29,393 | -15,164 | R | R | ↔ |
| Operations Budget | | | | | | | |

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

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

3. GCP Programme – Strategic Overview

- 3.1 The GCP programme reached significant strategic milestones in the previous financial year (2020/21). In particular, in May 2020 the Government confirmed that the GCP passed its first Gateway Review, securing the next tranche (£200m) of investment into the programme; then, in December 2020, the Executive Board agreed a revised Future Investment Strategy (FIS), updating the GCP programme in light of new evidence in order to maximise the benefits realised by the residents and businesses in Greater Cambridge through the delivery of the City Deal.
- 3.2 The 2020 Gateway Review recognised that Greater Cambridge is on the cusp of realising its most transformative infrastructure programme ever, unlocking the economic growth potential of Greater Cambridge over the coming decades. The GCP programme is also referenced in the Local Industrial Strategy (LIS), Local Transport Plan (LTP) and Local Economic Recovery Strategy (LERS) for Cambridgeshire and Peterborough.
- 3.3 Delivery of the Greater Cambridge City Deal supports sustainable economic growth and the accelerated delivery of the Local Plan, as well as enabling a broader transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The GCP's vision for a future travel network is particularly important to support a green recovery from Covid-19, with sustainable transport options vital to enable communities to access work, study and other opportunities the city-region has to offer.
- 3.4 Investments throughout 2021/22 have been essential to progress and deliver the infrastructure required to transform connectivity, with the GCP investing:
- £8.5m to progress the GCP's four major corridor schemes, linking growing communities to the north, south east, east and west of Greater Cambridge. This year, work has progressed significantly on Cambridge South East Transport scheme Phase 1 (CSET1) and consultations were held on Eastern Access and Waterbeach to Cambridge.
 - £6.2m on cycling and active travel schemes, including progressing the design of the Greenways routes and delivering Phase 1 of the Chisholm Trail; and
 - £10.2m on further schemes to improve public transport and sustainable travel options, including the now completed Histon Road scheme and investing £2m in specific public transport schemes and other measures to encourage sustainable travel through the City Access project.
- 3.5 Aside from investments in transport improvements, GCP investments in Skills, Smart, Housing and Economy and Environment projects (as detailed throughout this paper), totalling more than £2m in 2021/22, continues to alleviate barriers to economic growth and shared prosperity in Greater Cambridge. Particularly, the new Skills contract delivered by Form the Future, with Cambridge Regional College, is building on the delivery of new, high quality apprenticeships during the GCP's first five years of investment, providing local businesses with the skills they need to grow. The GCP continues to progress work to enhance energy grid capacity to sustain local growth and the Smart Cambridge programme is investing over £1m in

projects to maximise the benefits of technological and digital innovation across the GCP programme.

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 Over the last quarter, significant progress has been made on Transport schemes including the opening of the Chisholm Trail Phase 1 project, construction on CSETS Phase 1 and consultation on Mill Road has begun. This has added to the success of the opening of Histon Road in Quarter 3 of 2021/22. Cambridge South West Travel Hub is also due to go to Planning Committee on the 24th February.
- 4.3 In the first half of next financial year (22/23) significant progress is expected across the Transport programme. This will include the start of construction for the Milton Road project, continuation of CSETS Phase 1 delivery, submission of a planning application for Foxton Travel Hub and completion of the next stage of design for the first set of Greenways (expected to be Haslingfield and Comberton Greenways). The work expected on each scheme is set out in Section 13 of this report.
- 4.4 A number of schemes are underspent this financial year, the full details for this are set out in Appendix 1, Section 6 of this report. The major reasons for this are as follows:
- Cambridge South East Transport Phase 1, this is due to the delays to two key elements (land acquisition and planning permission) of the project for Haverhill Road, Hildersham Crossroads, Bartlow Roundabout and the Babraham Park & Ride extension. These delays have led to construction slipping into 2022/23 when the majority of construction and spend is scheduled to take place.
 - A number of projects including Cambourne to Cambridge and Eastern Access changed consultant this financial year, with the new Joint Professional Services Framework being utilised from the Summer of 2021. This led to a delay in the design of works getting underway, this is now remedied, and significant work is expected on these projects during 2022/23 with expenditure expected to accelerate.
 - Delays occurred within the West of Cambridge Package due to the planning application for the Cambridge South West Travel Hub being deferred at the July planning committee. This impacted the spend this financial year. As above, the project is expected to go to Planning Committee on 28th February.
- 4.5 The consultants review of potential short-term wins for the Cambourne to Cambridge scheme is ongoing and will be published when complete.
- 4.6 The full workstream report for Transport, including tables outlining delivery and spend information, is available in Appendix 1.

Skills

- 4.7 The Skills contract entered in to with Form the Future in 2019 came to a successful conclusion at the end of March 2021. All the KPI targets were exceeded. Given the continued impact of Covid-19 on the labour market, this is a significant achievement.
- 4.8 The new contract became operational in April 2021 and progress against targets is set out in Section 7.
- 4.9 The full workstream report for Skills is available in Appendix 2.

Smart

- 4.10 Smart signals infrastructure has now been installed at all four junctions which make up the trial area and initial testing has been completed. Data is now being captured and analysed. Further information is shown in Section 11.4.
- 4.11 The full procurement of the Strategic Sensing Network, led in collaboration with the County Council and Cambridgeshire & Peterborough Combined Authority (CPCA) has now closed with work due to begin in Q1 2022/23.
- 4.12 The full workstream report for Smart is available in Appendix 3.

Housing

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

Economy and Environment

- 4.14 **Sectoral Employment Analysis:** The latest update from the Greater Cambridge Sectoral Employment analysis was released in December and gives some headline figures on the impact of Covid-19 on our sectors. The new data covers the period between October 2020 and April 2021 and is based on a sample of companies covering 68% of corporate employment in Greater Cambridge. At headline level, findings outline the resilience of knowledge intensive (KI) sectors, ensuring employment rates in Greater Cambridge continued to grow despite the challenges of Covid-19.

Overall, corporate employment growth slowed from 4.8% in 2019/20 to 3.7% in 2020/21 although this still remains a 'significant rate of growth' despite the effects of the pandemic. The slow-down is due to the impact on non-knowledge intensive (non-KI) sectors which have been hit hardest by Covid-19, with non-KI growth slipping from 1.6% in 2019/20 to -0.8%. More detailed findings can be found in Section 12. An annual analysis of the 2020/21 financial year will be published in Spring 2022.

- 4.15 **Energy Grid project:** The Outline Business Case (OBC) and covering report were taken to the GCP Executive Board in December 2021. The OBC has now been published on the GCP website ([Electricity Grid Reinforcement SOBC Final \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk)). The OBC includes information on the formal grid offers

received by UK Power Networks (UKPN), the delivery routes available for construction and the cost recovery estimates based on the Electricity Connection Charges Regulation (ECCR). The OBC was reviewed by the GCP Executive Board and the project gained approval, with an additional £550k drawn down from the existing budget, to enable progression with demand, design and engineering feasibility work.

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

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

5. Transport Delivery Overview

5.1 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 | G | A | ↓ |
| Cambridge Southeast Transport Phase 2 | | Construction / 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 | ↔ |
| Milton Road | | Design (Reprofiled) | 2023 | 2023 | G | G | ↔ |
| City Access Project | | Design | 2024 | 2024 | G | G | ↔ |
| Chisholm Trail Cycle Links | Phase 1* | Construction | 2020 | 2021 | Complete | | ↑ |
| | Phase 2 | Design | 2024 | 2024 | G | G | ↔ |
| Histon Road Bus Priority* | | Construction | 2022 | 2021 | Complete | | ↔ |
| West of Cambridge Package | | Design | 2024 | 2026 | A | A | ↔ |
| Residents Parking Implementation | | Implementation / Paused | 2021 | 2021 | A | A | ↔ |
| Waterbeach Greenway | | Project Initiation | 2024 | 2024 | G | G | ↔ |
| Fulbourn Greenway | | Project Initiation | 2024 | 2024 | G | G | ↔ |
| Comberton Greenway | | Project Initiation | 2025 | 2025 | G | G | ↔ |
| Melbourn Greenway | | Project Initiation | 2025 | 2025 | G | G | ↔ |
| St Ives Greenway | | Project Initiation | 2023 | 2023 | G | G | ↔ |
| Barton Greenway | | Project Initiation | 2025 | 2025 | G | G | ↔ |
| Bottisham Greenway | | Project Initiation | 2025 | 2025 | G | G | ↔ |

| | | | | | | |
|--------------------------|--------------------|------|------|---|---|---|
| Horningsea Greenway | Project Initiation | 2025 | 2025 | G | G | ↔ |
| Sawston Greenway | Project Initiation | 2025 | 2025 | G | G | ↔ |
| Swaffhams Greenway | Project Initiation | 2025 | 2025 | G | G | ↔ |
| Haslingfield Greenway | Project Initiation | 2025 | 2025 | G | G | ↔ |
| Madingley Road (Cycling) | Design | 2025 | 2025 | G | G | ↔ |

*Following this Executive Board these projects will be moved to Appendix 7, completed projects

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

- 5.2 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 three risks across the transport programme can be identified as follows:

| Risk | Mitigating Action |
|---|--|
| If projects are unable to secure land through negotiation, then schemes could be delayed and/or require Compulsory Purchases Orders | Project Managers are managing this within each project and raising issues with the Transport Director as required. Transport Director will raise with Executive Board by exception. |
| If the impact of Covid-19 is not understood or changes then it could have an impact on the deliverability of schemes due to increased cost and programme. | Project Managers continue to assess the impact of Covid-19 on cost and programme and reflect in budget and delivery timescales as required. |
| If the cost of building materials continues to rise then the cost of projects could increase | Each project maintains a risk budget appropriate with the stage of the project. Issues will be reflected in budget and delivery timescales as required. Value engineering will be adopted at every relevant stage of each project. |

- 5.3 Since the last Quarterly Progress Report the following changes to the programme can be captured as follows:

- Chisholm Trail 1 – The status of this has been changed to Green to reflect the opening in December 2021. It is acknowledged that minor work is still required to complete the project to the anticipated standard.
- Cambridge South East Transport Scheme - A planning application along the route for a new Retirement Care Village has recently been approved, on appeal, by the Planning Inspector. Officers are currently reviewing the implications of this decision on the CSETS scheme.

6. 2021/22 Transport Finance Overview

6.1 The table below contains a summary of this year's budget and forecast information to December 2021.

| Project | Total Budget (£000) | 2021-22 Budget (£000) | 2021-22 Forecast Outturn Dec 21 (£000) | 2021-22 Forecast Variance Dec 21 (£000) | 2021-22 Budget Status | | |
|---|---------------------|-----------------------|--|---|-----------------------|----------|----------|
| | | | | | Previous | Current | Change |
| Cambridge South East (A1307) – Phase 1 | 16,950 | 11,550 | 3,000 | -8,550 | R | R | - |
| Cambridge South East (A1307) – Phase 2 | 132,285 | 2,988 | 2,725 | -263 | A | A | - |
| Cambourne to Cambridge (A428) | 157,000 | 2,663 | 1,663 | -1,000 | A | R | ↓ |
| Waterbeach to Cambridge | 52,600 | 464 | 464 | 0 | G | G | - |
| Eastern Access | 50,500 | 1,500 | 600 | -900 | A | R | ↓ |
| West of Cambridge Package | 42,000 | 2,750 | 2,081 | -669 | R | R | - |
| Milton Road Bus, Cycle and Pedestrian Priority* | 23,040 | 12 | 1,550 | +1,538 | A | G | ↑ |
| Histon Road Bus, Cycle and Pedestrian Priority* | 10,600 | 3,065 | 4612 | + 1,547 | G | G | - |
| City Access Project | 20,320 | 3,500 | 2,100 | -1,400 | A | R | ↓ |
| FIS Allocation – Public Transport Improvements and Sustainable Travel | 75,000 | 2,500 | 0 | -2,500 | G | R | ↓ |
| Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs) | 700 | 250 | 25 | -225 | G | A | ↓ |
| Chisholm Trail – Phase 1* | 17,914 | 4,999 | 4,799 | -200 | R | G | ↑ |
| Chisholm Trail – Phase 2 | 5,000 | 750 | 100 | -650 | G | R | ↓ |
| Madingley Road Cycling | 993 | 580 | 350 | -230 | A | A | - |
| Greenways Programme | 76,000 | 3,000 | 1,275 | -1,725 | A | R | ↓ |
| Cambridge South Station* | 1,750 | 635 | 1,369 | +734 | A | G | ↑ |
| Programme Management and Scheme Development | 5,450 | 350 | 350 | 0 | G | G | - |
| Total | 688,102 | 41,556 | 27,063 | -14,493 | A | A | - |

* These projects achieved accelerated spend within the overall budget envelope. Therefore these are classed as green as they have been delivered ahead of the profiled budget.

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

Commentary relating to each project is set out below. This includes an update on financial spend for this year.

6.2 Cambridge South East (A1307) – Phase 1

The ongoing land acquisition and planning approval issues have substantially affected the delivery of the Phase 1 projects planned for this financial year. The main issue has been the delay in getting approvals for the commencement of construction which has reduced the forecast spend this financial year.

Land acquisition issues have now been largely resolved or negated by design so there is now a full construction programme planned for 2022 and early 2023 to deliver all the remaining CSET Phase 1 schemes. The exceptions are the Haverhill Road and Babraham Park and Ride schemes which are subject to full planning approvals being granted.

6.3 Cambridge South East (A1307) – Phase 2

The scheme is following Cambridgeshire County Council's governance process for Transport and Works Act Order (TWAO) applications. The next stage for the project will be to go to Full Council for agreement from Cambridgeshire County Council Members, before an application for a Transport and Work Act Order (TWAO) can be made.

This is currently under review following the planning issue outlined in 5.3.

6.4 Cambourne to Cambridge (A428)

At this stage, a year-end underspend of £1m is anticipated. This is due to the delay in the project following the change in transport consultants. The scheme is now advancing following the decision by the Executive Board in July 2021. 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 following EIA consultation in Summer 2022.

6.5 Waterbeach to Cambridge (formerly A10 North study)

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

Consultants have been commissioned through the Joint Professional Services Framework. The scope of works and contract documents have been finalised and final sign off is required.

At this stage it is anticipated that there will be a slight underspend against this year's budget.

6.6 Eastern Access

Scoping works have now started and approval to resume the project and restart Phase A was given at July's GCP Executive Board. Consultation on short term improvements to Newmarket Road are planned for late 2021. 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. The scheme is

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

6.7 West of Cambridge Package

Cambridge South West Travel Hub was presented at July's County Planning Committee for determination. The decision was deferred by the Committee until further information on impact on the Green Belt, demand for the Hub and drainage requirements are provided. The Local Planning Authority have requested an extension of time for determination of the planning application until February 2022.

Officers have submitted a planning addendum to County colleagues and have been advised that determine is expected to be made a planning committee on 24th February 2022. The delay resulted in a reduction in the spend profile which is reflected in the forecast outturn variance.

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.

6.8 Milton Road bus and cycling priority

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

Officers are seeking to bring forward the C4 (statutory undertakers) diversion work for the scheme to de-risk future delivery. If this aim is realised then this will bring forward approximately £1.4 million of additional spend by the end of 2021/22.

The expenditure is currently negative reflecting underspend that was carried over from the previous financial year.

6.9 Histon Road bus and cycling priority

Construction of the project is now complete (as of November 2021) therefore all of the 2021/22 budget has now been committed. In addition, whilst works were being undertaken, the project team worked with the County Council to identify additional maintenance requirements that could be undertaken through the construction contract. This resulted in approximately £1.4 million of additional work such as full resurfacing, repairs to the binder course layers where required and improved drainage along the road. The cost of this work will be funded by the County Council. It is not anticipated that additional City Deal funding will be required.

A further income of £200k and £180k is also expected from City Fibre and Granta Backbone Network respectively.

6.10 City Centre Access Project

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

In September 2021, the Executive Board agreed a road map to develop a final package of options for improving bus services, funding an expansion of the *cycling-plus* network and managing road space in Cambridge. An allocation has been made which is reflected in the current budget forecast which will be updated as the scope of the work is refined.

6.11 FIS Allocation – Public Transport Improvements and Sustainable Travel

There will be no spend on this project during 2021/22 - the Covid pandemic meant that there were limited opportunities to invest in bus services. This budget has been reviewed and spending is expected next year on Cycling Plus development as well as development of the programme for Public Transport improvements.

6.12 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)

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

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

The project was successfully opened to the public at the end of December. Positive comments have been received and the Trail is providing a huge benefit to the public. A number of items of work still remain outstanding by the Contractor which including landscape works and railing - these are due to be completed during January.

A key risk remains with the contractor over final costs and a maintenance budget is required over the coming years for works such as landscape maintenance.

Final pavement surfacing will be complete in the coming weeks and final completion of all works is programmed in January 2022.

6.14 Chisholm Trail cycle links – Phase 2

Chisholm Trail Phase 2 is being presented to the Executive Board (Agenda Item 7) in March 2022 seeking permission to undertake design work on Coldham's Lane, Great Eastern Street Car Park and Cromwell Road.

The Experimental Traffic Regulation Order (ETRO) for Coldham's Lane has delayed the design and construction of the Coldham's junction element of the scheme and the forecast has been adjusted to reflect the delay.

6.15 Madingley Road

The existing preliminary designs are currently being updated and are set to be complete by mid-2022. Detailed design and final costs will be required to go to GCP Executive Board for approval.

It is currently anticipated that this project will be underspent at year-end due to delays earlier in the year with the completion of transport modelling.

6.16 Greenways Programme

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

Consultants have been appointed via the Joint Professional Services Framework. The Greenways programme has been split geographically between the two consultants 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.

The expectation is that the Greenways programme will be underspent by approximately £1.7m at year-end. This reflects the delays in appointing consultants earlier in the year. Work will significantly increase during 2022/23 with commissions underway on all Greenways. A separate item is provided to update on progress for the Greenways (Agenda Item 6).

6.17 Cambridge South Station

The Department for Transport has now drawn down the final contribution towards these works. No further spend is anticipated for this project. The forecast annual variance has increased but the GCP's overall contribution to the project has come in under budget by £15k.

6.18 Programme Management and Scheme Development

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

APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

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

7.1 GCP’s new skills and training contract began delivery on 1st April 2021 and Form the Future has provided the following information on progress against their targets.

| Indicator | Target (2021-2025) | Progress (Oct to Dec 2021) | Previous (Aug to Sep 2021) | Progress (Apr to Dec 2021) | Status* | | |
|---|--------------------|----------------------------|----------------------------|----------------------------|----------|---------|--------|
| | | | | | Previous | Current | Change |
| Apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship | 600 | 62 | 6 | 82 | G | G | ↔ |
| Adults supported with careers information, advice and guidance, broken down by sector where applicable | 1520 | 20 | 30 | 79 | G | A | ↓ |
| Early Careers Ambassadors/Young People Champions recruited, trained and active, broken down by sector | 600 | 1 | 0 | 23 | G | A | ↓ |
| Employers supported to access funds and training initiatives, broken down by sector | 450 | 19 | 17 | 49 | G | G | ↔ |
| Students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector | 400 | 0 | 0 | 0 | G | G | ↔ |
| Careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact | 2,486 | 250 | 82 | 356 | G | G | ↔ |
| All Primary Schools accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact | 73 | 0 | 0 | 3 | G | G | ↔ |
| Students accessing mentoring programme as part of this service | 200 | 5 | 0 | 5 | G | G | ↔ |

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

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

- 7.2 Monitoring data for the eight service KPIs is outlined in the table above. Data is reported as of the end of December 2021. Service data shows that Form the Future (FtF) are continuing to make progress against most of the KPIs, with six out of eight indicators currently having a Green RAG rating.
- 7.3 Since the last quarter, FtF has been able to support an additional 62 apprenticeship training starts, taking the total in the contract year to date to 82. Although recruitment to apprenticeship vacancies remains challenging across most sectors, latest data shows that FtF are still on track to deliver against their target of 100 in the first contract year.
- 7.4 The number of adults supported with careers information, advice and guidance has increased by 20 since last quarter but is behind the year-end target of 235 adults in the first year as reflected in the Amber rating.

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. CRC's schedule of planned roadshows is currently being revised, responding to current Covid-19 guidance and FtF has not yet delivered any individual sessions to date as no adults have converted into recipients of this service despite content and delivery teams being in place and the free service being advertised through libraries, community centres, careers fairs etc. CRC and FtF are working hard to identify the reasons behind this and to tailor their approach accordingly.

- 7.5 The recruitment of Early Careers Ambassadors (ECAs)/Young People Champions (YPCs) is being delivered jointly by FtF and CRC. Although companies remain keen to participate in the ECA programme, take up from staff has not followed. Only 1 ECA has been trained this quarter against a target of 10, this is likely to have been impacted by Covid-19 and the number of staff in offices.

As office workers return to offices, more fully trained ECAs will be able to engage with learners, as well as provide a rationale for converting more prospective ECAs at engaged employers.

FtF are creating a further training programme for mentors for ECAs who wish to develop their skills and progress further. They are also currently working with a provider to get an online platform ready to enable ECAs to gain an accredited online Level 2 qualification in mentoring/coaching so that the participants can join the YPC network.

Although recruitment of ECAs and YPCs is still expected to hit its target within the contracted period, the delays to rolling out the online course for YPCs means that the target may not be met this year.

- 7.6 Other key points:

- This quarter has seen 19 new employers engaged in meetings to explore apprenticeships and navigate funding opportunities. This is delivered by CRC and it is anticipated that the target of engaging 50 new employers will be exceeded this year;

- Following a slow start to the year, work experience and industry placements are improving in performance with 12 new placements pledged this quarter. As the Covid situation improves, FtF will increase their employer engagement network and will be talking to schools to ensure a fair spread of opportunity across the secondary school and sixth form network;
- Careers guidance aimed at students aged 11-19 (and parents where appropriate) has been affected by Covid although FtF anticipated this and was ready to pivot to digital engagement with 51 careers-related virtual and face-to-face learning events delivered this period;
- Primary Schools accessing careers advice activities – a date for the Primary careers fair has been confirmed for March this year and employer engagement is underway. In addition to this, 11 STEM digital resources have now completed development, with two more close to completion;
- Five students out of the 50 allocated this year have started and completed their mentoring programmes this quarter. The remaining 45 places are still allocated and booked in with targeted schools for year one.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

8 Smart Programme Overview

- 8.1 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 | Target Completion Date | Forecast Completion Date | Status | | |
|---|------------------------|--------------------------|----------|---------|--------|
| | | | Previous | Current | Change |
| Behaviour Change: Scoping work for MaaS Pilot | Mar 2022 | Mar 2022 | G | G | ↔ |
| Smart Signals – Phase Two | Mar 2022 | Mar 2022 | G | G | ↔ |
| Smart Signals – Phase Three | Jun 2022 | Jun 2022 | N/A | N/A | |
| Strategic Sensing Network – Phase Two | Mar 2022 | Mar 2022 | G | G | ↔ |

Progress reported up to 31st December 2021

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

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

8.3 Behaviour Change: Scoping work for MaaS Pilot

Work to scope a Mobility as a Service (MaaS) pilot for Greater Cambridge continues to be on schedule.

The objective of the work is to scope a MaaS pilot Greater Cambridge which will support travellers in making sustainable journey choices.

The first phase of the work will identify best practice from MaaS trials in the UK and Europe and map how MaaS can support the strategic objectives of the GCP and partners. To support this, a stakeholder workshop was held in December with representatives from the relevant County, GCP and CPCA teams. Outputs from the workshop are being included in the final report alongside the review of existing policies for the organisations to ensure any potential trial is accurately aligned with GCP targets. The final report will be delivered at the end of March 2022.

8.4 Smart Signals – Phase 2: Data Collection and Analysis

On-site supervised control of the Hills Road junctions involved in the trial have now been completed. This has included successful trials of the solution at peak times and the project will now move to remote supervision of those sites. This will allow more frequent deployments and therefore increased testing of the solution. Additionally, a separate project to independently validate the traditional Split Cycle Offset Optimisation Technique (SCOOT) control at the site has been completed.

This will allow data to be collected facilitating full comparisons of the impacts of the two different methods of control.

Following the installation of equipment at the Robin Hood junction, as reported last quarter, the Vivacity control system is on track to be fully site tested and commissioned. As with the previous junctions, on-site supervised Vivacity control deployments will need to be successfully carried out prior to any remote supervision and more frequent testing which is expected to start towards the end of March.

It has been confirmed that the Smart Signals project will be extended to September 2022 at no additional cost to the authority, allowing greater volumes of data to be gathered and additional priority modes to be evaluated.

8.5 Strategic Sensing Network – Phase 2: Procurement

Following the soft market testing undertaken last quarter, the specification for the sensor network was revised to reflect the comments received. The full procurement document pack has been produced and issued.

The deadline for clarification questions from suppliers closed in December and the deadline for tenders to be submitted was 7th January 2022. Bids have been submitted and will be reviewed by the County Council Procurement team and representatives from Smart, GCP and CPCA.

Assuming that one or more of the bids offer the service required by GCP and the partner organisations, the contract will be awarded and (due to the value of the contract), a 10-day standstill period will then be in place. Following this, a contract will be entered into with the successful supplier and work to plan initial deployments of sensors will be initiated. It is expected that the first sensors will be deployed in Quarter 1 of 2022/23.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

9. Delivering 1,000 Additional Affordable Homes

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

| Indicator | Target | Timing | Progress/ Forecast | Status | | |
|--|--------|-----------|-----------------------|----------|---------|--------|
| | | | | Previous | Current | Change |
| Delivering 1,000 additional affordable homes** | 1,000 | 2011-2031 | 742 (approx.) | A | A | ↔ |

*** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2021) and new sites permitted or with a resolution to grant planning permission at 31st December 2021 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.*

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

- 9.2 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.
- 9.3 The Greater Cambridge housing trajectory published in April 2021 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2022/23. Until 2022/23, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 9.4 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*”.
- 9.5 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 742 eligible affordable homes are anticipated to be delivered between 2022 and 2031 towards the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 74% of the target on the basis of currently known sites.

- 9.6 There have been no additional permissions granted in the last quarter that contribute towards this indicator.
- 9.7 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 2021) or from the Councils' typical assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 9.8 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 37,226 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 3,726 dwellings more than the housing requirement of 33,500 dwellings. There are still a further nine years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target. Historically there is good evidence of rural exception sites being delivered and therefore we can be confident that the target will be achieved.

APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

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

- 10.1 As previously reported the GCP and the local authorities in Greater Cambridge (with engagement with the CPCA) collaborated to produce an Action Plan, designed to align ongoing local action with the five 'foundations of productivity' outlined in the LIS. The Action Plan identified 82 local actions, grouped under a series of objectives which blend local and regional priorities for growth.
- 10.2 Officers continue to identify progress against the actions outlined in the Action Plan. Of the 82 actions identified the majority continue to be well on track.
- 10.3 An updated economic strategy is being developed by the CPCA and GCP officers will contribute and engage in that process to continue to ensure alignment in key policy areas.

11. Greater Cambridge Sectoral Employment Analysis

- 11.1 As previously outlined, this research programme is being undertaken by the Centre for Business Research (CBR) and is funded by the Greater Cambridge Partnership and Cambridge Ahead. The research will analyse the growth of employment in different sectors across Greater Cambridge, enabling local partners to have robust, timely data on local sectors and businesses. It will take the form of a series of updates, analysing data drawn from company accounts over time, designed specifically to understand the challenges facing specific local sectors over the coming months, in light of Covid-19.
- 11.2 The latest update, which was finalised in October 2021, analysed data from accounting year ends between October 2020 and April 2021. The full report can be found at <https://www.greatercambridge.org.uk/asset-library/Future-Investments-Strategy/Research-and-Evidence/Greater-Cambridge-Employment-Update-October-2021.pdf>
- 11.3 It is reported that corporate employment growth has slowed down from 4.8% in 2019/20 to 3.7% in 2020/21 although it is noted that the latter is still a significant rate of growth considering the unprecedented challenges brought about by Covid.
- 11.4 Employment in Knowledge Intensive (KI) sectors such as 'Life science and healthcare' and 'information technology and telecoms' have been the fastest growing sectors during 2020/21, with employment rates accelerating despite lockdowns, although there has been variation in these growth rates across both industry sectors.
- 11.5 Employment growth to 2021 has either declined or remained unchanged in seven of the nine non-KI sectors, with the largest decline occurring in 'other services' – e.g.

hotels, pubs and restaurants (-3.6%). A sample of 185 corporate companies also found that turnover fell from 9.3% to 1.5%, while employment dropped from 7.7% to 5.5% - with the government furlough scheme holding up employment in sectors with declining sales.

- 11.6 The next update on this project will be in early Spring 2022 when an annual analysis of the 202/21 financial year will be published.

12. Electricity Grid Reinforcement

- 12.1 Officers from the GCP have been developing proposals to forward fund electricity grid reinforcement works to remove a barrier to jobs and housing growth, with the intention of recouping the investment from developers through the Electricity Connection Charges Regulation (ECCR). The Outline Business Case (OBC) was approved by the Executive Board in December 2021 and has now been published on the GCP website ([Electricity Grid Reinforcement SOBC Final \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk)). Work towards a full Business case is underway and intended to be presented to the Joint Assembly and Executive Board towards the end of 2022.

13. GCP Budget Strategy and Allocations for 2022/23

- 13.1 The attached spreadsheet (Appendix 9) sets out the proposed GCP budget for 2022/23.
- 13.2 Explanations for individual project budget profiles, including any changes to previously agreed budgets and new allocations, are set out below. Proposals assume that any over or underspend against a given 2021/22 budget line will be rolled over into the 2022/23 budget for that line, unless otherwise specified.

Infrastructure Programme

- 13.3 Cambridge South East (A1307) – Phase 1

£8.2m has been allocated for CSET Phase 1 in 2022/23. A significant construction programme is planned for 2022 and early 2023 to deliver the majority of the remaining CSET Phase 1 schemes. Some risk remains with Schemes 4 (Safety improvements at the Gog Farm Shop/ Haverhill Road Junction) and 19 (Babraham Park and Ride extension) which are subject to full planning approvals being granted. Therefore, some budget is available in 2023/24 for completion of any remaining works.

- 13.4 Cambridge South East (A107) – Phase 2

£3.825m has been allocated for CSET Phase 2 for 2022/23. Expenditure next year is dependant on Programme and the anticipated Transport and Works Act Order (TWAO) application. The profile of expenditure has also been updated to reflect the current position.

13.5 Cambourne to Cambridge (A428)

£2m has been allocated for Cambourne to Cambridge in 2022/23. Environmental Impact Assessment consultation will take place in Summer 2022 and preparation work will be required for the TWAO application which is due to be submitted at the end of 2022. Spend may increase if land acquisition takes place in 22/23 but this is not included in the budget at this stage due to the desire to avoid land acquisition until there is greater certainty of consent

A report is scheduled to be taken to October's GCP Executive Board to note public consultation outcomes and Environmental Impact Assessment and request the County Council to review and submit the TWAO application.

13.6 Science Park to Waterbeach

£700k has been allocated for the Science Park to Waterbeach scheme in 2022/23 which will cover the costs of developing the Outline Business Case for the scheme. The major milestone this financial year will be the consultation which is currently scheduled for October 2022.

The overall profile anticipates that the main construction costs will occur between 2025 and 2028.

13.7 Eastern Access

£1.2m has been allocated for Eastern Access in 2022/23. The Outline Business Case (OBC) and Public Consultation on Park and Ride options are planned to take place during 2022/23. Expenditure may increase depending on the progress of Phase 2 of the project which depends on Marshalls plans for vacating the Airport site.

The overall spend profile anticipates that spend will peak between 2024 and 2027, when the most significant interventions will be delivered.

13.8 West of Cambridge Package

£1m has been allocated for the West of Cambridge package for 2022/23, which includes work on Cambridge South West Travel Hub (CSWTH) and Foxton Travel Hub.

The spend profile for next year could be impacted by this February's Planning Committee when the local planning authority will determine the planning application for CSWTH. It is anticipated that the majority of costs for this project will occur between 2023 and 2025.

The Foxton Travel Hub planning application is due to be submitted in Summer 2022.

13.9 Milton Road Bus and Cycling Priority

£7m has been allocated for the Milton Road scheme for 2022/23. This figure is based on the construction rate of spend achieved on Histon Road. The Detailed

Design and Full Business Case will go to GCP Executive Board in March 2022 for approval. Construction is planned to start in May 2022 and complete during Summer 2024. This is reflected in the proposed budget.

13.10 Histon Road Bus and Cycling Priority

Construction of the project is now complete (as of November 2021) and all of the 2021/22 budget has been committed. £20k has been allocated for 2022/23 to cover the Road Safety Audit (RSA) 3 and landscape maintenance.

13.11 City Centre Access Project

The budget profile for City Access includes £7m allocated to 2022/23 and £2.8m allocated to 2023/24. Following the initial consultation that took place in December 2021 the work will now focus on evaluating the response and setting out the next steps. This budget covers a multitude of workstreams including the Network Hierarchy Review, Parking Strategy and the main Making Connections programme.

In June 2022 an item on Public Transport and Making Connections is scheduled to be taken to GCP Executive Board to receive feedback on the Making Connections consultation and agree next steps.

13.12 Whittlesford Station Transport Infrastructure Strategy (WSTIS) (formerly Travel Hubs)

£175k has been allocated for WSTIS in 2022/23. It is anticipated that design work on improvements to bus access to the station will commence during the year once the implications of the Cambridge and Peterborough Combined Authority funded multi-modal study of the A505 study are known.

13.13 FIS Allocation – Public Transport Improvements and Sustainable Travel

It was agreed in December 2020 that the FIS would be used to help develop proposals for public transport services, a fund for operator investment in zero emissions buses and a further programme of permanent active travel measures. In 2022/23 £500k has been allocated to support the development of the Cycling Plus schemes (A1134 North-South and Hills Road as agreed at the December 2021 GCP Executive Board) and the programme for public transport improvements. A further £2.5m is allocated for 2023/24 and £4.5m in 2024/25 which are likely to support the outcome of the Making Connections work and therefore proposals for public transport services.

Cycling

13.14 Chisholm Trail Cycle Links – Phase 1 and Phase 2

£20k has been allocated for the Chisholm Trail Phase 1 in 2022/23 for Road Safety Audits and any minor work, with £1m allocated for Phase 2.

The profile for Chisholm Trail Phase 2 assumes spend will peak across 2023/24 and 2024/25 as construction is currently forecast to start in Spring 2023. In March

2022, an overview of the projected engagement and programme of the scheme will be presented at GCP Executive Board as part of this agenda.

13.15 Madingley Road

A budget of £353k is set for 2022/23. This is the remainder of the approved overall budget of £993k so GCP Executive Board and will bring completion of the preliminary design and Outline Business Case. This will then be presented to the GCP Executive Board (currently forecast for October) when the cost will be presented and the Executive Board asked to approve the Budget.

13.16 Greenways Programme

The Greenways Programme includes the 12 Greenways approved by the Executive Board to December 2020. Officers consider that the budget is most effectively managed as a single programme at the current time. £5.755m has been allocated for the Greenways Programme for 2022/23 as it is anticipated that work will significantly increase during the year with commissions underway on all Greenways. Work during 2022/23 will include completion of the next stage of designs for the majority of Greenways as well as potential early construction works where work can be done within the Highway boundary. A full paper is provided to the Executive Board at agenda item 6 on progress of the Greenways.

Other Transport Allocations

13.17 Cambridge South Station

No further spend is anticipated for this project as the Department for Transport has now drawn down the final contribution towards these works. This budget line will now be closed.

13.18 Programme Management and Scheme Development

The Executive Board is recommended to approve a budget of £300k for 2022/23, to cover the anticipated additional costs of early work to manage scheme development. This annual budget will be reviewed regularly to ensure it is in line with the requirements of the programme.

Operational Budgets

13.19 Operational Budgets are remaining similar to 2021/22 with minor uplifts for inflation. The individual budget information is set out below.

13.20 Central Programme Co-Ordination

In order to meet the needs of a post Gateway Review ramped up delivery programme, the Executive Board is recommended to approve a budget of £850k for 2022/23. This has increased since 2021/22, to accommodate further costs which are anticipated as a result of new recruitment for the programme co-ordination function of the GCP.

13.21 Engagement and Communications

The Executive Board is recommended to approve the continuation of an £88k budget for 2022/23 and future years. This annual budget will be reviewed regularly to ensure it is in line with the requirements of the engagement and communications programme. This annual allocation is in line with last year's budget.

13.22 Skills

In October 2020, the Executive Board approved a proposal to procure a new Skills contract, over four years, from April 2021. £550k is allocated for Skills provision for 2022/23 (and £550k for every financial year to 2024/25), to deliver the new Skills contract, which will cost c£2.2m over four years.

13.23 Evidence, Economic Assessment and Modelling

The Executive Board is asked to approve £150k per year for 2022/23 and future years to 2025, in line with last year's budget, to support the design and implementation of the GCP programme's assessment criteria to 2025.

13.24 Affordable Housing

£58k has been allocated for Affordable Housing in 2022/23; this represents the carry forward of expected underspend in 2021/22.

13.25 Cambridgeshire County Council costs

The Executive Board is recommended to approve £34k per year for 2022/23 and future years, in line with last year's budget.

13.26 Smart

In December 2020, the Executive Board approved the Future Investment Strategy (FIS), which included a £2.8m allocation to Smart Cambridge to 2024/25. The allocation for 2022/23 was £745k which, together with the underspend from 2021/22 will be used to fund a number of Smart projects to support themes including Behaviour Change, Network Management, Better Use of Data and Sustainable Communities.

13.27 Energy

The forecast underspend has been the result of lower than anticipated consultancy fees and slower progress on land acquisition than originally planned. A further £550k was approved at Executive Board in December 2021 to develop a full business case and continue to lobby Ofgem to fund these infrastructure works.

13.28 GCP Formal Meeting Support Costs

£12k has been allocated to GCP formal meeting support costs for 2022/23, broadly in line with last year's budget. This follows on from last year's recommendation to approve an increase to the overall budget allocated to GCP formal meeting support costs of £72k, increasing the overall budget to £93k. This will continue to be

reviewed in line with meeting requirements as a result of Covid-19 restrictions on venues.

13.29 Accommodation

£30k has been allocated to pay for accommodation for GCP within Mandela House (Cambridge City Council offices). Following the County Council's move from Shire Hall in Cambridge to New Shire Hall in Alconbury, GCP have been working with partner organisations to secure office space within the geography of Greater Cambridge. The City Council has made a space available within the offices on Regent Street which GCP are scheduled to move into from March 2022 (subject to any change of government Covid-19 guidance).

14. GCP Budget 2022/23 – Funding Assumptions

14.1 S106 Position

In line with due process, every financial year S106 estimates are reviewed. The S106 estimated profile assumes s106 receipts of £86.846m which has been updated from the £74.5m figure previously set out. This has been updated following a review of anticipated S106 receipts, working with the Planning Department at the County Council. It should be noted that all S106 receipts are subject to specific site by site requirements, for example build out rates and therefore this figure is subject to change. At this stage the estimated amount does not consider some of the larger allocated sites in the draft Local Plan which should lead to an increase in receipts at a later date. This number will be reviewed annually.

14.2 New Homes Bonus (NHB) Position

NHB was introduced in 2011 to provide an incentive for local authorities to encourage housing growth in their areas. The latest published NHB figures for 2022/23 are £1,956,913 for Cambridge and £2,375,863 for South Cambridgeshire and it is assumed they will contribute 10% of this to GCP.

14.3 The Energy Grid substation continues to explore options for cost recovery as part of future investment decisions.

15. Citizens' Assembly

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

16. Financial Implications

16.1 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.£111m. This assumes that the GCP will be

successful in passing the second Gateway Review and will receive the third tranche of funding (£200m).

Have the resource implications been cleared by Finance? YES

Name of Financial Officer: Sarah Heywood

List of Appendices

| | |
|------------|---|
| Appendix 1 | Quarterly Transport Workstream Report |
| Appendix 2 | Quarterly Skills Workstream Report |
| Appendix 3 | Quarterly Smart Workstream Report |
| Appendix 4 | Quarterly Housing Workstream Report |
| Appendix 5 | Quarterly Economy and Environment Workstream Report |
| Appendix 6 | RAG Explanations |
| Appendix 7 | GCP Completed Projects |
| Appendix 8 | Executive Board Forward Plan |
| Appendix 9 | Proposed GCP Budget 2022/23 |

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) | |
| 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 | Strategic Sensing Network CPCA Transport Data Platform | Enhanced insights extracted from 2017 ANPR survey |

| | | | | |
|--|------|---|--|--|
| | | Connectivity to County Council PowerBI services enabled. | | |
| 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: 17th March 2022 | Reports for each item to be published 7th March 2022 | Report Author | Key Decision | Alignment with Combined Authority |
|--|---|----------------------|---------------------|--|
| GCP Quarterly Progress Report | To monitor progress across the GCP work streams, including financial monitoring information and approval of the GCP's 2022/2023 Budget. | Niamh Matthews | Yes | N/A |
| Update on Greenways Programme | To provide an update on progress developing the Greenways network and approve planned engagement over the next 12 months and next steps. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy N/A |
| Chisholm Trail Phase 2 | To provide an update on the programme for delivering Phase 2 of the Chisholm Trail and approve planned consultation over the next 12 months and next steps. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange |

| | | | | |
|---|--|----------------------|---------------------|---|
| | | | | Strategy |
| Milton Road | To approve construction of the Milton Road scheme. | Peter Blake | Yes | CA LTP |
| Road Network Hierarchy and Freight Consolidation Report | To provide an update on the programme for delivering the Road Hierarchy review and Freight Consolidation work, and in particular planned consultation over the next 12 months. | Peter Blake | No | CA LTP |
| Executive Board: 30th June 2022 | Reports for each item to be published 17th June 2022 | Report Author | Key Decision | Alignment with Combined Authority |
| Public Transport and City Access Strategy | To receive feedback on the City Access consultation and agree next steps. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Cambridge South West Travel Hub | To sign off the Full Business Case and next steps. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Eastern Access | Feedback on consultation and next steps, | 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 | No | N/A |

| Executive Board: 6th October 2022 | Reports for each item to be published 26th September 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 |
| Electricity Grid Capacity | To sign off the Full Business Case and agree next steps. | Rachel Stopard | Yes | N/A |
| Better Public Transport: Cambourne to Cambridge | To note public consultation outcomes and Environmental Impact Assessment and agree to submit Transport and Works Act Order application. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Residents Parking Zones | To review a delivery programme and agree next steps. | Peter Blake | No | CA LTP Passenger Transport / Interchange Strategy |
| Next stage of the Road Hierarchy Review | To consider feedback on the consultation and agree next steps | Isobel Wade | No | CA LTP Passenger Transport / Interchange Strategy |
| Executive Board: 15th December 2022 | Reports for each item to be published 5th December 2022 | Report Author | Key Decision | Alignment with Combined Authority |
| Public Transport and City Access Strategy | Business Case and implementation timetable. | Isobel Wade | Yes | CA LTP Passenger Transport / Interchange |

| | | | | |
|-------------------------------|--|----------------|----|----------|
| | | | | Strategy |
| GCP Quarterly Progress Report | To monitor progress across the GCP work streams, including financial monitoring information. | Niamh Matthews | No | N/A |

| Executive Board meeting | Reports for each item published | Joint Assembly meeting | Reports for each item published |
|--------------------------------|---------------------------------|--------------------------------|---------------------------------|
| 17 th March 2022 | 7 th March 2022 | 17 th February 2022 | 7 th February 2022 |
| 30 th June 2022 | 20 th June 2022 | 1 st June 2022 | 20 th May 2022 |
| 6 th October 2022 | 26 th September 2022 | 8 th September 2022 | 26 th August 2022 |
| 15 th December 2022 | 5 th December 2022 | 17 th November 2022 | 7 th November 2022 |

Proposed Budget 22.23

| | Agreed Budget | Actual Spend | Actual Spend | Actual Spend | Actual spend | Actual Spend | Actual Spend | Forecast spend | Budget | Budget | Budget | Budget | Budget | Future Years Budget |
|---|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|---------------------|
| EXPENDITURE | £000 | 2015/16 £000 | 2016/17 £000 | 2017/18 £000 | 2018/19 £000 | 2019/20 £000 | 2020/21 £000 | 2021/22 £000 | 2022/23 £000 | 2023/24 £000 | 2024/25 £000 | 2025/26 £000 | 2026/27 £000 | £000 |
| Infrastructure Programme Investment Budget | | | | | | | | | | | | | | |
| Cambridge South East (A1307) - Phase 1 | 16,950 | 18 | 20 | 41 | 206 | 756 | 2,568 | 3,000 | 8,200 | 2,142 | | | | 0 |
| Cambridge South East (A1307) - Phase 2 | 132,285 | 139 | 155 | 312 | 1,582 | 4,163 | 3,444 | 2,725 | 3,825 | 10,715 | 54,600 | 46,000 | 4,624 | 0 |
| Cambourne to Cambridge (A428) | 157,000 | 268 | 1,485 | 1,871 | 1,588 | 1,820 | 1,037 | 1,663 | 2,000 | 13,000 | 26,000 | 66,100 | 36,000 | 4,168 |
| Science Park to Waterbeach (formerly A10 North study) | 52,600 | 67 | 72 | 391 | 3 | 125 | 272 | 464 | 700 | 1,000 | 2,000 | 12,000 | 25,000 | 10,506 |
| Eastern Access | 50,500 | | | | | 115 | 193 | 600 | 1,200 | 10,200 | 10,000 | 10,000 | 12,500 | 5,692 |
| West of Cambridge Package | 42,000 | 240 | 416 | 717 | 2,337 | 6,680 | 5,568 | 2,080 | 1,000 | 11,000 | 10,639 | 1,323 | | 0 |
| Milton Road bus and cycling priority | 23,040 | 188 | 238 | 339 | 287 | 576 | 378 | 1,550 | 7,000 | 9,000 | 3,424 | 30 | 30 | 0 |
| Histon Road bus and cycling priority | 10,600 | 199 | 181 | 46 | 509 | 1,388 | 5,172 | 4,612 | 20 | 20 | | | | -1,547 |
| City Access Project | 20,320 | 255 | 566 | 1,438 | 1,672 | 2,563 | 1,898 | 2,100 | 7,000 | 2,828 | | | | 0 |
| Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs) | 700 | | | 84 | 57 | 28 | 73 | 25 | 175 | 258 | | | | 0 |
| FIS Allocation - Public Transport Improvements and Sustainable Travel | 75,000 | | | | | | | | 500 | 2,500 | 4,500 | | | 67,500 |
| FIS - Housing Investment | 20,000 | | | | | | | | | | | | | 20,000 |
| Cycling | | | | | | | | | | | | | | |
| Chisholm Trail cycle links - Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2) | 17,914 | 235 | 679 | 849 | 1,493 | 4,952 | 4,687 | 4,799 | 20 | | | | | 200 |
| Chisholm Trail cycle links - Phase 2 | 5,000 | | | | | 0 | 0 | 100 | 1,000 | 2,000 | 1,900 | | | 0 |
| Madingley Road | 993 | | | | | | 290 | 350 | 353 | | | | | 0 |
| Greenways Programme | 76,000 | | | | | | 950 | 1,275 | 5,755 | 16,295 | 38,635 | 13,090 | | 0 |
| Other Transport | | | | | | | | | | | | | | |
| Cambridge South Station | 1,750 | | | 0 | | 366 | 0 | 1,369 | | | | | | 15 |
| Programme management and scheme development | 5,450 | 355 | 781 | 802 | 559 | 510 | 354 | 350 | 300 | 350 | 350 | 350 | 350 | 39 |
| Closed Infrastructure Budgets | | | | | | | | | | | | | | |
| COMPLETE - Residents Parking implementation (to progress through City Centre Access Project) | 659 | | | 114 | 175 | 220 | 125 | | | | | | | 25 |
| COMPLETE - Greenways Quick wins | 3,079 | | | 0 | 2,079 | 1,000 | 68 | | | | | | | -68 |
| COMPLETE - Developing 12 cycling greenways | 568 | | | 256 | 250 | 62 | | | | | | | | 0 |
| COMPLETE - Cross-city cycle improvements | 11,266 | 257 | 864 | 2,966 | 4,979 | 1,894 | 214 | 92 | | | | | | 0 |
| COMPLETE - A10 Cycle route - Frog End Melbourn | 553 | | 511 | 42 | | | | | | | | | | |
| COMPLETE - Travel Audit - South Station and biomedical campus | 200 | | | 88 | 112 | | | | | | | | | |
| Operational budgets | | | | | | | | | | | | | | |
| Central Programme Co-ordination | 7964 | 111 | 391 | 728 | 517 | 512 | 532 | 750 | 850 | 867 | 884 | 902 | 920 | 0 |
| Engagement & Communications | 1071 | | | 251 | 89 | 88 | 88 | 88 | 88 | 90 | 92 | 93 | 95 | 9 |
| Skills | 4,423 | 47 | 188 | 205 | 84 | 343 | 459 | 600 | 550 | 550 | 500 | | | 897 |
| Evidence, economic assessment and modelling | 1266 | | | 31 | 246 | 239 | 124 | 150 | 150 | 150 | 150 | | | 26 |
| Affordable Housing | 200 | | 10 | 0 | 44 | 65 | 0 | 0 | 58 | | | | | 23 |
| Cambridgeshire County Council costs | 334 | | | 31 | 31 | 31 | 33 | 33 | 34 | 34 | 35 | 36 | 36 | 0 |
| Smart Cambridge | 5070 | | 271 | 391 | 596 | 589 | 374 | 510 | 845 | 645 | 600 | | | 249 |
| Energy | 25,140 | | | | | 15 | 77 | 87 | 663 | | | | | 24,298 |
| GCP Accommodation | 300 | | | | | | | | 30 | 30 | 30 | 30 | 30 | 150 |
| GCP Formal Meeting Support costs | 93 | | | | | 11 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | -2 |
| Closed operational budgets | | | | | | | | | | | | | | |
| South Cambridgeshire District Council costs | 80 | | | 40 | 40 | 0 | | | | | | | | 0 |
| Planning Capacity & Support (formerly Towards 2050) | 321 | | | 52 | 148 | 60 | 61 | | | | | | | 0 |
| COMPLETE - Cambridge Promotions Agency | 150 | 60 | 90 | 0 | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| COMPLETE - Housing Delivery Agency | 400 | | 200 | 200 | | | | | | | | | | |
| COMPLETE - Cambridge Promotions | 40 | | | 40 | | | | | | | | | | |
| Total Expenditure | 771,279 | 2,439 | 7,118 | 12,325 | 19,683 | 29,171 | 29,051 | 29,384 | 42,328 | 83,686 | 154,351 | 149,966 | 79,598 | 132,179 |
| FUNDING | | | | | | | | | | | | | | |
| City Deal grant | 500,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 120,000 |
| S106 contributions | 86,846 | | | | | 6,719 | 3,547 | 1,344 | 2,500 | 3,000 | 3,000 | 3,000 | 3,000 | 60,736 |
| Energy income | 25,000 | | | | | | | | | | | | | 25,000 |
| NHB - Cambridge City | 12,869 | 1,986 | 3,166 | 2,385 | 2,238 | 1,651 | 901 | 346 | 196 | | | | | 0 |
| NHB - South Cambs | 8,794 | 1,683 | 2,633 | 1,570 | 1,204 | 742 | 507 | 219 | 236 | | | | | 0 |
| NHB - CCC | 5,153 | 917 | 1,485 | 1,023 | 860 | 599 | 269 | | | | | | | 0 |
| Housing income | 20,000 | | | | | | | | | | | | | 20,000 |
| Interest accrued on grant funding | 1,802 | 0 | 80 | 149 | 291 | 253 | 69 | | | | | | | 960 |
| | | | | | | | | | | | | | | |
| Total income | 660,464 | 24,586 | 27,364 | 25,127 | 24,593 | 29,964 | 45,293 | 41,909 | 42,932 | 43,000 | 43,000 | 43,000 | 43,000 | 226,696 |
| NET OVERALL GCP BUDGET | -110,815 | | | | | | | | | | | | | |
| Forecast Cashflow Balance | | 22,147 | 42,393 | 55,195 | 60,105 | 60,898 | 77,140 | 89,665 | 90,269 | 49,583 | -61,768 | -168,734 | -205,332 | -110,815 |