

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

10:00 am

Thursday 8th September 2022
Council Chamber
The Guildhall
Cambridge

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

AGENDA

PART ONE: 10:00 a.m. – 12:30 p.m.

	PAGE NUMBER
1. Apologies for Absence	(-)
2. Declaration of Interests	(-)
3. Minutes	(3-28)
4. Public Questions	(29)
5. Petitions	(-)
6. Public Transport and City Access Strategy	(30-63)

PART TWO: 1:30 p.m. onwards *

7. Better Public Transport: Cambourne to Cambridge Project	(64-81)
8. Better Public Transport: Cambridge Eastern Access Project	(82-93)
9. Greater Cambridge Greenways	(94-111)
10. Quarterly Progress Report	(112-146)
11. Date of Next Meeting	(-)

- 2:00 p.m. Wednesday 23rd November 2022

* Should Part One of the meeting finish later than 12:30 p.m. the start time for Part Two may be later than scheduled. The discussion on Part Two items will not start any earlier than 1:30 p.m.

MEMBERSHIP

The Joint Assembly comprises the following members:

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

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

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

For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services) on 01223 699763 or via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.

Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 9th June 2022
2:00 p.m. – 6:15 p.m.

Present:

Members of the GCP Joint Assembly:

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

Attending at the discretion of the Chairperson:

Cllr Claire Daunton	Cambridgeshire County Council
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Officers:

David Allatt	Assistant Director: Transport Strategy and Network Management (CCC)
Peter Blake	Transport Director (GCP)
Stephen Kelly	Joint Director of Planning and Economic Development (Greater Cambridge Shared Planning Service)
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Michelle Rowe	Democratic Services Manager (CCC)
Rachel Stopard	Chief Executive (GCP)
Isobel Wade	Assistant Director: Sustainable and Inclusive Growth (GCP)

1. Election of Chairperson

It was proposed by Councillor Beckett and resolved unanimously that Councillor Bick be elected Chairperson of the GCP Joint Assembly for the municipal year 2022/23.

2. Appointment of Vice-Chairperson

It was proposed by Councillor Smith, seconded by Councillor Williams and resolved unanimously that Councillor Thornburrow be elected Vice-Chairperson of the GCP Joint Assembly for the municipal year 2022/23.

3. Apologies for Absence

Apologies for absence were received from Heather Richards and Councillor Bearpark.

The Chairperson welcomed Councillors Bearpark, Osborne, and Thornburrow, and Kristin-Anne Rutter to the Joint Assembly, and expressed thanks to former Joint Assembly members Councillors Moore, Milnes, Sollom and Wilson. He also welcomed Councillor Daunton to the meeting and informed the Joint Assembly that her nomination to join the Joint Assembly as a representative of the county council was subject to formal approval at the next council meeting, and noted that she was attending the meeting in an unofficial capacity at the Chair's discretion.

4. Declarations of Interest

Kristin-Anne Rutter declared a non-statutory disclosable interest in relation to the Quarterly Progress Report (agenda item 8) and the Cambridge South-East Transport Scheme item (agenda item 9), as an Executive Director of CBC Ltd.

Councillor Williams declared a non-statutory disclosable interest in relation to the Cambridge South-East Transport Scheme item (agenda item 9) and the Waterbeach Station Relocation item (agenda item 11), as a member of South Cambridgeshire District Council's Planning Committee.

Karen Kennedy declared a general non-statutory disclosable interest as a resident of Romsey.

Kristin-Anne Rutter declared a general non-statutory disclosable interest as a resident of Central Cambridge.

Councillor Shailer declared a general non-statutory disclosable interest as a resident of Romsey.

Councillor Thornburrow declared a general non-statutory disclosable interest as a member of both Cambridge City Council's Planning Committee and the Joint Development Control Committee.

5. Minutes

While discussing the minutes of the previous Joint Assembly meeting, it was observed that the issue raised in relation to equestrian access on Milton Road (fourth bullet point of the discussion for agenda item 9 (Milton Road)), had referred to access for horse riders in the new road layout and not just during the construction phase.

The minutes of the previous Joint Assembly meeting, held on 17th February 2022, were agreed as a correct record, subject to an additional clarification on equestrian access in the fourth bullet point of the discussion for agenda item 9 (Milton Road), and were signed by the Chairperson.

6. Public Questions

The Chairperson informed the Joint Assembly that ten 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 one question related to Agenda Item 9 (Cambridge South-East Transport Scheme), three questions related to Agenda Item 10 (Parking Strategy Update and Residents' Parking Scheme Delivery), and six questions related to Agenda Item 11 (Waterbeach Station Relocation).

7. Petitions

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

8. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme and which also included a proposal for cycling improvements on the Cambridge Biomedical Campus. Following recent economic shocks caused by events including Covid-19, the UK's withdrawal from the EU, and the war in Ukraine, a growth in the employment gap between knowledge-intensive jobs and non-knowledge-intensive jobs had been identified in the Greater Cambridge area, and it was emphasised that there was a need for the region to ensure it continued to attract and retain key sector businesses alongside the development of key infrastructure. Attention was also drawn to details of the review of the first year's work carried out by Form the Future, as set out in Appendix 2 of the report.

While discussing the report, the Joint Assembly:

- Expressed concern that planning issues had caused delays to some schemes and suggested that lessons should be learned to avoid similar delays occurring in the future. Acknowledging that planning issues were always a risk that needed to be managed through working closely with local planning authorities, the Transport Director informed members that the GCP was improving its processes and behaviours to ensure that such concerns were addressed in the early stages of future projects.
- Sought clarification on why Residents' Parking Implementation had amber status in the table in section 6.1 of the report, and when it was expected to reach green status. Observing that the implementation of new schemes had been paused by the county council in March 2020 and then only reinitiated in November 2021, the Transport Director drew attention to the fact that priorities and objectives for the delivery of residents' parking schemes over the next twelve months were included in a later report on the agenda (Agenda Item 10 - Parking Strategy Update and Residents' Parking Scheme Delivery).
- Highlighted the risks associated with increasing costs, as identified in section 6.2 of the report, and the importance of mitigating the impacts and establishing contingencies. Noting that escalating costs were a nationwide and multi-sectorial issue and that it was not possible to predict how long the inflation would last, the Transport Director confirmed that all projects included analysis of risks and contingencies for issues such as inflation, and that such analysis was reviewed and updated regularly.
- Suggested that the review of the work carried out by Form the Future could consider whether the scope of the work could be expanded and made more ambitious, whether it would be appropriate to extend the reach beyond the Greater Cambridge region in order to attract people from further afield, and whether the GCP could carry out additional work on skills beyond that which was being carried out with Form the Future. The Assistant Director of Strategy and Programme welcomed the suggestions and undertook to discuss them with the Skills Working Group.
- Expressed concern that work to support 1520 adults with career information, advice and guidance had a red status in the table in section 8.1 of the report, and requested information on how this could be improved. Noting that the issue had been raised with Form the Future as part of the review process, the Assistant Director of Strategy and Programme informed members that it was partly an issue with take-up and that research was being undertaken on how to better attract those people who were not signing up, although she acknowledged that more could be done to improve the level of support provided in general.
- Highlighted the importance of apprenticeships and skills development in the construction sector, and the need to increase their availability. The Assistant Director of Strategy and Programme acknowledged their importance and emphasised that the GCP was working with sites and contractors across the region, as were other organisations, such as the Combined Authority.

- Expressed concern that the delivery of 1000 affordable homes had an amber status in the table in section 10.1 of the report, and suggested that it should be given greater profile and priority. One member drew attention to how difficult it was to obtain an exception site, arguing that their challenging deliverability made it harder to achieve targets that had been set as part of the City Deal, and she suggested that the GCP could consider alternative ways to deliver them. The Assistant Director of Strategy and Programme undertook to discuss the issue with officers at South Cambridgeshire District Council.
- Raised concerns about the level of overprogramming and potential future requirement to start prioritising and stopping schemes, and sought clarification on how and when the Joint Assembly and Executive Board would be able to consider such issues. Noting the importance of maintaining sufficient opportunities across the programme to avoid under programming, the Chief Executive emphasised that it was normal to plan in such a way, and she reassured members that the financial situation was monitored continuously. While she was confident that it was not necessary to prioritise schemes currently, she acknowledged that it may have to be considered in the future. One member also highlighted the important role of Section 106 contributions from developers to help reduce overprogramming, and the Joint Assembly reiterated a call for a future paper assessing the long-term options for over-programming. The Chief Executive agreed that it could be covered when the Future Investment Strategy was presented.
- Sought clarification on how much funding would potentially be unlocked following the Gateway review in 2024/25. The Chief Executive confirmed that it would be a final tranche of £200m, although she clarified that the GCP had always overprogrammed for the full £500m in order to provide assurances for the Government that it had sufficient expenditure in the pipeline to justify the final tranche of funding.
- Considered whether projects were mainly given red status due to the fact that they took longer than planned, rather than due to lack of funding or failure to achieve their objectives. The Transport Director informed the Joint Assembly that the GCP was targeting 2027/28 for the majority of its City Deal spending to have been completed.

The Chairperson concluded that there had been no objections to the proposed cycling improvements on the Cambridge Biomedical Campus that would be presented to the Executive Board.

9. Cambridge South-East Transport Scheme

One public question was received from James Littlewood. The question and a summary of the response are provided at Appendix A of the minutes.

The Transport Director presented the report, which detailed the impact of the approved development of the Stapleford Retirement Village on a section of the Cambridge South-East Transport Scheme (CSETS). Following a review of the options

to realign the impacted section of the route, two proposals had been established, as set out in Paragraph 2.8 of the report. In line with the extensive consultation and engagement that had already taken place throughout the development of the scheme, an additional targeted consultation on the two options would be carried out in order to identify and mitigate any adverse impacts, and to provide consultees with an opportunity to comment on the revised section of the route.

While discussing the report, the Joint Assembly:

- Highlighted the importance of CSETS to reduce congestion and provide reliable public transport to the Cambridge Biomedical Campus, and emphasised the need to resolve the matter in a timely manner in order to progress the scheme with minimal delay.
- Welcomed the proposal for an additional targeted consultation, and it was generally agreed that the consultation should be focused on which of the two options was best, although one member argued that it should have a broader scope and include further options, such as an on road route. It was noted, however, that extensive consultations had already taken place and to broaden its scope would further the delay the scheme by a number of years.
- Expressed concern that the planning issue had arisen at such a late stage in the development of the CSETS, after the final route had been agreed by the Executive Board. Clarifying that the Stapleford Retirement Village had only received planning permission on 29th December 2021 as a result of an appeal to the Planning Inspector, the Transport Director informed members that a review carried out with the relevant planning authorities had established that there were no further such potential disruptions along the CSETS route. Approval of the Transport Works Act Order application would elevate the status of the scheme and require its consideration as part of any other future planning application that could impact it.
- Queried whether the timescales set out in Paragraph 8.1 of the report were still achievable. Noting that more detailed timelines had previously been included in reports, the Transport Director undertook to ensure that they would be expanded and updated in the future.
- Drew attention to the previous agreement to increase the targeted biodiversity net gain for the scheme from 10% to 20%, and sought reassurances that neither of the proposed options would negatively impact the objective. The Transport Director clarified that the objective for a 20% net gain would be achieved by an underlying approach, rather than incremental pieces along the route.

In summarising the Joint Assembly's discussion, the Chairperson acknowledged the need to realign the route and identified a consensus in support of a further consultation. He also highlighted that the refinement of the scheme design should not just minimise environmental impacts, but also assist in the objective to secure meaningful net biodiversity gain.

10. Parking Strategy Update and Residents' Parking Scheme Delivery

Three public questions were received from Councillor Alex Bulat, David Stoughton (on behalf of Living Streets Cambridge), and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Assistant Director for Sustainable and Inclusive Growth presented the report, which included the proposed objectives and vision of the Integrated Parking Strategy that was being developed by the GCP alongside the county and city councils, following a period of public engagement on parking issues within Cambridge in February and March 2022. The focus of the objectives and vision, set out in section 2 of the report, was on rebalancing parking provision across the city to encourage people to use sustainable modes of transport, thus shifting demand for car parking away from the city centre. The strategy was being developed with awareness of the importance of parking revenue to both councils' budgets, and it was confirmed that if the resulting interventions led to an overall decrease in revenue, alternative fund streams would need to be found to avoid an impact.

The report also included an initial delivery plan for residents' parking schemes, following the county council's request to reinitiate their implementation. As well as the underlying objectives of the Integrated Parking Strategy, feedback from the public engagement on parking issues demonstrated support for the delivery of additional parking controls across the city, and it was proposed that an initial tranche of six schemes be delivered in Elizabeth, Hurst Park, Romsey East, Romsey West, Wilberforce and York, with further new schemes to be considered in 2023.

While discussing the report, the Joint Assembly:

- Welcomed the work being carried out by the GCP alongside the county and city councils in developing the Integrated Parking Strategy, but highlighted that improving the highways and urban realm around Cambridge required not only changes to the parking, but also to the management of traffic flows in and around the city.
- Argued that while pavement parking was tacitly encouraged and necessary in parts of the city, such as Romsey, in other areas of Cambridge it was a problematic form of parking that needed to be eradicated.
- Argued that the provision of further parking facilities on the outskirts of the city would help reduce traffic flow and the level of parking requirements in the city centre.
- Observed that the Independent Parking Strategy would not be able to reduce levels of private parking in the city centre.
- Agreed that the vision would be strengthened and made clearer by including an additional line to emphasise the underlying concept that alternative means provide at least equal access, where car trip access to destinations is typically inefficient

and expensive. It was also agreed that the vision should clarify that there would be an increased provision of cycle parking to satisfy the increased demand.

- Drew attention to the impact of the Integrated Parking Strategy on the budgets of the city and county councils, and argued that the removal of parking spaces and the income that they provided had to be balanced against the delivery of services provided by the councils. Acknowledging the concerns, the Assistant Director for Sustainable and Inclusive Growth emphasised that the strategy was being developed alongside the wider City Access Strategy, which considered the wider economic implications of the individual strands.
- Expressed concern about minimal levels of parking enforcement in areas outside of residents' parking schemes. Members also highlighted that parking at large events often had a negative impact on local areas, although it was noted that the county council was aware of the issue and discussions would be held with organisers of large events, such as Cambridge United Football Club.
- Raised concerns about current residents' parking schemes, including the fact that it was still possible to park freely within a few minutes walk of the city centre, and suggested that such loopholes in existing schemes should be eradicated. It was also suggested that the restricted times in some of the schemes failed to take into account the increased levels of people in the city centre on Sundays, while enforcement was important so that residents did not feel they were unfairly paying. Noting the concerns, the Assistant Director for Sustainable and Inclusive Growth reassured the Joint Assembly that such issues were being considered following feedback from the public engagement on parking and would be discussed with the county council.
- Suggested that the new residents' parking schemes should be implemented prior to the removal of any parking spaces in the initial six areas as part of the Integrated Parking Strategy, to avoid confusion and maintain the support of local residents.
- Emphasised that although there was widespread support for residents' parking schemes, it was important to ensure that less affluent residents and drivers were not unfairly impacted, especially given that some people were unable to use other forms of transport.
- Considered whether the size of some or all of the residents' parking schemes should be increased to improve parking options for those that used them and to minimise border issues, particularly with regard to the two proposed schemes in Romsey, with one member further suggesting that the whole of Cambridge could become one parking zone. Noting that the size of residents' parking schemes had been considered as part of the public engagement on parking issues, the Assistant Director for Sustainable and Inclusive Growth emphasised that finding the right size was fundamental, and cautioned that a lot of people would be able to drive and park to their destination within the same zone if they were too large.
- Suggested that written submissions in relation to residents' parking schemes should be listed by scheme, rather than grouped together.

- Queried whether it would be possible to remove the current requirement for new residents' parking schemes to obtain the support of at least 50% of residents in the area. Noting that such a decision would need to be made by the county council, the Assistant Director for Sustainable and Inclusive Growth reassured members that the needs and concerns of residents would be fully taken into account throughout the design and consultation processes for the schemes.
- Suggested that implementation of new residents' parking schemes would provide an opportunity to improve the urban realm, through inexpensive measures such as planting trees or adopting edible streets.
- Highlighted that residents' parking schemes were only self-financing and were not income generators for the local authorities.
- Suggested that future tranches of residents' parking schemes could be prioritised according to the objectives established in the Integrated Parking Strategy. The Assistant Director for Sustainable and Inclusive Growth emphasised that the Integrated Parking Strategy focused on delivering for the whole city, while targeting key areas first.

In summarising the Joint Assembly's discussion, the Chairperson concluded that members supported the six initial priority residents' parking schemes for delivery, and confirmed that the further concerns raised would be conveyed to the Executive Board.

11. Waterbeach Station Relocation

Six public questions were received from Helen, Jaz and Nigel Seamarks, Jude Sutton (on behalf of Waterbeach and District Bridleways Group), Roxana Cislariu, Jane Williams, Lynda Warth (on behalf of Cambridgeshire British Horse Society), and Elizabeth McWilliams. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Assistant Director of Strategy and Programme presented the report, which proposed a role for the GCP in ensuring the delivery of the Waterbeach station relocation, and which included details of plans to engage with the local community on the delivery of this project. The relocation of the station, which was a requirement of the planning permission for part of the Waterbeach New Town Development, would enable the delivery of 4500 homes, and it was highlighted that the acceleration of housing growth was one of the core objectives of the City Deal. With the developer, RLW, having confirmed that it could contribute £17m towards a total cost of £37m for the relocation, there was a funding gap of approximately £20m. Noting that the proposal for the GCP to provide the required funding included an assumption of the responsibility for delivery of the station relocation project, the Transport Director informed the Joint Assembly that the arrangement would tie into that which had already been agreed by the developer in the initial planning process.

Further information related to the proposal was provided by the Joint Director of Planning and Economic Development of the Greater Cambridge Shared Planning

Service, who informed members that the developer, RLW, had originally committed to funding the relocation of the train station as part of the planning application, and had already invested £255m on infrastructure as part of the delivery of 4500 homes, equating to approximately £55k per home. Noting that the developer would only be able to fund the full amount for the station relocation by reducing the proportion of affordable housing from its current level of 30%, he confirmed that a review mechanism within the Section 106 agreement ensured that additional money could be claimed if the developer received profits exceeding 20% as a result of the project. He stated that it was both legitimate and ordinary for the public sector, across the UK, to facilitate growth in a way that allowed authorities to strike a balance between investing resources into transport projects and creating sustainable communities.

While discussing the report, the Joint Assembly:

- Agreed the broad purpose of providing funding for the relocation of the station aligned with the core objectives of the City Deal, but expressed concern that the issue had not been identified early in the development of the project. Noting that the requirement to relocate the station had always been a condition of the planning permission, the Assistant Director of Transport Strategy and Network Management informed members that the developer had originally provided assurances that it would be able to deliver the relocation, although as the viability work progressed, it became clear that it would not be able to do so.
- Observed that a failure to provide support for the station relocation would significantly delay the delivery of homes and wider additional facilities, and sought clarification on how that would impact the Local Plan. Noting that the delivery of fewer homes would decrease the supply without impacting demand, thereby leading to price rises, the Joint Director of Planning and Economic Development acknowledged that the 5-year land supply position would be insufficient to meet the housing requirements in the Local Plan, potentially leading to sporadic and inappropriate development occurring elsewhere to compensate for the loss.
- Queried why the GCP was now proposing to provide funding when it had originally refused to do so in the early stages of the planning application, and expressed concern about using public funds to support a private developer that was likely to make a profit from the project. The Transport Director reiterated that the developer had provided reassurances that it would be able to fund the relocation itself, and therefore there had not been a reason to invest public funds.
- Expressed concern that alternative sources for the funding had refused to provide the required financial support, and sought clarification on why that had been the case. Noting that the funding solution originally envisioned by the developer was that the increase in rail usage from the station would contribute towards construction of station, the Transport Director informed members that the Department for Transport had subsequently not agreed to this taking place, which is why alternative agencies were approached.
- Expressed concern over potential cost overruns, seeking clarification on who would be responsible for covering them, and it was confirmed that such responsibilities would be assumed by the GCP.

- Observed that current high levels of inflation could be sustained for many years, and queried whether the repayments and interest would be index-linked to inflation. The Joint Director of Planning and Economic Development confirmed that the agreement index-linked all associated payments, and that inflation levels would be monitored continuously. It was also confirmed that the developer contribution to the station relocation would be index-linked.
- Sought clarification on what would happen to the debt if the developer pulled out or entered into bankruptcy before repaying it. The Joint Director of Planning and Economic Development clarified that planning permission was associated with the land, rather than the actual developer, and therefore the terms and obligations of the planning permission and agreement would be enforceable against any subsequent developer that took on the project.
- Sought clarification on the penalties that would be applied if the developer failed to make the agreed repayments at certain trigger points, and whether there would be legal mechanisms to ensure the repayments were made.
- Suggested that the station car park could be a public revenue generating asset for perpetuity, in order to continue to provide support to the local community and fund community development activities. The Joint Director of Planning and Economic Development informed members that the resources that the developer had already invested in infrastructure would not be recouped until the end of the project, which provided a strong incentive for it to complete the process in line with the agreement.
- Queried whether the reported cost of £37m for the station relocation could be reduced by changing the design. The Transport Director informed members that the planning consent had already been granted and therefore the station would be built to the current design. He observed that the final cost could not be determined until the tender process was underway, when consideration would be given to matters such as inflation, risks and contingency, and although the £37m was an accurate estimate, it was not possible to predict what the wider macroeconomic situation would be like at this stage.
- Expressed concern about using public funds to support a private developer, and queried whether there was a cut-off point for the level of profit developers were permitted to make in the viability assessment. It was confirmed that the limit was set at 20%, in line with the standard benchmark for a viability assessment.
- Requested that, in the event of the station's relocation, construction traffic pass through the new town development, rather than the village of Waterbeach, to minimise the impact on local residents. It was clarified that the construction management plan would be determined by the local planning authority, although the GCP would be able to participate in its development.
- Suggested that expediting the construction of the section of the planned Waterbeach Greenway between the current station and the new station so that it was ready prior to completion of the relocation would help mitigate the loss of

amenity for those residents who live close to the existing station. Noting that this section of the Greenway had not currently been allocated a budget, the Transport Director informed the Joint Assembly that it could consider making such an allocation in consultation with the Executive Board.

- Expressed concern about the negative impact on current residents of Waterbeach by the relocation of the station, although it was acknowledged that such considerations had been made as part of the planning application, and that the relocation was a statutory requirement beyond the GCP's control.
- Expressed concern about setting a precedent that would encourage other developers to also request financial contributions from the GCP in the future, having already been granted planning permission on the condition that they would be able to implement the required infrastructure. The Assistant Director of Transport Strategy and Network Management emphasised that robust scrutiny had been carried out during consideration of the planning application to the ability of the developer to fund, or obtain external funding for, the station relocation.
- Queried whether providing the £20m funding would be viewed positively or negatively in the next Gateway Review. The Chief Executive informed members that it would be likely to be considered favourably in the Gateway Review due to its objective of unlocking the delivery of 4500 homes.
- Sought clarification on the latest date that a decision could be made on whether to provide the funding. Noting that the delivery of 4500 homes was subject to the opening of the relocated station, the Transport Director observed that any delay would have implications on the Local Plan's five year housing land supply.
- Sought clarification on whether the issue of ransom between the developers involved in Waterbeach New Town had been resolved. Noting that there were provisions in the Section 106 agreements with both developers to allow them to reach agreement or for South Cambridgeshire District Council to intervene in the event of no agreement, the Joint Director of Planning and Economic Development confirmed that the issue would be resolved.

In summarising the Joint Assembly's discussion, the Chairperson concluded that members had acknowledged the requirement to relocate the station in order to allow the delivery of 4500 homes to proceed, and that the need for the GCP to support its relocation aligned with the City Deal's wider strategic mission. He emphasised that the Joint Assembly was providing its endorsement with a significant level of caution, and requested that the Executive Board consider ways to reduce the risk that the GCP would be taking on.

12. Dates of Future Meetings

Noting that while restrictions had been in place due to the Covid-19 pandemic those asking public questions at meetings had been offered the opportunity to have their question read out by an officer, the Joint Assembly considered whether it would be

appropriate to readopt the original policy of requiring those submitting questions to address the meetings in person, with a suggestion that this would increase their effectiveness. One member observed that hearing the questions and the responses from officers in the meetings was informative, while another member raised concerns about transparency. It was agreed that written questions that were submitted and responded to by the GCP, although not read out at the meeting, would be circulated to members and published online. The Chairperson emphasised that he would maintain discretion on the acceptance of public questions.

The Joint Assembly noted that the next meeting was due be held on Thursday 8th September 2022, although it was suggested that the length of the meeting could be extended in order to accommodate the items on the agenda, and noted the programme of meeting dates up to the end of 2023.

Chairperson
8th September 2022

Greater Cambridge Partnership Joint Assembly – 9th June 2022
Appendix A – Public Questions Listed by Agenda Item

Questioner	Question	Answer
James Littlewood	<p>Agenda Item 9 – Cambridge South East Transport Scheme</p> <p>There have been some significant changes in relation to CSET scheme:</p> <ol style="list-style-type: none"> 1. Preferred Option for Local Plan is to extend Biomedical Campus next to A1307. This won't be directly served by the CSET route, whereas it could be served by an option discounted in 2018. This will significantly increase the Benefit Cost Ratio of that option compared with the current route. 2. A factor in the GCP Boards' 2018 decision to discount a route in the A1307 corridor was that it could not form part of the Cambridgeshire Autonomous Metro (CAM). The CAM has been dropped. Given that CAM was a factor in reaching a decision on preferred routes, there is a requirement to review that decision. 3. Now that the detailed route alignment is known, it will poorly serve the villages of Sawston, Stapleford and Shelford and in some cases could undermine bus services that serve village centres. 4. Planning Inspector recently granted permission for a development, including creating a new country park. The Busway would run adjacent to this park having a negative impact on the park. In other words, the negative impact of the Busway has increased. 5. Permission for Cambridge South Station will be granted ahead of the busway. The rail scheme will proceed first and therefore the busway construction works will have to fit around or be delayed by Network Rail. This creates a risk of further delay, compared to alternative options. 	<p>The City Deal was signed to deliver the planned growth in the existing Local Plan and address the previous infrastructure deficit, felt acutely at locations such as the Cambridge Biomedical Campus.</p> <p>The preferred option was the most favoured at the consultation and achieves that outcome.</p> <p>The future Local Plan has not yet been agreed and therefore the basis of the question is speculative at best.</p> <p>The comment regarding Benefit Cost Ratio is factually wrong.</p> <p>The CSET project has always been planned and assessed as a stand-alone scheme in accordance with DfT requirements. It also forms part of the GCP's integrated transport programme, modelled on the successful Cambridgeshire Guided Busway, and pre-dates the CAM. CSETS will deliver significant benefits to CBC and surrounding area.</p>

	<p>An alternative busway within the A1307 corridor would deliver similar journey times and reliability at significantly less cost, more quickly and with less damage to the countryside. Due to the expansion plans of the Campus it would deliver better Benefit Cost Ratio.</p> <p>Please will the GCP review the decisions made in 2018 and 2021 against an optimal scheme in the A1307 corridor?</p> <p>Option 2 of the proposed alignments around the retirement village would leave an area of land between the busway and Haverhill Road which was no longer viable for agriculture. The landowner has already indicated that they will not allow this land to be used for mitigation because they have development aspirations for it. It is therefore almost certain that if Option 2 went ahead that there would be a planning application submitted for housing on that land. Whilst the outcome of such an application cannot be known, there is clearly a risk that development could be granted in future. Especially as approval has been given for development on an adjacent site. Therefore, it is misleading to conclude that the impact on landscape, environment and green belt would be similar for both options; Option 2 carries a high risk of future harm whereas Option 1 does not. It is important that the consultation highlights the risk of future development associated with Option 2, so that people are fully aware of the implications of their choice. Please will you commit to providing information about this risk as part of the public consultation?</p>	<p>The CSET Phase 2 scheme was originally envisaged to serve the business parks only. Following consultation, the decision was taken to move closer to villages and intermediate stops are now provided at Sawston, Stapleford, and Great Shelford.</p> <p>The off-road route provides a more convenient service to the villages than an on-road A1307 service and was the most supported in previous consultation.</p> <p>Major transport scheme development follows a prescribed process laid down by the Department for Transport. The CSETS scheme development has followed this process.</p> <p>The GCP operates in a rich-governance environment. Planning issues, including the theoretical question around possible future planning applications, are a matter for the Local Planning Authority. It will be for the LPA to comment on any perceived risk or otherwise.</p>
<p>Cllr Alex Bulat County Councillor for Abbey</p>	<p>Agenda Item 10 – Parking Strategy Update and Residents’ Parking Scheme</p> <p>The spring consultation clearly showed that football parking is the top issue highlighted for Abbey residents. As most of Abbey, except the few streets part of York area, is still under review for any scheme, I would like to ask the GCP Joint Assembly how can work more effectively with the County</p>	<p>We recognise the issues Cllr Bullat raises, and this is reiterated in the analysis undertaken by our consultants which identified matchday football parking as a key</p>

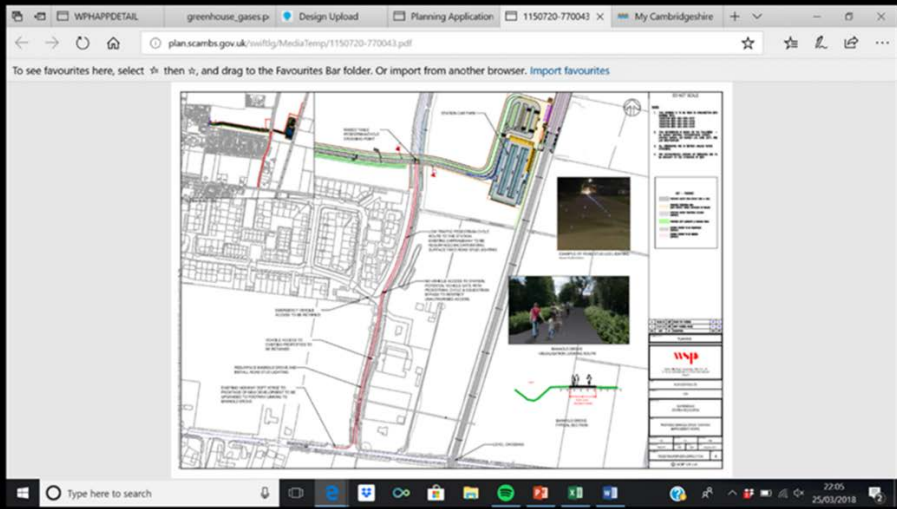
	<p>Council and other stakeholders and support residents who will face football parking, verge and pavement parking in the meantime, until any other schemes are considered. Despite local enforcement presence and the football club promoting the use of the Park & Ride, this remains a significant problem, so residents would like commitments on this particular issue which is rather unique in Abbey as the home of our stadium. How can we tackle this issue and promote active travel?</p>	<p>concern in the Abbey area adjacent to the Cambridge City Football Ground.</p> <p>The paper suggests introducing parking controls across the city over time, including in the Abbey area.</p> <p>Consideration can be given to match day parking restrictions like some other football stadiums to manage the particular parking issues on those days and we can discuss with the County Council how best to facilitate this in the context of delivering parking controls across the city.</p>
<p>David Stoughton Chair Living Streets Cambridge</p>	<p>Agenda Item 10 – Parking Strategy Update and Residents’ Parking Scheme</p> <p>The analysis of the results of the Parking Issue Engagement closely reflect those of our own surveys over the last 18 months, namely that the number one issue for pedestrians, and clearly for local residents, is parking on footways. We would submit that not only are there areas in which this problem is most frequently experienced but there are specific locations in which businesses have arrogated to themselves the pavement outside their premises as a private parking space for themselves or their customers, forcing all regular users of the footway out into the road. It is interesting to note too that the challenges presented by the school run and problems of safety posed for school children come up at numbers 4 and 7 respectively and that these concerns are also consistently reported to us.</p> <p>The statement in 5.27.10 on page 161 of the report offer a succinct summary of our shared findings. Yet within the recommendations there seems a notable absence of intent to address either of these issues directly. The assumption seem to be made that parking on footways and</p>	<p>Pavement parking was a key issue coming through the Parking Issues Engagement. As well as creating day to day issues, there is a particular equalities issue with pavement parking given the way it forces more vulnerable users into the road.</p> <p>Although the government has been considering footway parking for several years, the Department for Transport has yet to follow up on their 2020 consultation which looked at preventing pavement parking.</p> <p>As Mr Stoughton identifies, policy-making for parking issues including pavement parking, resides with the County Council. However,</p>

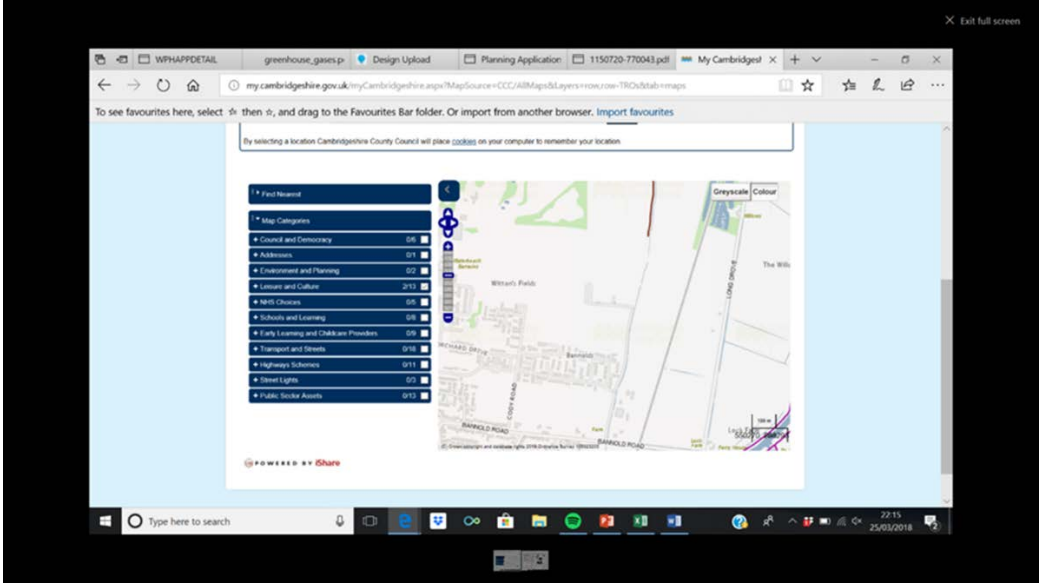
	<p>verges cannot be addressed directly until further legislation is enacted. We would like to request closer examination of this. Not only were powers to address the issue given by then Parliamentary Under Secretary of State, Norman Baker in February 2011 but other authorities in England have addressed or intend to address the problem directly. Locally, Peterborough is using TROs to tackle persistent parking on verges and elsewhere, including in Sheffield, the intent is there to take action on a broader front.</p> <p>We understand that the GCP may not currently be mandated to act directly in respect of pavement parking or school streets and that there are intractable historic problems in some areas, perhaps most obviously in Romsey, but given these findings, it is surely possible to seek remedies and make recommendations to the Highways and Transport Committee of the County Council and others with more direct responsibility. Will this Assembly recommend that options to remedy these major concerns be investigated and the appropriate authorities be requested to take whatever action is possible and ensure that funds are made available for enforcement?</p>	<p>how to deal with pavement parking will clearly be a key delivery consideration for future residents' parking scheme delivery. The GCP will therefore work closely with the County Council on this issue including how it can be addressed in new schemes.</p>
<p>Josh Grantham, CAMCYCLE Infrastructure Campaigner</p>	<p>Agenda Item 10 – Parking Strategy Update and Residents' Parking Scheme</p> <p>Camcycle very much welcomes this report. The lack of an integrated policy on parking, and more serious control over it, has long been a blocker to a wide range of sustainable transport initiatives. Indeed, we would go so far as to say that excessive parking provision has been the top blocker to achieving new cycle infrastructure in key locations on main roads.</p> <p>For instance, in the past, when asking for a mere two spaces to be removed to create 20 secure cycle parking spaces that would free pavements of badly-parked cycles, we have been told that this was impossible due to lack of revenue. This lack of joined-up thinking has to change.</p>	<p>The paper very much aims to take a city-wide approach to parking, ensuring that in future parking provision is much more strategically managed in order to incentivise use of sustainable transport options and make better use of space.</p> <p>It suggests delivering parking controls across the city, starting with six schemes in the next 1-2 years.</p> <p>The Integrated Parking Strategy recognises</p>

	<p>The consultants' report, section 3.2.7, at long last states in black and white the clear problem with previous residents' parking policy:</p> <p>"The current County Council policy is that a new scheme cannot be introduced unless supported by 50% of residents in the relevant area responding to a consultation. This gives small numbers of residents an unusual veto power which can affect policy for the whole city, restricting the County Council's ability to make changes to the highway network at a holistic, city-wide level."</p> <p>The report is quite right to describe this as an "unusual veto power". It is utterly ludicrous to be spending tens of millions of pounds on very welcome bus lane schemes, when freebie parking still remains available within 10 minutes' walk of the city centre. This is not joined up thinking.</p> <ol style="list-style-type: none"> 1. Does the committee agree that residents parking must at last now be recognised not merely as a street by streets issue, but as a strategic traffic management tool as well? And that the introduction of parking and traffic management schemes which will benefit the city as a whole, cannot be held up due to a 'small number of residents with unusual veto powers'? 2. And that it needs to be introduced as soon as possible, even where there is not yet overall support in an area? 	<p>the need for future parking controls to balance the needs of a range of users and objectives. The policy for delivering new residents' parking schemes is set by the County Council, and the next Highways and Transport meeting will consider this.</p>
<p>Helen, Jaz and Nigel Seamarks</p>	<p>Agenda Item 11 – Waterbeach Station Relocation</p> <p>We object to the proposed £20m loan to RLW and ask members to confirm whether they feel this is a good use of public money?</p> <p>This is a controversial project; the housing application was passed by 1 vote.</p> <p>How can the GCP discuss lending or funding a developer £20m whilst member organisations of the GCP are discussing S106 monies and still to</p>	<p>The LPA and Highways Authority are the regulatory authorities for the planning development. They have agreed the strategic approach to development of the site, including relocation of the rail station, and also the viability of the site.</p> <p>The viability of the site has been assessed</p>

	<p>complete key planning issues. Until the S106 funding is complete and signed off this Item should be deferred. The press and public should not be excluded from the discussion to ensure transparency.</p> <p>RLW is not delivering the number of low cost houses as per the CCC/SCDC obligations. GCP should ONLY support housing infrastructure projects that meet CCC/SCDC rules. £20m of public funds could fund many low cost homes for Young Persons.</p> <p>RLW is made up of a number wealthy institutions who have the funds to bridge this gap as demonstrated by publicly available accounts. St Johns College is a member of RLW and they have £20m available for investments. In 2019 St Johns' investment fund had over £600m investments and £60m in cash. The GCP should reject the call for Public Money and remind RLW that their application was fully funded and accountable.</p> <p>This is potentially a poor return for the local tax payer. The GCP should explore how the £20m payment to the Developer will be recovered. The Car Park revenue needs to reviewed by a third party. - Waterbeach station car park is not really used, with the public preference being FREE on-street parking.</p> <p>As St Johns College will gain from the £20m if approved ; we assume full transparency with the University members of the GCP declaring an interest. With inflation, are members confident £20m is sufficient ?</p> <p>The GCP should offer Waterbeach Residents a non-binding Local Referendum if £20m of public purse should fund the Station move as part of the local engagement.</p> <p>The residents of Waterbeach petitioned in vast numbers not to use Bannold Road and Cody Road during construction. If the GCP feel the</p>	<p>and the rail station is not deemed affordable by the development. The City Deal was signed to support delivery of the Local Plan and money made available by Government to fund delivery.</p> <p>The issue regarding the S106 is pertinent. An agreement with the Developer will only be entered in to if a signed S106 is in place and the regulatory authorities are content. The GCP are working closely with Planning and Highway colleagues to ensure this is the case.</p> <p>The GCP is already working with SCDC and CCC to introduce Civil Parking Enforcement across South Cambridgeshire. Free on-street parking around the station may very well not be an option when the new station is open.</p> <p>The construction management plan will be agreed by the LPA. The LPA continues to engage with the developers over this issue and the GCP will support them in these endeavours.</p>
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	<p>public purse should fund the Station relocation it should attach a condition to the loan that RLW must use the U&C A10 entrance for construction vehicles. U&C mentioned at the last village public meeting that U&C and RLW have now found a way to share the new road infrastructure. At the time of planning; RLW and U&C were not engaging. As this has changed the A10 entrance condition should not be an issue.</p>	
<p>Jude Sutton Co-Chair Waterbeach and District Bridleways Group</p>	<p>Agenda Item 11 – Waterbeach Station Relocation</p> <p>Waterbeach & District Bridleways group represents 150 riders from Waterbeach (including riders attending Hall Farm Stables riding school which is the local riding for the disabled centre) and an additional c50 riders from surrounding villages plus the College of West Anglia, who share interest in the local access routes. It also represents some 200 horses owned by these riders and riding establishments. The group are British Horse Society members.</p> <p>Question:</p> <p>We object to the obstruction by default of intense buildings and vehicular traffic, of the ancient and important equestrian access route at Bannold and Cross Drove.</p> <p>Current design plans fail to provide for the needs of equestrians, who are now classified as equally vulnerable road users by the 2022 Highway Code.</p> <p>Will GCP/CCC/SCDC ensure:</p> <ul style="list-style-type: none"> -Installation of NMU bridges/multiuser bypasses to provide access and cross links between Bannold Drove/Cross Drove so equestrian ROW on this ancient byway are protected -Inclusion of equestrians on all related shared/active travel/greenway paths and any underpasses, with the quality of the shared paths being suitable 	<p>Bannold Drove will not be 'lost', it will stay as a byway – the planning approval for the relocated railway station provides for an east-west road access that crosses the byway and upgrades the route south of this crossing to improve access to the station by pedestrians and cyclists from the village</p> <p>A circular bridleway route is shown in the parameter plans for the RLW half of the new town</p> <p>It is already a tarmac highway that serves the sewage works from Bannold Road, any changes to the design details of the byway north beyond the railway station access road once the sewage works is relocated will need to be agreed at a later stage between SCDC, CCC and the RLW developer</p> <p>The questions are planning issues and are a matter for the LPA</p> <p>The relocated rail station has planning</p>

	<p>for equestrians.</p> <ul style="list-style-type: none"> -Protection if the amenity if Bannold Drove by ensuring parity of access for equestrians and equal soft surface meterage to hard top. - The public purse is not used to fund the station relocation, which is a design desire of developers to have London train access, not the existing community, and published accounts of both developers and related consortium members show sufficient monies to fund it. <p>-We request that our representing body the British Horse Society are identified as consultees on the station relocation project and engaged with accordingly.</p>	<p>permission to support delivery of the new town</p> <p>The viability of the site has been assessed by the LPA and the rail station is not deemed affordable by the development. The City Deal was signed to support delivery of the Local Plan and money made available by Government to fund delivery.</p> <p>The paper makes clear GCP commitment to engage with the local community and local stakeholders, should the Executive Board take the decision to approve the recommendations.</p>
		

		
<p>Roxana Cislariu</p>	<p>Agenda Item 11 – Waterbeach Station Relocation</p> <p>Although I do not fully agree with relocating the existing Waterbeach Station instead of fulfilling the Condition of planning application no. S/2075/18/OL for the completion of a NEW train station in New Waterbeach, after reading the available documents I understand why it could stand as a suitable compromise. As shown on the ILLUSTRATIVE MAP-A1 P included with planning application no. S/2075/18/OL, the relocated station's location has the potential to nicely serve both the existing and the new part of Waterbeach. However, I believe that the relocation of the station imperatively requires a series of supporting infrastructure projects such as an extensive network of safe bike lanes, bike parking, and pedestrian streets to facilitate sustainable transport to the relocated station all the way from the peripheral areas of Waterbeach. Is there a plan for creating cycling infrastructure and pedestrian infrastructure to connect both the new and old town together and to the relocated station, and if so when and where will it be made available to the public?</p>	<p>The GCP has an extensive plan of investment in sustainable transport measures in the Waterbeach area. A new guided busway and active travel route, will be complemented by the Waterbeach Greenway which is planned for delivery in 2025.</p>

Jane Williams	<p>Agenda Item 11 – Waterbeach Station Relocation</p> <p>First I would like to to raise the following points with the committee:</p> <p>Page 227 Para 1.4 in the agenda pack states:</p> <p>This is incorrect- the resolution was to grant permission at the committee meeting – not grant permission. This is a significant factual error. A Decision Notice has not been issued as S106 agreements have not been signed off to enable permission to be granted. The application is awaiting decision.</p> <p>Page 228 para 1.6 is also factually incorrect.</p> <p>Question:</p> <p>RLWE repeatedly stated at public consultations that they as the developer would fully fund the relocated station. Why were RLWE unable to secure a commercial funding arrangement? Does this indicate the risk /terms are so difficult that no funder was prepared to commit? If so why is the GCP prepared to do so?</p> <p>Payback based on station car park revenue is not the same as profit. Revenue is total income pre deductions. If revenue is anticipated at only £200K per annum- not all of this is likely to be available to pay off the GCP loan. This gives a loan payback period of at least 100 years. As the GCP is already over committed by £112m is this a wise investment/use of City Deal? How will City Deal be match funded to cover the shortfall and fund City Deal projects.? It is noted that this will only be a partial completion of the relocated station. What guarantees have been given that RLWE will be able to complete and fund the build in the future?</p> <p>What is Network Rail's position regarding the capability of the station being delivered by 2025? At what stage of negotiation are RLWE/Network Rail to</p>	<p>The viability of the site has been assessed by the LPA and the rail station is not deemed affordable by the development.</p> <p>The developer has, despite trying to develop a business case for the station, not been able to secure funding from the rail industry.</p> <p>The City Deal was signed to support delivery of the Local Plan and money made available by Government to fund delivery. A relocated station will support the delivery of 4,500 homes, a key requirement in the Local Plan, and of the City Deal.</p> <p>The car parking revenue will not pay off the capital investment. That investment comes from Government to support delivery of the Local Plan, and in this instance to support 4,500 homes. The LPA has agreed that viability reviews will be undertaken during the life of the RLW development could provide a potential uplift in contribution to the public sector.</p> <p>Network Rail have been involved in the development of the station proposals. This will continue.</p> <p>The Developer has entered into obligations with the LPA and Highways Authority as part of the development and I would expect the</p>
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	<p>enable delivery? How much will it cost to decommission the existing station and who will fund it?</p> <p>RLWE have financial obligations to mitigate the impact of the relocated station in the Waterbeach village area and beyond including, public realm, road/ footpaths.Will funding be available?</p> <p>What business model/ predicted numbers are the GCP using for the Waterbeach greenway, segregated busway, park and ride and relocated station? Has the change in working patterns due to Covid been considered? Policy SS/6 para 3.42 SCDC adopted local plan states "The existing A10 is at capacity and road improvements will be required, including measures to address capacity at the Milton junction with the A14. Both developers of Waterbeach New Town, Urban & Civic and RLWE " have substantially underfunded transport plans" as stated by Sharon Brown SCDC Assistant Director of Delivery. See link to the broadcast of Planning Committee meeting held on 29th January 2021 at 7hrs 04min: https://www.youtube.com/watch?v=0blfv3t_x6s</p> <p>With this in mind should the required infrastructure for Waterbeach New Town be looked at as a whole rather than individual developer schemes?</p>	<p>relevant authority to hold them to account.</p> <p>The LPA and Highways Authority are the relevant statutory authorities for development of the site and have been viewing the infrastructure requirements across the entire site. The GCP continues to keep business case assessments for major projects under review following Covid as required by the Department for Transport.</p>
Lynda Warth	<p>Agenda Item 11 – Waterbeach Station Relocation</p> <p>We appreciate the Transport Director's confirmation recorded in the last Minutes regarding equestrians that 'the GCP would not worsen the current infrastructure available to them and would make improvements whenever it was reasonable and cost-efficient to do so'. We would point out that equestrians are entitled to benefit from public funding in the same way as other active travellers not least because the equestrian industry, excluding the racing industry, contributes over £100 million to the Cambridgeshire local economy every year.</p> <p>Despite significant planning consultation submissions by both the BHS and</p>	<p>In terms of Bannold Drove, it is currently already tarmac as far as the sewage works, and the details of the surface beyond that are <u>not</u> part of the railway station planning permission.</p> <p>The scheme includes proposals to resurface the route to enable cyclists and pedestrians to have a more attractive route to the relocated station.</p>

	<p>Waterbeach & District Bridleways Group, the current plans for the relocation of Waterbeach include no provision for the safeguarding of the amenity of Bannolds Drove byway for soft surface users - pedestrians, dog walkers, runners, off road cyclists, carriage drivers and horse riders. Proposals are for a permanent change to the surface, from a semi-soft surface track to a hard top. Currently, there is the ability for equestrians to walk, trot and canter along the drove.</p> <p>Bannolds Drove links to Cross Drove byway, is well used by equestrians and provides one of only two circular equestrian friendly off-road routes in Waterbeach as it links to Long Drove. The plans for Waterbeach Greenway (pedestrians / equestrians / cyclists) include links to Bannolds Drove.</p> <p>Can the Assembly please confirm that the railway station relocation will be required to include safe off road access provision for users of the byway with appropriate surfaces i.e. at least 3m soft surface amenity and links to the existing and proposed NMU network? We would ask that the BHS and WDBA are consulted during the design process and their comments used to inform decisions.</p>	<p>The environs of the rail station will be delivered as agreed by the LPA.</p>
<p>Elizabeth McWilliams</p>	<p>Agenda Item 11 – Waterbeach Station Relocation</p> <p>This question concerns the proposed use of £20m of public money moving Waterbeach Railway Station to the New Town. The City Deal is worth an average of £33m per year so this is a considerable proportion of that.</p> <p>Planning permission to move the Railway Station was granted by South Cambs District Council (SCDC) on 9 Jan 2020. Waterbeach Parish Council made multiple objections and raised concerns about where the funding would come from. were S106 monies not available.</p> <p>SCDC held a special meeting on 29 Jan 2021 to consider Waterbeach New Town part 2, i.e. the RLW development.</p>	<p>Planning issues are rightly a matter for the Local Planning Authority. The GCP will continue to seek to support planning colleagues in delivery of the extant Local Plan, in accordance with the City Deal objectives.</p>

	<p>The Committee agreed that: 'No dwellings shall be occupied until the approved railway station [...] has been completed and is open for use [...] and the link road [...] with the A10 [...] has also been completed and is open for use.'</p> <p>It now appears that negotiations on the S106 agreement have come unstuck, including over the Station location, with the developer agreeing to pay only £17m out of the required £37m.</p> <p>We appear to be stuck in a situation where one of the partner bodies (SCDC) has made planning decisions that it can't deliver, and now 4,500 homes might not be built unless the station is moved at public expense.</p> <p>Wouldn't it make more sense for GCP to be involved in these big planning questions, rather than being asked to fund the consequences of them, with the difficult fall out that other projects will have to be cancelled?</p>	
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Greater Cambridge Partnership Joint Assembly Public Questions Protocol

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

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

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

* where possible the option of remote attendance will be offered, but not all venues used have the equipment necessary to enable this.

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

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

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 5th September 2022**

Public Transport and City Access Strategy

Report to: Greater Cambridge Partnership Joint Assembly

Date: 8th September 2022

Lead Officer: Peter Blake – Transport Director, GCP

1. Background

- 1.1 In September 2021, the GCP Executive Board agreed to develop a final package of options for improving bus services, expanding the *cycling-plus* network and managing road space in Cambridge.¹ This built on earlier technical work and wide-ranging public engagement, including the Citizens' Assembly, considering how to significantly improve public transport and active travel and tackle congestion, greenhouse gas emissions and pollution in Greater Cambridge.
- 1.2 The Board agreed that the package should have at its core significantly improving bus services. Reallocating road space for active travel modes and air quality improvements, including greening of the bus fleet, would also have an important role to play. In that context, of the package options presented in September 2021, Package 3c 'Better bus services for all', best met the objectives and demonstrated alignment of GCP and Mayoral/CPCA agendas.
- 1.3 The Board agreed a roadmap commencing with a public consultation setting out proposals for improvements to the bus network and measures to prioritise road space for sustainable transport and provide an ongoing funding source for improvements. The Making Connections consultation ran from 8 November to 20 December 2021.
- 1.4 This paper presents the findings from the autumn 2021 consultation for consideration by the Joint Assembly. These findings, alongside additional technical work set out in this paper, have informed a proposed package of measures for a further consultation, comprising:
 - A transformed bus network, offering faster, more frequent, more reliable services with longer operating hours and new routes;
 - Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements; and
 - A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to

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https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1571/Committee/26/SelectedTab/Documents/Default.aspx

deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes.

- 1.5 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
- (a) Note the feedback from the 2021 Making Connections consultation, the focus groups and workshop with Citizens' Assembly members; and
 - (b) Consider the recommendation to agree a public consultation on a proposed package of measures to improve public transport services and active travel and introduce a Sustainable Travel Zone comprising a road user charging scheme as set out in section 5.

2. Issues for Discussion

- 2.1 The GCP's public transport improvements and city access strategy sits at the heart of the City Deal, aiming to address some of the major pressures on the local economy by reducing congestion and pollution, and by providing people with better, healthier, more sustainable options for their journeys – key objectives of the emerging draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan.²

Context: growth and capacity

- 2.2 Over the coming years, the Greater Cambridge area is forecast to grow significantly, reflecting successive development plans over the last 20 years that have responded to the economic success of the area and provided for housing to support that growth. The adopted Cambridge and South Cambridgeshire Local Plans include 44,000 more jobs and 33,500 homes by 2031. The 2021 Census showed that significant population growth has already taken place, with 35,000 more Greater Cambridge residents than in 2011. There is also significant planned growth in the wider travel-to-work area as set out in neighbouring authorities' local plans.
- 2.3 This growth has significant implications for how people make journeys in Greater Cambridge. Much of the additional employment growth will be located in areas outside the city centre which are less well served by the current public transport network. Traffic grew by around 9% between 2011 and 2018, even with a higher proportion of people travelling by public transport and active modes in 2018 than in 2011.³ Congestion is amongst the worst in the UK⁴ and causes daily misery for people trying to access jobs, education and services, as well as contributing to high levels of pollution and emissions. 121 deaths in Greater Cambridge in 2021 are attributable to air pollution, the main source of which is traffic. Transport is also the largest contributor to carbon emissions in Cambridgeshire, accounting for 45% of emissions.⁵
- 2.4 Congestion has a negative impact on public transport, making services slower, less reliable and therefore less attractive and ultimately less economically viable.

² <https://yourltcp.co.uk/wp-content/uploads/2022/05/Draft-LTCP.pdf>

³ See previous analysis: <https://greatercambs.filecamp.com/s/kLtJXgfbouIdzqnC/d>

⁴ <https://inrix.com/press-releases/2021-traffic-scorecard-uk/>

⁵ www.greatercambridge.org/reducingairpollutionreport/

Furthermore, some parts of Greater Cambridge and the wider travel-to-work area are being held back by a lack of any viable public transport at all. In some places, people are cut off from opportunities by poor public transport access or walk and cycle connections. Poor transport connections compromise economic fairness by limiting access to jobs, education and training. This can isolate people and communities, creating a less socially integrated area.

- 2.5 GCP continues to monitor the impact of the Covid-19 pandemic and restrictions on travel and transport.⁶ This shows a continued recovery of car trips, alongside continuing lower levels of bus patronage, walking and cycling. The risk of a car-based recovery therefore remains, potentially worsening existing congestion, pollution and emissions issues. Furthermore, it is clear that the planned growth in the Greater Cambridge area, plus additional growth from the emerging joint Greater Cambridge Local Plan covering the period to 2041, means that even with more flexible working, pressure on the transport network will remain acute. Many (more) people will still need to travel, not just for work but also for education, to access services including health services, and for leisure and retail – and the GCP agenda is encouraging, wherever possible, those journeys to be made using ultra-low or zero emission public transport or by cycling, walking or another active travel option.
- 2.6 Tackling these issues is more important than ever, with the climate crisis and cost of living crisis making the delivery of an affordable, attractive sustainable transport network vital if the Greater Cambridge area is to remain a vibrant and attractive place to live and work and offer an excellent quality of life to its residents.
- 2.7 The Cambridgeshire and Peterborough Combined Authority recently consulted on an updated Local Transport and Connectivity Plan, building on the current Local Transport Plan adopted in 2020. This sets out the pressing need for a comprehensive net zero transport system, with better, cleaner public transport and more cycling and walking.

Future transport vision

- 2.8 The GCP has undertaken detailed work to understand the issues set out above, alongside comprehensive public and stakeholder engagement activities, and to develop a vision for the future that would include:
- A world-class, sustainable transport system that makes it easy to get into, out of, and around Greater Cambridge, giving people more choice about how they travel and better options for their journeys;
 - A transformed public transport network that better serves employment and residential areas, and offers people from across the travel-to-work area a reliable, competitive and sustainable alternative to travelling by car;
 - Significant enhancements to walking and cycling provision to develop and maintain a comprehensive network for the city and wider area;
 - Delivery of the current infrastructure programme and continued investment to address further priorities identified through the GCP's Future Investment Strategy; and
 - Investment in new digital technology to support the transport system by providing seamless journeys and better managing road traffic.

⁶ <https://greatercambs.filecamp.com/s/VV0RkE5qvMocLURz/d>

- 2.9 The vision supports the realisation of a series of benefits identified through the City Deal and further work to develop the city access strategy, including:
- Securing the continued economic success of the area;
 - Significant improvements to air quality, supporting a healthier population;
 - Reducing carbon emissions in line with the partners' zero carbon commitments;
 - Helping to address social inequalities where poor provision of transport is a contributing factor; and
 - Wellbeing and productivity benefits from improving people's journeys to and from employment and education.
- 2.10 Lower traffic levels open up the opportunity to create more people-centred spaces in the city and reduce the dominance of the car to create more pleasant environments in which people want to spend time. This was a key component of the Citizens' Assembly's vision for Greater Cambridge. There is the potential to create more usable streets and civic spaces to bring people into the city by sustainable modes, encourage them to spend time here, and support our leisure and tourism industries following the pandemic and during the current economic challenges. In this way, the city access strategy aims to support the City Council's work towards a 'Making Space for People' Supplementary Planning Document, which would further develop the vision from a placemaking perspective.

Addressing the challenges

- 2.11 As set out in previous papers, in order to address current and future transport issues, tackle climate change, and secure the future prosperity of our area, we need to reduce car dependence and promote the use of sustainable modes of transport wherever possible. Offering a real competitive alternative to their car has three key elements:
- New sustainable transport infrastructure;
 - An enhanced network of public transport services; and
 - Creating space for sustainable transport and discouraging car use
- 2.12 The bulk of investment in the GCP's sustainable infrastructure plan is building new, high-quality, segregated infrastructure for active travel and public transport. Delivery of the GCP's infrastructure programme is underway with improvements being made across Greater Cambridge over the next 5 years. This capacity is necessary to meet the growth proposals as outlined in the current adopted Local Plans as mentioned above.
- 2.13 In parallel, the City Access Programme has explored ways to deliver the second two elements, including better, more competitive sustainable transport, particularly within the constrained city environment including the narrow historic streets in the city centre. The City Access Programme comprises three parts:
- The Making Connections programme – focusing on transformational improvements to the bus network, improving the city's active travel environment, and reducing congestion and pollution – which is the focus of this paper;
 - Development of an Integrated Parking Strategy, including the delivery of further Residents' Parking Schemes; and

- Making best use of the city's road network, including the recent Road Network Classification consultation.

2.14 To support the development of the programme, extensive technical work has been undertaken and set out in detail in earlier papers.⁷ This technical work has shown that:

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

2.15 Previous work has considered how to deliver an enhanced network of public transport services. Using the findings from the CPCA's *Cambridgeshire and Peterborough Strategic Bus Review*, in 2020 Systra Ltd produced a future bus network concept for Greater Cambridge⁸. This aimed to set out how a new network could offer more people a competitive public transport option, supporting access to employment and services across the travel-to-work area and enabling inclusive growth. It was estimated that changes on this scale, alongside fare reductions, would cost in the region of £40m/year. The future network concept was then used as the basis for the bus network proposals set out as part of the 2021 Making Connections consultation.

2.16 Alongside the development of a new bus network, previous work has considered how to reduce demand for car travel and create space for sustainable modes of transport, to ensure that Cambridge's road network is prioritised for walking, cycling and public transport.⁹ A series of options for different packages of intervention were developed and set out in the September 2021 Joint Assembly and Executive Board papers, alongside a high-level analysis undertaken to understand impacts.¹⁰

2.17 The need to greatly improve bus services and lower traffic levels is set out in the emerging Cambridgeshire and Peterborough Local Transport and Connectivity Plan.

3. Consultation and Engagement

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

⁷ See particularly:

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

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

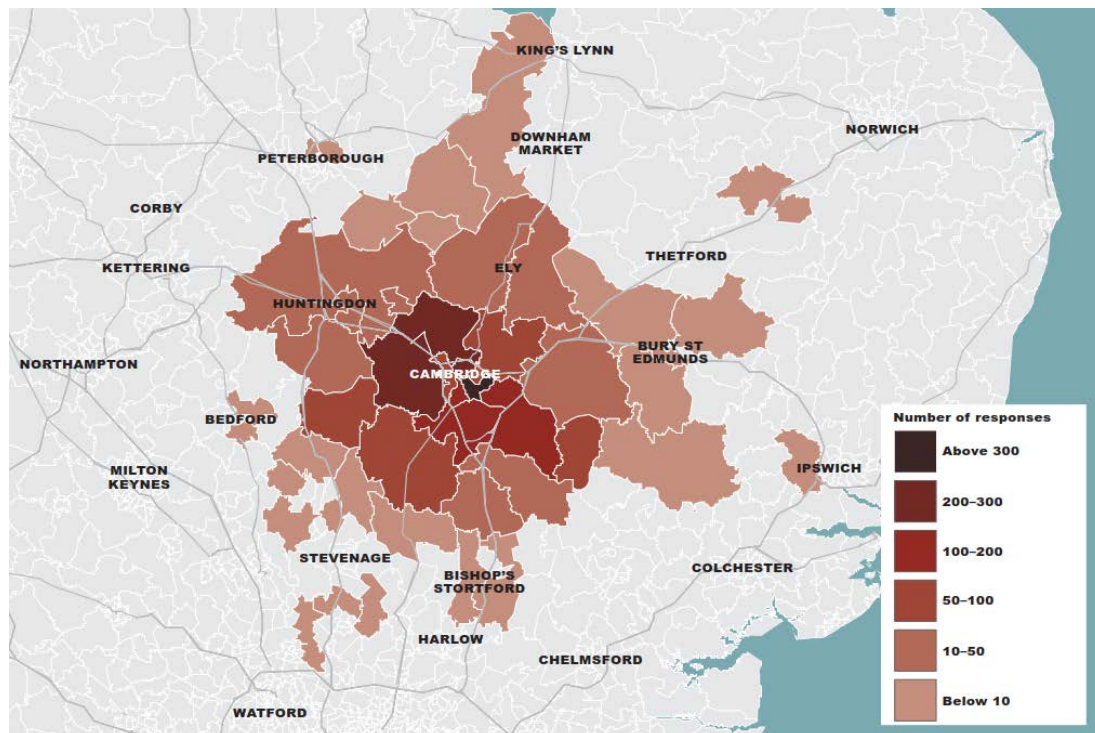
⁸ <https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d>

⁹ See background papers

¹⁰ Preliminary Integrated Impact Assessment, Steer and Temple Group, 2020
<https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi>

- 3.2 This was followed in November and December 2021 by the Making Connections consultation, which sought views on proposals for improvements to the bus network and measures to prioritise road space for sustainable transport and provide an ongoing funding source for improvements.
- 3.3 Almost 2,500 responses to the Making Connections consultation were received including 72 written responses. Respondents were spread across the travel-to-work area and beyond as shown in figure 1. Around 20% of respondents indicated they had a long-term physical or mental health condition or illness.

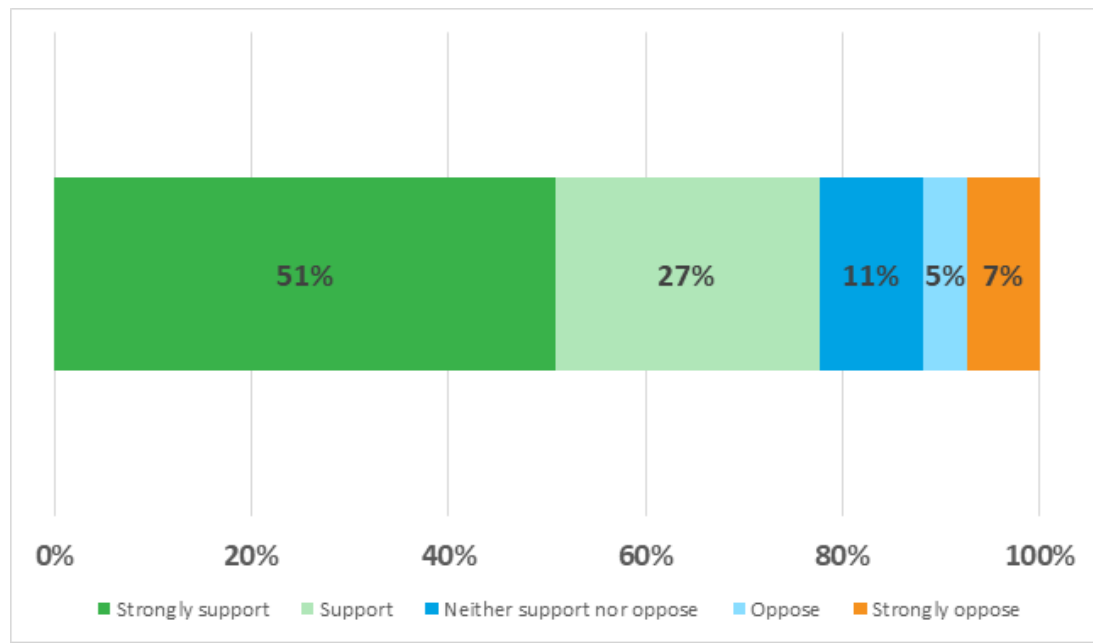
Figure 1 – geographical spread of responses



- 3.4 The full findings of the public consultation are set out in Report of Consultation Findings which was published in June 2022.¹¹ Key findings include:
- 71% of respondents supported the overall aims of the proposals – reducing carbon emissions, tackling pollution and congestion, and improving public transport;
 - 78% of respondents supported the proposals to improve and expand the bus network with cheaper, faster, more frequent and reliable services to more communities, as shown in figure 2.

¹¹ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/GCP-Making-Connections-report-13June22.pdf>

Figure 2 – support for bus network proposals¹²



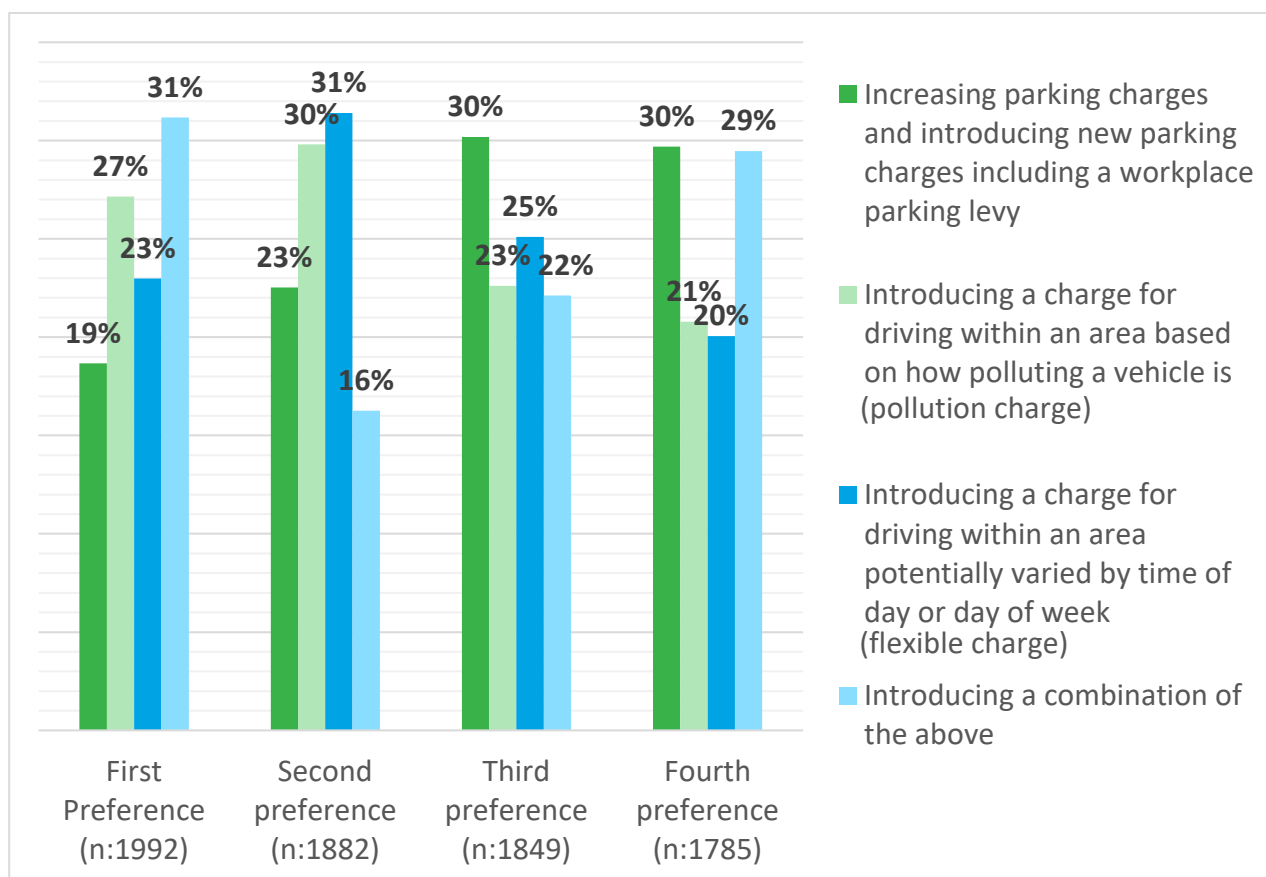
- There was also support for reducing traffic to improve walking and cycling options (68%), as well as reducing traffic levels to improve public spaces (52%).
- Options that involved charging cars for driving in an area, such as a flexible charge¹³ or pollution charge¹⁴, were preferred to options involving additional or new parking charges. Figure 3 sets out respondents' preferences. Differences in charging options were a key theme of the focus groups and Citizens' Assembly workshop that ran alongside the public survey.

¹² NB. percentages total 101% due to roundings – see consultation report for more information.

¹³ Introducing a charge for driving in an area potentially varied by time of day or day of week. The Sustainable Travel Zone outlined later in this paper is based on this option.

¹⁴ Introducing a charge for driving in an area based on how polluting a vehicle is.

Figure 3 – preferences for options to fund and deliver sustainable transport improvements



- There was a preference for a lower charge covering a larger area, and a small majority in favour of peak-time only charging – see figures 4 and 5.

Figure 4 – responses: extent and level of a charge

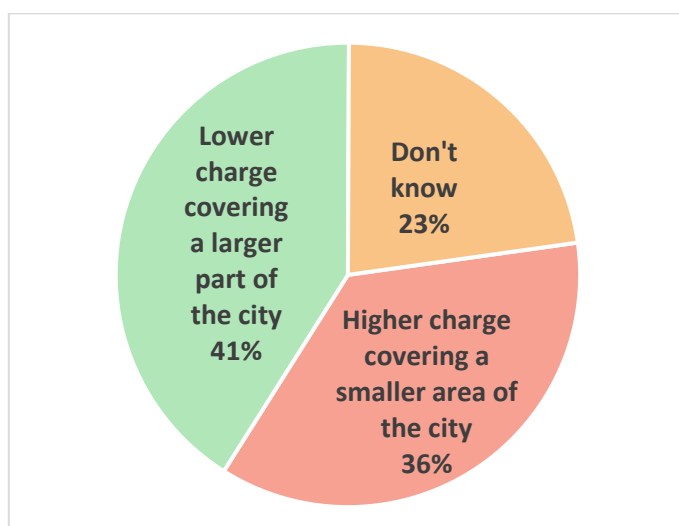
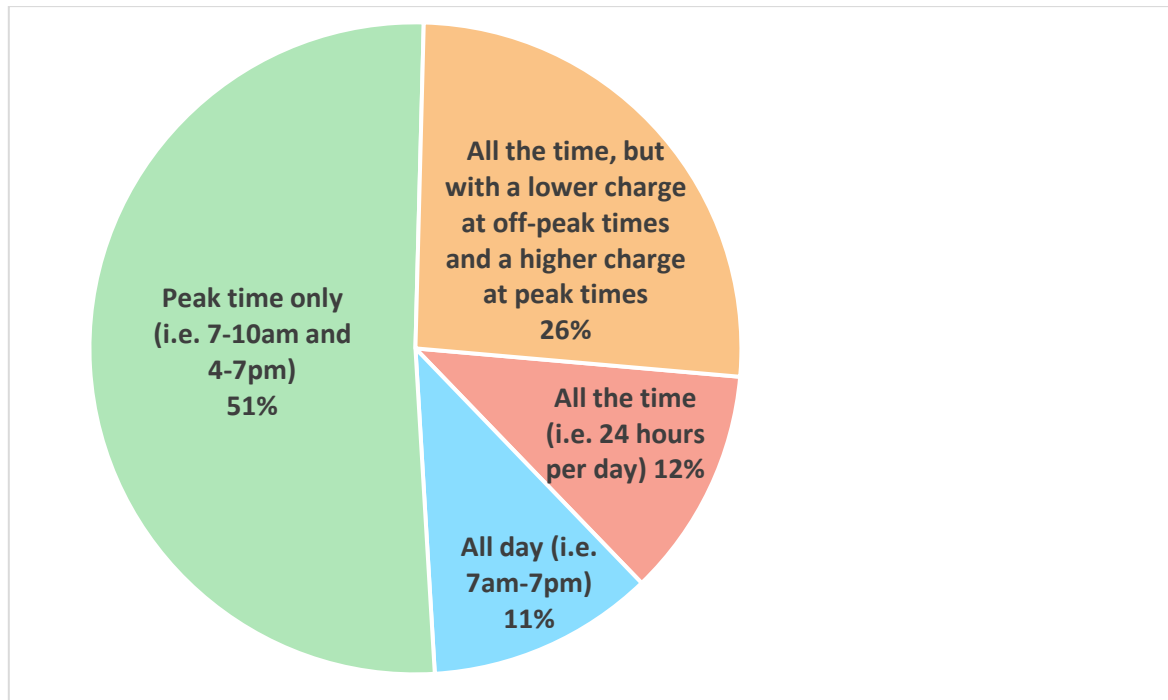


Figure 5 – responses: hours of operation for a charge operation



- Respondents' priorities for spending any new money raised were more frequent bus services (27%), cheaper fares (19%), longer operating hours (16%) – with bus services running from 5am until midnight – and more direct services to the city (15%).
- Introducing flat-fares (32%) or lower fares for everyone across the region (31%) were the most popular choices if money was spent on reducing fares.

3.5 Alongside the public survey, three focus groups were held with: young people, disabled people and people on low incomes. The findings from these groups were published in June 2022.¹⁵ A summary of the key themes is set out at table 1.

¹⁵ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/jfg-gcp-making-connections-youth-panel-engagement-report-210127.pdf>
<https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/tfa-report-making-connections-engagement-workshops-2022.pdf>
<https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/citizens-advice-cambs-gcp-making-connections-report.pdf>

Table 1 – summary of themes from focus groups

Theme	Comments
Bus networks	Bus stops are too far away from community hubs and services, so public transport is not currently an option, especially for those with children or shopping
	Buses have to be improved if reliance on the car is to decrease
	Bus stops with shelter and seating are key
	Accessible buses would mean that people feel less vulnerable, including provision of audio and visual announcements
	Positive feedback on making bus fares cheaper
	Currently buses are too infrequent, slow and unreliable
Streetspace, walking and cycling	Improved pavement surfacing and drop kerb provision would be welcome
	Improved cycle routes would be welcome, especially if wide enough for adapted cycles
	Concern was raised over the safety of e-scooters and the lack of accessibility
Charging options	Not enough accessible parking at key locations; blue badge parking is often limited
	Any charge must be fair to those on lower incomes, or with disabilities, and those who live within the city
	Linking charges to emissions was supported but query over whether this would create sustainable income

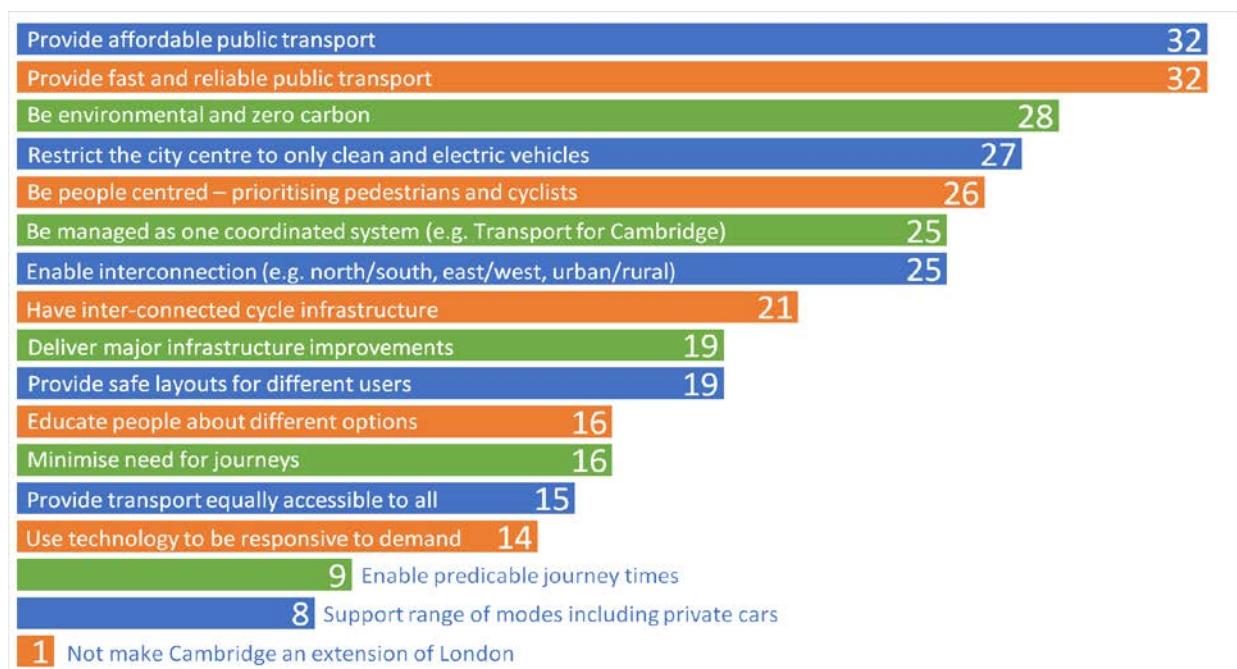
4. Citizen's Assembly

- 4.1 In July 2020 the GCP published the response to the Citizens' Assembly¹⁶, followed in January 2021 by a 'One Year On' Report setting out progress in implementing the response.¹⁷ The GCP supported the Citizens' Assembly's vision, as set out at figure 6, and agreed to bring forward proposals to meet this.

¹⁶ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf>

¹⁷ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/One-year-on-progress-implementing-the-Greater-Cambridge-Partnership-response.pdf>

Figure 6 – Citizens' Assembly Vision Outcomes



- 4.2 The Citizens' Assembly looked at a series of measures to achieve the vision and voted on these. The results showed a clear desire for action, with no assembly member selecting 'no intervention' as their first choice. Assembly members voted most strongly in favour of closing roads to cars, followed by a series of road charging options (clear air zone, pollution charge, flexible charge).
- 4.3 A follow up workshop was held with Citizens' Assembly members in December 2021 alongside the Making Connections consultation. A report of this workshop is available online¹⁸. Participants reiterated the desire to see improvements to public transport and active travel, building on schemes delivered since 2019. They felt that these had to be significant to encourage people to use sustainable modes of travel. They felt that, whilst road charging could be unpopular with some, the GCP should be honest, upfront and clear in messaging of why it is needed. They also emphasised the importance of fairness as the key consideration in the design of any charge. Fairness was a key consideration in terms of participants favouring a congestion-based (flexible) charge over a pollution charge. Other key points included the need to consider discounts and exemptions for particular groups, and structuring a charging scheme and public transport improvements together to ensure overall a shift away from car use is encouraged – for example, by making public transport cheaper than the car.
- 4.4 The detailed recommendations of the Citizens' Assembly have informed the approach to date, in particular the proposals set out below to significantly improve public and active travel options, lower traffic levels and create space for people and sustainable transport, and reduce air pollution and carbon emissions. This is complemented by the road network classification review which supports the delivery of reallocating road space to sustainable transport modes.

¹⁸ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/gcca-follow-up-workshop-december-2021-findings-report-final.pdf>

5. Options and Emerging Recommendations

- 5.1 It is clear from the Making Connections feedback and the Citizens' Assembly recommendations that there is strong support for delivering bus transformation as envisaged in the 'Better buses for all' package, as well as taking action to tackle congestion and pollution and improve active travel. This feedback has informed further technical work to define a package of proposals that meet the following objectives:
- Reduce traffic by 15% from the 2011 baseline, freeing up road space for more public transport services, and other sustainable transport modes;
 - Ensure public transport is more affordable, accessible and connects to where people want to travel, both now and in the future;
 - Raise the money needed to fund the delivery of transformational bus network changes, fares reductions and improved walking and cycling routes;
 - Make it safe and attractive to walk and cycle for everyday journeys;
 - Support decarbonisation of transport and improvements to air quality; and
 - Make Greater Cambridge a more pleasant place to live, work travel or just be.
- 5.2 The package has three key elements which are set out in detail below, namely:
- a) A transformed bus network, offering faster, more frequent, more reliable services with longer operating hours and new routes;
 - b) Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements; and
 - c) A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes.
- 5.3 Further subsections detail the expected benefits of this package (d) and a phased approach to delivery of the package (e). A public consultation on this package is proposed (see section 7).
- a) A transformed bus network*
- 5.4 Front and centre to the package of proposals is a transformed bus network for the travel-to-work area, effectively representing a doubling of bus hours and kilometres. The network proposals attracted strong support in the Making Connections consultation, and so these have been built on and updated as part of the package presented in this paper. Figure 7 sets out the overall network concept. This represents a step-change in local bus services and a doubling of the pre-covid network. Full details of the proposals are set out in a technical note¹⁹, but key network-level features would include:
- New routes linking up key growth areas and introducing additional orbital services;
 - More direct services to employment, education and health opportunities;
 - Frequent services: with 8 buses/hour on key routes within the city, and 6 buses/hour on the core network from market towns and larger villages across the travel-to-work area, as well as hourly rural services;

¹⁹ <https://greatercambs.filecamp.com/s/yZyFWx6c0GNp5bxL/d>

- Longer operating hours: from 5am to 1am Monday-Saturday and 5am-midnight on Sundays;
- More express services to introduce faster journey times on the core network within the city and from market towns;
- A huge increase in rural service coverage, providing connections into market towns and to train stations and the core bus network. This will include scheduled services supported by Demand Responsive Transport (DRT) such as the Ting service currently being trialled in West Huntingdonshire; and
- Aligning the delivery of additional bus services as well as the transition of current services with the CPCA's ambition for the entire local bus fleet to be zero-emission by 2030.

Figure 7 – Future Bus Network Concept



5.5 Alongside the transformed bus network, the proposals would include introducing flat fares for bus journeys. This would mean a £1 single fare for journeys in the area broadly equivalent to the current Stagecoach Cambridge zone with a £2 single fare for journeys in the wider travel-to-work area. A tap on/tap off system and fare caps would be introduced as in London to ensure that someone making multiple journeys would still save money compared to current ticket costs. Additional ticket types to support group and family travel as well as specific users such as children and apprentices would also be introduced.

5.6 Taken together, it is estimated that network enhancements and fare reductions would require ongoing revenue support of around £50m/year once fully implemented. This would represent one of the largest investments in any part of the

UK in bus service enhancement. Service improvements of this nature can be delivered initially from identified funds within the GCP budget, but an ongoing revenue source will need to be found for any supported services that do not become commercially viable.

5.7 In keeping with the GCP's commitment that public transport must be improved before a charge is introduced, it is proposed that investment in services and fare reductions would begin in advance of any charge starting. Bus service changes will require investment in additional fleet, depots, drivers and infrastructure. Some of the bus network improvements also require additional network capacity in order to offer fast and reliable services. A phased approach is therefore proposed from 2024 whereby:

- From mid-2023, priority service improvements would be made including:
 - Ensure that existing urban and interurban routes serving Addenbrooke's Hospital provide access to all clinical shifts;
 - Increase the geographical coverage of services to major employment and education sites: e.g. Addenbrooke's / Cambridge Biomedical Campus; Cambridge Science Park; Cambridge Regional College;
 - Improve access to areas of Cambridge with lower levels of car ownership and higher levels of deprivation;
 - Address existing deficits in access to the bus network from small towns and large villages (e.g. Willingham, Cottenham, Chatteris);
 - Improve interchange to and from rail services (including at Cambridge North station);
 - New services to the new South West Travel Hub, followed by other services using new infrastructure as these are delivered;
 - Rural Demand Responsive Transport as a more efficient way to better serve more thinly-populated communities;
 - Frequency enhancements on existing routes;
 - Increase service durations (early mornings, late evenings, Sundays).
- From 2024, the proposed £1/£2 flat fare would be introduced;
- Services will continue to ramp up from 2025-2027 with the full network operational from 2028, when the proposed Sustainable Travel Zone would become fully operational.

5.8 There are two main options for delivering the bus improvements, either through Enhanced Partnerships or Franchising. The CPCA as the public transport authority has declared its intention to consider both Franchising and Enhanced Partnerships, and is assessing the case for both options. Given the scale of ongoing public subsidy of the bus network included in these proposals, if these are taken forward then Franchising may be the most desirable option to ensure sufficient control over the ongoing management and decision around routes, service levels and fares, though the proposals could also be delivered through Enhanced Partnerships. The CPCA is expected to make a decision on next steps this autumn.

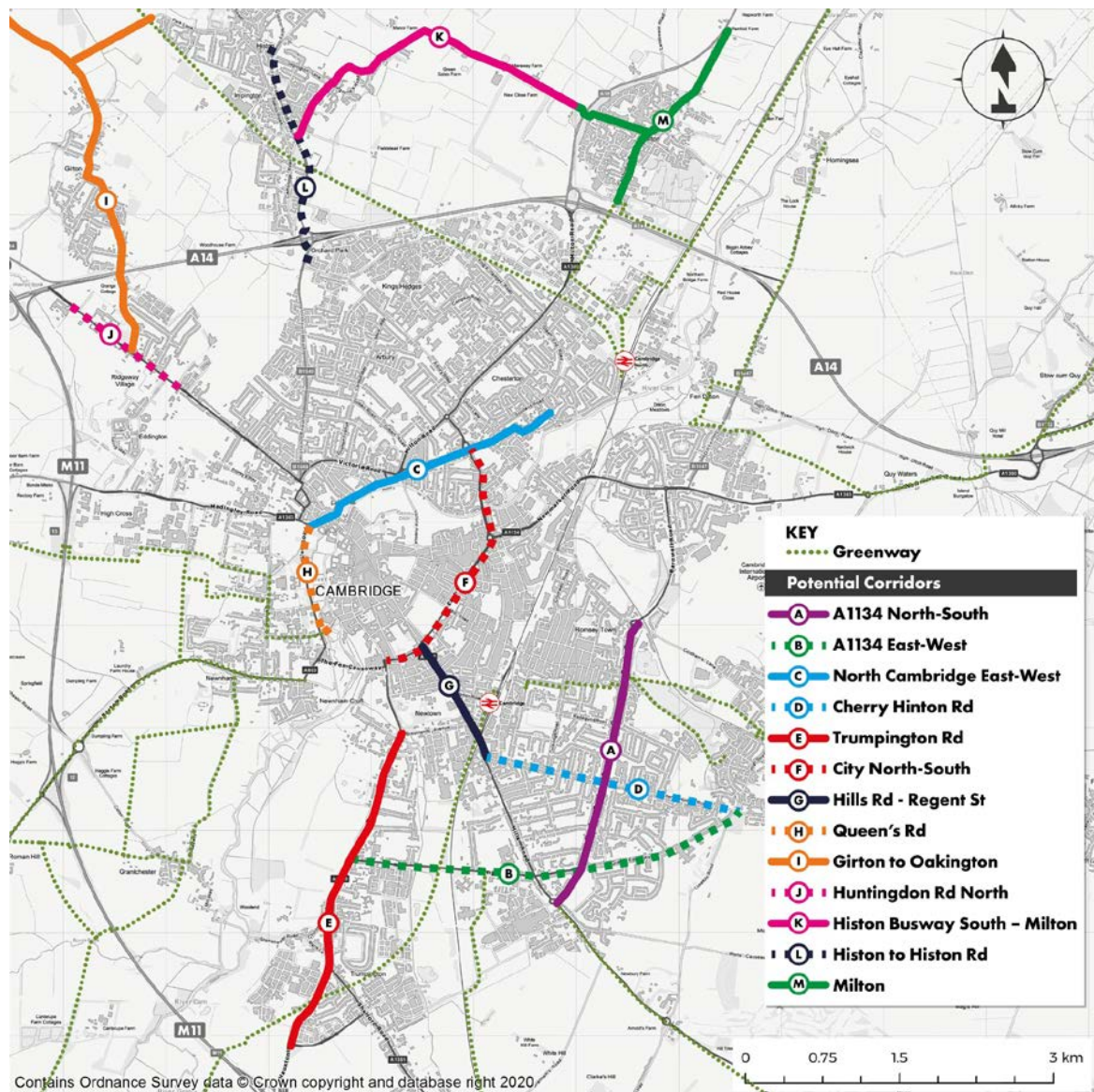
(b) Lower traffic levels and wider investment in sustainable transport

5.9 Alongside the proposals for bus improvements, the proposed package also includes significant benefits for active travel as well as further investment in a variety of sustainable transport measures. The GCP is already investing c.£130m in active travel projects, alongside providing active travel provision as part of the four corridor schemes. However, delivery of further enhancements, particularly segregated

cycling provision, is dependent on releasing significant capacity on the current network. As set out below, the proposed road user charge is estimated to reduce traffic levels by around 50% within the city, creating more pleasant environments for walking and cycling and enabling the provision of high quality, segregated links to join up both existing active travel infrastructure and new infrastructure such as the greenways.

- 5.10 The *cycling-plus* network has been identified by the GCP as the next step in delivering improvements in the Cambridge city cycle network. Figure 8 sets out the proposed network, which identifies 13 cross-city cycle routes that could benefit from significant improvement. As well as requiring lower traffic levels, an additional funding source is needed to deliver the entire programme significantly enhancing cycle provision across Cambridge.

Figure 8 – Cycling-Plus network



- 5.11 As set out above, lower traffic levels also open up the opportunity to create more people-centred spaces in the city. By reducing the dominance of the car it is possible to create more pleasant environments in which people want to spend time. This supports the objectives of the City Council's emerging Making Space for

People project, and aligns with some of the early principles recently consulted on as part of the road network classification review. Attracting people into our city centre as well as wider civic spaces, such as Mill Road and Mitcham's Corner, is an important part of supporting our local economy following the pandemic and as businesses deal with cost of living challenges and shifts in retail trends.

- 5.12 In addition, the proposed package suggests making wider investments to support people to shift to sustainable modes of travel and reduce reliance on private cars. This is likely to include a significant expansion of car club provision, which could save occasional users hundreds or even thousands of pounds per year compared to owning a car. Other measures could support disabled people to use public transport, or to access specialist or adapted cycles. Feedback on potential investments and what would be most helpful will be sought as part of the proposed consultation, with final proposals then brought together for review. For freight users of the network, we will also seek to understand the potential for the scheme to encourage freight consolidation (including the use of smaller, electric vehicles in the city centre making fewer, but fuller, trips) and uptake of cleaner vehicles.

(c) A Sustainable Travel Zone: emerging road user charge option

- 5.13 Delivery of improvements to bus services and active travel on the scale set out above requires a commensurate solution to create the necessary space and deliver the required revenue on an ongoing basis. Previous technical work identified several options which were consulted on as part of the Making Connections consultation, namely parking charges including a workplace parking levy (WPL), a pollution-based road user charge and a congestion-based road user charge (called a flexible charge in the 2021 consultation).
- 5.14 An options appraisal has been undertaken to assess these options against the scheme's objectives, in accordance with DfT's TAG requirements.²⁰ This builds on modelling undertaken of different road user charge options.²¹, but in summary it finds that:
- Of the three options consulted on last year, the Parking Charges option (higher parking charges and introduction of a Workplace Parking Levy) applies to only a limited number of travellers therefore the overall impact of this option is typically less than the all-day charges in the flexible and pollution charge options, even with a higher level of charge at £10. The parking charges options received the least support as part of the consultation;
 - Both a pollution-based road user charge and a congestion-based road user charge would provide a greater reduction in traffic levels than parking charges and would also lead to congestion reductions and reliable journey times, which will benefit bus passengers. These options achieve this with a lower impact on overall travel demand than the parking charges and achieve higher levels of increases in active travel in the zone;
 - A congestion-based road user charge achieves a stronger strategic fit with the scheme objectives than the pollution charge. In the medium term, the impact of electric vehicle fleet uptake would rapidly erode the traffic benefits and net income, therefore, a pollution charge would only have shorter term

²⁰ <https://greatercambs.filecamp.com/s/Txf349rgrtvKENUA/d>

²¹ See appendix to Options Appraisal Report

benefits and would not provide the ongoing revenue to fund the public transport and sustainable transport measures.

- With a congestion-based charge, it is still possible to design the charging regime for different vehicle types that may have high vehicle mileage in the zone, such as freight, taxis and buses to influence and speed up the transition to low carbon propulsion;
- Options that include an all day (7am-7pm) charge perform better than those that only charge morning peak hours (7am-10am). A peak only charge of £5 or £10 is unlikely to meet the objectives for the scheme;
- Regarding the level of charge, a £5 charge applied all day would achieve both the required level of traffic reduction and funding for the transformational bus package. A £10 charge applied all day would reduce traffic and raise funding beyond the policy need. A higher charge would, therefore, be disproportionate to the policy need, placing a higher financial burden than necessary on road users;
- **The Options Appraisal therefore recommends that a road user charge of £5 applied 7am-7pm on weekdays should be taken forward for assessment.**

5.15 Taking together the technical work and the consultation feedback, an emerging option for a scheme has been developed for a Sustainable Travel Zone comprising a road user charge, which is based on the flexible charge consulted on in 2021 and designed to meet the objectives set out at paragraph 5.1. A Strategic Outline Case has been developed for this scheme.²²

5.16 The proposal is that the Sustainable Travel Zone would comprise a road user charge with the following key elements:

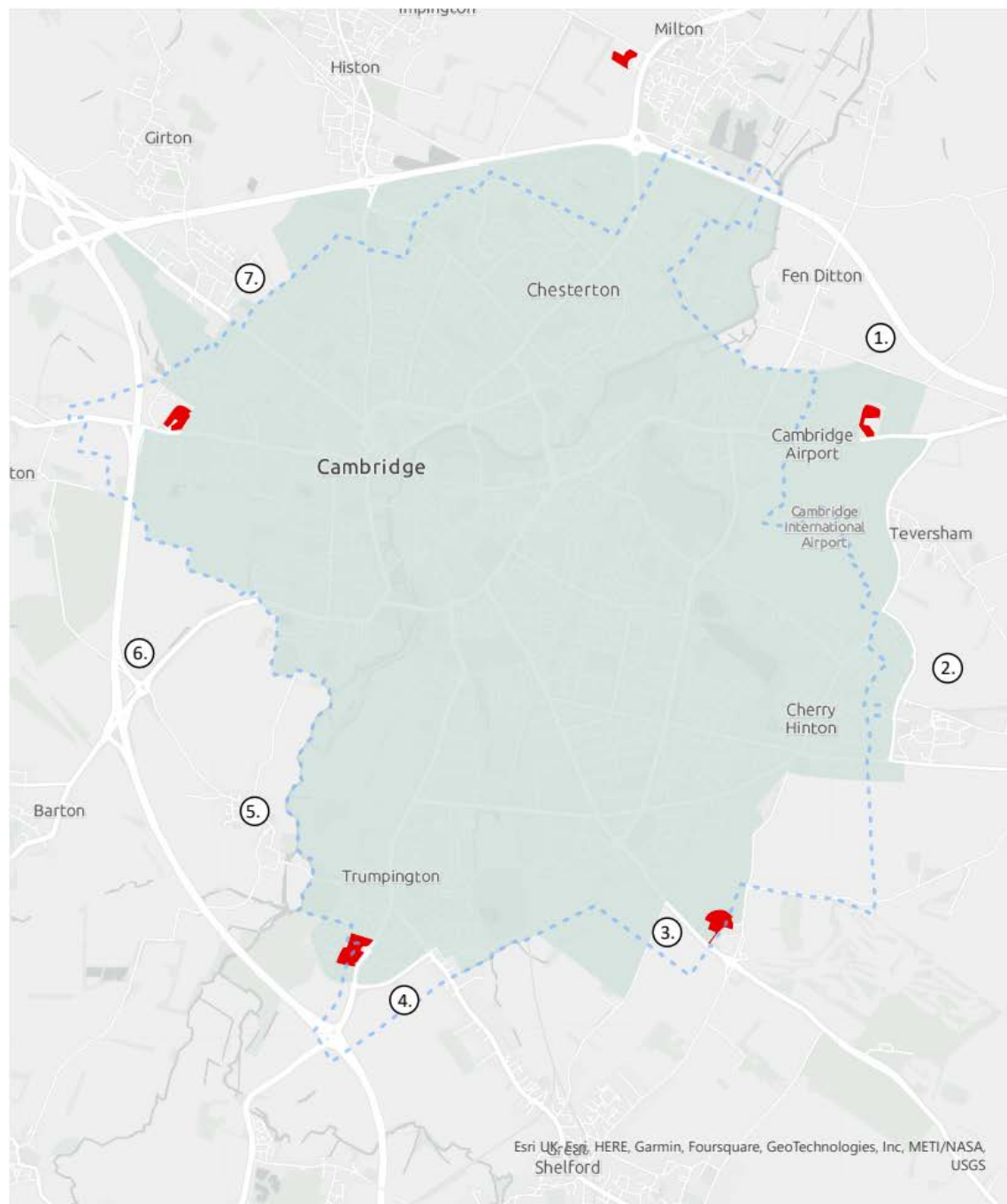
5.17 **Zone boundary:** The proposed Zone would operate on an area basis rather than a cordon basis. This effectively means that all vehicle movements into, out of and within the Zone would be subject to the charge, unless exempt, as opposed to in a cordon scheme where only movements crossing an outer boundary are affected. This reflects the nature of traffic movements in Cambridge, with around 53% of traffic in the morning peak making journeys within the city. Not including these journeys would mean that the scheme's objectives with regards to traffic reduction and public and active transport improvement would be unachievable. It is proposed that the charge would cover the area set out at figure 9, reflecting the urban area of Cambridge. More information on the proposed boundary is set out in a technical note.²³ The proposal reflects the consultation preference for a lower charge covering a wider area, as well as technical work demonstrating that a smaller zone (within the inner ring road) could not meet traffic reduction objectives.²⁴

²² <https://greatercambs.filecamp.com/s/nFLtx9dYaGfAAoOJ/d>

²³ <https://greatercambs.filecamp.com/s/DeFhywNi1sL2xRv3/d>

²⁴ See Options Appraisal Report

Figure 9 – proposed charge zone boundary



-  Potential Turnaround Location
-  Potential Sustainable Travel Zone
-  Cambridge - South Cambridgeshire Boundary
-  Existing Park & Ride Locations

- 1. High Ditch Road - potential need for traffic management measures
- 2. Gazelle Way and Yarrow Road - outside zone to maintain access to strategic road network from Fulbourn via Airport Way
- 3. Granham's Road / Hinton Way - height restriction to consider for re-routing traffic
- 4. Addenbrooke's Access Road - outside zone to maintain access to the strategic road network from the Sheldriffs
- 5. Non-Grantchester traffic can turn at M11 J12 (advanced signing)
- 6. Approach to Barton Road - turning facility location proposed at J12 roundabout via advanced signing
- 6. Thornton Close - potential for no-through road restrictions at Huntingdon Road

- 5.18 **Proposed days and hours of operation:** The Zone would operate 7am-7pm on weekdays. There would be no charge outside these times or at weekends. Whilst there was a slight preference for peak-only charging in the consultation, modelling shows that a peak-only charge would not deliver the required traffic reduction or revenue for the well-supported bus network enhancements and active travel improvements. However, a peak-only charge could form part of a phased introduction for the scheme (see below). A 7am-7pm weekday scheme still allows for some flexibility for people making journeys in the zone to choose to travel at a non-charged time, whilst tackling the period with greatest traffic and congestion issues.
- 5.19 **Proposed charge levels:** Reflecting the consultation feedback, it is proposed that the charge for private cars driving in the Zone would be £5 per day. This would be a daily charge. Whilst a £10 charge performed better in modelling work in terms of traffic reduction and revenue raising, it is considered that a lower charge meets the scheme's objectives whilst reducing the financial burden on those paying. The £5 charge achieves both the required level of traffic reduction and funding for the transformational bus package, whereas a £10 charge would reduce traffic and raise funding beyond the policy need.²⁵ In line with other schemes, and reflecting that different vehicle types can have different network impacts, the charge would then be scaled for other vehicle categories. The full list of proposed charges for each vehicle type is set out in table 2.

Table 2 – summary of proposed Sustainable Travel Zone charge levels

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

²⁵ See Options Appraisal report

- 5.20 The principle of the pricing structure is to reflect the impacts of vehicle size and likely impact on congestion, pollution (air quality) and carbon emissions. Whilst motorbikes and mopeds could be perceived as smaller and lower emissions than cars, there are potential risks in terms of the safety, noise and conflicts with other road users if these proliferate as a result of a lower charge level. This is particularly true in Cambridge due to high cycling levels. For this reason, we are proposing that the charge for the vehicle group is the same as cars, particularly given the significant increase in people walking and cycling following the introduction of the charge.
- 5.21 LGVs are generally larger vehicles and are more likely to be repeat visitors to the charging area on multiple locations. Through the application of a higher charge, it is intended to stimulate demand for consolidation of deliveries and rationalisation of LGV use during the hours of the Sustainable Travel Zone operation. LGV drivers will also benefit from lower traffic levels, enabling them to make more visits during a day.
- 5.22 HGVs have a significant impact on congestion, produce greater emission levels in general than a car, and impact on more vulnerable road users. The proposal is to charge these £50 a day to dissuade unnecessary trips during the Zone hours of operation, where we expect to see far higher levels of walking and cycling, and to stimulate demand for the use of freight consolidation centres.
- 5.23 Coaches also have a significant impact on congestion and impact on more vulnerable road users, and so a £50 daily charge is also proposed. It is hoped that this will stimulate demand for coach trips to make better use of park and ride or rail services. Consideration as to the likelihood of coach trips changing their visit patterns in response to the operational hours of the Zone will be explored as part of the proposed consultation.
- 5.24 For HGVs, LGVs and coaches, the suggestion is to explore views on a discount for zero emission vehicles through the proposed consultation. The purpose of this would be to recognise that the scheme aims to improve air quality and reduce carbon emissions and encourage a switch to zero-emissions vehicles for heavier users of the network.
- 5.25 Expanding the bus network is at the heart of the proposals and therefore it would not be appropriate to charge registered bus services. The options appraisal identified an opportunity for the scheme to support the CPCA's ambition for all local bus services to be zero emission by 2030. We are therefore proposing to review the discount for non-zero emission buses on that timescale.
- 5.26 The Equality Impact Assessment draft report undertaken for the emerging proposals (see section 6 below) identifies taxis and private hire vehicles as important in supporting groups without access to a car and for whom bus travel is not a suitable alternative.²⁶ Policy ambitions are already in place through licensing arrangements to encourage a switch to zero emission vehicles for these heavy users of the network and, therefore, it is proposed to apply a 100% discount to those Hackney Carriages and Private Hire Vehicles that meet these conditions.

²⁶ See Equality Impact Assessment draft report (section 6 below)

- 5.27 **Discounts, exemptions and reimbursements:** As in other places with road charging schemes, a key part of the scheme design will be an appropriate suite of discounts and exemptions, as well as reimbursement schemes. Seeking feedback on this will be an important part of the consultation. Table 3 sets out an initial proposal for discounts and exemptions.

Table 3 – proposed discounts and exemptions²⁷

Category	Proposed discount / exemption
Emergency vehicles	Exempt
Military vehicles	Exempt
Disabled tax class vehicles	Exempt
Breakdown services	Exempt
NHS tax-exempt vehicles	Exempt
Dial-a-ride services	Exempt
Certain local authority operational vehicles	Exempt
Blue badge holders	Nominate up to 2 vehicles for 100% discount
Low-income households	Potential for tapered discount 25-100%
Car club vehicles (official providers)	100% discount
Registered bus services	As above, 100% discount with potential to link this to the CPCA's 2030 zero emission bus ambition
Hackney Taxis	As above, 100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible
Private Hire Vehicles	As above, 100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible

- 5.28 Alongside the proposed discounts and exemptions, as part of the suggested consultation we will explore with providers and develop reimbursement schemes for the following groups:
- NHS patients clinically assessed as too ill, weak or disabled to travel to an appointment on public transport, including those who:
 - Have a compromised immune system;
 - Require regular therapy or assessments;
 - Need regular surgical intervention.
 - NHS staff using a vehicle to carry certain items (such as equipment, controlled drugs, patient notes or clinical specimens);
 - NHS and other emergency services staff responding to an emergency when on call;
 - Other essential emergency service trips made in business vehicles that are not specifically listed above for exemptions, e.g. fire safety inspections;

²⁷ Exemptions are generally used on a vehicle-type basis and can typically be identified from relevant DVLA data. A 100% discount is typically used for individual vehicles which can only be identified with input from the vehicle user.

- Social care, peripatetic health workers and CQC-registered care home workers; and
- Minibuses and LGVs used by charities and not-for-profit groups.

- 5.29 The initial proposal for discounts, exemptions and reimbursements has been informed by the Equality Impact Assessment draft report, fit with the scheme's strategic objectives as well as precedent set by other UK road charging schemes. A technical note is available setting out more detail about the proposed discounts, exemptions and reimbursements.²⁸
- 5.30 **Accounts and incentives:** As part of the operational design of the Sustainable Travel Zone we have built in the principle of encouraging account uptake for regular users. In an all-day scheme, this could be incentivised by either a number of free days travel in the first 6-12 months of the scheme or a daily discount on the charge (e.g. £4.50 rather than £5). The detail on this will be worked up as part of the next stage of the business case.
- 5.31 **Scheme operation:** The detail of how the Sustainable Travel Zone would operate will be developed as part of the next stage of the business case. However, the following key design points have been assumed at this stage:
- Road-side equipment will be used to capture vehicle information and send this to a back office system – this will primarily consist of a network of ANPR cameras as per other UK charging schemes;
 - The back office will check vehicle data and apply a charge, exemption or discount as appropriate. The back office will manage charge payments, customer accounts and issue penalty charge notices where necessary.
 - Payment channels will include online payments as well as payment by phone. As above, regular users will be encouraged to sign up for accounts.
 - Enforcement will follow usual traffic enforcement practice, with issuing of penalty charge notices where needed. There will be an appeals process.

Package benefits

- 5.32 Taking together the package of measures including the bus and sustainable travel improvements, as well as the proposed Sustainable Travel Zone charge, the following benefits have been identified in the Strategic Outline Case:

²⁸ <https://greatercambs.filecamp.com/s/f8TVWwwlcYWxgZuw/d>

Significant modal shift, including:

- A 50% reduction in car trips in the charging zone;
- A 40% increase in public transport use in the charging zone and the wider South Cambridgeshire area;
- A 30% increase in walking and cycling within the charging zone;

A 5% reduction in greenhouse gases from reduced mileage, equating to £152m in CO₂ savings

Reduced deaths and better health:

- Better air quality will support a reduction in associated deaths and illnesses;
- Over £160m of health benefits due to increase in physical activity from higher levels of walking and cycling;

Better access to opportunities and services with faster journey times for bus passengers and car users, providing productivity and economic benefits.

- 5.33 Alongside the reduction in car travel, the 7am-7pm weekday Zone would see around 20,000 extra daily trips by bus being made within the City of Cambridge and South Cambridgeshire, and around a further 60,000 extra daily trips by walking and cycling. Through almost doubling the existing capacity of the bus network, around 10,000 extra Park and Ride parking spaces and around a 50% reduction in traffic in the Zone we are providing both the capacity and space to support this transformation in how people travel. As set out below, it is proposed that improvements are made before a charge is fully implemented. The result will be a city where people can make journeys more easily, but with the majority of trips being made by bus, cycle and on foot.

Delivery of the package – phased introduction

- 5.34 It is proposed that the package would be introduced over a 4-5 year time frame, reflecting the need to deliver public transport and active travel improvements in advance of a fully-implemented Sustainable Travel Zone. Key GCP infrastructure schemes are due to be delivered in the period 2025-2027 (including the greenways and corridor schemes) and, as noted above, delivery of the proposed bus improvements will need to be ramped up over several years.
- 5.35 An initial suggestion for the phasing is set out below, however there are options around this which will be explored as part of the consultation. These are broadly:
- Paragraph 5.7 above sets out an initial proposal for phasing bus service improvements, with service improvements and fare reductions starting in 2024;
 - From 2025, the Sustainable Travel Zone would comprise peak-time road user charge for larger vehicles, i.e. vehicles other than cars, motorbikes and mopeds. Charge levels, discounts and exemptions would apply as set out above;
 - From 2026, the Sustainable Travel Zone would comprise a peak-time road user charge applying to all vehicles from 7am-10am. Charge levels, discounts and exemptions would apply as set out above;
 - From 2027 or 2028, the full Sustainable Travel Zone proposals would be implemented.

6. Impact assessments

- 6.1 A key part of developing and considering the proposals set out above has been and will continue to be ensuring that the potential impacts are fully assessed. This is particularly important for a scheme of this magnitude, which has the potential to generate significant impacts. As well as understanding the benefits, it is important to understand any potential negative effects and seek to mitigate these as far as possible. An integrated impact assessment was previously prepared for the public transport and city access strategy and published with the September 2021 Executive Board paper.²⁹ Work has now been undertaken on a series of more detailed initial assessments of the impacts of the proposed package. At this stage in the process, the assessments are undertaken on the basis of the available level of detail set out in the Strategic Outline Case, and may highlight areas where additional data gathering or refinement may be needed, as well as making recommendations for the next stage of the work. Therefore, these draft assessments will continue to be refined and updated as the proposals are developed, including building on feedback received through the proposed consultation as well as additional data gathering where needed. The assessments include:

Equality Impact Assessment

- 6.2 An equality impact assessment (EqIA) has been undertaken and a draft report prepared to inform the consideration of the proposals and the suggested consultation.³⁰ As set out above, the assessment has been undertaken based on the current stage of the development of the proposals (Strategic Outline Case), and is based on the package above including the proposed discounts, exemptions and reimbursements from the Sustainable Travel Zone charge which have in turn been informed by the EqIA as it has developed. Given the current status of the proposals, the draft highlights areas where additional data gathering or refinement may be needed, as well as making recommendations for the next stage of the work. The draft EqIA will continue to be refined and updated as the proposals are developed, including building on feedback received through the proposed consultation as well as additional data gathering where needed.
- 6.3 The EqIA draft report sets out an initial baseline, considers the impact of the proposals on relevant groups who share protected characteristics³¹ under the Equality Act 2010, and informs decision-makers of the potential effects on these groups. In addition to protected characteristic groups, the EqIA draft report considers impacts on low income groups. Although the charge is not proposed to be implemented for several years, and would be proceeded by reducing public transport costs and improving services, this is particularly important in the current context of cost-of-living increases, with food, energy, fuel and other prices placing pressure on lower income groups in particular. Additionally, there is intersectionality between low income groups and some protected characteristic groups.

²⁹ <https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi>

³⁰ <https://greatercambs.filecamp.com/s/NLkkfR3VUKJZmkBe/d>

³¹ Protected characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race including colour, nationality, ethnic or national origin, religion or belief, sex and sexual orientation.

- 6.4 An initial screening assessment identified that people who are married or in civil partnerships will not experience differential or disproportionate effects as a result of the scheme and therefore this protected characteristic has been scoped out of the EqIA. Additionally, the screening assessment identified that people aged 25-64 would not experience differential or disproportionate effects as a result of their age and so this group has also been scoped out.
- 6.5 The EqIA draft report sets out an assessment of effects for each protected characteristic group in scope and people on low incomes, to determine whether there are likely to be disproportionate and/or differential effects on a specific group rather than members of the wider population.
- 6.6 A summary table is set out on page 79 of the EqIA draft report. The draft EqIA finds that the package should generate a number of benefits that will be shared by protected characteristic and low income groups. These include improved accessibility, safety and journey quality for those using the public transport network or active travel, and better access to services and employment opportunities particularly for those in low-income households, younger and older people, women, and disabled people. It also identifies benefits from a decrease in pollutants from lower traffic levels.
- 6.7 However, the EqIA draft report also highlights some potential adverse impacts on groups arising from the proposals. As well as taking into account the improvements to public transport and the charging hours of the Zone, which offer some uncharged times to undertake trips, some of these impacts are likely to be mitigated through the proposed discounts and exemptions, creating a neutral impact. However, it is important that these issues are explored further through the consultation in order to better understand the issues and seek to identify mitigations where possible to remove or minimise the impacts. These groups include:
- Some potential adverse effects on Gypsy and Traveller groups – the Blackwell site sits outside the proposed Zone but can only be accessed by car via roads that within the proposed Zone. Some of those accessing the site may qualify for the proposed low income discount, but those who do not may experience adverse impacts. Engagement with this group is proposed to understand how access to the site without payment of the charge can be maintained, which would lead to a neutral effect. The Fen Road site also falls within the proposed Zone so, whilst the issue is slightly different, there is potential for adverse effects and engagement will be undertaken to better understand the potential impacts of the charge on the Gypsy and Traveller community and potential mitigations;
 - Potential adverse effects on disabled people and older people who do not qualify for either blue badge or low-income discounts and would need to travel by car – further work and engagement to better understand this issue and potential mitigations is proposed;
 - Currently, a potential neutral effect has been identified for people with protected characteristics that rely on informal care, as those providing informal care could potentially use public transport, travel outside of charge hours, or may qualify for one of the discount or reimbursement schemes. However, further work is needed to better assess the impact on this group which can also be informed by further engagement during the proposed consultation;

- A potential neutral effect has been identified for those with protected characteristics who also hold blue badges, due to the proposed discount whereby blue badge holders can nominate up to 2 vehicles for a 100% discount from the charge. It is suggested that this is tested during the consultation to understand if 2 is a suitable number of vehicles, recognising that Cambridge may differ from other places such as Oxford and London where the precedent has been set for 2 vehicles;
- A potential neutral effect has been identified for children and young people accessing SEN provision where public transport is not an appropriate option, based on the proposed discounts and exemptions. However, further work is needed to consider how public transport will meet the needs of those who can use it to access SEN provision and to assess the extent to which the proposed discounts and exemptions will meet this need or if further mitigations should be considered;
- Whilst potential beneficial effects have been identified for low income groups, who are more likely to be reliant on public transport, it will be important to ensure the proposed low income discount is designed so that it is accessible to different protected characteristic groups and to those on low incomes who don't always have access to standard payment mechanisms; and
- The EqIA draft report also highlights the need for reimbursement schemes around access to medical services to be carefully designed so they cover sufficient groups and are easy to access in order to mitigate potential adverse effects on some groups.

6.8 In addition to the above, the assessment recommends continuing to engage with protected characteristic groups through the scheme design to obtain more granular information and create a more detailed understanding of the issues in order to inform more detailed scheme proposals and mitigations. In addition, the draft report recommends ensuring that information is disseminated in ways that reach different groups, and to potentially explore further initiatives to support the uptake of active and public transport for particular groups. In order to achieve this, it is proposed that engagement with the groups set out above forms a key part of the suggested consultation, as well as engagement with protected characteristic groups more widely.

6.9 As set out above, the draft EqIA will continue to be developed as the package of proposals progresses.

Social and distributional assessments

6.10 The Social Impact Assessment (SIA) is undertaken to understand the impacts which cover human experience of a transport system and its impact on social factors which are not considered as part of wider economic or environmental impacts. The SIA forms part of the options appraisal process and has been undertaken in accordance with TAG Unit A4.1. The following topics are assessed as part of the SIA; Accidents, Physical Activity, Security, Severance, Journey Quality, Option and Non-use Values, Accessibility and Personal Affordability.

6.11 A Distributional Impact Assessment (DIA) considers the variance of impacts from transport interventions across different social groups. Both beneficial and/or adverse distributional impacts of the proposed interventions have been considered

along with the identification of the different social groups that are likely to be affected. The assessment has been carried out in line with TAG Unit A4.2. The following topics were scoped into the DIA; User Benefits, Noise, Air Quality, Accidents, Security, Severance, Accessibility, and Affordability,

- 6.12 Taking both assessments, the proposals are considered to have beneficial impacts across the core elements that formed the two assessments, in terms of a reduction of accidents (due to reduced traffic flows), increased physical activity (with more accessibility to public transport stops and improved active travel network), personal affordability benefits for low income groups, improved security through a range of complementary measures, noise reductions and user benefits. These benefits were largely experienced by vulnerable groups, including children, women and the elderly population. The full assessments are published as an appendix to the Strategic Outline Case.³²

Environmental assessments: carbon, noise and air quality

- 6.13 Within Cambridge there has been a slow improvement in air quality over the past years, however, levels of pollutants within the city centre remain high, specifically in relation to nitrogen dioxide (NO₂). An Air Quality Management Area (AQMA) for high levels of NO₂ has been in place in the centre of Cambridge since 2004.
- 6.14 A detailed air quality modelling exercise for the proposals is currently being completed. The air quality assessment will use detailed dispersion modelling to assess the likely impacts from a change in traffic flows. The detailed dispersion modelling will take into account future fleet mixes including the proposed zero emission bus fleet in each of the scenarios.
- 6.15 The full air quality analysis will be available in mid-September 2022, but a high level analysis of annual average daily traffic flows shows that the proposed 7am-7pm charge results in the greatest overall reduction in total traffic flows compared to the peak-time charge and the pollution charge options, and will have a beneficial impact on air quality expressed as levels of NO₂, PM_{2.5} and PM₁₀.
- 6.16 Initial assessments of noise and carbon impacts have been made as part of the Strategic Outline Case.³³ The reduction in traffic as a result of the introduction of the proposed 7am-7pm charge has some moderate benefits on noise levels, particularly within the charging zone, and reduces Carbon by 1,275,879 tCO₂e over a 60-year appraisal period.

Health impact assessment

- 6.17 An initial assessment has been undertaken to understand the potential health outcomes of the proposals.³⁴ This identifies a range of likely positive effects from increased physical activity, lower noise levels and greater accessibility. The effects of improvements to air quality on health will be assessed once the air quality modelling is completed. The assessment also identifies a series of recommendations to enhance any potential benefits and mitigate any potential adverse impacts.

³² <https://greatercambs.filecamp.com/s/dvxBnoyA6JiGNv6r/d>

³³ See Strategic Outline Case

³⁴ <https://greatercambs.filecamp.com/s/HOEEWhiRxq4XkeXV/d>

7. Proposed consultation and emerging recommendations

Statutory consultation

- 7.1 It is proposed that the package set out above goes to public consultation this autumn to seek feedback on the proposed enhancements to public transport services, wider sustainable transport investment, and the Sustainable Travel Zone. In relation to the road user charging scheme that forms the Sustainable Travel Zone, this consultation would meet the requirements of s. 170 of the Transport Act 2000 (duty to consult local persons and representatives of local persons).

Emerging recommendations

- 7.2 The Executive Board will be asked to:
- (a) Note the feedback from the 2021 Making Connections consultation, the focus groups and workshop with Citizens' Assembly members; and
 - (b) Consider the recommendation to agree a public consultation on a proposed package of measures to improve public transport services and active travel and introduce a Sustainable Travel Zone comprising a road user charging scheme as set out in section 5.

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 of a series of benefits, including:
- Securing the continued economic success of the area through improved access and connectivity;
 - Significant improvements to air quality and enhancements to active travel, supporting a healthier population;
 - Reducing carbon emissions in line with the partners' zero carbon commitments;
 - Helping to address social inequalities where poor provision of transport is a contributing factor; and
 - Wellbeing and productivity benefits from improving people's journeys to and from employment.
- 8.2 The proposals complement the GCP's corridor schemes (and the existing Cambridgeshire guided busway) by ensuring that buses can traverse the city centre more reliably and efficiently than at present. In particular, the proposals for the Newmarket Road which would see a reprioritisation of roadspace to favour non-motorised users would be undeliverable without a significant reduction in car traffic.
- 8.3 The package of proposals set out above forms part of the wider city access programme, which also includes:
- **Review of Cambridge's road network classification:** the recent consultation set out the principles of a new road classification for Cambridge. The network classification was last reviewed in the 1980s and the review considers ways to improve the way that traffic and people use roads and

streets to move about the city, to support more frequent and reliable public transport and create safer and more attractive environments for walking and cycling. The results of the consultation are expected to be reported to the Joint Assembly and Executive Board this financial year, along with recommendations on next steps.

- **Development of an integrated parking strategy:** following the Board's approval of the vision and objectives for the integrated parking strategy, a series of more detailed recommendations have been developed by officers from GCP, County and City Councils to align with the wider proposals set out in this paper. These will now be further developed with members in County and City before being formally agreed and adopted through relevant governance mechanisms.

9. Financial Implications

- 9.1 Net revenues raised from a road user charge are hypothecated by virtue of the Transport Act 2000 powers for use in facilitating the achievement of local transport policies. In this case it is proposed that those revenues be spent on the investment associated with the Bus Improvement Measures and wider sustainable transport measures. The proposed Sustainable Travel Zone option set out above is estimated to achieve net-revenues in the region of £70m/annum, which would be sufficient to fund the bus proposals and wider sustainable transport improvements.
- 9.2 Contingencies have been built into the financial model for the scheme to allow for uncertainty on revenues (20%), discounts and exemptions (15%) and 10% contingency applied to operational costs. In line with usual practice, estimates of penalty charge income and enforcement expenditure are not included. For bus investment we have factored in a 20% increase in driver wages as a recognition of the challenges of recruitment and retention in this sector.
- 9.3 In line with the Future Investment Strategy, £50m of GCP City Deal funding is assumed to invest upfront in bus service improvements and fare reductions. It is assumed that this funding is not recovered from future charging income. The forecast funding requirement over and above this £50 million in the first three years will also come from the GCP City Deal funding. This additional funding will be recoverable from Sustainable Travel Zone net revenues, repayable to GCP before the end of 2030 to allow delivery of wider programme commitments. No additional sources of funding are identified as being required in the current Financial Case.
- 9.4 The financial model for the Sustainable Travel Zone and package of improvements will continue to be updated as part of developing the Business Case. For example, all costs in the business case have been inflated to 2026 prices and are then in nominal prices for subsequent years. The handling of both inflation and increases to the Sustainable Travel Zone prices will need to be considered in more detail at the next business case stage. Similarly, reaching a final position on discounts, exemptions and reimbursements will need to be achieved post-consultation to allow an updating of the financial profile as part of the Outline Business Case in 2023.

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

10. Next Steps and Milestones

- 10.1 Subject to consideration by the Joint Assembly and agreement by the Board, the proposed package of measures to improve public transport services and active travel and introduce Sustainable Travel Zone road user charging scheme would be the subject of a consultation this autumn. In relation to the road user charging scheme that forms the Sustainable Transport Zone, this consultation would be a statutory consultation in accordance with the Transport Act 2000.
- 10.2 Under the Transport Act 2000, a decision to implement a road user charging scheme rests with the Local Traffic Authority, which in this case is the County Council. As such, the GCP would undertake any consultation on such a scheme on behalf of the County Council. The County Council endorsed this approach at their Highways and Transport Committee on 12 July 2022.
- 10.3 The September 2021 paper set out an initial overall timeline for the delivery of the package. This is set out at figure 10 below and is designed to meet the requirements of the Department for Transport whilst seeking to deliver improvements as soon as practicable. As set out, following the proposed public consultation the findings will be presented to the Joint Assembly and Executive Board with a recommendation on next steps. Should a recommendation be made to implement a road user charging scheme, a final decision on this would be taken by the County Council Full Council in accordance with the Transport Act 2000, and the County Council would then make the relevant order under the Transport Act 2000 to implement the scheme. The GCP and the County Council would also work closely with the CPCA as the public transport authority in taking forward the bus network changes within the context of any future franchising or enhanced partnerships decision.

Figure 10 – city access package timeline



Background Papers

Source Documents	Location
Draft for consultation – emerging Cambridgeshire and Peterborough Local Transport Plan	https://yourltcp.co.uk/wp-content/uploads/2022/05/Draft-LTCP.pdf
Making Connections 2021 consultation report	https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/GCP-Making-Connections-report-13June22.pdf
Making Connections 2021 consultation: youth panel engagement report	https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/jfg-gcp-making-connections-youth-panel-engagement-report-210127.pdf
Making Connections 2021 consultation: Transport for All focus group report	https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/tfa-report-making-connections-engagement-workshops-2022.pdf
Making Connections 2021 consultation: Citizens' Advice focus group report	https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/citizens-advice-cambs-gcp-making-connections-report.pdf
Greater Cambridge Citizens' Assembly – 2021 follow-up workshop report	https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Sustainable-Travel-Programme/City-Access/Making-Connections/gcca-follow-up-workshop-december-2021-findings-report-final.pdf
Transport data pack – Q2 2022	https://greatercambs.filecamp.com/s/VV0RkE5qvMocLURz/d
Bus improvements – technical note	https://greatercambs.filecamp.com/s/yZyFWx6c0GNp5bxL/d
Options Appraisal Report: Making Connections 2022 package	https://greatercambs.filecamp.com/s/Txf349rgrtvKENUA/d
City Access 2022 modelling report	https://greatercambs.filecamp.com/s/PhX1A7kzEXT2MATI/d
Strategic Outline Business Case: Making Connections 2022 package	https://greatercambs.filecamp.com/s/nFLtx9dYaGfAAoOJ/d
Sustainable Travel Zone boundary – technical note	https://greatercambs.filecamp.com/s/DeFhywNi1sL2xRv3/d

Sustainable Travel Zone discounts, exemptions and reimbursements – technical note	https://greatercambs.filecamp.com/s/f8TVWwwlcYWxgZuw/d
Equality Impact Assessment DRAFT report: Making Connections 2022 package	https://greatercambs.filecamp.com/s/NLkkfR3VUKJZmkBe/d
Social and Distributional Impact Assessments DRAFT report: Making Connections 2022 package	https://greatercambs.filecamp.com/s/dvxBnoyA6JiGNv6r/d
Initial DRAFT Health Impact Assessment: Making Connections 2022	https://greatercambs.filecamp.com/s/HOEEWhiRxq4XkeXV/d
The following background papers have been included with previous GCP Joint Assembly and Executive Board papers and outline earlier technical work and engagement:	
CPCA: ZEBRA business case final submission	https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/CPCA-ZEBRA-Scheme-Business-Case_FULL-v2021_08_20-FINAL-REDACT.pdf
Active Travel Investment Study	https://greatercambs.filecamp.com/s/GCP_FIS_Active_Travel_Study/fo
GCP Citizens' Assembly one-year on report	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/One-year-on-progress-implementing-the-Greater-Cambridge-Partnership-response.pdf
Preliminary Integrated Impact Assessment of Packages, Steer and Temple Group 2020	https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi
GCP Citizens' Assembly response	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf
Citizens' Assembly workshop report	https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020
Cambridgeshire & Peterborough Independent Economic Review	https://www.cpier.org.uk/final-report/
Cambridgeshire and Peterborough Local Transport Plan	https://bit.ly/3mRfBEj
Technical assessment of alternative measures proposed as an alternative to fiscal options to address future congestion in Greater Cambridge	https://greatercambs.filecamp.com/s/kLtJXgfboUldzqnC/d
Lessons from Elsewhere	https://greatercambs.filecamp.com/s/R1havJ4AXniu9Byr/d
Cambridge Clean Air Zone Feasibility Study	https://consultcambs.uk.engagementhq.com/1836/documents/2050

'Reducing air pollution, CO ₂ emissions and congestion in Cambridgeshire'	www.greatercambridge.org/reducingairpollutionreport/
Technical Note – Public Transport Investment Analysis	https://greatercambs.filecamp.com/s/vkcSQOwBi6wkfbhC/d
SYSTRA: Future Bus Network Concept	https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d
Making Spaces for People Baseline Report, BDP	https://www.cambridge.gov.uk/media/7672/making-space-for-people-spd-baseline-report-chapters-1-to-4.pdf ; https://www.cambridge.gov.uk/media/7673/making-space-for-people-spd-baseline-report-chapters-5-to-8.pdf
Making Spaces for People: Central Cambridge Vision, Aims, Objectives & Strategies,	https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf
'Cambridge Access Study: City Centre Traffic Management Options', Mott MacDonald	https://greatercambs.filecamp.com/s/vui4k4dFhZzfpNwg/d
'Technical Note: CSRM2 City Access Study', Atkins	https://greatercambs.filecamp.com/s/Y7X1ZanYaeSdFkSP/d
'Demand Management options report', Arup	https://greatercambs.filecamp.com/s/FLUgILPtqfnSuJdz/d
'Choices for Better Journeys: CSRM2 Runs', Atkins	https://greatercambs.filecamp.com/s/KpFq8bMrR0YLpSII/d
'Greater Cambridge Partnership: Integrated Impact Assessment – DRAFT Baseline & Scoping Report Summary Report', Steer and Temple Group	https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d
'Report and recommendations – Greater Cambridge Citizens' Assembly on congestion, air quality and public transport', Involve	https://www.involve.org.uk/sites/default/files/field/attachemnt/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20Full%20Report%20_0.pdf
'Our Big Conversation: Summary Report of Survey Findings', Greater Cambridge Partnership	https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=IT89Qvi2wNJefHSXNA3sktDKOhbbfuaFCHA5pO4gXOVa%2f2ym848cdw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9lXnl%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlo tS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qji0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJFf55vVA%3d

'Choices for Better Journeys: Summary report of engagement findings', Greater Cambridge Partnership	https://consultcambs.uk.engagementhq.com/1836/documents/2464
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Better Public Transport: Cambourne to Cambridge Project

Report to: Greater Cambridge Partnership Joint Assembly

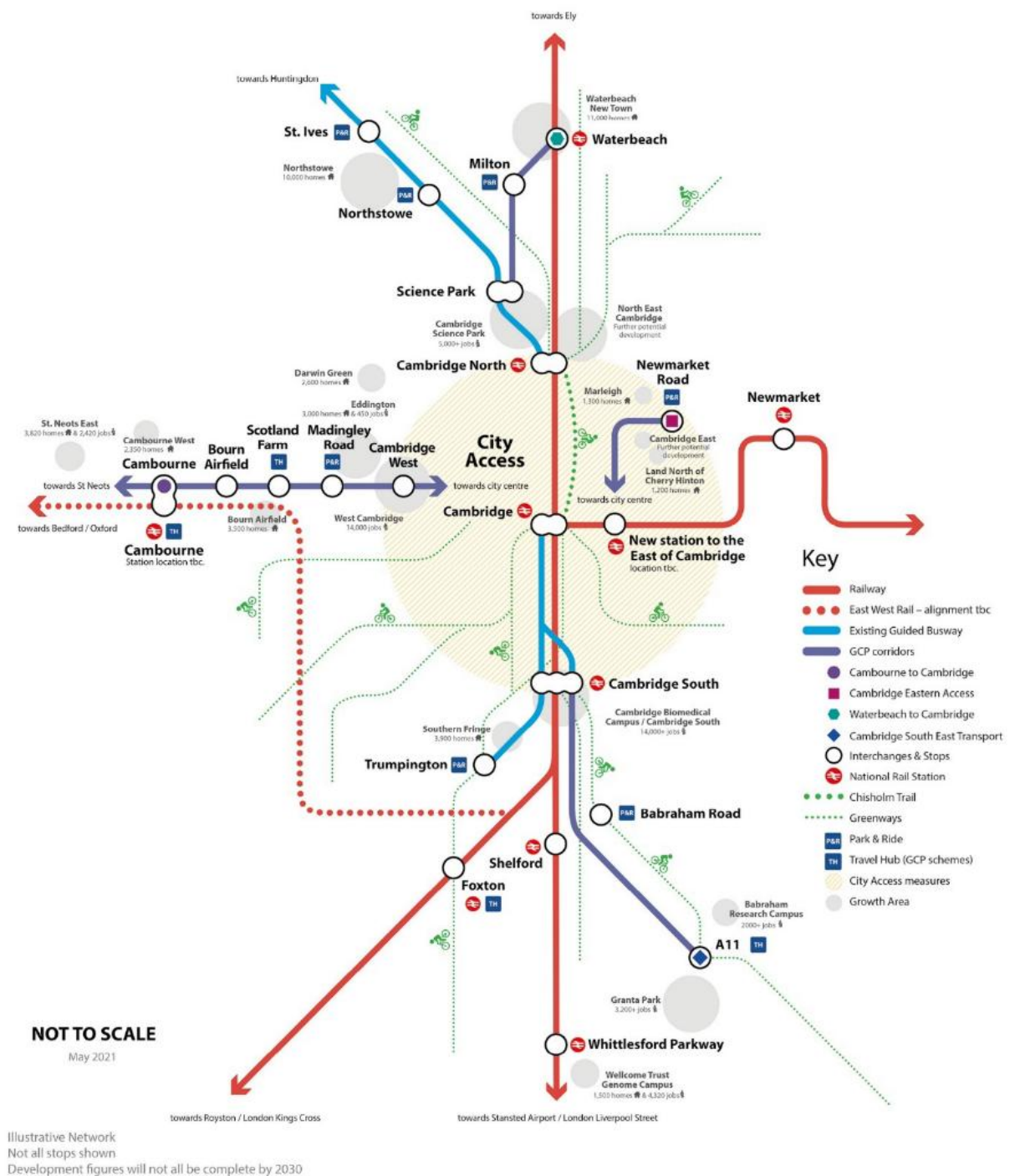
Date: 8th September 2022

Lead Officer: Peter Blake, Transport Director, GCP

1. Background

- 1.1 The Cambourne to Cambridge Transport scheme is one of four corridor schemes that form a key component of the Greater Cambridge Partnership's (GCP's) sustainable transport programme. As the delivery body for the Greater Cambridge City Deal, the GCP is delivering a comprehensive programme of sustainable transport initiatives, working with local authority partners to create a comprehensive transport network that can meet the needs of the area now and into the future.
- 1.2 The programme has been developed using an extensive evidence base and is designed to support 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 in achieving 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.
- 1.3 To create a more sustainable network for the future, reduce congestion, improve air quality and reduce carbon emissions, significantly more people need to travel by public transport, cycling and walking with significantly fewer people travelling by car. The GCP's programme looks to achieve this by giving people better choices to travel sustainably.
- 1.4 Figure 1 below sets out the future sustainable transport network for Greater Cambridge and how this will be substantially enhanced over the next decade, forming a cohesive network throughout Greater Cambridge and further afield.

Figure 1

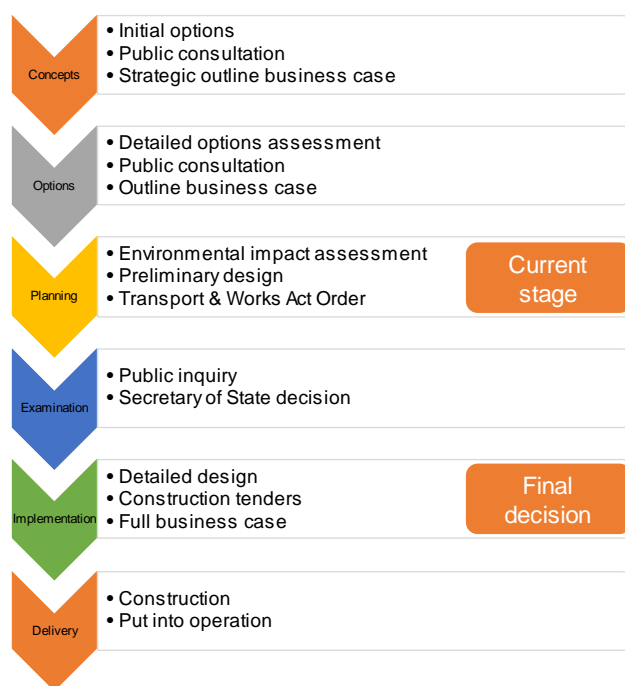


1.5.1 The Outline Business Case for the Cambourne to Cambridge Project (C2C) was presented to the Executive Board in December 2020 at which time a decision was taken to undertake an Independent Audit of the Key Assumptions and Constraints considered by the scheme. That Audit reported back to the Executive Board in July 2021.

1.5.2 After considering the Audit, the Executive Board agreed to:

- a) approve the Preferred Route in the Outline Business Case (OBC) to proceed to the next stage in the process.
 - b) Request officers proceed with the EIA and associated consultation and provide a further report to the Board in due course.
 - c) Request officers, in line with the Independent Audit recommendation, to include the latest position on climate change, Covid-19, CAM, East West Rail, the new National Bus Strategy and integration with the emergent City Access strategy, in the next stages of the project.
- 1.6 Scheme development has continued, cognisant of the issues agreed by the Executive Board. The Joint Assembly is now invited to consider the proposals to be presented to the Executive Board and in particular:
- a) Note the response to the EIA consultation (Appendix 1)
 - b) Note a non-technical summary of the Environmental Statement (Appendix 2)
 - c) Agree the submission of a Transport & Works Act Order application to secure the necessary planning and consents for the scheme

Figure 2: Current Stage of the Project



2. Issues for Discussion

Headlines from Environmental Impact Assessment

- 2.1 The assessment of the environmental impacts of the scheme (through a process called environmental impact assessment or EIA) has been undertaken in accordance with Department for Transport requirements. Consultation with statutory agencies, stakeholders and the public has helped shape proposals that, where practicable, avoid or minimise negative effects, and that deliver environmental improvements.

- 2.2 The approach to the EIA has followed the requirements of the Transport and Works Act (TWA) 1992, which provides the mechanism that will be used to secure powers - through a TWA Order - to build and operate C2C, as well as to acquire the land needed for the scheme.
- 2.3 The EIA has been important also in shaping aspects of the alignment and design of C2C, as well as proposals for its construction and operation. Different strands of the assessment, each addressing specific environmental issues, have sought to identify and assess potential impacts and to evaluate their effects. As these have been determined, the assessment team has proposed measures to mitigate the effects, and working with the design team, to embed them into the scheme proposals.

Scope of the Assessment

- 2.4 EIA Scoping was undertaken in advance of the main assessment workstreams to focus attention and resource where it would be most needed. By considering the characteristics of a project and the likely environmental impacts, and through an appreciation of the affected environment, scoping allows the scheme developer to determine which topics to include in the EIA, which topics need to be prioritised, as well as the relative importance of different aspects within each assessment topic.
- 2.5 WSP Consultants prepared a scoping report for C2C on behalf of GCP which was submitted to the Transport Infrastructure Planning Unit of the Department for Transport in February 2022. In preparing their scoping opinion, the DfT sought input from a range of statutory consultees. The opinion was received by GCP on 28th March 2022 and, with the scoping report, is published on GCP's website. Comments in the scoping opinion have informed how the EIA has been undertaken.

Building C2C

- 2.6 The way that C2C will be constructed is being developed in sufficient detail to allow the EIA to determine any significant temporary effects that are likely to result from land take, introduction of plant and temporary features, construction activity and emissions to air and water. Information considers general working practices, including use of construction worksites and access to and from the works, and access requirements for bringing people and materials to and from worksites.
- 2.7 Construction work can be one of the chief causes of environmental impact. To minimise this risk, a Code of Construction Practice (CoCP) is being developed which sets out a range of measures and principles which contractors will be required to abide by.
- 2.8 Should the TWA Order be granted, GCP will appoint a principal contractor who will then work up a detailed design and construction strategy and programme. This will include a construction management plan, which will reflect the contractor's more detailed design, workplan and assumptions, and will provide the basis for detailed discussions with the relevant local authority about controlling impacts and disturbance.

Communities and Homes

- 2.9 The route passes through or by six main settlements, as well as several solitary or small groups of dwellings.
- 2.10 Cambourne comprises three villages, including Lower Cambourne which was completed in 2003. The eastern-most Upper Cambourne was largely built out by 2017. The recently approved planning application for a development west of Lower Cambourne will add a fourth village with a further 2,350 homes.
- 2.11 For many in Cambourne, the scheme will present little environmental change, and an important new travel opportunity. Residents backing onto the path between Sterling Way and Broadway are a particular focus for noise and visual assessment, as the alignment will pass along here.
- 2.12 Bourn airfield is a proposed mixed-use development village on a site at Bourn airfield, 8km west of Cambridge, plans for which were approved in outline in 2021. The development is set to deliver 3,500 homes. Runway Park will form part of almost 100 hectares of open space incorporated into the development.
- 2.13 The scheme will be seen as a development concurrent with the wider Bourn airfield, and as an important new travel opportunity. Residents off the St Neots Road roundabout (Gate House, Chapelgate and the bungalow) will be exposed to new impacts.
- 2.14 Hardwick is a village about 10km west of Cambridge, with a population of some 3,000 people. It dates from around 1000 and is recorded in the Domesday Book of 1086. It has expanded greatly since the 1960s, mainly due to an estate of houses built on the orchard land to the north of the original village. It has pub, a sports and social club, with football and cricket pitches, and a village shop and post office. Hardwick Community Primary School is the local pre- and primary school.
- 2.15 Residents along St Neots Road will look onto the scheme, though new infrastructure will be limited, as the scheme is on-road. Changes in traffic due to the scheme will be modelled to determine other impacts in the village.
- 2.16 Coton is a small village about 5km west of Cambridge, with a population of about 800 people. Initially part of Grantchester parish, it became a separate parish in the Middle Ages. It has a primary school, a restaurant-pub, a garden centre with a post office, farm shop and café, and football, cricket and bowls clubs.
- 2.17 The scheme will pass across rural views for residents on the northern edge of the village and the small number south of Madingley Road and will affect footpath users. It will affect views of residents backing onto the orchard, including allotment users. A focus on ecological and landscape mitigation will be key through this area.
- 2.18 West Cambridge is a science and research park just east of the M11 that is an important part of the University's estate and is key to its continued growth. Development at West Cambridge has been on-going since the 1960s and planning permission was granted in 1999 for the current development framework for the site.

- 2.19 Passing along Charles Babbage Road, environmental impacts in terms of noise and visual, are expected to be slight and largely limited to the construction phase.
- 2.20 Cambridge fringe is a largely residential western edge of the city that extends west of Grange Road. As well as the houses that extend south to the Cambridge suburb of Newnham, the area includes several sports pitches and an athletics track, all associated with the university.
- 2.21 Potential views and noise impacts for residents off Herschel Road and Cranmer Road, as well as on the northern edge of Newnham (Gough Way and Dane Drive) are a focus for the assessment.

Environmental Quality

- 2.22 Road traffic is a strong determinant of local environmental quality. Noise levels along the route vary, though road traffic noise is prevalent along much of it, especially from the A428 between Bourn and Maddingley Mulch, and from the M11 on the east side of Coton and from West Cambridge.
- 2.23 At a more detailed level, local noise levels at locations such as homes or schools will be affected by specific noise sources, as well as by local screening from landform or other buildings, though not by vegetation, which has relatively little effect in reducing noise levels.
- 2.24 Road traffic is also the main determinant of local air quality. High traffic levels and frequent congestion in Cambridge have led to much of the City's designation as an air quality management area (AQMA) by the city council due to exceedance levels of certain pollutants. The Cambridge AQMA extends west to where C2C terminates, at Grange Road. South Cambridgeshire District Council has also designated an AQMA north of the scheme, centred around the A14 junction with the M11.
- 2.25 Available monitoring data shows air quality within 2km of the scheme to be generally good, and we would expect air quality along much of the C2C route away from major roads equally to be good. Various residential areas will be sensitive to changes in air quality, as will certain sensitive habitats, including Maddingley Wood SSSI, approximately 260m north of the scheme.

Soils, Geology and Landscape

- 2.26 C2C runs across a landscape of mostly lowland farmland. The Greater Cambridge Landscape Character Assessment describes landscape generally in the area as being "gently undulating, intensively farmed arable landscape encompassing densely settled, wide, flat river valleys and their tributaries".
- 2.27 The rich farmland and remnant ancient woodlands are very much a product of the area's geology. Geological bands follow a generally south-west to north-east alignment, reflecting the southwards migration of the glaciers about 400,000 years ago. The bedrock geology is substantially Lower Cretaceous Gault Clay with remnants of Lower Chalk poking through this where erosion and weathering has exposed it, particularly to the south-west of Cambridge. Overlying clay rich glacial till is relatively resistant and forms higher ground on the Western Plateau that rises

gradually west of Toft and Hardwick as far as St Neots. Springs form occasionally where water is forced up over impermeable clay.

- 2.28 Soils in the area have developed since the ice sheet retreated and are predominantly chalky tills, giving them a slowly permeable, calcareous clayey nature. Natural fertility is high, and land is commonly used for the production of winter cereals.

Water Environment

- 2.29 Passing eastwards, the route follows the low, flat ridge of the western plateau, with streams and field drains flowing north and south from this. Around Cambourne the scheme lies within the catchment of the Great Ouse but enters the catchment of the River Cam eastwards from Bourn airfield.
- 2.30 Callow Brook runs northwards through Hardwick and is culverted below the St Neots Road and A428. It flows near to the eastern edge of the travel hub continuing northwards to become the Old West River at Dry Drayton. Bin Brook flows from the plateau south-eastwards passing through Coton south of the scheme and then finally bearing north at Newnham where its course and the route alignment intersect west of Grange Road. Various other drainage ditches along field edges are crossed by the scheme.
- 2.31 The route is largely routed over low permeability formations with limited groundwater potential. Two principal aquifers underlie Bourn Airfield, and the route between Madingley Mulch and Coton Orchard. No source protection zones - where groundwater abstraction points are vulnerable to pollution - are crossed by the scheme.
- 2.32 Most of the C2C scheme crosses land of very low flood risk. There is a small area in high flood risk, where the risk of flooding from the Bin Brook, associated with the floodplain of the River Cam, is greater than 1 in 100 in any year.
- 2.33 There are pockets of land at high flood risk from surface water flooding, typically from natural overland flow paths and local depressions in topography where surface water runoff can accumulate during or following heavy rain.

Nature

- 2.34 The habitats and wildlife that occurs along the C2C scheme have been characterised by desk research and a programme of surveys undertaken over the preceding years and months. As well as habitat surveys, that have classified the land according to a given set of habitat types, there have been surveys for bats, birds, reptiles, aquatic fauna, and invertebrates. There have also been surveys of species, including badgers, otters, water voles and white clawed crayfish along Bin Brook, and of barn owls and great crested newts. The surveys have focused on the areas where the species or groups are likely to be found. Survey scopes have been agreed by both the county and city ecologists, and the bat survey strategy has been endorsed by Natural England.
- 2.35 Species surveys are continuing and will inform the project design as well as the EIA. Badger and water vole have been identified within the survey areas, as well as a range of wintering and breeding bird species associated with the habitat types

present with the local area. Suitable mitigation and enhancement will be incorporated throughout the design process and impacts during construction will be avoided and mitigated. No great crested newts have been recorded within any of the water bodies surveyed.

- 2.36 Most of open land crossed by the scheme is arable farmland, including the footprint of the travel hub. Coton Orchard, the scrubland and young woods on the east side of the M11 (designated a city wildlife site), and Bin Brook, are locations of greater importance and interest. There are also several hedgerows crossed by the scheme that are in various conditions. The Coton path hedgerow crossed the scheme is designated a county wildlife site.
- 2.37 The route mostly avoids woodland or wooded areas. In areas where more notable trees could be affected by the scheme, surveys will establish any risks and to provide guidance to protecting potentially affected trees or groups of trees.
- 2.38 Madingley Wood is a SSSI north of the A1303 Madingley Road, approximately 260m north of the scheme. The importance of this and similar more distant habitats for bats, including the rare barbastelle bat, is recognised, and an extensive programme of bat surveys has been a feature of the ecological assessment. A special assessment of potential impacts on barbastelles (termed a Habitats Regulations Assessment) is being undertaken, which is using radio tracking assessments from other local projects, to allow more precise information on their movements.

Heritage

- 2.39 Information about the history of the area and its potential to yield archaeological remains, as well as about surface structures and landscapes of heritage interest, has been developed through extensive documentary research, including findings from 16 previous archaeological investigations completed within the vicinity of the C2C route, notably at the eastern and western ends. Research has used aerial photographs, LiDAR data and geophysical survey, as well intrusive archaeological fieldwork such as evaluation trial trenching, targeted archaeological excavation and archaeological watching briefs.
- 2.40 There is little evidence for activity before the Iron Age, though the Iron Age landscape itself would have been dotted with small-ditched farmsteads and associated field systems.
- 2.41 Remains of Roman settlement are likely, with previous investigations having identified Romano-British field systems and settlements at both the western and eastern ends of the scheme. A substantial Roman settlement has been identified within the site either side of Long Road, and this is likely to extend beyond the areas that were investigated. A possible Roman road has been projected along a line within 150m south-east of the travel hub site.
- 2.42 At the eastern end of the site, at the edge of modern Cambridge, an early medieval site used for funerary and other activity was identified 70m south-east of the scheme, and may extend up to and across the scheme.

- 2.43 In contrast, later medieval and post-medieval remains are more likely to be found. There is extensive evidence of former ridge and furrow field systems and former field boundaries, ditches and trackways.
- 2.44 Evidence of the former 19th century university rifle range may be present at the eastern end of the site. There is also a high likelihood of buried remains of the former World War 2 Bourn Airfield to have survived.
- 2.45 With respect to historic surface features and structures, the site contains no nationally protected assets, such as scheduled monuments, listed buildings or registered parks and gardens. The far eastern end of the scheme extends into the West Cambridge conservation area. This includes within the study area, one Grade II* listed building (Clare Hall 25m east of the scheme) and 11 Grade II listed buildings area, the closest of which is 48 Grange Road 20m to the east. The site lies along part of the northern boundary of the Coton conservation area. Twenty-two other listed structures lie within 250m of the scheme, including one Grade I and two Grade II* listed buildings.
- 2.46 The American Military Cemetery at Madingley is a Grade I Registered Park and Garden that extends to within 240m north of the site boundary, and includes a Grade II* listed memorial.
- 2.47 Three locally listed buildings will also be located near the scheme, including entrances lodges to Childerley Hall and 5A&B Herschel Road, built in 1892 by Ernest Newton.

Carbon and Biodiversity

- 2.48 The C2C Scheme will use electric vehicles, with the aim of providing a low emission and reliable public transport route. Scotland Farm Travel Hub will include solar panels to generate some of the power for electric charge points. The carbon footprint will also be considered in the materials and methods of construction. The EIA will include a carbon footprint assessment.
- 2.49 The C2C Scheme has committed to delivering a minimum of 10% biodiversity net gain, with the aim of achieving 20%. Opportunities to increase biodiversity along the C2C Scheme are currently being explored. These include increasing hedgerow and woodland connectivity through additional planting to link existing or proposed open spaces, hedgerows and other ecological corridors. Any swales included within the drainage strategy provide the opportunity for planting or sowing with wetland species. This will also help manage run off rates and limit flooding risk.

Ongoing Assessment and Key Issues

- 2.50 Assessment work will continue during the autumn. The assessment team have worked closely with the scheme engineers so that as issues of concern or opportunity are identified they can be accommodated where practicable by the alignment or through additional mitigation.
- 2.51 Key workstreams that are continuing include various ecological and archaeological surveys, landscape analysis and visual assessment, traffic modelling (that will inform noise and air quality assessments), and flood modelling.

- 2.52 In advance of the full assessment findings, the likely significant effects of the scheme are yet to be determined. However, the ecological sensitivity of Coton Orchard, as well as the risk presented to barbastelle bats are two issues, though other issues may emerge as the assessment proceeds.

Response to Audit Report Recommendations

- 2.53 A number of issues were raised by the Independent Audit and GCP was directed to consider these further as the work continued. Key matters arising are summarised below:

Table 1 - Independent Audit and GCP Response	
<i>Issue raised by the Audit</i>	<i>GCP Response</i>
CAM Network	This is no longer relevant as the CAM project has been discontinued.
National bus strategy - The assumptions in the OBC need updating and in some cases adding to, to incorporate changes in government policy	This is being advanced as part of the City Access proposals.
Similarly, the move to implement Enhanced Partnership or franchising models for bus operations is a significant shift in government policy, which has implications for schemes like C2C	This remains within the remit of the CPCA and is under consideration. Any progress will be reflected in the FBC.
City Centre access was flagged as a constraint on achieving the ambitions of the C2C scheme that needed further examination	This is covered by the City Access programme.
The environmental impact of the scheme is mixed. The Business Case emphasises the benefits in terms of improving air quality, biodiversity and its compatibility with national policies on climate change and greenhouse gas emissions and assumes these will outweigh any negative impacts of the scheme on the green belt, landscape character and heritage assets. The validity of these assumptions will need further investigation as part of the Environmental Impact Assessment that has yet to be conducted for the scheme	This is addressed in EIA.

<p>The GCP should continue to consult with stakeholders as the preferred option progresses and implement any recommendations that may arise from the Environmental Impact Assessment</p>	<p>This is addressed in the EIA and consultation report.</p>
<p>EWR: the issues around potential impacts on demand should be subjected to further analysis. This could be done through more detailed modelling of passenger demands or through sensitivity analysis of projected demands for the C2C under different scenarios</p>	<p>EWR has not progressed as anticipated in the audit and there remains no clarity as to its future. GCP remains committed to working with EWR once that clarity is achieved and EWR will be addressed in the Full Business Case in line with Transport Appraisal Guidance.</p>
<p>Short-term bus priority measures along the A1303 could be a catalyst for mode shift in preparation for the when the C2C busway is operational, i.e., considered as complementary measures</p>	<p>Alternative measures and alignments from stakeholders have been assessed by the GCP throughout the scheme's development, including proposals as part of evidence submitted by stakeholders to the audit team. Evidence of previous assessment of on-road "quick wins" was presented in Technical notes published in 2019. These notes highlighted limitations in effective and deliverable short-term solutions due to building congestion on the highway, the impacts of significant disruption from any works, and the required boundary land-take, leading to likely objection, protracted process and longer delivery times. The Quick Wins technical note demonstrates land-take required for changes to junction 13 and that additional sections of bus lane could not fit within the highway boundary.</p> <p>The GCP is delivering a network of Greenways and cycle routes at pace, locally the Comberton Greenway and Madingley Road schemes, to facilitate sustainable active travel and reduce traffic flow on major arteries like the A1303.</p>
<p>Scheme cost and benefits. A question remains over the assumptions regarding the wider economic impacts of the scheme and extent to which the scheme supports housing and jobs growth. More testing of travel demands under different scenarios would be helpful, in understanding the long-term impacts of the scheme on general traffic in the corridor as well as on bus ridership</p>	<p>This will be revisited in line with Transport Appraisal Guidance in an OBC addendum which will support the TWAO.</p>

3. Consultation and Engagement

- 3.1 A public consultation on Cambourne to Cambridge took place during between May 16th until July 11th 2022. This was a hybrid consultation including on-line and face to face events including visits to all Parish Councils requesting a meeting. The focus was on the Preferred Route, its likely impacts, and potential mitigation. The full feedback on the EIA can be found in the EIA Consultation Report in Appendix 1.
- 3.2 The consultation's purpose was to:
- Present information on the current proposed scheme design.
 - Highlight scheme refinements and explain why the changes were made.
 - Identify potential environmental impacts.
 - Detail proposed mitigation measures of adverse impacts.
 - Provide an opportunity for all consultees to give their views on the proposals.
- 3.3 GCP received 580 responses to the online survey, with an additional 17 hard copies also received. A further 54 written responses were received from individuals or organisations. Feedback from the consultation identified that respondents were:
- generally supportive of the active travel aims and active travel investment;
 - keen to see segregation between buses and pedestrians/cyclists/equestrians to ensure their safety;
 - had concerns about the demand or need for the scheme;
 - had concerns that the design was not sustainable, or that the environmental impacts were not fully considered;
 - had concerns about the impact of additional traffic, congestion and parking on local residents;
 - had concerns about the impact of construction on environment, air quality, traffic and congestion;
 - keen to see integration with EWR plans; and
 - had issues over the potential loss of agricultural and greenbelt land.
- 3.4 The feedback from this has been used to inform the development of the design for the preferred option, with the project team considering all comments received during the consultation.
- 3.5 General points emerging from the consultation included the following:
- The largest group of respondents, by some way, are from Hardwick, in particular close to St Neots Road in Hardwick, where concerns and objection is more concentrated. These matters will be further discussed and are perhaps the most significant outcome.
 - Many responses revert to previously raised issues around the use of the existing corridor, the upgrade of the Girton Interchange, and about a terminus at Grange Road. These matters have been previously addressed.
 - Questions have been raised about the impacts of Covid on traffic and the growing climate crisis. The latter issue is addressed in the EIA. Covid issues are still awaiting DfT guidance which will influence the Full Business Case and any final decision to implement.

3.6 Some location-specific responses of note include the following:

- There was support for an additional bus stop adjacent to Highfields Caldecote. The potential developer of land nearby north of St Neots Road would also welcome a stop. This will be followed up as design progresses if that land is allocated for a Business Park in the new Local Plan.
- Concerns were reiterated regarding through traffic issues in Dry Drayton. This is noted, and will be considered in the Transport Assessment
- Overall there is support for the proposal of a Dry Drayton Active Travel Path to the Park and Ride but there is also some strong opposition to the recommended route locally. The Parish Council's preference is for a more comprehensive solution which would be hard to justify as part of the TWAO application. GCP will work with the Parish to seek an agreeable solution to be delivered outside the core TWAO.
- Within Hardwick the majority would be in favour of Cambridge Rd location for a bus stop, but there is significant opposition to both the proposed bus gate and tree loss with recommendation. GCP will progress the on-road, bus gate solution and consider ways to modify the bus gate operation to reduce local impacts.
- Most Coton respondents remain opposed to the scheme and, consequently did not want a bus stop. The project team will continue discussion with Parish Council on that subject.

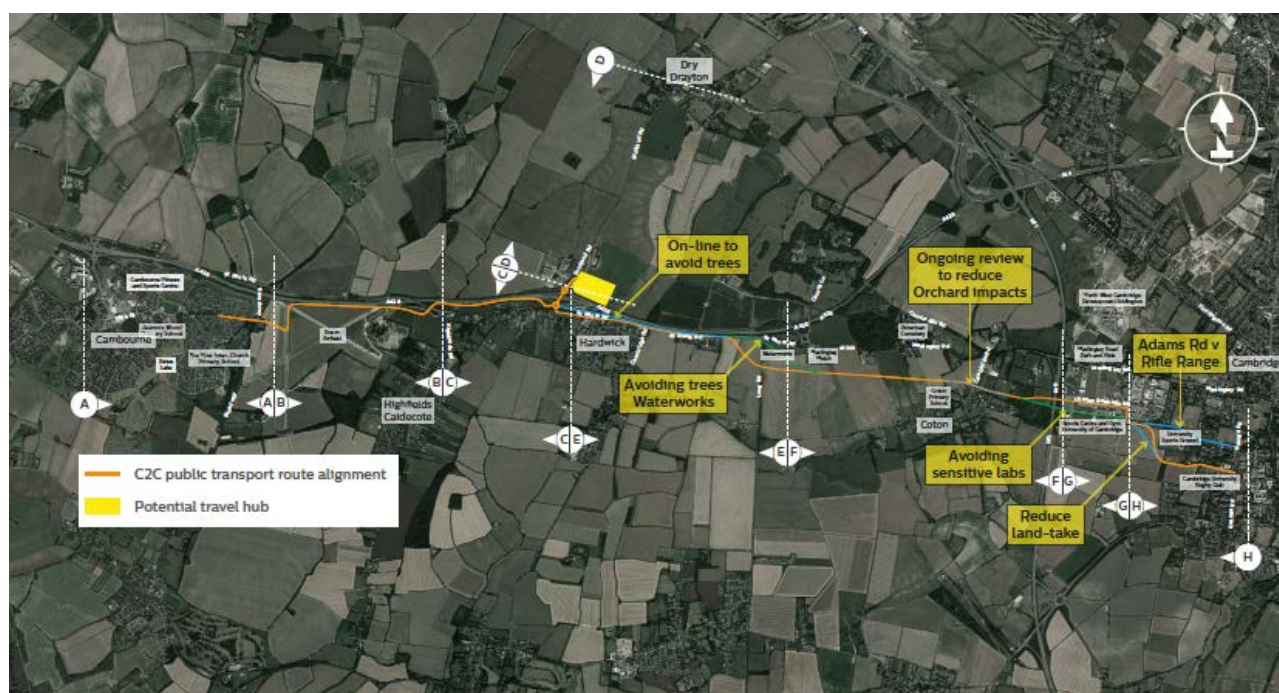
West Area Community Forum

- 3.7 In addition to the main consultation, C2C was discussed at the West Area Community Forum on June 6th 2022.

Amendments to Scheme resulting from Engagement

- 3.8 C2C has evolved significantly over the years. As well as the various options assessed to the north and south of the A428/A1303, and on-line, various changes have been made in response to Stakeholder representation, and, indeed, are still being made.
- 3.9 Figure 2 below illustrates the proposed changes.

Figure 2– Amendments made to C2C



4. Options and Emerging Recommendations

4.1 The recommendation to the Executive Board will be to consider the documentation prepared and to consider a formal request to Cambridgeshire County Council to approve submission of a Transport and Works Act Order to the DfT.

4.2 In doing so the report will recommend a Preferred Route which differs slightly from that approved at OBC stage.

4.3 Four more specific changes have been made for which the Board's approval will be sought:

- The alignment has been amended to avoid the Waterworks site as a result of a stakeholder request regarding the ecological value of the site and surrounding trees. This has been accommodated into the design.
- The alignment through Hardwick has been amended to an on-road solution to reflect local concerns with regards to the lost off trees between St Neots Road and the A428. The solution proposed would use a bus gate just to the west of Long Road to prevent through traffic on St Neots Road and thereby ensuring that buses have a high level of priority. The GCP will continue to explore modifications to the bus gate operation to minimise the impact upon the local community. The GCP has already committed to a noise barrier along the A428 and will work to enhance the area of trees no longer required for the route alignment.
- There is an existing, but poorly used, Bridleway along the east side of the M11 where C2C would cross. In order to improve connectivity to that Bridleway, which provides linkage to the Comberton Greenway, it will be diverted to a

junction with the C2C where the NMU route along the service road can be accessed.

- During previous consultations a request was made by Dry Drayton Parish Council that GCP should provide an NMU connection from the Scotland Farm Park and Ride site to Dry Drayton. GCP noted this request and prepared a scheme which was presented at the recent public consultation. There was opposition to this scheme from local stakeholders who prefer a solution which takes more private land and has a greater impact on the village. The solution preferred locally would be difficult to justify under the TWAO for the C2C scheme which only provides CPO powers off the main route in order to mitigate environmental impacts or to provide facilities such as drainage for the main route. As such it is recommended that the Dry Drayton link is developed further in consultation with the Parish Council with a view to inclusion in a future programme.

Transport and Works Act Order

- 4.4 The Executive Board will be asked to note the outcome of the EIA consultation, a non-technical summary of the Environmental Statement and its contents and consider the submission of a Transport and Works Order (TWAO) with the GCP working closely with Cambridgeshire County Council as the highways authority.

Planning Conditions

- 4.5 Prior to the submission of the TWAO Order, draft planning conditions will be prepared and agreed with the Greater Cambridge Shared Planning Service and Cambridgeshire County Council, based on the mitigation measures set out within the Environmental Statement. The Draft Planning Conditions will need to satisfy the six tests set out in National Planning Policy Guidance and be necessary, relevant to planning, and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 4.6 The conditions are likely to include the following:
1. Construction Environmental Management Plan.
 2. Details of tree protection measures.
 3. Submission of ecology surveys.
 4. Details of proposed structures, travel hub design and means of enclosures.
 5. Proposed landscaping and Landscape Environmental Management.
 6. Submission of Energy Efficiency measures
 7. Submission of noise monitoring, noise limits and hours of operation information.

5. Alignment with City Deal Objectives

- 5.1 The proposed investment is consistent with the City 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 removes a barrier to new homes and jobs and enables the provision of better, greener transport and improved air quality.

- 5.2 The scheme, if approved, would unlock the development of the Bourn Airfield site, and support growth at Cambourne West and West Cambridge, contributing significantly both to housing and employment targets.
- 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.
 - 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 C2C 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).
- 6.2 In addition, the scheme has the potential to complement delivery of the other highest scoring priorities:
- Restrict the city centre to only clean and electric vehicles (27).
 - Be managed as one coordinated system (e.g. Transport for Cambridge) (25).
- 6.3 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. Of the measures considered, Assembly members voted most strongly in favour of road closures, followed by a series of road charging options (clean air zone, pollution charge and flexible charge). These will be considered further as packages develop.

7. Financial Implications

- 7.1 Costings will continue to be reviewed up until the Full Business Case is presented to the Executive Board for final sign off. The Executive Board is aware that there is a deliberate over-programming of schemes and additional income will need to be identified or a prioritisation of schemes before final sign-off is given.

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

8. Legal Implications

- 8.1 The scheme will be delivered through an application utilising the Transport & Work Act Order process. In accordance with the delegated responsibility, GCP promotes the TWAO but legally, Cambridgeshire County Council needs to be named as the applicant and beneficiary of the TWAO. The GCP will continue to work closely with the County Council as the highways authority to deliver the scheme.

Have the legal implications been cleared by Legal? Yes

Name of Legal Officer: Fiona McMillian

9. Next Steps and Milestones

- 9.1 The next steps in the development of the project include the key elements set out in the table below.

Indicative Programme

Task	Commentary	Timescale
Secure approval to submit TWAO application	The power to construct the scheme will come from a Transport and Works Act Order which would be determined by the Secretary of State for Transport. The GCP would seek approval from CCC to submit the application.	Winter 2022/3
Submit application for statutory consent	The power to construct the scheme will come from a Transport and Works Act Order which would be determined by the Secretary of State for Transport. This process is likely to include a Public Inquiry directed by an independent Inspector.	Submit application Winter 2022/3 with a determination period estimated of around 18 months – completed in 2023
Seek authority to construct project	Following the completion of the statutory permissions stage, the Board will be presented with the Final Business Case for approval. This will trigger the construction of the project.	2023/4 depending on statutory powers process
Opening of the scheme to operational services	Planned opening	Planned for 2026

List of Appendices

Appendix 1	EIA Consultation Summary – https://greatercambs.filecamp.com/s/jQ5Gfz3CB0gUGFSD/d
Appendix 2	EIA Consultation Brochure – https://greatercambs.filecamp.com/s/LyV6MhgnThZAAmR7/d

Background Papers

Source Documents	Location
Outline Business Case	https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/cambourne-to-cambridge-outline-business-case
Independent Audit	https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/cambourne-to-cambridge-independent-audit

Better Public Transport - Cambridge Eastern Access Project

Report to: Greater Cambridge Partnership Joint Assembly

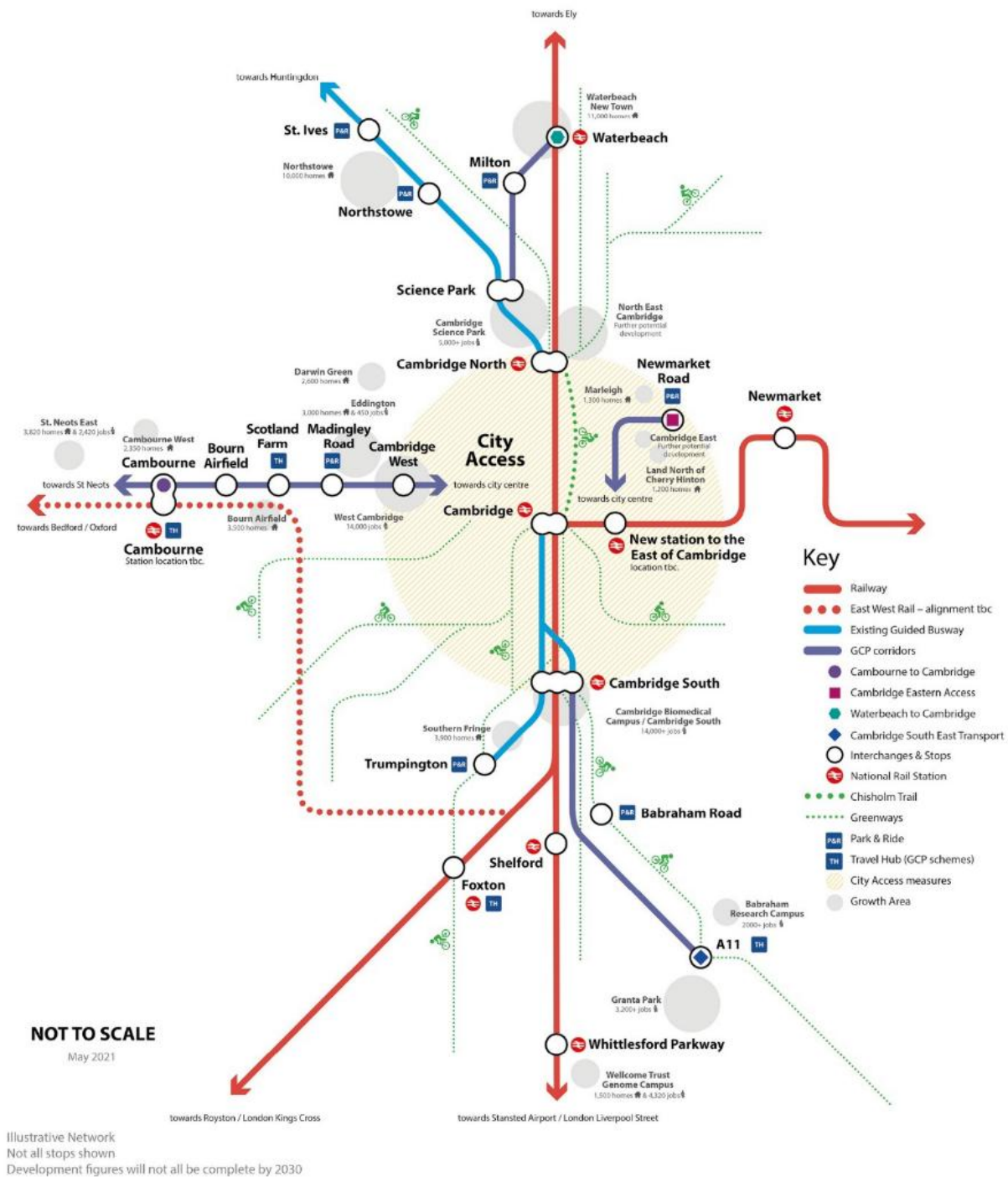
Date: 8th September 2022

Lead Officer: Peter Blake, Transport Director, GCP

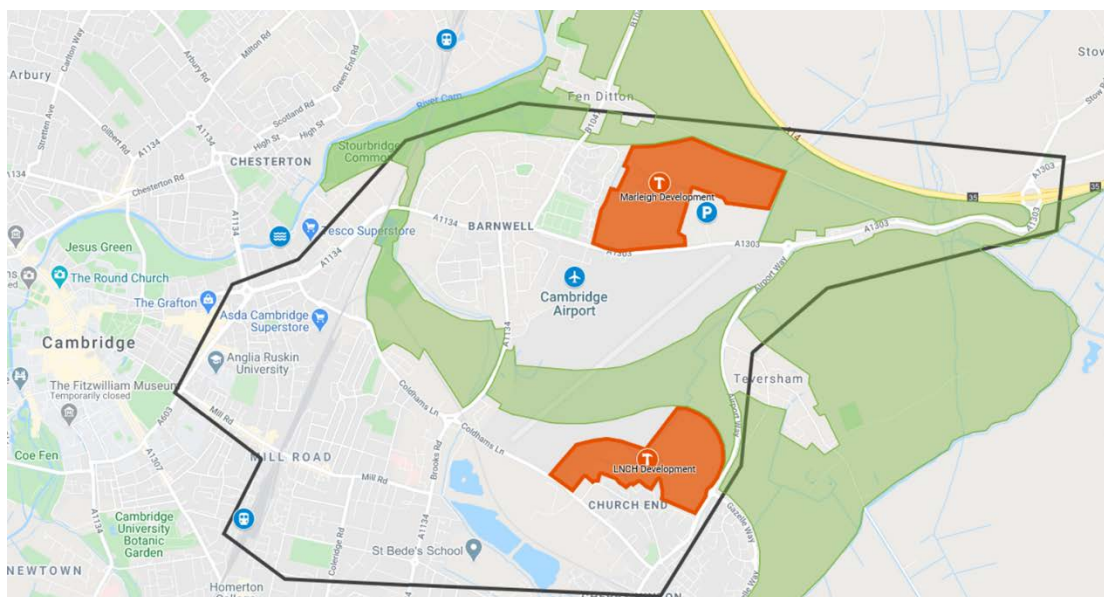
1. Background

- 1.1 The Cambridge Eastern Access (CEA) project is looking at access to and from the city from the east to enable people to get around more easily by public transport, walking or cycling. It is one of four corridor schemes that form a key part of the Greater Cambridge Partnership's (GCP's) sustainable transport programme. As the delivery body for the Greater Cambridge City Deal, the GCP is delivering a programme of sustainable transport initiatives, working with local authority partners, to create a comprehensive transport network capable of meeting the needs of the area now and into the future.
- 1.2 The GCP programme has been developed using an extensive evidence base and is designed to support 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 in achieving 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.
- 1.3 To create a more sustainable network for the future, reduce congestion, improve air quality and reduce carbon emissions, significantly more people need to travel by public transport, cycling and walking with significantly fewer people travelling by car. Figure 1.0 sets out the future sustainable transport network for Greater Cambridge and how this will be substantially enhanced over the next decade, forming a cohesive network throughout Greater Cambridge and further afield.

Figure 1.0

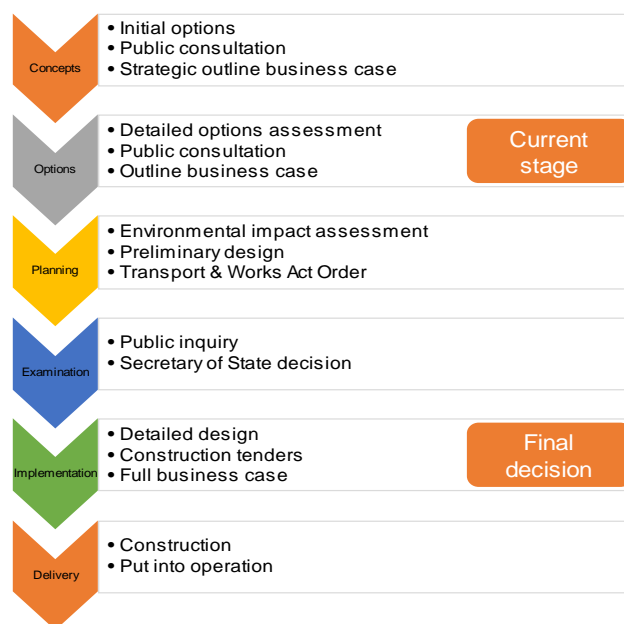


- 1.4 The Cambridge Eastern Access study area, for the purposes of engagement, was defined as shown in the map below. It is bounded in the north by Newmarket Road, and to the east by Airport Way, although extending along Newmarket Road to the Quay Interchange. To the west the study area extends as far as the Railway Station, whilst to the south it extends past Mill Road.



- 1.5 In October 2020 the Executive Board considered the Options Appraisal Report and the findings of a pre-engagement exercise and approved public consultation on a series of options in order to inform the preparation of a Strategic Outline Business Case (SOBC).
- 1.6 In July 2021 the Board approved the report on the consultation and SOBC, and agreed that work should be undertaken on an Outline Business Case (OBC) for Phase A, online improvements on Newmarket Road. The consultation report on options for Cambridge Eastern Access indicated strong support for the scheme and no over-riding preferences between options. The Board also agreed that further work should be undertaken on future Park and Ride options in the area, and on Phase B, future options for the wider corridor.
- 1.7 The OBC has been produced for on-line improvements to Newmarket Road which look to provide continuous Non-Motorised User routes (NMU), and as much bus lane provision as is possible whilst minimising the loss of trees, and specifically the mature/protected trees. Further optioneering of Park and Ride sites has also been undertaken and the proposal is to take forward the site east of Airport Way, south of Newmarket Road, in order to address concerns with regards to impact on Little Wilbraham Fen.
- 1.8 Further consultation on both of the above is proposed for early 2023.

Figure 2: Current Stage of the Project



2. Issues for Discussion

Phase A Issues

- 2.1 The OBC for Phase A Cambridge Eastern Access has been prepared and is appended to this report. The following paragraphs summarise the main points emerging in the 5 Cases which follow the approach defined in the HM Treasury Green Book and Department for Transport (DfT) Transport Analysis Guidance.

Strategic Case

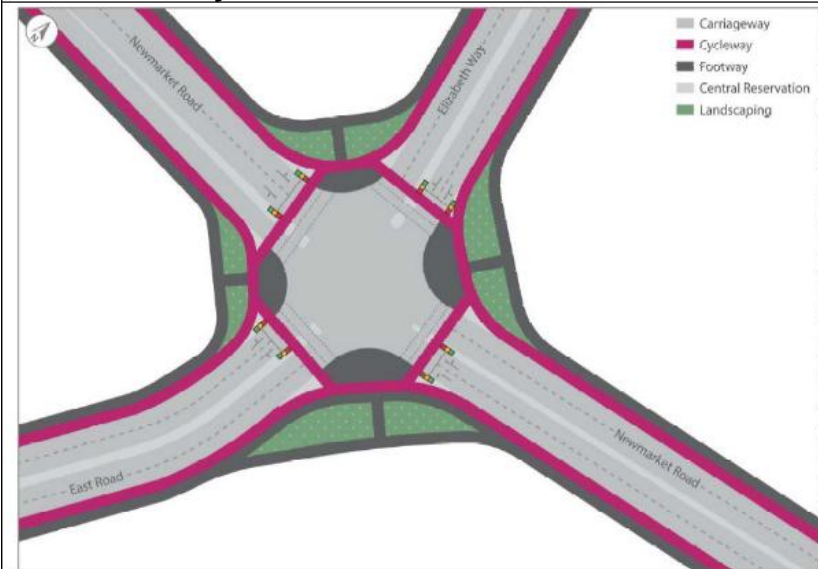
- 2.2 Overall the strategic case for improvement is strong. The proposals are well aligned with policy documents such as the Local Transport Plan and Local Plan. This Strategic Case demonstrates that the scheme has an excellent fit both with GCP's overall strategic priorities, responsibilities and demand management programmes, and with the relevant national, regional, and local policies. It demonstrates how the Newmarket Road scheme is needed to:

- Reduce community severance caused by Newmarket Road.
- Provide the transformational active travel infrastructure needed to deliver modal shift from car to walking and cycling.
- Enable the delivery of planned growth, including major housing development north of Newmarket Road (Marleigh) and the Marshall's site.
- Provide bus priority measures and improved bus stop provision.
- Improve accessibility by sustainable modes of transport between new and existing residential areas and key employment and retail areas along Newmarket Road.

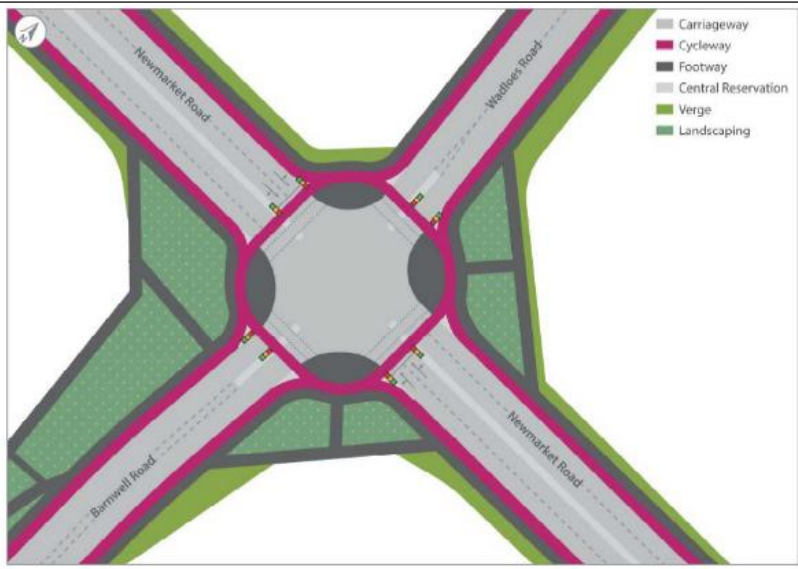
- 2.3 Clear objectives were developed, based on the policy background and problems identified and a long list of strategic options drawn up and sifted to identify a strategy for improvement consistent with relevant policies, issues, and objectives. The resulting strategy (illustrated overleaf) comprised:
- At-grade improvements to junctions on Newmarket Road.
 - A package of measures to encourage walking and cycling.
 - A package of measures to encourage bus use.
- 2.4 Concept design options were developed in 2021 and presented to the public and stakeholders. Further scheme development was undertaken in light of this public and stakeholder consultation. This has resulted in the Preliminary Scheme Design, which proposes:
- An extensive package of new and improved LTN 01/20 compliant facilities for pedestrians and cyclists.
 - Bus priority measures to facilitate the efficient movement of bus services.
 - A package of junction improvements to provide safe facilities for pedestrians and cyclists.
- 2.5 The Strategic Case demonstrates that the scheme will achieve the objectives established for it. The scheme will deliver high quality active travel infrastructure that supports behaviour change, existing and future local communities and the decarbonisation of the transport network.
- 2.6 It will improve place making along Newmarket Road including supporting the regeneration of deprived communities such as East Barnwell. It will integrate with planned Marleigh improvements to Newmarket Road junctions and walk and cycle infrastructure to enable sustainable development at Marleigh and Marshall's site as well as other planned growth sites. In doing so it will improve connectivity between communities and places of employment for all modes of transport and will create the conditions in which bus services can operate more efficiently.

Phase A Improvements (including relocated Park and Ride)

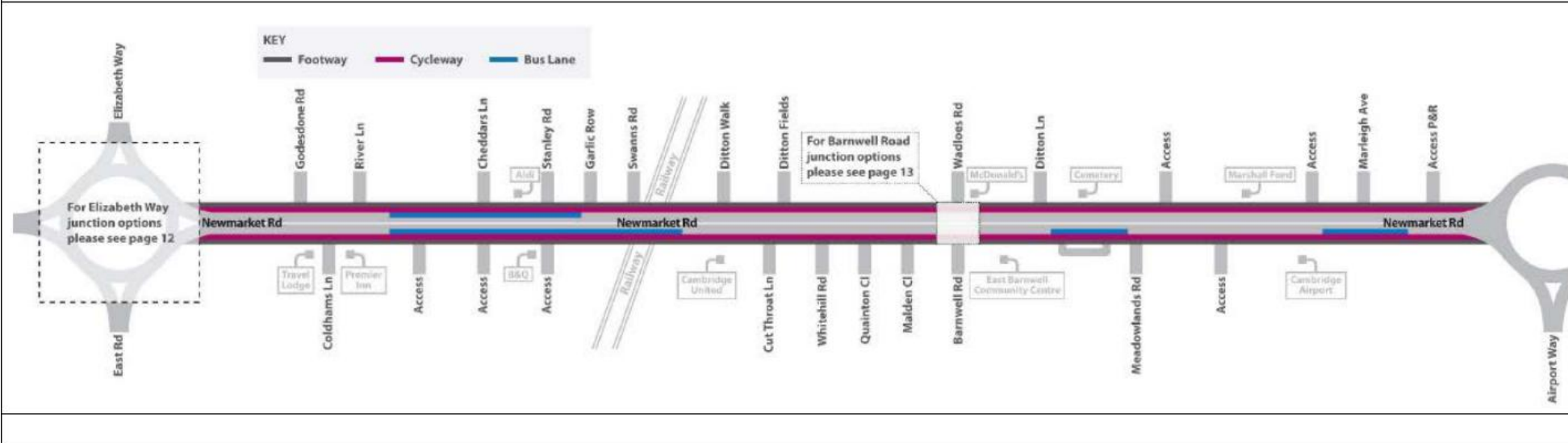
Elizabeth Way Roundabout



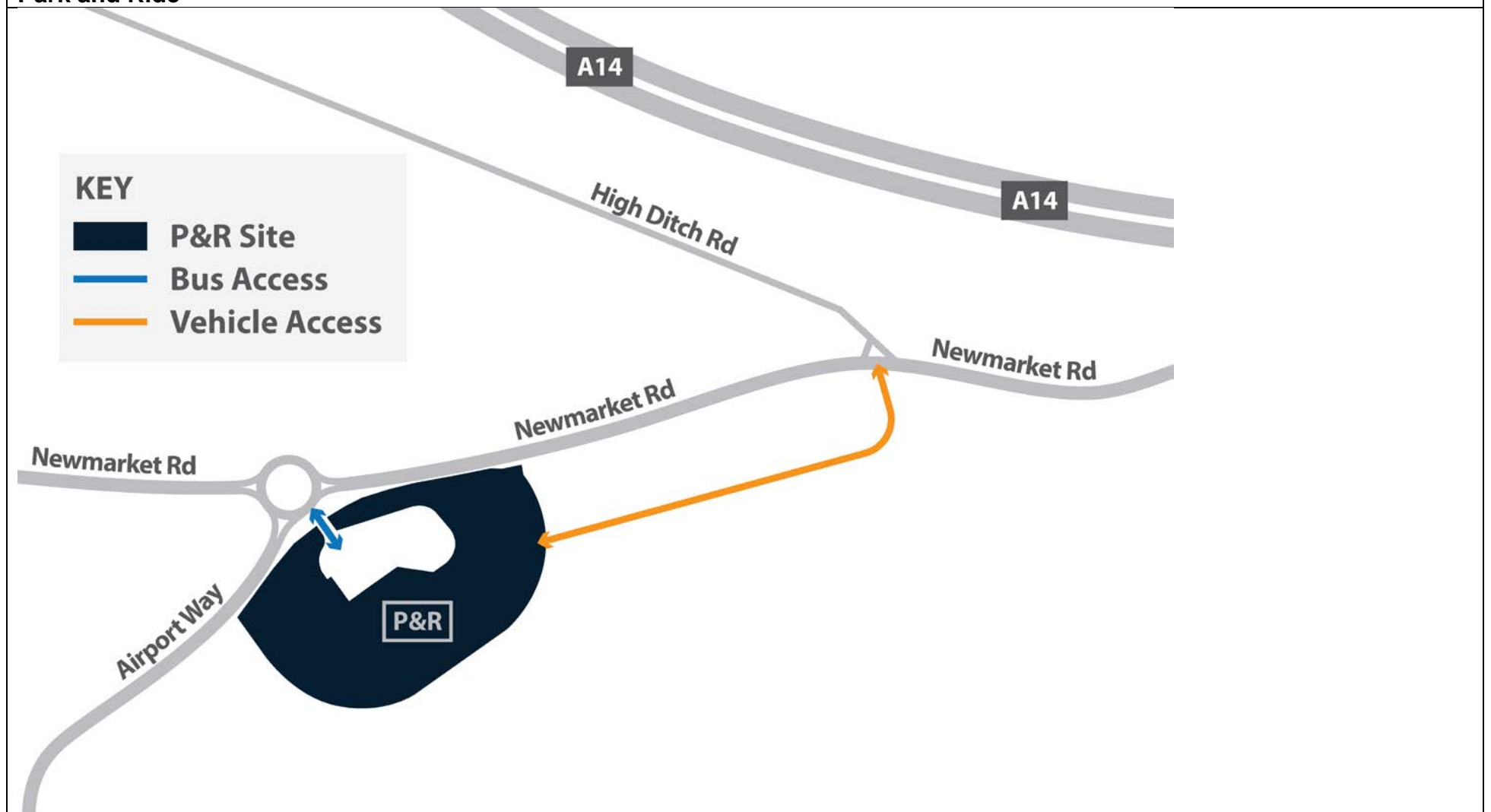
Barnwell Road Roundabout



Newmarket Road



Park and Ride



Economic Case

- 2.7 The Phase A proposals provide benefits to non-motorised users and some benefits to public transport users but disbenefits to car drivers and also to public transport users if overall traffic levels do not reduce. In effect the proposals only work as a part of the wider Making Connections/Road Network Hierarchy review which is intended to significantly reduce traffic into the city.
- 2.8 The economic appraisal produces a BCR of 1.7:1. The main source of benefits is associated with increased physical activity as a result of users switching to active modes. Secondly, are benefits associated with the scheme's induced accident reduction. Other scheme benefits include improved journey times, associated with improved cycle journey times as a result of the scheme interventions, as well as fewer vehicles being on the network as a result of modal shift.
- 2.9 If appraised over a 30-year period, the scheme has the potential to deliver high value for money (i.e. a BCR greater than 2:1).
- 2.10 There are also other impacts not captured or monetised in the appraisal that positively impact on the case for the scheme, strengthening the value for money implied by the BCR. These include benefits in terms of townscape, severance, security, affordability and access to services, along with supporting GCP's policy ambitions to promote sustainable modes and deliver mode shift from private vehicles in order to ensure the ongoing economic growth of the region.
- 2.11 In addition, masterplanning proposals in East Barnwell, as well as development aspirations for the Beehive and Grafton Centres would transform the area and travel demand, complemented by these proposals. These are not at a stage where they can be assessed in the business case but would likely add to the potential benefits and will be kept under review as the scheme develops.

Financial Case

- 2.12 No design work has been undertaken to date, however initial estimates of the costs of Phase A and Phase B proposals, are in excess of the identified budget of £50M, but there is significant potential for developer contribution to offset the deficit. As such it should be possible to deliver the scheme without exceeding the proposed GCP contribution.

Commercial and Management Cases

- 2.13 The basis for the Commercial and Management Cases has been set out, but at OBC stage there are no particular issues of note. These cases will be substantially developed by the time that an Outline Business Case is produced, as is recommended.

Other Issues

- 2.14 A paper setting out the options for the Park and Ride site has been prepared and site P1 from the previous consultation has emerged as the most appropriate. Further consultation on the details for the site will inform development of an OBC. Work on the Phase B busway is proceeding but is linked to the progress of further potential

development along the corridor. Dialogue with regards to the Cambridge to Newmarket Railway line is ongoing.

3. Consultation and Engagement

3.1 Between 08th November and 22nd December the Greater Cambridgeshire Partnership (GCP) held a consultation on improvements to public transport, walking and cycling on Newmarket Road and on the potential relocation of the Newmarket Road Park and Ride. The consultation report can be found at Appendix 1.

3.2 The key findings of consultation are:

- Analysis of the geographical spread and the breadth of responses for different groups shows that GCP has delivered an effective and robust consultation.
- Respondents were generally supportive of all three of the options for the Newmarket Road improvement proposals, both of the options for the Elizabeth Way Roundabout proposals and both of the options for the Barnwell Road proposals.
- There was no clear level of opposition to or support for any of the options in the proposals for the relocation of the Newmarket Road Park and Ride.
- A significant number of detailed comments were received. From these it was clear that there were concerns about the relocation of the Newmarket Road Park and Ride in areas in/near the Green Belt; suggestions to retain the underpass on the Elizabeth Way roundabout; concerns about the need to address congestion issues around Barnwell Road roundabout due to the McDonald's restaurant and football match days; and comments on the need for further improvements to public transport, in terms of cost, reliability, hours of operation and servicing more areas outside Cambridge.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

3.3 Quantitative data was recorded through a formal consultation questionnaire (online) with 556 (543 individual respondents and 13 stakeholder groups) complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails/letters/social media.

4. Options and Emerging Recommendations

4.1 The Executive Board will be asked to:

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

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 removes a barrier to new homes and jobs and enables the provision of better greener transport and improved air quality.
- 5.2 Phase A proposed measures address existing barriers to growth represented by congestion on the Newmarket Road. Phase B improvements relate directly to growth by unlocking the Marshalls site for development and provision of housing and jobs.
- 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;
 - 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. Citizens' Assembly

- 6.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions being considered for CEA 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).
- 6.2 In addition, CEA has the potential to complement delivery of the other highest scoring priorities:
- Restrict the city centre to only clean and electric vehicles (27).
 - Be managed as one coordinated system (e.g. Transport for Cambridge) (25).
- 6.3 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. Of the measures considered, Assembly members voted most strongly in favour of road closures, followed by a series of road charging options (clean air zone, pollution charge and flexible charge). These will be considered further as packages develop.

7. Financial Implications

7.1 No detailed design work has been undertaken to date, however initial estimates of the costs of Phase A and Phase B proposals are in excess of the identified budget of £50M. However, as Joint Assembly are aware, at this stage GCP is deliberately over-planning to ensure there are sufficient schemes available for prioritisation and final sign-off, and further value engineering is planned to review costs.

7.2 Refined costs will be brought back to the Executive Board at FBC stage.

Have the resource implications been cleared by Finance? **Yes**

Name of Financial Officer: **Sarah Heywood**

8. Next Steps and Milestones

8.1 The following activities are proposed.

- Phase A: Newmarket Road. The proposed next steps would be to develop the plans and work towards refined scheme options for consultation in early 2023 in order to inform preparation of an OBC which would be brought back to the Executive Board in 2023.
- Phase A: Newmarket Road Park and Ride. The proposed next steps would be to further develop the proposal for the new Park and Ride and associated highway improvements. As this site is in the Green Belt and outside the highway boundary, it will need planning consent.
- Phase B: High Quality Public Transport Scheme. The next steps for this are dependent on the development of the draft Local Plan and a decision whether or not to recommend further allocations along the corridor. The first provisional indication on this decision is expected later in 2022 with the publication of a Preferred Option for consultation.
- Phase B: Longer term rail Improvements. An initial SOBC for the Cambridge to Newmarket railway line upgrade is expected to be published by the East West Rail Consortium later in 2022. It is recommended that GCP continue to work with the Consortium, Network Rail and other partners to promote improvement to the corridor.

Appendices

Appendix 1	Consultation Report https://greatercambs.filecamp.com/s/r2ZDQPX4nVM4dZy9/d Consultation report appendices – https://greatercambs.filecamp.com/s/HmGaAprqXa78HQ2P/d
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Background Papers

Source Documents	Location
Outline Business Case for Phase A	https://greatercambs.filecamp.com/s/CmMPAvdaS6XRodAT/d
Park and Ride Options Report	https://greatercambs.filecamp.com/s/1AKQVN5gGalxmYzL/d
Park and Ride Green Belt Assessment	https://greatercambs.filecamp.com/s/FFOcG9wBzP3Bjjh0/d
Consultation Brochure	https://greatercambs.filecamp.com/s/RZanhdXG1keTE3hi/d

Greater Cambridge Greenways

Report to: Greater Cambridge Partnership Joint Assembly

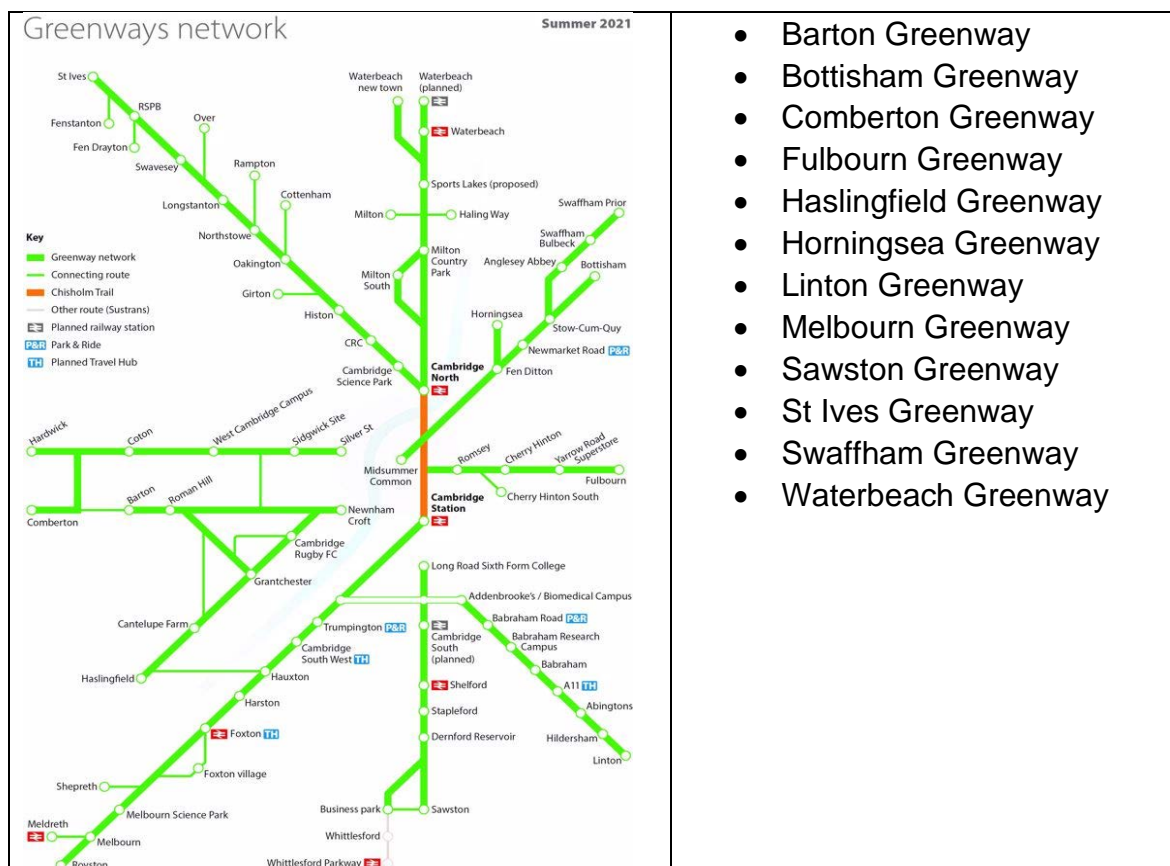
Date 8th September 2022

Lead Officer: Peter Blake, Director of Transport

1. Background

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

Figure 1: Greenways Network



- 1.5 Concept work and consultation on the Greenway alignments concluded with Executive Board decisions throughout 2020 to release funding. During 2021 and 2022, more detailed technical work has taken place which has given more certainty to the timescales associated with the Programme.
- 1.6 The Greenways Network will form the basis of a significant active travel network for Cambridge and the surrounding area. It will provide links to already delivered schemes such as the Chisholm Trail, and future projects including the Cycling Plus schemes. It is therefore a critical part of the GCP programme to increase the amount of trips made through active travel.
- 1.7 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular the following recommendations for the Executive Board:
- To approve the Greenways Programme Outline Business Case;
 - To approve the Greenways Wayfinding Strategy, including approval to undertake a public poll on the two potential concept designs;
 - To approve the Outline Delivery Plan, including the identified early works in 2022 – 2023.
 - To approve the next steps on the Waterbeach Greenway

2 Issues for Discussion

Programme Outline Business Case

- 2.1 The Programme Outline Business Case (POC) document provides the overarching narrative for the development and delivery of the proposed Greenways network and the Madingley Road scheme. It includes the Strategic, Financial, Commercial and Management Cases for the Greenways Programme. This POC will provide the foundation for each of the individual route by route outline business cases (OBC).
- 2.2 The Operational Objectives for the Greenways are set out as:
- Capacity: Provide the cycle network capacity to accommodate increases in active travel demand
 - Connectivity: Improve accessibility to jobs and opportunities by active modes through a reduction in journey times and increased ease of interchange with public transport modes
 - Communities: Contribute to the creation of safe and attractive communities by reducing emissions, severance, and the dominance of traffic, improving personal security and road safety.

The POC is available here: [Link](#)

Wayfinding Strategy

- 2.3 A high quality, attractive and intuitive wayfinding system will promote the Greenways and make the network much easier to use, giving users confidence on their journey and encouraging a modal shift towards sustainable forms of mobility.
- 2.4 GCP has commissioned research to help develop an understand of how pedestrians, cyclists and equestrian users use existing walking and cycling infrastructure to inform a strategy for the placement of wayfinding signage on the Greenways network. We have also commissioned a study to investigate concept design options, helping to ensure that wayfinding signage products are sympathetic to the look and feel of Cambridgeshire. The two options are presented below. Please note that more detail and the different types of signs are set out within the document available in the link [here](#).



- 2.5 It is proposed that a public poll takes place as to which of the two concepts for wayfinding is preferable, this will then be taken forward to detailed design. An illustrative placement strategy is shown at this [link](#) for the St Ives Greenway. This will be subject to further work during detailed design.

Outline Delivery Plan

- 2.6 The technical concept design for the majority of the individual Greenways routes have now been completed. This has given greater clarity on what the key delivery risks and opportunities are. This has enabled the Project Team to develop a more accurate programme for the subsequent preliminary and detailed design stages, as well as an indicative construction programme. As requested by the Executive Board, officers are now in a position to demonstrate how the programme can be achieved. The Outline Delivery Plan therefore sets out an indication of when Greenways routes will be constructed, what the key risks and dependencies are and what early works can be expected in 2023.
- 2.7 Table 1 below sets out the Outline Delivery Plan (ODP) for the Greenways from 2022 to 2025, including opportunities for early works to be undertaken in 2023. Maps of these proposals can be found in Appendix 1. The ODP is subject to planning applications, outcome of Traffic Regulation Orders, land negotiations, potential CPOs longer term, and agreement of permits by CCC Street Works for proposed construction periods etc. Routes recommendations may also alter depending on the feedback of the current round of engagement.
- 2.8 The early works proposed here will therefore be confirmed in subsequent Greenway specific Joint Assembly and Executive Board Papers. The programme for taking Greenway specific papers to the Joint Assembly and Executive Board is set out in Table 2.

Table 1 Outline Delivery Plan 2022-2025	
Previous Years (Complete)	
Greenways Quick Wins	<p>Fulbourn Greenway- Cherry Hinton- The Yarrow Road footpath, between Fulbourn Road and just past the Tesco crossing, has been replaced with a 3.5m wide shared use path</p> <p>Sawston Greenway- Stapleford to Sawston path widening and Resurfacing outside Sawston College</p> <p>St Ives Greenway- Willingham to the Busway vegetation clearance</p> <p>St Ives Greenway- Rampton to the Busway, Reynolds Drove byway has been resurfaced</p> <p>St Ives Greenway- Girton/ Oakington to the Busway, vegetation clearance has taken place and improvements to the path have been made</p> <p>Comberton Greenway- Sections of the path between Comberton and Barton have been widened</p> <p>Horningsea Greenway- Improvements have been made to the Wadloes Path including new path edgings, signage and bollards.</p>
Linton Greenway	<p>Addenbrookes to Granham's Road. - New signals at Worts Causeway and a new signalised Pedestrian Red Cross Lane completed. Carriageway Surfacing renewed from Worts to Addenbrookes Roundabout</p> <p>Babraham Road Park and Ride to Hinton Way Roundabout- New signalised crossing at Babraham Road Park and Ride and Carriageway surfacing at Hinton Way Roundabout</p> <p>Babraham Institute roundabout through the Babraham Institute to Babraham High Street</p> <p>Section at Copley Business Park</p> <p>Section adjacent to Dale Head Foods</p>
2022	
Development of Preliminary Designs	All Greenways with the exception of St Ives (Swavesey Lakes, due to required flood level monitoring) and Waterbeach
Public Engagement and preceding Stakeholder Engagement	<p>Comberton – <i>Summer 2022 [completed]</i></p> <p>Haslingfield – <i>Summer 2022 [completed]</i></p>

	Melbourn – <i>Autumn 2022</i> Barton – <i>Autumn 2022</i> Horningsea – <i>Winter 2022</i> Sawston – <i>Winter 2022</i>
Topographical Surveys	Comberton, Haslingfield, Barton, Horningsea, Bottisham, Swaffhams, Melbourn, Sawston, St Ives and Waterbeach,
Environmental Surveys	All Greenways
Planning and Consents Strategies	All Greenways
Traffic Surveys	All Greenways
Land Owner Discussions	All Greenways
Construction	Linton Greenway- from Babraham Road Park and Ride to Granham's Road, Linton Village College and Linton Meadows, Linton Greenway East from Hildersham to Dale Head Foods and West to Linton Road Abington Early Contractor involvement on all schemes to ensure buildability, liaison with Street Works and clear assessment of temporary land requirements.
2023	
Public Engagement and preceding Stakeholder Engagement	Fulbourn, Swaffhams and Bottisham to be completed before pre-election period 2023
Public Consultation	St Ives schemes and Waterbeach
Land Owner Negotiations	All Greenways
Planning Applications	All schemes where required, for example major structures like the A505 Bridge (Melbourn Greenway) and Tins Path Bridge (Fulbourn Greenway).
Traffic Regulation Orders (TRO)	Potential examples include: <ul style="list-style-type: none"> • Sidgwick Avenue • Adams Road • Coton C of E Primary School (school keep clear) • Comberton Village (20mph) • Barton Village (20mph) • Fulbourn Village • Melbourn • Foxton Village • Shepreth Link
Compulsory Purchase Orders (CPO)/ PRoW Orders	To be confirmed following landowner discussions and negotiations. All schemes will be required to go through the internal County Council processes to designate them as maintainable assets using Highways Act legislation.

Full Business Case	<p>Full Business Cases to be presented to Executive Board on all Greenways throughout the second half of 2023.</p> <p>It should be noted that early works will only take place where at least an Outline Business Case has been signed off for that scheme.</p>
Early Physical Works (works within the highway boundary or PROW where no planning is required)	<p>Comberton Greenway:</p> <ul style="list-style-type: none"> • Sidgwick Avenue • M11 Footbridge to the Footpath • Barton Road • Comberton Village <p>Haslingfield Greenway:</p> <ul style="list-style-type: none"> • Junction with Barton Road to Cambridge Rugby Club section <p>Barton Greenway:</p> <ul style="list-style-type: none"> • Barton Village • Barton Road • Barton Road to Cambridge <p>Horningsea Greenway:</p> <ul style="list-style-type: none"> • Fen Ditton Primary School to Horningsea Village • Horningsea Road to Fen Ditton Road • Horningsea Village <p>Melbourn Greenway</p> <ul style="list-style-type: none"> • Section through Foxton village • Link to Shepreth • Station Road (Meldreth) • Some elements of Melbourn village and north of Harston on A10 <p>Sawston Greenway</p> <ul style="list-style-type: none"> • Genome Path - widening of the existing PROW. • Section through Stapleford Village <p>Waterbeach Greenway</p> <ul style="list-style-type: none"> • Section south of Jane Costin Bridge / Cowley Road <p>Remaining Sections of the Linton Greenway</p>
2024	
Compulsory Purchase Orders/ PROW Orders	All schemes where offline works are required. Work to continue as in 2023.
Land	Finalisation of land agreements, in most situations this will be acquisition of rights over the land rather than outright purchase.
Construction (subject to approvals)	<p>Comberton Greenway</p> <ul style="list-style-type: none"> • Long Road • Adams Road • Link to Hardwick • Coton to Long Road • Link along Barton Road

	<ul style="list-style-type: none"> • Coton Village including the Footpath
	Barton Greenway <ul style="list-style-type: none"> • Baulk Path improvements • Section from Barton through to the M11 bridge
	Fulbourn Greenway <ul style="list-style-type: none"> • Fulbourn High Street and Old Drift section • Cambridge City Centre sections potentially Railway Street to Tins Path Bridge • Cambridge City Centre sections of the route between Perne Road to Devonshire Road – west of station
	Melbourn Greenway <ul style="list-style-type: none"> • Remaining elements of Melbourn village and north of Harston
	Sawston Greenway <ul style="list-style-type: none"> • Works on Long Road • A1301 area
	St Ives Greenway <ul style="list-style-type: none"> • Over Bridleway link • Wayfinding along the existing Greenway
2025	
Construction	<p>All remaining sections with complex infrastructure and significant permissions required. Examples include:</p> <p>Barton Greenway:</p> <ul style="list-style-type: none"> • A603 Cambridge Road and Roundabout (M11 North slip road)- • Barton Road, Coton Road, Grantchester Road Roundabout. <p>Fulbourn Greenway:</p> <ul style="list-style-type: none"> • Tins Path Bridge <p>St Ives Greenway</p> <ul style="list-style-type: none"> • Fen Drayton Link • Swavesey Lakes area <p>Melbourn Greenway</p> <ul style="list-style-type: none"> • Path west of Harston village • A505 bridge • Section south of Melbourn (A10/ Royston Road) to the A505 bridge <p>Sawston Greenway</p>

	<ul style="list-style-type: none"> • Section through Addenbrooks site/ Robinson Way/ Francis Crick Avenue • Shelford station area <p>Bottisham and Swaffhams Greenways</p> <ul style="list-style-type: none"> • All work to take place
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2.9 Table 2 sets out the programme for future decisions on the Outline Business Case of each Greenway

Greenways	Executive Board
Haslingfield Comberton	December 2022
Melbourn Barton Horningsea Sawston	March 2023
St Ives (initial tranche of schemes) Fulbourn Swaffhams Bottisham Waterbeach	June 2023
St Ives (remaining tranche of schemes)	September 2023

Waterbeach Greenway

- 2.10 The Waterbeach Greenway alignment was originally agreed by the Executive Board in February 2020. Since that time, a number of changes in the area including the development of the Urban & Civic Mere Way proposals, A10 footpath widening, the decision to relocate the Waterbeach Rail Station and the emerging Waterbeach Busway proposals. These interventions require a review of the Waterbeach Greenway proposals to ensure that a comprehensive network is delivered.
- 2.11 The Project Team have therefore worked on optioneering possible alternatives to the agreed alignment taking into account the changing strategic context.
- 2.12 It is proposed that engagement with stakeholders takes place to investigate these options further, and that it is then consulted on, alongside the Waterbeach Public Transport Corridor option in the early New Year.

Design Considerations

- 2.13 The Project Team are working closely with Council colleagues to look at different materials available for the construction of rural paths. In addition, these materials will

be discussed with the Non-Motorised Users group for the Greater Cambridge Partnership which includes key stakeholders related to Active Travel.

- 2.14 The design of the Greenways will follow appropriate National and Local Guidance for delivery of Active Travel schemes.

Risks

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

3 Consultation and Engagement

- 3.1 A high-level engagement and communications plan has been developed for the Greenways programme, together with an approximate programme for public engagement (see table below).

- 3.2 The anticipated timescales for public engagement are set out in the table below.

Greenway	Approximate engagement timescale
<i>Comberton</i>	<i>Summer 2022 [now completed]</i>
<i>Haslingfield</i>	<i>Summer 2022 [now completed]</i>
Melbourn	Autumn 2022
Barton	Autumn 2022
Horningsea	Winter 2022
Sawston	Winter 2022
Fulbourn	Winter 2022/3
Bottisham	Winter 2022/3
Swaffhams	Winter 2022/3
St Ives (initial tranche of schemes)	Early 2023 (public consultation)
Waterbeach	Early 2023 (public consultation)
St Ives (remaining schemes)	Late 2023 (public consultation)

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

4. Options and Emerging Recommendations

- 4.1 It is recommended that the Programme Outline Business Case is signed off to progress the route specific Outline Business Cases.
- 4.2 The Wayfinding Strategy includes two options. It is recommended that these options are put to a public vote and which will then be approved and progressed to the next stage.
- 4.3 It is also recommended that the Outline Delivery Plan including the proposed opportunities for early works be approved.

5. Alignment with City Deal Objectives

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

6. Citizen's Assembly

- 6.1 The Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities: -
 - Be people centred – prioritising pedestrians and cyclists;
 - Enabled interconnection (e.g. north/south/east/west/urban/rural);
 - Restrict the city centre to only clean and electric vehicles; and
 - Environmental and zero carbon transport.
- 6.2' The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

7. Financial Implications

- 7.1 The Executive Board has approved a total budget of £76m for the Greenways and it is anticipated that all of the schemes will be developed and constructed within the

agreed parameters. However, it should be noted that the budget for Waterbeach will need to be revisited once further work on the design is completed.

Have the resource implications been cleared by Finance. Yes

Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

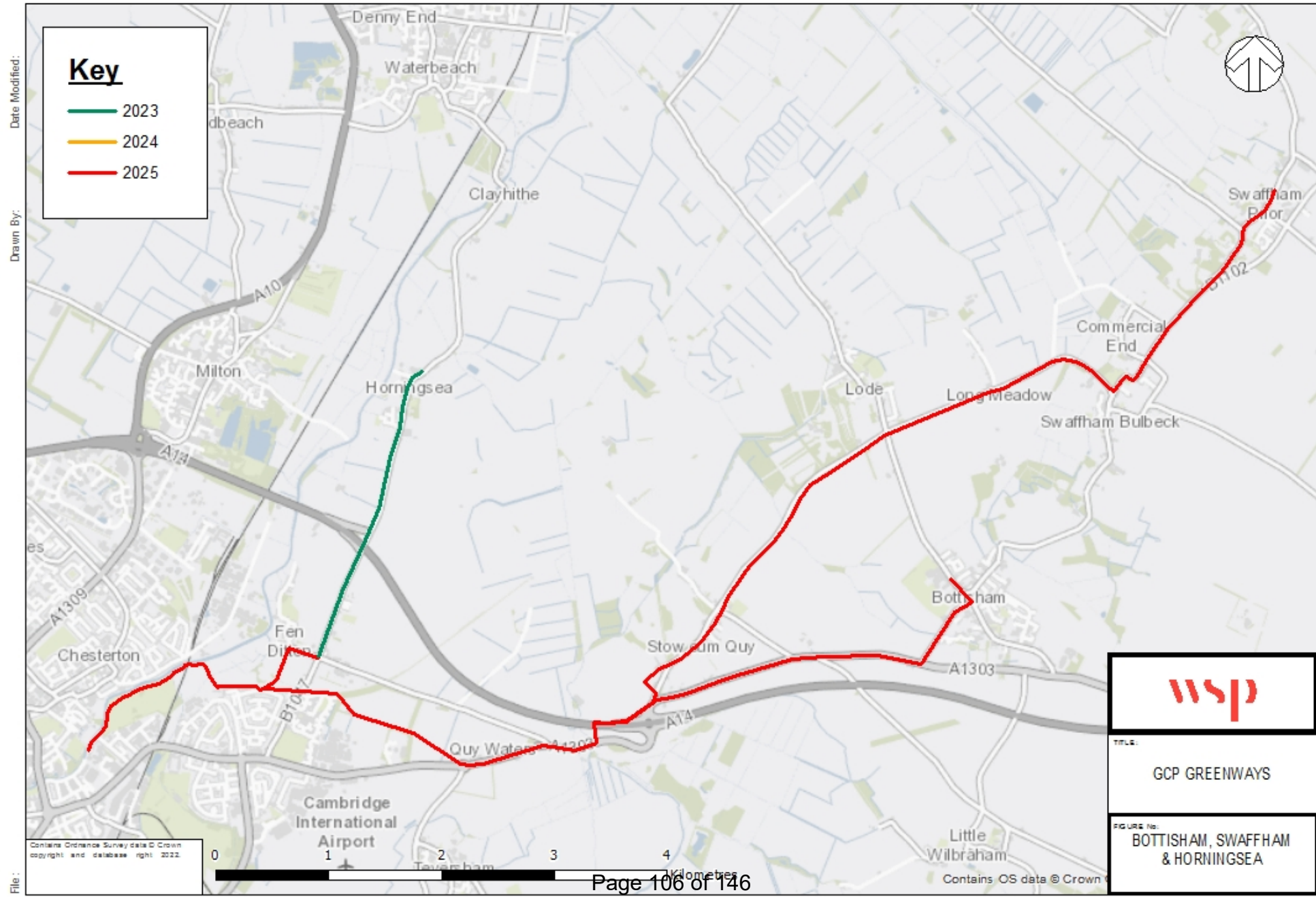
- 8.1 Subject to the Executive Board approval in September 2022, further work will be undertaken on the Greenways preliminary designs, route specific Outline Business Cases as well as the public and stakeholder engagement will be undertaken on elements of Greenways outlined in this paper.
- 8.2 Following on from this, construction of early works opportunities will be confirmed and construction should begin in 2023.

List of Appendices

Appendix 1	Greenways Delivery Programme Route Maps
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Background Papers

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



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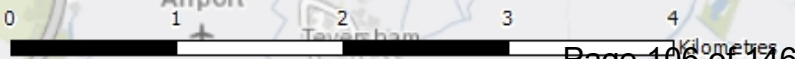
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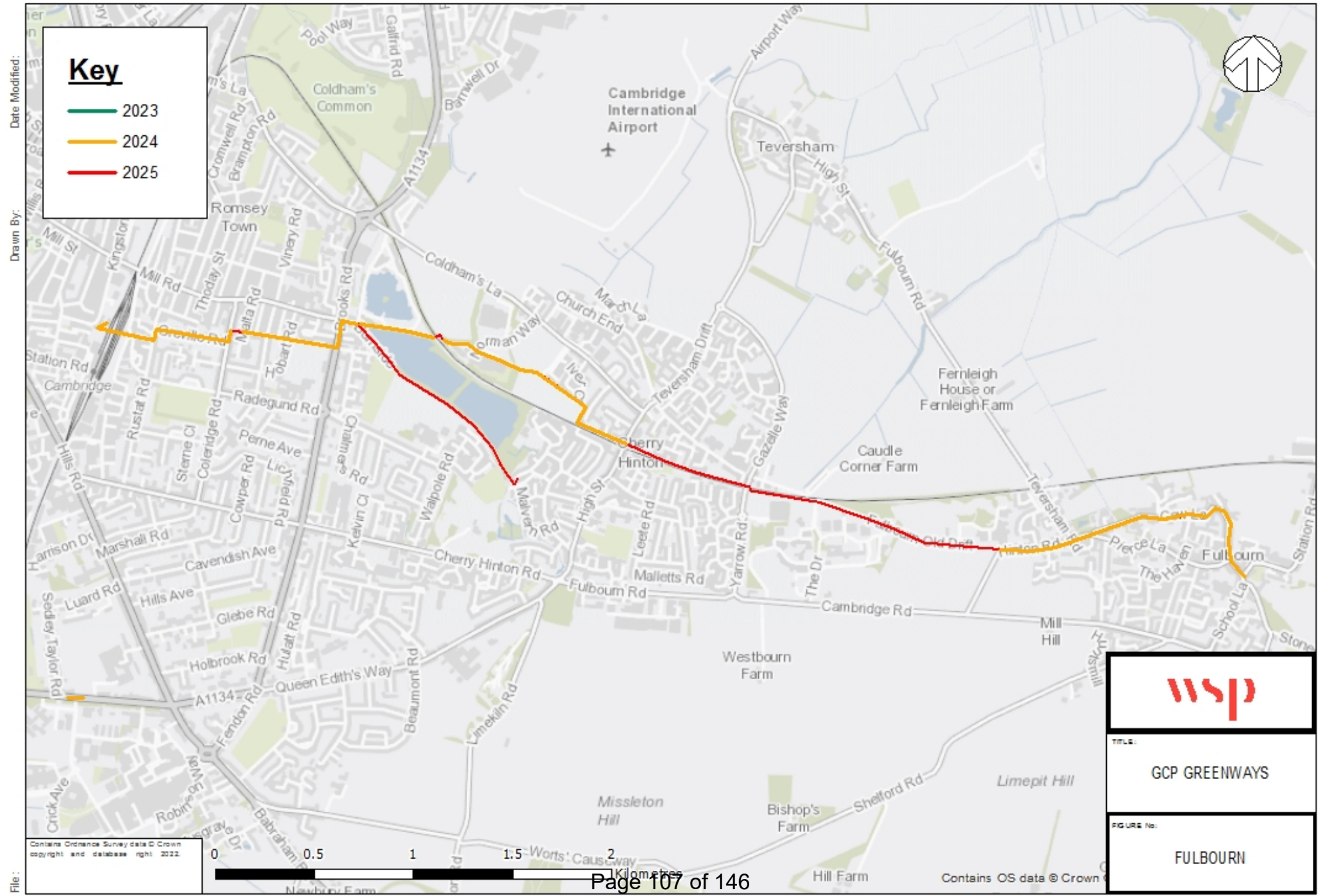


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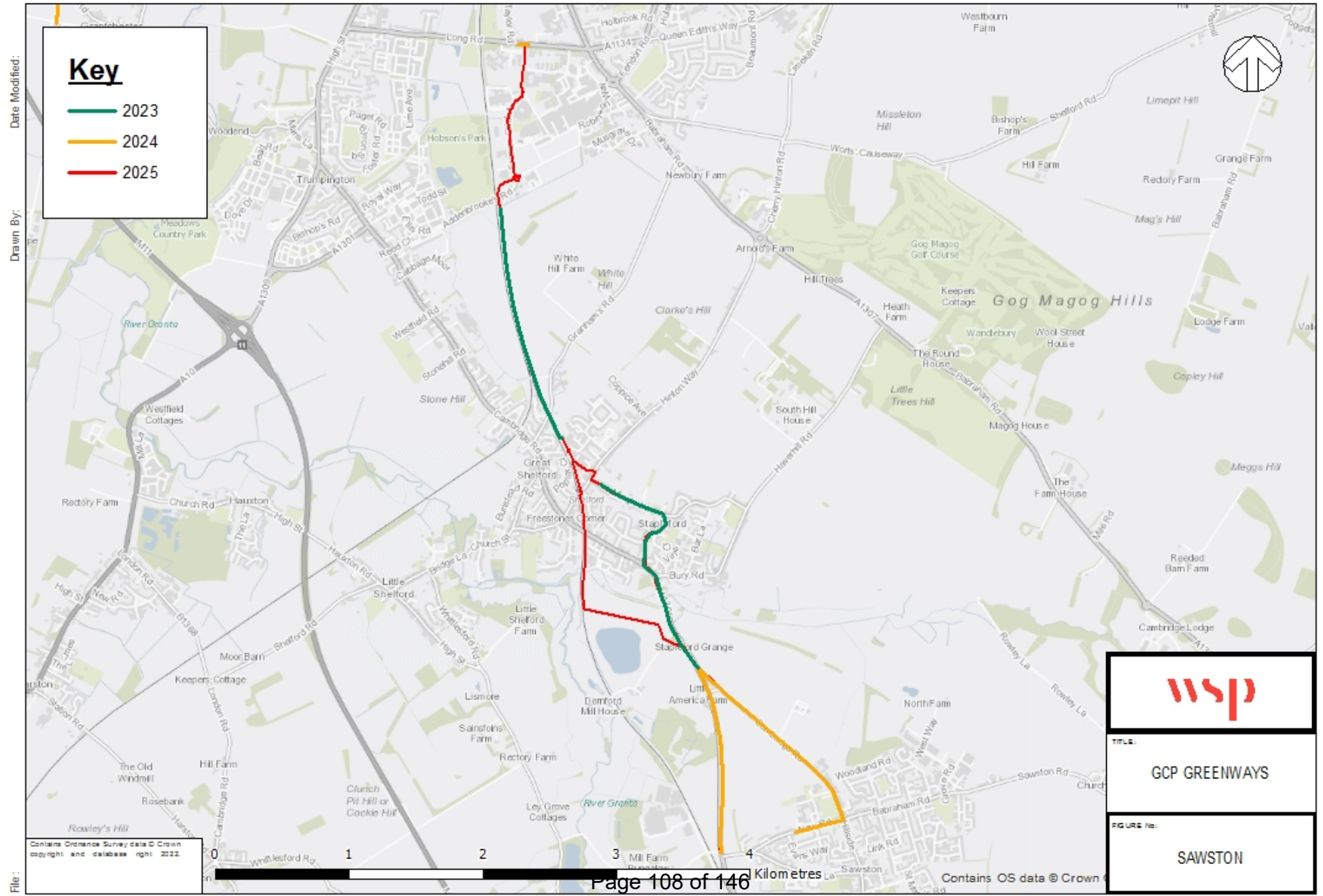
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BOTTISHAM, SWAFFHAM
& HORNINGSEA

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GCP GREENWAYS

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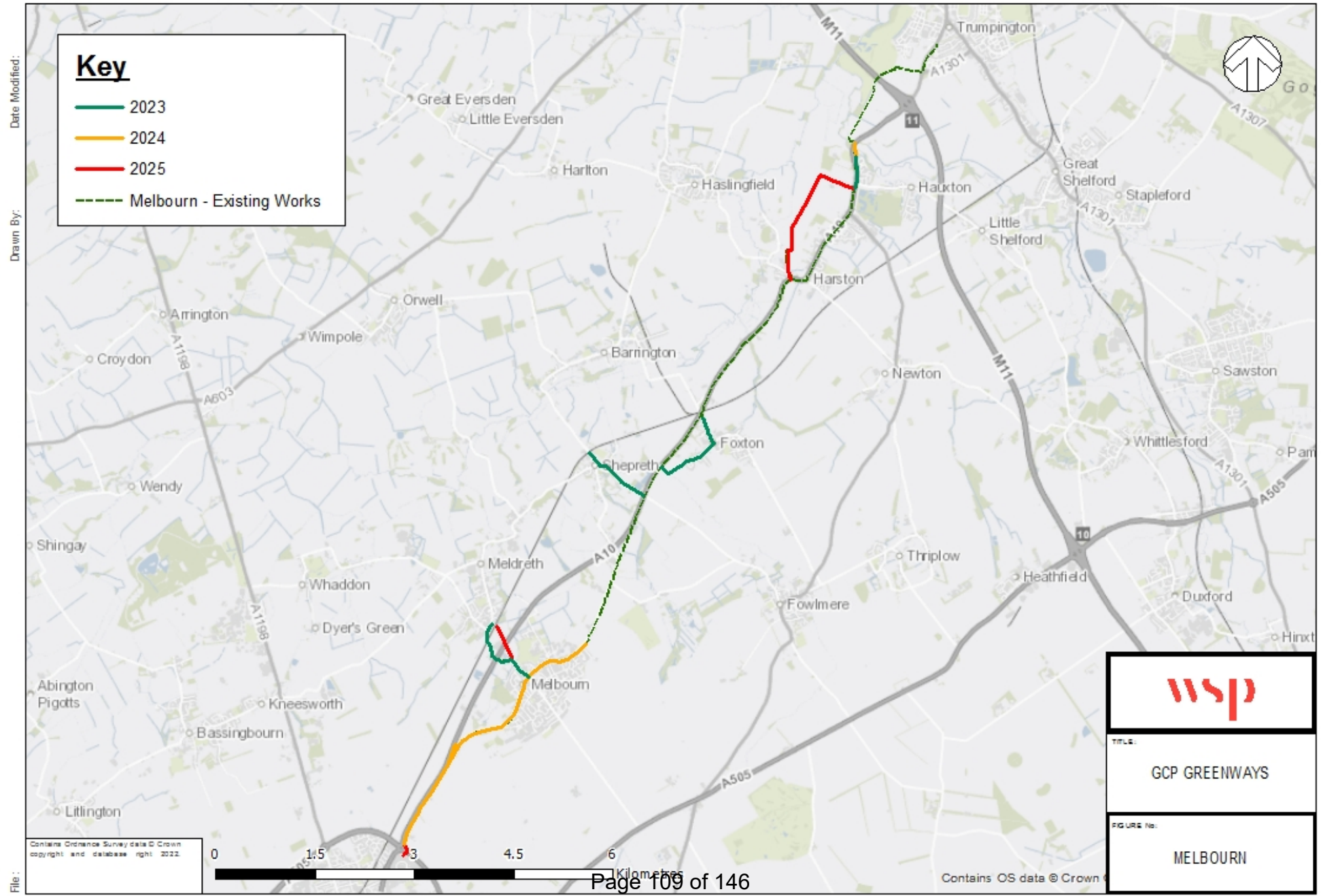


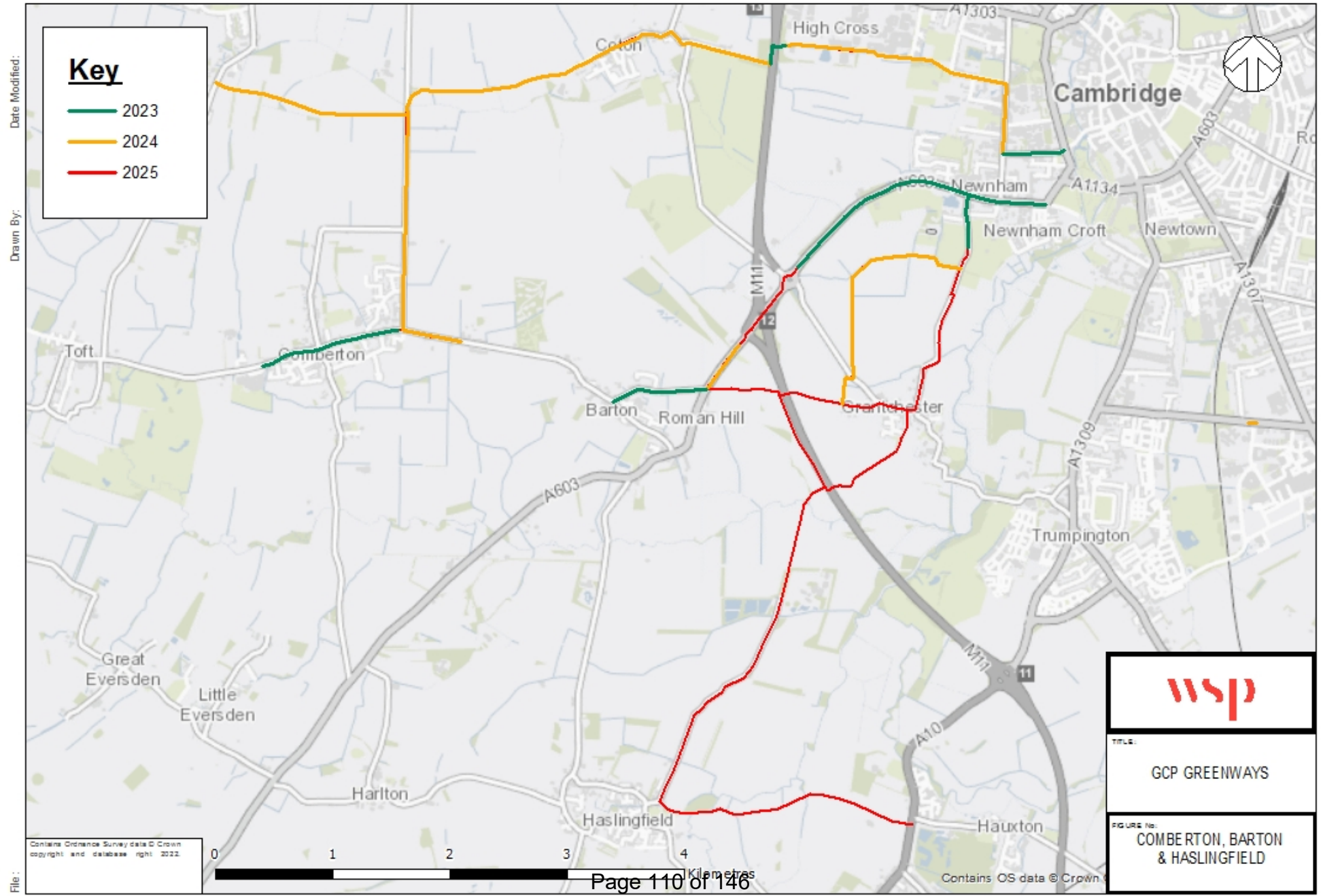
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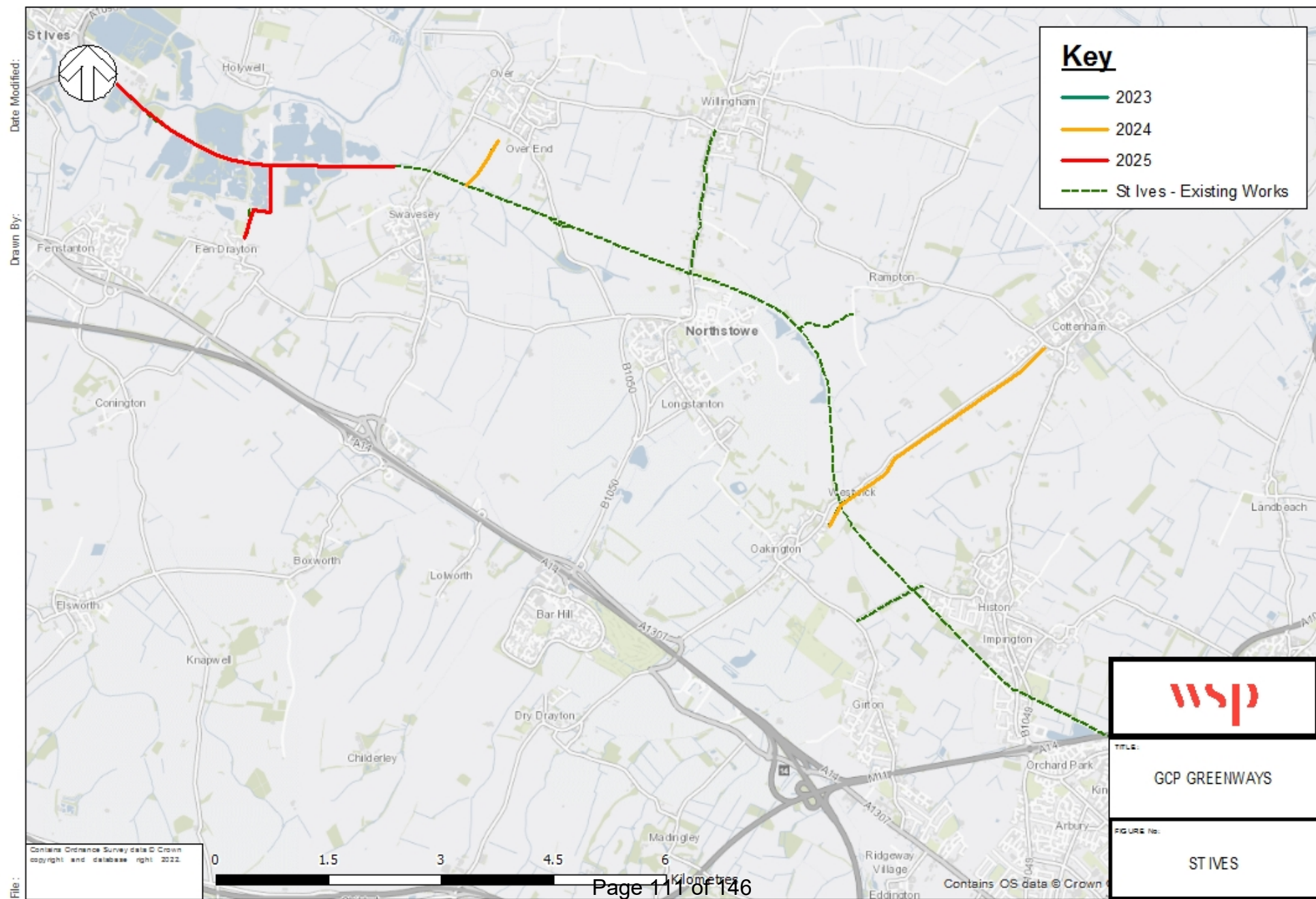
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Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 8th September 2022

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

1. Background

- 1.1 The Quarterly Progress Report updates the Joint Assembly on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Joint Assembly is invited to consider the progress to be presented to the Executive Board and in particular:
 - Comment on the proposal to increase the GCP's Skills Service provision by £290k, across the next three years (detail in Appendix 2).
 - Note the updated Cambridge Biomedical Campus Transport Needs Study

2. 2022/23 Programme Finance Overview

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

Funding Type	**2022/23 Budget (£000)	Expenditure to July 2022 (£000)	2022/23 Forecast Outturn (£000)	2022/23 Forecast Variance (£000)	Current Status*
Infrastructure Programme	39,694	5,444	42,044	+2,350	G
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.

** 2022/23 Budget includes unspent budget allocations from the 2021/22 financial year, in addition to the allocations agreed at the March 2022 Executive Board.

3. GCP Programme – Strategic Overview

- 3.1 This section of the paper provides the updated context in terms of the economy, providing an overview of the economic landscape in which the City Deal is being delivered, setting out how the City Deal continues to be a critical element of delivery of sustainable economic growth and successful delivery of statutory documents such as the Local Plan and the Local Transport and Connectivity Plan. Without the successful delivery of the City Deal, the aims and objectives of these plans would not be met.
- 3.2 During the last quarter the economy remained turbulent. Whilst lockdowns aren't in place, COVID-19 numbers continued to rise, the impacts of the cost-of-living crisis is deepening and international conflict remains an ongoing issue. However, the Cambridge economy remains stable, largely due to the positive impact made by the knowledge intensive industries (KI).
- 3.3 The current business environment makes it important to have timely data on employment changes. During the period April 21 to December 21 (when survey data was extrapolated and analysed from companies with 70% of the corporate employment across the Greater Cambridge area), employment growth has grown from 3.6% in 19/20 to 5.4% in 20/21, which points to an overall improvement in company performance as businesses learn to live with Covid. This employment growth is due to a strong performance of KI sectors which accelerated in growth terms from 6.8% in 19/20 to 9.7% in 20/21. Non-KI sectors have shown more modest growth of 0.7% in the last year – however, given the uncertain economic landscape this is still positive.
- 3.4 In parallel to the continued employment growth of Greater Cambridge, first tranches of the census have been released which also shows significant levels of population growth for the Greater Cambridge area. Since the last census in 2011, the Greater Cambridge area has grown by an average of 12.8% more people (Cambridge growing significantly by 17.6% and South Cambridge by 8.9%).
- 3.5 Given the significant levels of growth across the Greater Cambridge area in conjunction with the employment growth, the successful delivery of the City Deal remains critical. Increasing activity and continued investment as we sustain delivery throughout 2022/23 and beyond will be vital to the success of the City Deal programme overall. GCP continue to deliver with a key focus on:
- Construction of the Milton Road and Cambridge South East Transport Phase 1 schemes. In the last quarter, construction began on the Milton Road improvements, this will now continue for approximately 2 years.
 - Continued development of other key transport schemes including the Environmental Impact Assessment consultation on the Cambourne to Cambridge scheme and public engagement on the Comberton and Haslingfield Greenways.
 - Consultation on the first phase of the Road Network Hierarchy review.
 - Development of the next key stages for the Making Connections project and Greenways Programme. Both of these are subject to separate papers.

Preparing for Gateway

- 3.6 It is clear that even with the national economic uncertainty experienced over the last two to three years, both employment and population growth of Greater Cambridge continues to increase, with thanks to the contribution of knowledge intensive businesses centred around key employment hubs. The role the GCP plays in the sustainable growth ambitions of the area remains of critical importance, with the next 12 months being essential to the success of the ambitions and deliverables of the City Deal itself.
- 3.7 Whilst the GCP programme broadens its approach to growth to be more inclusive and sustainable in line with National Government policy¹ and climate change ambitions², it is now preparing for the next Gateway Review with the Department for Levelling Up, Homes and Communities (DLUHC) launching their own procurement process for a consultant to assist them with the gateway process. Officers are now reviewing the government procurement documents to ensure that any supporting consultant procured at a local level can gather the required evidence for the City Deal programme.
- 3.8 In addition to the preparations for the Gateway Review, the GCP continues to respond to local needs and adapts its response to a broader set of priorities within its core programme. GCP have been working closely with its strategic partners to develop an inclusive and sustainable growth framework that responds to a broader set of measures. The evidence gathered will show how the GCP has both delivered against its City Deal objectives as well as delivering additionality to the work of its strategic partners.

4. 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, progress has continued across the Transport programme. This has included continued construction on CSETS Phase 1, the start of construction on Milton Road and consultation on both Cambourne to Cambridge and CSETS Phase 2. In addition, Planning Permission was achieved for the Cambridge South West Travel Hub. This has added to the success of the opening of Histon Road and Chisholm Trail Phase 1 in 2021/22.
- 4.3 In the next quarter significant progress is expected across the Transport programme. This will include continued construction for the Milton Road and CSETS Phase 1 projects. In addition engagement will continue on the remaining Greenways with Barton, Melbourn, Horningsea and Sawston all to be engaged on before Christmas. Subject to agreement by the Executive Board, consultation on the next phase of Making Connections will also take place.

¹ Levelling Up white paper

² Net Zero / climate change targets

- 4.4 **Cambridge Biomedical Campus Transport Needs Study Refresh:** In discussions with Cambridge Biomedical Campus (CBC) in late 2021, GCP agreed to jointly commission a 'refresh' of the original CBC Transport Needs Study undertaken by Atkins and published as part of the GCP Executive Board papers for the 20th March 2019 meeting (link [here](#), relevant section starts on page 115). The overall aim of the original work and the refresh study is to focus efforts on improving access to the Campus by sustainable modes and reduce reliance on private vehicles.
- 4.5 The original study identified potential interventions in advance of the delivery of Cambridge South Station, many of which have been progressed. The status of these potential interventions was last reported to the GCP Executive Board on 18th March 2021 as part of the Quarterly Report (link [here](#), relevant section starts on page 141). The refresh report is available at the following link - <https://greatercambs.filecamp.com/s/bUUjeWH05SOiAtEh/fo>. The refresh report does consider the impact of Covid on future travel patterns in a qualitative manner: due to the nature of most visits to the campus, it did not find it to be a significant factor. The report predicts that, even with delivery of the planned major interventions; Cambridge South Station, Cambridge South-East Transport scheme and Cambridge South West Travel Hub, an overall deficit in transport provision of around 4,600 trips in 2031 when compared to the highway trip reduction target.
- 4.6 The report has identified the following priority interventions to tackle this deficit:
- Extension of the On-street Parking Controls in the area surrounding the Campus (GCP lead in collaboration with Cambridgeshire County Council, and close engagement with CBC about timing);
 - Cycle Strategy for those travelling to and from the Campus, which brings together interventions aimed at encouraging more trips by bike (CBC lead);
 - Service Directly from Milton, Newmarket and Madingley Park and Rides to Serve CBC (GCP lead in collaboration with Cambridgeshire and Peterborough Combined Authority and Cambridgeshire County Council); and
 - Parking Strategy, which brings together interventions on Campus aimed at rationalising and improving parking provision (CBC lead).

It is intended that progress on these priorities will be reported periodically in future quarterly reports.

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

Skills

- 4.8 The full workstream report for Skills is available in Appendix 2.
- 4.9 In addition to the full update, Members of the Joint Assembly are being asked to comment on a proposal to extend the current Skills Service, in order to strengthen several areas of its provision. The extension will include: rolling out a digital platform to all secondary schools in Greater Cambridge that will allow us to much better demonstrate the impact of our investment in schools by giving us tracking, pupil by pupil, destination outcomes. For students it will offer the opportunity to compare and apply for opportunities in the labour market and for teachers and career counsellors it will help to manage the progression process for students. In addition, the

extension will include the provision of additional resources for teachers and school staff in order to provide them with accurate labour market information, guidance skills and digital resources.

- 4.10 The cost of the additional services is £290k, across the next three years of the contract. More detail is available in Appendix 2.

Smart

- 4.11 The contract for the Strategic Sensor Network has now been signed and an order placed which includes 38 devices that will be deployed within Cambridge. The aim is to complete the installations and validate the first flows of data available by the end of September 2022.
- 4.12 The Smart programme is now taking a leading role in supporting the City Access team in technical and behaviour change aspects of the work.
- 4.13 The full workstream report for Smart is available in Appendix 3.

Housing

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

Economy and Environment

- 4.15 **Sectoral Employment Analysis:** The current business environment makes it important to have timely data on employment changes. This is the sixth of a series of updates from the Centre for Business Research (Cambridge University) and brings up-to-date information about what is happening to corporate employment in the Greater Cambridge area.
- 4.16 This update covers accounting year ends between April 2021 and December 2021 (the median year end is August 2021) and is based on a sample of companies representing 70% of corporate employment in Greater Cambridge. This median period includes the second and third Covid lockdowns in England as well as the coming out of lockdowns. This period is compared with the previous year, which captures the effects of the first lockdown.
- 4.17 As referred to in the Strategic Overview (Section 3), the picture of Greater Cambridge that emerges is one of continued and faster employment growth and overall improvement in corporate performance as businesses learn how to live with Covid. However, there is variation in these growth rates across both industry sectors and firm sizes.
- 4.18 The faster employment growth since 2019/20 is due to a strong performance of KI sectors whereas non-KI sectors have shown more modest employment growth in 2020/21.
- 4.19 Overall, the latest results suggest that Greater Cambridge corporate employment has started to recover from the worst impacts of Covid with interim reports revealing that there has been a marked improvement in business confidence amongst KI companies. However, this optimism is now undermined by Putin's war, delaying any

return to normality, and slowing recovery from the pandemic. This and other related issues will be explored further in the next update.

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

5. Strategic Risks

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

Strategic Risk	Mitigating action
Failure to unlock further funding for the GCP Programme - The opportunity to deliver the area's identified infrastructure needs and further economic and social benefits are lost due to an inability to access future funding. This could be as a result of inadequate delivery, Government considering Greater Cambridge a poor investment, and/or unforeseen circumstances.	Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed. Through preparation for Gateway Review 2024/25, evidence why Greater Cambridge requires continued investment in order to meet growth aspirations.
If there is a lack of capacity in the supplier market, from overall demand, Brexit, Covid, unforeseen global events, this could lead to delays, increased costs and the potential for non delivery.	Maintain a clear pipeline of requirements. Provide early notification of requirements to give suppliers time to mobilise and give confidence of the flow of work. Maximise potential of existing professional services frameworks.
Public feedback and opinion on the Programme is not demographically representative of the Greater Cambridge area as a whole, reducing the ability to understand the needs and priorities of the current and future population of Greater Cambridge.	Through regular engagement exercises, work closely with wider communities and Members to ensure feedback is captured and understood.

Cost of schemes increases due to inflation or demand for materials in the market, leading to insufficient budgets for delivery of all GCP schemes	Regular costing of schemes to ensure on budget. Liaison with the market including contractors to ensure pipeline is understood and issues of cost are raised early. Inclusions of risk, Optimism Bias and inflation in cost estimates.
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APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

6. Transport Delivery Overview

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

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

Please note:

Histon Road and Chisholm Trail Phase 1 have been taken out of the above table as they are both complete. Both have small budgets for 2022/23 for final snagging works so will appear in the Finance Overview table in Section 7.1

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

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

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

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

- Introduction of Cycling Plus and Waterbeach Station to the programme.
- Waterbeach Greenway has moved to Amber from Green due to the need to review the alignment. This is explained in the separate Greenways Paper.

7. 2022/23 Transport Finance Overview

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

Project	Total Budget (£000)	2022-23 Budget (£000)*	2022-23 Forecast Outturn Jul 22 (£000)	2022-23 Forecast Variance Jul 22 (£000)	Current 2022-23 Budget Status
Cambridge South East (A1307) – Phase 1	16,950	3,800	3,800	0	G
Cambridge South East (A1307) – Phase 2	132,285	3,546	4,067	+521	G
Cambourne to Cambridge (A428)	157,000	2,000	2,000	0	G
Waterbeach to Cambridge	52,600	700	650	-50	A
Eastern Access	50,500	1,200	1,200	0	G
West of Cambridge Package	42,000	951	908	-43	A
Milton Road Bus, Cycle and Pedestrian Priority	23,040	8,337	10,000	+1,663	G
Histon Road Bus, Cycle and Pedestrian Priority	10,600	307	307	0	G
City Access Project	20,320	7,266	7,266	0	G
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	175	175	0	G
FIS Allocation – Public Transport Improvements	75,000	500	500	0	G
Chisholm Trail – Phase 1	17,914	20	20	0	G
Chisholm Trail – Phase 2	5,000	941	1,200	+259	G
Madingley Road Cycling	993	399	399	0	G
Greenways Programme	76,000	5,755	5,755	0	G
Programme Management and Scheme Development	5,450	300	300	0	G

Total	686,352	36,197	38,547	+2,350	G
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Please note:

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

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

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

7.3 Cambridge South East (A1307) – Phase 1
Financial Status: **Green**

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

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

The delivery of the Haverhill Road realignment and the Babraham Road Park and Ride are subject to full planning approvals being granted. Delays in the planning process is a key risk to the delivery of the Park and Ride and the commencement of Haverhill Road in this financial year.

Work continues to deliver the remaining Linton Greenway sections within this financial year as planned.

7.4 Cambridge South East (A1307) – Phase 2
Financial Status: **Green**

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

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

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

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

Consultants are currently developing a preferred alignment option for the public transport route between the new town at Waterbeach and Cambridge. Along with

options for a new park and ride at Waterbeach, this will go out to public consultation in January 2023.

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

7.7 Eastern Access
Financial Status: **Green**

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

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

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

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

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

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

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

The C4 payments have provided greater cost certainty on the utility diversions although this year's forecast is higher than budgeted due to the payments not being made in the last financial year as originally anticipated. In addition to this, the contractors' cost spend forecast has been included in the latest figures, thereby increasing the predicted year-end spend.

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

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

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

7.11 City Centre Access Project
Financial Status: **Green**

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.

A full paper is provided as Item 6. The budget in 2022/23 will be spent subject to the outcome of this decision.

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

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

7.13 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)
Financial Status: **Green**

Work on developing and delivering various projects included in the strategy has been held over, awaiting the outcome of the Cambridgeshire and Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council. This resulted in an underspend in 2021/22. The budget is anticipated to be spent in 2022/23.

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

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

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

Chisholm Trail Phase 2 schemes Coldhams Lane and Cromwell Road went out to public consultation on 7th July until 6th September.

Milestone were commissioned to break the project into two schemes and carry out a construction cost exercise for all schemes. The budget will be reviewed following the completion of this work. At this stage in the project, it is anticipated that there will an overspend of around £250k.

7.16 Madingley Road
Financial Status: **Green**

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

The next step is for construction target costs to be established and to gain formal approval for procurement of a consultant's services in order to move onto the detailed design stage.

The project remains on budget this year.

7.17 Greenways Programme
Financial Status: **Green**

An update on progress for the Greenways is provided in a separate paper to this Board. Consultants have been appointed via the Joint Professional Services Framework. The Greenways programme has been split geographically between 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. A full paper is available as part of this agenda.

Work has significantly increased this year and is currently forecast on budget.

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

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

APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

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

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

Indicator	Quarterly Status			Target (2022-2023 Year 2)	Status against overall target	Target (2021-2025)
	Previous	Change	RAG*		RAG* (for end of year stage boundary)	
600 apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship (<i>Seasonal peaks and troughs in academic year</i>)	102	+13	G	150	115	600
1520 adults supported with careers information, advice and guidance, broken down by sector where applicable (<i>Post-COVID need in community far lower than originally projected, with reprofiling and resource reallocation under discussion</i>)	126	+81	A	420	207	1520
600 Early Careers Ambassadors/YP Champions recruited, trained and active, broken down by sector (<i>Affected by year one delays to YP Champion programme, which has launched this quarter and is beginning recruitment</i>)	25	+9	A	100	34	600
450 employers supported to access funds and training initiatives, broken down by sector (<i>Some seasonality, as employers are more motivated to engage when considering training starts</i>)	92	+45	G	100	137	450
400 students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector (<i>Seasonal, with vast majority taking place in July each year</i>)	2	+16	A	100	18	400
2486 careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact (<i>Year-round, but with peak in middle of academic year</i>)	640	+55	G	621	695	2486
All Primary Schools (73) accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact (<i>Non-cumulative, the focus is on developing and sustaining engagement over time, rather than a cumulative output, year-on-year</i>)	84	N/A	G	73	84	73 sustained
200 students accessing mentoring programme as part of this service (<i>Highly seasonal, with delivery between November-April each academic year</i>)	50	N/A	G	50	50	200

Please note:

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

- 8.2 Monitoring data for the eight service KPIs is outlined in the table on the previous page. Data is reported as of the end of June 2022, the first quarter of the second year of the new contract and shows actuals against annual targets. Service data shows that Form the Future (FtF) are continuing to perform well against most of the KPIs, with six out of eight indicators having a Green RAG rating for the quarter. Where they are Amber, work is in pace to address this. For the first time this quarter, seasonal commentary has been added to the table to support latest figures and explain any peaks or troughs in performance.
- 8.3 FtF has been able to support an additional 13 apprenticeship training starts which is broadly the same as the same period last year (as explained in the table, there are seasonal peaks and troughs during the academic year). As the country faces continued recruitment challenges, more employers are considering new approaches to recruitment, with an encouraging uplift in companies wanting more information on apprenticeships (45 this quarter compared with 12 in the same quarter last year). The childcare sector in particular is struggling for staff which has meant more employers contacting CRC to discuss recruitment for both apprenticeship opportunities and access to the College's recently qualified full-time students. Following on from this, it is expected that there will be an increase in apprenticeship starts during the peak enrolment period of September to November.
- 8.4 The number of adults supported with careers information, advice and guidance has increased by 81 since last quarter. This indicator's work continues to be delivered in two strands between FtF and Cambridge Regional College (CRC), with FtF focusing on career guidance through one-to-one sessions and CRC delivering an annual series of roadshows and events to reach different audiences. The majority has been current students in education, followed closely by unemployed people as the second largest group. In addition to this, FtF has now established this support service in the Cambridge Job Centre on a weekly basis, averaging 4-5 clients on a one-day-a-week basis. This is a significant improvement albeit at a lower level to pre-programme projections.
- 8.5 Looking ahead, in partnership with Cambridge Job Centre, FtF will be piloting a new series entitled 'Coaching Circles,' which aims to support clients aged 50 years old and above re-enter the world of work. With regard to the wider discussion about the need for supporting adults in the area, FtF projects that the service is likely to reach around 1,000 individuals over the length of the programme, down from 1,520. As a result of the lower than expected pre-programme projections, FtF have requested we re-baseline this KPI but in doing so has reshaped their approach to targeting adults, ensuring more focused, tailored provision (Coaching Circles) is made available.
- 8.6 The recruitment of Early Careers Ambassadors (ECAs)/Young People Champions (YPCs) is being delivered jointly by FtF and CRC. Since last quarter, an additional 9 ECAs have been recruited through companies such as Amazon and Cambridge University Press & Assessment and the first tranche is expected to be onboarded in the next quarter. Following some delays in the first contract year, the latest quarter has seen the launch of CRC's YPC programme with promotion of the scheme

through social media posts and advertising on LinkedIn, Facebook and Google. This has primarily attracted engagement with smaller companies.

8.7 Other key points:

- Sixteen students from the Cambridge Academy for Science and Technology and North Cambridge Academy took up work experience placements in June with both face-to-face and virtual work experience still taking place through to the end of school term, as well as with some partners during the first weeks of August. This again is a seasonal indicator with most placements taking place during July. Planning and employer engagement continues for future placements.
- Careers guidance aimed at students aged 11-19 (and parents where appropriate) has been slightly quieter this quarter as exams take place with 55 virtual and face-to-face learning and careers guidance sessions taking place. FtF have also been engaging with school careers leaders to launch next year's offer to schools and acted as schools partner for Cambridgeshire County Day, engaging and supporting schools from across Cambridgeshire and Peterborough with 700 students attending the event. This period has also seen the public launch of the first tranche of Career Spotlight videos developed by CRC.
- Primary Schools accessing careers advice activities – this indicator is non-cumulative with the focus being on developing and sustaining engagement over time, rather than a cumulative output, year-on-year. Planning for next year's primary careers fair at CRC continues in partnership between FtF and CRC. Following on from last year's event it is expected that larger schools and numbers of pupils will be invited to participate, maximising the value of the event. The STEM resource Hub has now been visited by 128 unique users across the 84 primary schools and continues to be developed, with additional resources having been added since the last quarter.
- The mentoring programme indicator is highly seasonal, with delivery between November to April each academic year so there are no new figures to report this quarter. Planning is under way for Year 2's mentoring delivery though with a total of 50 places provisionally allocated across 10 schools.

8.8 **Proposal to extend the current Skills service Contract**

8.9 We are one year on to the four year Skills Contract and, as reported to the Joint Assembly and Executive Board during the last meeting cycle, we have taken the time to do a full review of the work.

8.10 As reported above, the progress of the service is going well and where improvements have been identified e.g., with support for adults, the agility of the contract means changes can be implemented quickly.

8.11 Given we are starting to gain some understanding of the impacts that Covid-19 is having and is likely to have on the labour market and in schools, we have used the review period, in this context, to identify some of the challenges the Service is facing. These can be summarised as follows:

- Lack of access to good quality data that demonstrates the impact of our work;

- Busy and under-resourced schools;
- Motivated but untrained school staff;
- Barriers to employment from missed work experience and employer encounters;
- Shortage of skilled staff holding businesses back.

8.12 To address these issues officers are proposing some direct additional activities, to start from September/October 2022. These include:

1. Rolling out a new digital platform to all secondary schools in Greater Cambridge. This will allow us to better demonstrate the impact of our investment in schools by giving us tracking, pupil by pupil, destination outcomes. For students it will offer the opportunity to compare and apply for opportunities in the labour market and for teachers and career counsellors it will help to manage the progression process for students. The proposal is to work with the careers destination platform, Unifrog, to provide the support and data required. We have worked with FtF to understand what alternative options are available and have determined this to be the most suitable. This work would also provide for the addition of a researcher to help interpret and work with the data the platform provides. Research and evidence of impact is ever more important particularly as we approach the GCP's second Gateway Review in early 2025.
2. The provision of additional resources for teachers and school staff in order to provide them with accurate labour market information, guidance skills and digital resources. Teachers and school staff form a vital conduit in the delivery of the work that the Skills Service provides. We want to make sure they are fully supported to help deliver and shape the delivery of the work. Proposed additional support includes CPD, support for the Cambridge Education Festival, extra resource to deliver the Cambridge Curriculum, classroom resources and transport and travel subsidies to bring students to and from events like the Primary Careers Fair (delivered by FtF as part of the GCP Skills Service).

8.13 The cost of the additional services is £290k, across the next three years of the contract. This represents a 13% uplift in the current value of the contract. If the Joint Assembly and Executive Board are content with the proposals, officers will work with Procurement colleagues to progress the relevant contractual processes.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

9. Smart Programme Overview

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

Progress reported up to 21st April 2022.

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

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

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

9.3 Better use of data

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

- 9.4 **Mobility Monitoring (Strategic Sensor) Network** - the locations of all 38 GCP devices have now been agreed with the sensor supplier and permissions for install have been granted by the Street Lighting team. Installation of the first 20 will be taking place in the weeks commencing 1st and 8th August. The aim is to complete the remaining 18 installations and validate the first flows of data by the end of September 2022 and we are currently on track to achieve this. This work will deliver a permanent network of sensors to ensure GCP has a robust evidence base, and this will be especially helpful in the context of the next Gateway review.
- 9.5 **Data platform requirements** - to support officers in extracting intelligence and insight from data collected from the Mobility Monitoring (Strategic Sensor) Network and other related data streams, a ‘data platform’ is needed. This is a central point for access to support different types of data analysis and visualisation required by GCP and its partners. The CPCA have taken a decision to re-allocate the funding for the development of a data platform into work to develop a new transport model. Discussions are on-going between the GCP, CCC and the CPCA to discuss how a platform could be funded in the future and what interim arrangements could be put in place to support work on the Mobility Monitoring Network.

- 9.6 **Data insights** - the Smart programme continues to work with County teams and GCP colleagues responding to requests for data insights from across the GCP to ensure that decisions are made on the best available evidence. Current assignments include the following:
- 9.7 **Bus pinchpoints** - by developing a more robust evidence base about where buses are being held up, GCP and County will be able to prioritise investments including bus priority measures, and target enforcement actions more accurately. We intend to run an initial survey to collect and collate data and will assess the effectiveness of this approach. Once proven, the intention is to commission a regular survey to monitor how network conditions enable buses to move more efficiently around the GCP area providing a better service for the public. Procurement is now complete for the initial survey work and will commence in Autumn 2022.
- 9.8 **Routes taken in city centre areas** - City Access colleagues have requested more detailed information about the movement of vehicles in the city centre and surrounding areas, including the identification of routes commonly taken at different times of day, and time taken for each segment of the journey. Options for providing this insight are currently being considered and will be discussed with City Access colleagues in late summer/early autumn 2022.
- 9.9 **Improved public and sustainable travel**
- The Smart programme is leading a number of initiatives to support improvements in the public and sustainable travel 'offer' including the following:
- 9.10 **Guidance System Review** - the Cambridge Guided Busway has been very successful and as the GCP builds out its transport scheme, there is a desire to replicate that success by drawing on guidance technologies that have already been applied elsewhere in Europe, but don't require the same level of costly and complex infrastructure. Working in collaboration with the GCP Transport programme, the Smart team are co-ordinating investigations of those technologies and how they can safely and effectively support and enhance the schemes being proposed for Greater Cambridge.
- 9.11 **Mobility as a Service (MaaS) study and integrated ticketing** - consultants have been commissioned to set out how MaaS can support the wider GCP programme. The study will also outline how a trial could be used to deploy a MaaS solution and develop an assessment framework to understand the impact on travel choices. The study is going through its final review and will be completed during August.
- 9.12 **Smart Signals** - the Smart Signal trial aims to explore how policies to prioritise sustainable modes can be enacted in practice. At the Robin Hood junction both MOVA and the Vivacity control agent have been validated to ensure they are running optimally at that site. Journey time testing has begun with the site running each method of control on alternate days to allow a direct comparison of journey times through the junction. An initial report on the findings will be published in mid-September with data collection completed by November. The trial period for the Hills Road junctions has been extended so that journey time testing can be completed after the Robin Hood junction with an anticipated end date of February 2023.

9.13 City Access workstreams

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

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

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

9.15 **Funding bids** – the Smart team are engaged with two bids for further Connected and Autonomous Vehicle funding. One bid relates to further feasibility work and the other focuses on a commercially viable operational service. Competition for this funding is extremely fierce, so success is not guaranteed, but the act of applying demonstrates to central government that the Greater Cambridge area is forward looking and innovative. We have been advised that successful bidders will be advised in Autumn 2022.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

10. Delivering 1,000 Additional Affordable Homes

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

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites**	1,000	2011-2031	551 (approx.)	A	A	↔

**

Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2022) and new sites permitted or with a resolution to grant planning permission at 30th June 2022 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

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

- 10.2 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 10.3 The Greater Cambridge housing trajectory published in April 2022 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2023/24. Until 2023/24, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 10.4 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 10.5 The table above shows that on the basis of known rural exception schemes and other sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council’s Planning Committee, approximately 551 eligible affordable homes are anticipated to be delivered between 2023 and 2031 towards the target of 1,000 by 2031.

- 10.6 In the last quarter 55 eligible affordable dwellings were permitted, including on two rural exception schemes in Fen Drayton (14 dwellings) and Newton (8 dwellings).
- 10.7 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2022) or based on officer assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 10.8 There are still a further nine years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target.
- 10.9 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 38,716 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 5,216 dwellings more than the housing requirement of 33,500 dwellings. By 2023 it is projected that there will have been 1,241 affordable housing completions on rural exception sites and other schemes outside of village boundaries. Adding these to the 551 affordable dwellings in the pipeline post-2023 gives a total of 1,792 affordable dwellings anticipated by 2031.

Waterbeach Station Relocation

- 10.10 As was agreed at the last Executive Board, the GCP will support the delivery of the New town at Waterbeach by undertaking the work to relocate the railway Station. Work has started on the proposals which will direct unlock 4,500 homes. Officers will update the Joint Assembly and Executive Board as progress continues on the relocation.

APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

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 and Putin's war.
- 11.2 This is the sixth of a series of updates which was finalised in July 2022 and analyses data from accounting year ends between between April 2021 and December 2021 (the median year end is August 2021) and is based on a sample of companies representing 70% of corporate employment in Greater Cambridge. The full report can be found at: [Research & Evidence \(gretercambridge.org.uk\)](https://researchandevidence.gretercambridge.org.uk)
- 11.3 Corporate employment growth in the Greater Cambridge area has increased from 3.6% in 2019/20 to 5.4% in 2020/21, pointing to an overall improvement in company performance as businesses learn how to live with Covid. However, it should be noted that there is variation in these growth rates across both industry sectors and firm sizes.
- 11.4 Both Cambridge and South Cambridgeshire have achieved faster employment growth. Employment growth in Cambridge has been high at 5.7% in 2020/21, up from 4.4% in 2019/20. Similarly, employment growth in South Cambridgeshire has been 5.1% in the last year against a 3.0% rate in the previous year.
- 11.5 As reported in the Strategic Overview (Section 3), the faster employment growth in 2020/21 is due to a strong performance of KI sectors driven by the strong performance of life science and healthcare (16.6% compared with 10.8% in 2019/20) and information technology and telecoms companies (at 11.1%, up from 9.6% in the previous year). In contrast, non-KI sectors have shown more modest employment growth in the last year of 0.7%, up slightly from 0.4% in the previous year. The picture for non-KI sectors is less positive in 2020/21 if the Education sector is excluded from figures. The non-KI employment growth without Education would be -2.7% in Greater Cambridge.
- 11.6 The Covid pandemic has had a varied impact across sectors. Sectors like Life Sciences are involved in supporting the fight against the virus and future outbreaks. Information technology and telecoms have benefited as a consequence of the increase in remote communications, gaming and internet security, which have more than offset the reduction of demand in other areas.

- 11.7 Hospitality, travel and tourism, and some retail businesses have been severely affected by lockdowns and other restrictions and employment growth has remained negative in areas such as high-tech manufacturing, wholesale and retail distribution.
- 11.8 CBR examined the comparison of employment and turnover growth using a sample of 169 companies between April 2021 and December 2021 and data shows that turnover resumed its pre-pandemic pattern (broken only by the existence of the furlough scheme) of showing a higher growth than employment. In the KI sector, employment growth rose from 9.6% to 10.1% whilst at the same time turnover growth rose from 3.6% to 16.5% as business recovered. Taking the Education sector out of the data, the effects of the cessation of the furlough scheme can be unmasked as non-KI employment growth fell from 2.2% to -3.8% whilst at the same time turnover growth increased from -0.6% to 5.9%.

12. Electricity Grid Reinforcement

- 12.1 As agreed at GCP Executive Board in December 2021, both the Trumpington and Cambridge East Grid Substation projects continue to be progressed. New commercial proposals from UKPN (referred to as Grid “Offers”) were received in early June 2022 and have been reviewed by our legal and technical consultants. Senior officers plan to accept the Offers in August 2022 and this will enable the design stage to commence. The costs of the design work are within approved budgets.
- 12.2 Based on the design work, further analysis of demand and progress on securing the land required for the new grid substations, a new iteration of the business case will be prepared in coming months. The precise timing of the presentation of this business case depends on the availability of this information but is likely to be between end-2022 and mid-2023. Provided the project proceeds as planned, it is anticipated that the grid infrastructure would be ‘energised’ (i.e. available for use) in late 2026.

13. Citizens’ Assembly

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

14. Financial Implications

- 14.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2021, the proposed over-commitment is c.£111million. This assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200million).

Have the resource implications been cleared by Finance? YES

Name of Financial Officer: Sarah Heywood

List of Appendices

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

Appendix Background Papers

Source Documents	Location
None	-

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

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

Indicator Tables

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

Project Delivery Tables

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

APPENDIX 7: COMPLETED GCP PROJECTS

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

	Fulbourn/ Cherry Hinton Eastern Access	2021	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
Greenways Quick Wins		2020	Range of cycle improvements across Greater Cambridge e.g. resurfacing work, e.g. path widening etc.		
Greenways Development		2020	Development work for 12 individual Greenway cycle routes across South Cambridgeshire.	All Greenways routes	
Cambridge South Station Baseline Study (Cambridgeshire Rail Corridor Study)		2019	Report forecasting growth across local rail network and identifying required improvements to support growth.	Cambridge South Station	
Travel Audit – South Station and Biomedical Campus		2019	Two reports: Part 1 focused on evidencing transport supply and demand; Part 2 considering interventions to address challenges.	Cambourne to Cambridge; CSETS; Chisholm Trail; City Access; Greenways (Linton, Sawston, Melbourn)	
Chisholm Trail Cycle links - Phase 1		2021	A new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station	Chisholm Trail Cycle links – Phase 2	
Histon Road bus and cycling priority		2021	Better bus, walking and cycling facilities for those travelling on this busy key route into Cambridge.		

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

Digital Wayfinding	2021	Upgrade of wayfinding totem at Cambridge station and development of walking routes map for display.		Improved wayfinding experience for travellers
Housing projects				
Housing Development Agency (HDA) – new homes completed	2018	New homes directly funded by the GCP have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.		

APPENDIX 8: EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

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

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

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

Executive Board: 28th September 2022	Reports for each item to be published 16th September 2022	Report Author	Key Decision	Alignment with Combined Authority
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
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
Eastern Access	Feedback on consultation and next steps,	Peter Blake	No	CA LTP Passenger Transport / Interchange

				Strategy
Greenways	Update on the Greenways Programme and sign off of the Programme Outline Business Case	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 15th December 2022	Reports for each item to be published 5th December 2022	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Cambridge South East Transport Scheme Phase 2	To Update the Executive Board on the CSETS scheme and agree next steps	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Cambridge Road Network Hierarchy Review	To consider feedback on the consultation and agree next steps	Isobel Wade	No	CA LTP Passenger Transport / Interchange Strategy
Electricity Grid Capacity	To receive an update on work to date.	Rachel Stopard	Yes	N/A
GCP SMART Programme	To review key links between GCP's SMART Programme and the wider GCP Programme.	Debbie Bondi	No	N/A

Cambridge South West Travel Hub (Subject to Cambridgeshire County Council Planning Decision)	To sign off the Full Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Foxton Travel Hub (Subject to Cambridgeshire County Council Planning Decision)	To sign off the Full Business Case and next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Chisholm Trail – Phase 2	To receive feedback on the consultation	Peter Blake	No	CA LTP
Cycling Plus	Update on projects and next steps including consultation.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Executive Board: 9th March 2023	Reports for each item to be published 27th February 2023	Report Author	Key Decision	Alignment with Combined Authority
Public Transport and City Access Strategy	To approve the Business Case and implementation timetable.	Isobel Wade	Yes	CA LTP Passenger Transport / Interchange Strategy
Future Investment Strategy	To consider and agree an updated investment strategy for the GCP's Programme.	Niamh Matthews	Yes	N/A
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A

Executive Board: 29th June 2023	Reports for each item to be published	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
28 th September 2022	16 th September 2022	8 th September 2022	26 th August 2022
15 th December 2022	5 th December 2022	23 rd November 2022	11 th November 2022
9 th March 2023	27 th February 2023	16 th February 2023	6 th February 2023
29 th June 2023	19 th June 2023	8 th June 2023	5 th June 2023