

## Feedback from the Joint Assembly Meeting 11 December 2023

Report to: Greater Cambridge Partnership Executive Board

Date: 4 January 2023

Lead: Councillor Tim Bick, Joint Assembly Chairperson

### 1. Background

- 1.1 This report is to provide the Executive Board with a summary of the discussion at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Monday 11 December 2023. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Eight public questions were received; four on Cycling Plus – Hills Road and Addenbrookes Roundabout [agenda item 7] and four on Greater Cambridge Greenways – Fulbourn and Haslingfield Greenways [agenda item 8].
- 1.3 Four reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

### 2. Quarterly Progress Report

- 2.1 The Joint Assembly noted the report, which set out progress across the whole GCP programme, including details of work on biodiversity net-gain.
- 2.2 With reference to Cambridge 2040, specifically funding for the Cambridge South East Travel Scheme (CSETS), it was noted that this had not featured in the Autumn statement. Discussions to date had been constructive and were ongoing. In response to a question, it was confirmed that the March budget was the next possible decision point, when an announcement could be made. Linked to this, members asked about the planned Cambridge South rail Interchange, specifically what was the contingency plan if funding could not be found for CSETS and generally on what arrangements were being made to help people arriving at the new station move around the Biomedical Campus. It was confirmed that the statutory agencies were discussing these matters with the rail industry.
- 2.3 The Joint Assembly acknowledged continued excellent progress with the GCP's work on skills. It was noted that the Skills Working Group had discussed how to ensure that there was a sustained focus on this post City Deal. Other initiatives, such as work by the

Combined Authority and Innovate Cambridge had thrown up some additional opportunities for filling the skills gap. It was suggested that it might be timely to review and update the GCP skills programme to take account of this.

- 2.4 Several questions were raised about the SMART Programme. Members asked when they would be able to access monitoring information from the VivaCity smart signals control trial at the Robin Hood Junction. Noting the impact of the delay in sourcing autonomous vehicles for the Automated Mobility Deployment Project, it was confirmed that vehicles would continue to be sourced from the UK, as this was a requirement stipulated by Innovate UK. Members noted work being done in partnership with others, including Stagecoach, to explore the viability of expanding the potential use of autonomous vehicles, including options for on demand travel and travel in rural areas. Work to improve the accuracy of real time bus data and plans to develop an integrated digital solution via 'Mobility as a Service' were welcomed. Members also acknowledged the positive feedback received about the new electric busses.

### 3. Cycling Plus – Hills Road and Addenbrookes Roundabout

- 3.1 The Joint Assembly noted and agreed with the feedback from the recent consultation for the re-configuration of Hills Road between Gonville Place and Purbeck Road which supported Option B. It also noted that this preferred concept design had been developed further from information gathered during the consultation process and additional work with the County Council and other key stakeholders, namely in suggesting that certain turns should be restricted at the junction of Hills Road with Lensfield Road, Regent Street and Gonville Place. It was acknowledged that remedial action was necessary as this junction did not work for the majority of users. Members supported evaluating the further options that arose from this consultation, mainly about the restricted turnings and what happens as a result of that. It was agreed that this should include an assessment of the wider impact of the proposals and reference was made to several locations, including Station Road, Brooklands and Park Terrace.
- 3.2 The Joint Assembly was keen to emphasise that the further detailed design work must be the subject of further public consultation, which should be of equal value to the recent consultation exercise. It was acknowledged that some people may not have commented before because they were unaware of the potential impact on them. Members stressed the importance of the proposition in subsequent consultation clearly setting out the potential knock-on impact, so all affected parties had an opportunity to comment.
- 3.3 It was also pointed out that the further consultation should be described as something specific to the location of the proposed changes and not to mode of travel; e.g. "proposed changes to the Hills Road/Lensfield Road/Gonville Place/Regent Street crossroads".
- 3.4 The Joint Assembly noted the response to the recent consultation that presented a concept design for Addenbrookes Roundabout and supported the detailed design that had been further developed with the County Council to address key issues that were raised during consultation. While members welcomed progress, it was recognised that a number of compromises had been made to enable work to get underway as soon as possible. This was recognised as phase one of the planned improvements, designed to address the safety issues. It was hoped that phase two, to address wider issues, would progress as soon as possible; noting that this would be a complex project involving a detailed analysis of a number of significant issues.

3.5 The Joint Assembly raised a number of matters in relation to street works and the extent to which progress was being hampered by criticism about the displacement traffic and the perception that traffic in parts Cambridge was being brought to its knees because of gas and power upgrades. While it was acknowledged this was not a matter for the GCP, it was hoped that it could use its influence to encourage better coordination of this work and for roads to be resurfaced once work was done.

## 4. Greater Cambridge Greenways – Fulbourn and Haslingfield Greenways

4.1 The Joint Assembly noted the results from the Grantchester Public Consultation exercise and received representations both for and against routing the Haslingfield Greenway through Grantchester. It was agreed to support the recommendation to route the Greenway through Grantchester on the basis that this included ongoing engagement and officers would continue to listen to concerns and attempt to address practical issues.

4.2 Members acknowledged the issues raised by the Parish Council and Grantchester residents and commented that it was important to consider this in the context of the overall support for the Greenway. It was unfortunate that officers had been unable to address issues raised to the satisfaction of the Parish Council, but it was noted that the GCP would continue to work with the village when bringing forward the proposals and would continue to try and address any detailed concerns. In response to a question, it was confirmed that the Baulk Path route was approximately one mile longer than the recommended route. The suitability of this as an alternative route was questioned and it was suggested that if the Greenway followed this route, in practice, cyclists were likely to take the more direct route through the village.

4.3 Members asked about the impact on both business and weekend traffic in Grantchester due to its popularity as a visitor destination. Officers agreed to ensure this was picked up in the preparation of the Full Business Case.

4.4 The Joint Assembly noted the results from the Fulbourn public engagement exercise, conducted in Summer of 2023 and supported the proposed changes to scheme design resulting from the engagement. It was hoped that more detail of the changes including maps, would be available soon. It was noted that the very congested nature of the junction at start of Greenway (Apthorpe Street) had been raised but had not been picked up in the response to the consultation. It was confirmed to us that this was omitted from the report but would be added going forward. In response to questions about maintenance, it was noted that discussions with the County Council about ongoing maintenance continued, but in general terms, when constructing the Greenways, if there was an existing maintenance problem this would be fixed as part of the scheme.

4.5 The Joint Assembly highlighted the need to progress plans for phase two of the Fulbourn Greenway as soon as possible, improving access for land north of Cherry Hinton that was being developed now. When this received planning consent it was on the understanding that there would be real improvements to the active travel routes.

## 5. Greater Cambridge Greenways – Programme Update

- 5.1 The Joint Assembly noted the Stakeholder Engagement carried out across the Greenways network and endorsed the Outline Delivery Plan and Greenways Programme Full Business Case. Members asked what the impact of both the Active Travel Design Guide and the new Local Transport and Connectivity plan was on the Greenways and officers explained that these had minimal impact on these schemes. The Joint Assembly also supported the proposed response to the statutory consultation on the Comberton Greenway Traffic Regulation Orders.
- 5.2 It was acknowledged that the programme included several links to rural train stations. Members welcomed this and asked if there was scope for this to be revisited and where possible any gaps addressed. Specific concern was raised about progress with the Oakington to Cottenham section of the Greenways and officers explained that land negotiations were underway and that the programme was based on the best available information at this time. There were also questions about the timetable for delivery of the Waterbeach and Fulbourn Greenways and it was asked if steps could be taken to accelerate delivery given the amount of new development going on in those areas.

## 6. Vote of Thanks

- 6.1 The Joint Assembly noted this was Helen Valentine's last meeting. Members expressed thanks to for her significant contribution to the work of the Joint Assembly and the wider GCP programme since the inception of the City Deal.

## Background Papers

Source Documents	Location
None	N/A