



GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

16 February 2018

To: Members of the Greater Cambridge Partnership Joint Assembly:

Councillor Kevin Price	Cambridge City Council (Chairperson)
Councillor Tim Wotherspoon	Cambridgeshire County Council (Vice Chairperson)
Councillor David Baigent	Cambridge City Council
Councillor Tim Bick	Cambridge City Council
Councillor Noel Kavanagh	Cambridgeshire County Council
Councillor John Williams	Cambridgeshire County Council
Councillor Grenville Chamberlain	South Cambridgeshire District Council
Councillor Kevin Cuffley	South Cambridgeshire District Council
Councillor Bridget Smith	South Cambridgeshire District Council
Mark Robertson	Cambridge Regional College
Helen Valentine	Anglia Ruskin University
Christopher Walkinshaw	Cambridge Ahead
Dr John Wells	Cancer Research UK Cambridge Institute
Andy Williams	AstraZeneca

Dear Sir / Madam

You are invited to attend the next meeting of **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**, which will be held in the **COUNCIL CHAMBER - SOUTH CAMBS HALL** on **WEDNESDAY, 28 FEBRUARY 2018** at **2.00 p.m.**

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA		PAGES
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| 8. | Western Orbital: Progress on Additional Park & Ride capacity; and Submission to Highways England on Girton Interchange and M11 Smart Motorway | 29 - 38 |
| 9. | City Access Update Including Mode Shift and Demand Management Options - Report to Follow | |
| 10. | Quarterly Progress Report, Including Budget Setting 2018/2019 | 39 - 64 |
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| 12. | Date of Next Meeting
To note that the next meeting will take place on Thursday 14 June 2018 at 2pm in the Guildhall, Cambridge. | |

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

Minutes of the Greater Cambridge Partnership Joint Assembly
Thursday 18 January 2018 at 2.00pm

PRESENT:

Members of the Greater Cambridge Partnership Joint Assembly:

Councillor Kevin Price	Cambridge City Council (Chairman)
Councillor Tim Wotherspoon	Cambridgeshire County Council (Vice-Chairman)
Councillor Dave Baigent	Cambridge City Council
Councillor Tim Bick	Cambridge City Council
Councillor Noel Kavanagh	Cambridgeshire County Council
Councillor John Williams	Cambridgeshire County Council
Councillor Kevin Cuffley	South Cambridgeshire District Council
Councillor Grenville Chamberlain	South Cambridgeshire District Council
Councillor Bridget Smith	South Cambridgeshire District Council
Sir Michael Marshall	Marshall Group
Claire Ruskin	Cambridge Network
Andy Williams	AstraZeneca
Helen Valentine	Anglia Ruskin University
Dr John Wells	Cancer Research UK Cambridge Institute

Members or substitutes of the Greater Cambridge Partnership Executive Board in attendance:

Councillor Ian Bates, GCP Transport Portfolio Holder Cambridgeshire County Council

Officers/advisors:

Peter Blake	Transport Director, Greater Cambridge Partnership
Beth Durham	Head of Communications, Greater Cambridge Partnership
Mike Soper	Cambridgeshire County Council
Rachel Stopard	Interim Chief Executive, Greater Cambridge Partnership
Chris Tunstall	Interim Transport Director, Greater Cambridge Partnership
Kathrin John	Democratic Services, South Cambridgeshire District Council
Victoria Wallace	Democratic Services, South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. DECLARATIONS OF INTEREST

In relation to agenda item 8 Ely to Cambridge A10 Transport Study, and agenda item 10 Rural Travel Hubs, Councillor Tim Wotherspoon declared a non-pecuniary interest as the County Councillor for Cottenham and Willingham. Also in relation to agenda item 10, Councillor Kevin Cuffley declared a non-pecuniary interest as the County Councillor for Sawston.

3. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 2 November 2017 were agreed as a correct record, subject to the word 'advised' being replaced with the word 'commented' in relation to Claire Ruskin's comments on page 3 of the minutes.

The Joint Assembly was informed that this would be the Interim Transport Director's last Joint Assembly meeting. Peter Blake was introduced as the new Greater Cambridge Partnership Transport Director.

4. QUESTIONS FROM MEMBERS OF THE PUBLIC

Two public questions had been received and these were addressed at agenda item 10.

5. PETITIONS

The Chairman notified the Joint Assembly of a petition received at the end of 2017 to "Progress the Comberton Greenway for walking/cycling/horses, but make it busway free.". The petition contained more than 50 signatures but had not reached the required 500 signatures to formally present it to the Joint Assembly.

6. RAPID MASS TRANSIT OPTIONS APPRAISAL

The Chairman welcomed consultants from Steer Davies Gleave who presented the Rapid Mass Transit Options Appraisal. The Joint Assembly members thanked the consultants for their work and were generally enthusiastic about this and the study's findings, which were welcomed. The following comments and queries were expressed by the Joint Assembly members:

- The reasons for the presentation not being made available to the public in advance of the Joint Assembly meeting were queried. It was felt that the detailed press releases issued by the Greater Cambridge Partnership the day before the meeting, had pre-empted discussions. In response to this the GCP Interim Chief Executive informed the Joint Assembly that the consultants' report was still being finalised and would be presented to the Combined Authority on 31 January 2018. This report would be made available in the public domain a week before the meeting and would also be presented to the GCP Executive Board. The intention of this presentation was to give the Joint Assembly the opportunity to ask questions of the consultants before the final report was presented to the Combined Authority.
- In response to a query regarding projected demand figures, the Joint Assembly was informed that a detailed demand study would be carried out. The initial assessment took account of double the level of Local Plan growth beyond 2031. The balance of demand and service provision would need to be worked out around each of the corridors.
- In response to a comment regarding ambitious delivery timescales for assessment modelling, the Joint Assembly was informed that the timescale given was for the assessment period of the design work, which would build on initial work that had

already been carried out.

- Some members commented that this work had been commissioned and carried out well and were pleased to see progress, which it was thought residents would welcome.
- The length of tunnelling for the autonomous metro was queried. In response to this the consultant clarified that the detailed design of where the tunnel would come in and out of the city, had not yet been carried out. The costings allowed for tunnelling of up to 6km. It was not envisaged that the entry/exit point of the tunnel would be in the city centre and suitable locations would need to be considered.
- It was commented that proper scrutiny of the ongoing financial sustainability of the metro would be needed, to ensure it would be affordable for users.
- It was observed that the map shown in the presentation left many residents a long way from being able to access the service.
- The city centre stop illustrated on the map was queried. A Joint Assembly member commented that there were two city centres in Cambridge, which were a distance apart and that it was important that the metro did not commercially disadvantage one part of the city over the other.
- Concern was expressed regarding the potential effect of the autonomous metro on the economic viability of other public transport services. A coordinated approach would be needed which bore in mind these other services, so as not to remove their viability with the introduction of the metro. In response to these concerns, the consultant assured the Joint Assembly that the autonomous metro scheme would not be designed in isolation and would be part of an integrated network, designed to complement other transport schemes.
- In response to a query, the Joint Assembly was informed that it was a realistic expectation that an autonomous metro service could coexist with other autonomous transport services and driven vehicles.
- It was urged that the metro should not be developed at the expense of other road improvements that were needed.
- It was pointed out that parking for those accessing the metro would need to be provided.
- In response to anxiety expressed regarding financial sustainability of the scheme and potential sources of revenue to subsidise it in its early stages, the consultant clarified that the scheme would be commercially viable before its completion. The next stage of work would look at this in more depth.
- The Joint Assembly members felt that there was a key role for the Greater Cambridge Partnership to be involved in the development and delivery of the elements of the network situated within greater Cambridge.

7. A10 FOXTON LEVEL CROSSING BYPASS AND TRAVEL HUB

The Joint Assembly considered the report which recommended the A10 Foxton level crossing bypass for further development as part of the Greater Cambridge Partnership's Future Investment Strategy. The revised proposals would also consider a 'travel hub' with the provision of additional parking facilities to complement the existing Park and Ride and Rural Travel Hub proposals.

The Joint Assembly was informed that there were currently four trains per hour which resulted in the level crossing being down for up to 30 minutes in every hour. There would soon be six trains every hour and traffic was growing on the A10. The Joint Assembly was informed that Network Rail did not consider this crossing to be a priority and did not consider that anything needed to be done with it.

The Joint Assembly members discussed the report and made the following comments:

- The Joint Assembly members welcomed this being put back on the agenda and felt that Network Rail should contribute financially to the scheme. Members were informed that the Greater Cambridge Partnership was in discussions with Heidi Allen MP regarding this and would be pursuing the issue with the Department of Transport. The Executive Board's Transport Portfolio Holder pointed out that the Greater Cambridge Partnership had secured money in the past from Network Rail for other similar projects.
- It was queried whether any of the options impacted on the option of a car park at the station and it was confirmed that it would not.
- Officers and members were informed that Foxton Parish Council's preference was for an underpass at the crossing as it was concerned that a bypass would land lock areas of greenfield land for development. The Interim Director of Transport informed the Joint Assembly that officers would be attending Foxton Parish Council's March meeting and that they were tying this in closely with Foxton's neighbourhood planning exercise.
- The planning permission that had been granted for 200 houses at the quarry site in Barrington was queried, as a requirement of this was that the cycle link along the old Barrington train line to the A10 be completed. Officers confirmed that this would be incorporated into the scheme.
- It was requested that the comment in the consultant report regarding the Victorian signal box be removed, as the signal box was valued by the local community. The Interim Director of Transport informed the Joint Assembly that Network Rail had informed the Greater Cambridge Partnership that there was no benefit to removing the signal box and Foxton Parish Council had already made it clear to the GCP that they did not want this to be demolished. The Joint Director of Transport clarified that the removal of the signal box was not being proposed.
- A member commented on the high value of this scheme and thought that a bigger park and ride with 500-1000 parking spaces with a train link, should be considered. It was pointed out that within nine months, 2000 Papworth Hospital staff would be travelling along the A428 to the Addenbrooke's Hospital site and that they would need somewhere to park. The Interim Director of Transport informed the Joint Assembly that parking would be integral to the options being developed for bypassing the level crossing and creating a travel hub. He also informed the Joint Assembly that the Greater Cambridge Partnership had had a proposal for a travel hub at Papworth and advised that the Joint Assembly may want to consider further work on this being done. The Joint Assembly was informed that the partners on the Cambridge Biomedical Campus site had commissioned this study and the proposal had been for 200 parking spaces to be retained at Papworth Everard, with buses provided to Addenbrooke's.
- As an almost daily user of the Foxton level crossing, a member expressed support for this being put back on the agenda provided it was looked at in conjunction with East/West rail and travel hubs.
- A member commented that the level crossing was not safe for pedestrians and cyclists. It would be beneficial to have more cycle parking at the station. The integrity of the Cambridge to Royston cycleway needed to be maintained whatever was decided with the Foxton level crossing. In response to this, the Joint Assembly was informed that cycle parking would be built into proposals.

The Joint Assembly welcomed this scheme being put back on the agenda and supported the overall approach being recommended to the Executive Board, to review the options and develop a full business case for a preferred option.

8. ELY TO CAMBRIDGE A10 TRANSPORT STUDY

The Joint Assembly considered the report which presented the findings of the Ely to

Cambridge A10 Transport Study and proposed next steps. In discussing and debating the report, the Joint Assembly members made the following comments:

- Concern was expressed regarding the dualling of the A10 on its existing alignment and it was queried whether the assessment took into account the cost of potentially having to divert the road from this alignment.
- It was felt that proposals were only achievable if Planning colleagues imposed strict parking constraints on developments such as the Cambridge Northern Fringe and the Science Park, where approximately 60% of employees used their cars to travel to work. Page 176 of the Mott MacDonald report was referred to, which highlighted the need for development related transport planning. The Interim Director of Transport informed the Joint Assembly that the Joint Director of Planning and Economic Development for Cambridge City and South Cambridgeshire, was actively looking at planning issues and applying restraint on parking in relation to planning.
- Disappointment was expressed by a Joint Assembly member who thought that the approach being considered was road centric. It was suggested that all options for making better use of the existing railway to help eliminate commuter traffic, should be exhausted before road options were pursued. This was acknowledged by the Interim Director of Transport.
- Members welcomed proposed improvements to the north of the county and were pleased to see the proposed cycleway all along the railway line between Ely and Cambridge. Members commented that there was a need for people to be able to easily and safely access the cycleway via branches connecting villages to it.
- Some members thought that a network of Greenways should be centred on Ely, joining up places such as Sutton, Little Downham and Queen Adelaide for example.
- There was a need for suitable entry points from villages and existing side roads onto a dualled A10. In response to this the Interim Director of Transport advised that officers were aware of this.
- The moving of the railway station at Waterbeach was queried by some members.
- One member suggested that the park and ride and railway station needed to be brought closer together. It was commented that a reasonable alternative was needed for car drivers to enable them to get out of their cars earlier on and providing a reasonable alternative was the only way to achieve modal shift.

The Joint Assembly supported the recommendations to the Executive Board that the Combined Authority should have the responsibility for approving the study's recommendations and taking these forward for consultation. The Joint Assembly members felt that the Greater Cambridge Partnership should take forward the proposals identified in Option 1, specifically walking, cycling and public transport improvements and aligning the public transport improvements with the Cambridge Mass Rapid Transit Options Appraisal findings.

9. OUR BIG CONVERSATION

The Chairman welcomed consultants from Systra who presented the findings of the telephone travel survey which had been carried out as part of the Greater Cambridge Partnership's public awareness and engagement exercise called 'Our Big Conversation'. Following this the Greater Cambridge Partnership's Head of Communications presented the interim findings of 'Our Big Conversation' (OBC). The aim of this had been to strengthen the evidence base needed to inform the GCP's Future Investment Strategy by generating public dialogue on Greater Cambridge growth, testing emerging GCP proposals with the public and undertaking a comprehensive travel survey to refresh 2011 census data.

The Joint Assembly members discussed the findings and made the following comments:

- It was observed that the top things identified by the survey that would encourage modal shift; speed, fares and reliability of public transport, were things that the Greater Cambridge Partnership did not have the power to control. This was due to buses in Cambridge and South Cambridgeshire being operated on a commercial basis by Whippet and Stagecoach. Joint Assembly members pointed out that the Mayor had the power to do something about bus services and hoped that he took this evidence into account when reviewing them. Some members hoped that he would introduce bus franchising as it was felt that modal shift could not be achieved without this.
- The County Councillor for Fulbourn informed the Joint Assembly that his village's bus service was being halved; it had a 15 minute service but this would be reduced to a 30 minute service in February 2018. He commented that commercial bus operators were not encouraging people to use public transport while the GCP was trying to encourage modal shift.
- In response to this, the GCP Interim Chief Executive informed the Joint Assembly that the Combined Authority was commissioning a review of bus services. She advised that new public transport routes were a strong way of encouraging modal shift and the Greater Cambridge Partnership did have control of this. The Joint Assembly was advised that public transport needed to be made attractive through reliability, which was within the GCP's gift.
- The statistical significance of the sample size of the telephone survey was queried. In response to this, the consultants assured the Joint Assembly that the sample was statistically relevant and that the target sample provided robust results.
- Scepticism was expressed regarding the answers given in relation to disincentives that would encourage modal shift. There was concern from some members that survey respondents may not have answered these questions honestly. In response to this the consultants acknowledged that some questions were subject to policy bias, however the consultants explained that evidence suggested that participants had answered these questions honestly. The Joint Assembly was informed that qualitative survey responses would be published online.
- A member highlighted that the survey evidence showed that there was a high level of support for improvements to public transport and that there was a willingness for people to consider road charging amongst other options, to encourage modal shift.
- It was pointed out that the vast majority of consultation respondents had identified the supply of affordable housing as the critical issue for the sub-region. The evidence also identified an appetite for technologically advanced solutions; it was suggested that the Greater Cambridge Partnership should see how it could help to realise these solutions.
- The Executive Board's Transport Portfolio Holder commented that the evidence gathered was not only useful to the Greater Cambridge Partnership but also to other local authorities, parish councils, the Combined Authority, large employers, planners, MPs and bus operators. He proposed that once the data was complete, this should be distributed to a much wider audience.
- In response to a query regarding whether improvements to the safety of walking or cycling would encourage more people to change to these forms of transport, the consultants advised that the majority of safety issues identified during the survey regarding walking and cycling, were from parents referring to the school run. The GCP Interim Chief Executive informed the Joint Assembly that there was some qualitative evidence from the 'Big Conversation' recently which suggested that the quality of cycleways did put people off cycling.

The Joint Assembly noted the interim findings of 'Our Big Conversation' and commended the officers involved in this.

10. RURAL TRAVEL HUBS

The Chairman invited Councillors Philippa Hart and Janet Lockwood to ask their questions which related to this item and had been submitted in line with the provisions of Standing Orders. Details of the questions and a summary of the answers given are set out in Appendix A to the minutes.

The Joint Assembly considered the report which presented a feasibility report on the development of Rural Travel Hubs in South Cambridgeshire and sought approval to proceed to phase two of the project. This would involve the preparation of full business cases for the proposed pilot sites of Oakington, Whittlesford and Sawston, a detailed analysis of planning considerations, refined costings of construction and an outline of the evaluation of methods to review the success of the pilots.

In considering the report the Joint Assembly members expressed differing views:

- Some members felt that the case had not been made for Rural Travel Hubs while others were supportive and felt that these could provide a significant contribution towards modal shift.
- It was felt that public transport from Rural Travel Hubs had to be frequent and reliable and that reference to 'relative frequency' in the consultant report was not good enough.
- Referring to the travel hub at Swavesey, it was commented that this was not a travel hub but was a bus stop with one bus every two hours and from which bicycles were stolen on a weekly basis.
- Concern was raised about conflicting priorities between what parishes wanted in terms of doing something to benefit their local community, and what the Greater Cambridge Partnership wanted to achieve in terms of modal shift. There was concern regarding transparency and whether parishes fully understood the implications with regard to Rural Travel Hubs. It was suggested that parishes needed to be revisited and objectives needed to be aligned.
- The Rural Travel Hub at Whittlesford was referred to, which some members thought was no more than an extension to the railway car park rather than a travel hub for Whittlesford village. Some members felt that travel hubs would be extended car parks for the nearby railway stations, which would not benefit the villages and would not deliver better and more sustainable public transport.
- Some members expressed their support for Rural Travel Hubs and thought that these were steps towards making things better.
- The local member for Sawston, who was also a resident of Sawston, informed the Joint Assembly that having a travel hub in Sawston would be a great improvement for the village, taking traffic off the A1301. The local member commented that Sawston was looking at this holistically and was supportive of the Rural Travel Hub. He felt that Rural Travel Hubs would take cars off the roads, thereby making roads and cycleways safer.
- The local member for Oakington spoke in support of trying things out in a more temporary way regarding Rural Travel Hubs. As the local member for Oakington he informed Joint Assembly members that there had been extensive discussion with the wider local community as well as with the parish council, which was aware of the conflicting priorities. The local community was supportive of the Rural Travel Hub, which offered the chance for the Oakington bus service to service the Oakington busway stop. This would open up access to Cottenham, which was pushing for a cycleway in conjunction with Oakington. The Joint Assembly was informed that Oakington had opted for a modest amount of car parking, which was more than was needed to take cars off Station Road. If this was successful then the amount of parking could be extended.

In response to the concerns raised, the Interim Director of Transport informed members that:

- This stage of the work was about concept and a full business case would be developed, worked up with Parish Councils and presented to the Joint Assembly for consideration at a future meeting.
- In the case of Whittlesford, it was confirmed that a Transport Master Planning Exercise was to be undertaken which would look to incorporate any proposals in respect of potential Rural Travel Hub facilities.
- In response to comments made regarding temporary work, this allowed for things to be tested and Joint Assembly members were informed that there was support for carrying out temporary work.
- The GCP was trying to get groundswell back so that people used the services that were available to them.

11. DATE OF NEXT MEETING

The Joint Assembly noted that the next meeting would take place on Wednesday 28th February 2018 at 2pm in the Council Chamber, South Cambridgeshire Hall, Cambourne.

12. APPENDIX A TO THE MINUTES OF THE GREATER CAMBRIDGE PARTNERSHIP MEETING - 18 JANUARY 2018 - PUBLIC QUESTIONS AND ANSWERS

The Meeting ended at 5.15 p.m.

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Minute Item 12

18 January 2018 Greater Cambridge Partnership Joint Assembly – public questions

No	Questioner	Question	Response
10a	District Cllr Philippa Hart	The Greater Cambridge Partnership published its feasibility study on Rural Travel Hubs on 4th January. While neither Meldreth nor Shepreth were selected for the initial pilot scheme, nevertheless plans were published for additional car parking adjacent to their railway stations. The lack of local consultation is well known and unacceptable, but it does not appear that any cross-referencing has taken place within GCP as both sites have planning applications for housing live or pending on them. Please can the Assembly explain how much more compulsorily purchasing these sites will be if planning permission is granted on them?	<p>The plans published within the feasibility report are only proposals which require more public consultation before being finalised. We are currently drafting a full engagement programme (as part of phase two) for the three pilot sites which will be put in place subject to the Board's decision on 8th February.</p> <p>In terms of the consultation conducted to date, during phase one we;</p> <ul style="list-style-type: none"> - wrote to all 105 parishes in South Cambs asking them for suggested sites for rural travel hubs. - Officers visited in person all the parishes who showed an interest - Officers met with Richard Goddin of Meldreth Parish Council on 6th September and attended a meeting of Shepreth Parish Council on 12th October - An officer met with Cllr Hart and Cllr van de Ven on 16th October - Held a stakeholder and engagement event on 6th September to which all parishes and local interest groups were invited - Parishes were sent notes of their meetings and agreed the text to be submitted into the final Feasibility report <p>All these discussions have helped to inform the feasibility report.</p> <p>We are aware of pending planning applications on some sites and in the case of Meldreth this is referenced in the feasibility report at page 52. The proposed site at Shepreth is one of three put forward to the project by the Parish Council. For the purposes of the pilot we are not recommending sites be taken forward at Meldreth or Shepreth. Should these Parishes want to be part of the project at a later stage we would be happy to meet with them to see what options would be preferred locally and what the implications of any proposals would be.</p> <p>There has never been any suggestion that sites would be compulsory purchased and it is highly unlikely that in any future studies that we would consider sites that had planning approvals already in place.</p>
10b	District Cllr Janet Lockwood	To what extent do you think travel hub parking can relieve pressure on the necklace Park and Rides? I am thinking particularly of the expected extra traffic travelling north along the A10 through Harston.	<p>The Rural Travel Hubs project is proposing pilot hubs at Oakington, Whittlesford (as part of the master planning exercise) and Sawston. Once the success of these pilot sites has been evaluated, the project could look at implementing further travel hubs across South Cambridgeshire following further feasibility studies. These feasibility studies would inform the optimum number of parking spaces each future hub could have. In turn, this could be used as a proxy to determine the level of relief at the necklace P&R sites.</p> <p>The aim of the Rural Travel Hubs project is to improve access to public transport into and out of Cambridge from Rural South Cambridgeshire and facilitating travel between locations in South Cambridgeshire, therefore reducing the need to travel by private car and so reducing congestion. We expect the RTH's to work alongside the necklace P&R sites, and other schemes such as Greenways as part of coordinated approach to improve residents options for sustainable travel in to the city.</p> <p>Transport infrastructure that is either proposed or existing within the Western Orbital study area will be measured either through transport modelling or a sensitivity test to that transport modelling. If a Rural travel hub was proposed then this would be incorporated into the transport assessment of any further work undertaken on this project.</p> <p>We are also looking at Foxton with a view to providing additional car parking at the station which might reduce traffic on the A10, although it is anticipated that this will only be marginal. The implications of the additional parking will be factored into the deliberations regarding the proposal for a travel hub at Hauxton.</p>

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Agenda Item 5

Greater Cambridge Partnership Joint Assembly Questions by the Public and Public Speaking

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 given to the Democratic Services Team at South Cambridgeshire District Council (as administering authority) by 10am 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. Normally questions will be received as the first substantive item of 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.

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Agenda Item 7



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Joint Assembly

28 February 2018

Lead officer: Peter Blake - GCP Transport Director

Histon Road: Bus, Cycling and Walking Improvements Final Concept

1. Purpose

- 1.1. This report sets out the preliminary concept design for Histon Road. The design meets the original objectives of the scheme and also takes into account the considerable public engagement that has taken place since previous options were consulted on.
- 1.2. This scheme supports the Greater Cambridge Partnership's transport vision of implementing Public transport improvements along Histon Road, which is a significant part of a wider public transport strategy to help support the feasibility of delivering proposed housing and employment growth at Cambridge Northern Fringe, Ely, Cambridge Science Park, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,800 new jobs between 2011 and 2031).
- 1.3. Approval is sought to consult on the proposed design in the spring of 2018. Following analysis of this consultation it is planned to bring the final preliminary design back for consideration by the Joint Assembly and Executive Board in late 2018.
- 1.4. The report sets out a new construction cost estimate of £6M that has been produced by the consultant's quantity surveyor. This cost estimate is above the £4.3M that was original budgeted for this scheme. Therefore approval will be sought to work within the constraints of this increased budget.

2. Key issues and considerations

- 2.1. The project has the following key objectives:
 - a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - c) Enhance the environment, streetscape and air quality;
 - d) Additional capacity for sustainable trips to employment/education sites;
 - e) Increased bus patronage and new services; and
 - f) Maintain or reduce general traffic levels.
- 2.2. **Figure 1** indicates the length of Histon Road under consideration and shows its setting within the wider strategic context. The report considered by the Executive Board on 3rd November 2015 sets out the strategic and planning background, and broader context for the scheme.

Figure 1: Histon Road in the wider area context



3. Options and emerging recommendations

- 3.1. Following consultation on previous options and further local engagement that took place during the winter of 2016, the Histon Road Local Liaison Forum (LLF) proposed 12 resolutions along with ideas relating to the main junction designs. In November 2017, the Executive Board approved the Officer responses to these LLF resolutions. The responses set out a modified design direction for Histon Road which has been incorporated into the preliminary concept design by consultants WSP.
- 3.2. The design is presented in **Appendix A** and key considerations of the scheme are detailed in the following sections of this report. Consultation materials including designs and schematics will be produced for the public consultation exercise.
- 3.3. The Joint Assembly is asked to comment on the overall approach being recommended to the Executive Board.

Junctions

- 3.4. Alternative designs for the 4 main junctions along Histon Road have now been considered in detail. This work is supported by detailed traffic modelling in order to assess the benefits or impacts that the proposed designs will have. The modelling work demonstrates that in combination with other City Access proposals, the preliminary concept will improve journey times and reliability and reduce queuing at each of the key junctions along Histon Road.

- **Victoria Road/Huntingdon Road** – The junction is severely constrained. It is very difficult to significantly modify the junction without affecting traffic flows. However, it

has been possible to set out a design that improves the environment for both pedestrians and in particular cyclists, offering some separation from motorised vehicles in the area where there is a current conflict. These benefits seek to be achieved without adverse impact on the ability for traffic to flow through what is a busy junction

- **Gilbert Road** – It has been possible to use many aspects of the alternative LLF design which offers significant benefit to cyclists by offering off road facilities in all directions. The design also offers an on road advance stop lines for in/outbound commuter cyclists who may prefer to cross the junction on road due to the longer green time.
- **Darwin Green** - The Darwin Green junction will be delivered by the developers and has already gone through a significant planning process. Officers are continuing the dialogue with the consultants/developers to ensure that the final design fits well with and follows the general principles of the proposed Histon Road scheme.
- **Kings Hedges Road** - Officers have assessed the Kings Hedges junction and do not propose to make any changes to it aside from improving the cycle lane approach from the A14 junction which can be achieved without affecting the performance of the junction itself with regard to vehicle flows.

Bus Lanes and Bus Stops

- 3.5. A key aim of the project is to enhance bus priority on Histon Road. The design includes a length of inbound bus lane extending Blackhall Road to a point 40m south of Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the peak by up to 2.5 minutes enhancing reliability of service.
- 3.6. It is intended that future development of the scheme will look to include bus priority measures at the junctions in the form of bus detection and a subsequent hurry call on the signal sequence. At this stage the benefits from early bus detection at traffic signals has not been built into the traffic model and further refinements in the model will allow bus journey times to be more accurately reflected.
- 3.7. The approximate location of existing bus stops has been retained. It is proposed that where width allows the scheme will incorporate floating bus stops. This follows extensive work that has been undertaken by the County Council in developing the design alongside disability groups, cycle campaign groups, and other stakeholders, including an independent study to demonstrate their effectiveness and safety. Where floating bus stops are proposed the designs aim to provide a minimum island width of 2.3m, and in most cases it has been possible to provide up to 2.5m, in order to allow adequate space for wheelchair users to manoeuvre.

Cycling and Walking

- 3.8. The provision of high quality cycling and pedestrian infrastructure is an important objective of this scheme. As well as improvements at junctions, the design includes improved cycle lanes along the length of Histon Road. Where the road is narrower, towards the southern end of the scheme, the aim is to provide an advisory 1.5m wide cycle lane on both inbound and outbound side of the road. The advisory cycle lanes progress into segregated lanes (Cambridge Kerb) as the road widens towards the Gilbert Road junction.
- 3.9. Between Gilbert Road and the Darwin Green junction the aim is to provide a 2m wide segregated outbound cycle lane (1.6m minimum width in pinch points). On the inbound side of the road a 1.5m cycle path is protected by the bus lane for the majority of its length. The improved cycle infrastructure will improve safety and accessibility for cyclists but also address the current situation where vehicular flow is often disrupted due to the proximity of vehicles and cycles.

- 3.10. The aim is to provide 1.8m wide footpaths along the length of the scheme with a 1.4m wide minimum in pinch points. Pedestrian improvements also include provision of a new crossing in close proximity to the junction with Victoria Road.

Removal of on-street parking

- 3.11. In order to deliver highway improvements in the narrow southern section of Histon road, it will be necessary to remove the current on street parking (this includes 31 resident parking bays that are part of the Benson Area Residents Parking Zone (RPZ), and 11 pay and display. Removal of the on street parking is dependent on the ability to mitigate the impact, therefore, a detailed parking survey was undertaken within the area (the methodology agreed with the LLF in advance). The survey demonstrates that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, created from the proposed removal of parking bays on Histon Road. However it is accepted that there would be a level of inconvenience introduced by this proposal, especially to those residents living directly along Histon Road.
- 3.12. A number of points were raised by residents who attended the AGM including the requirement for loading, unloading, deliveries and accessibility for disabled people. These points need to be considered in detail when the Traffic Regulation Orders (TROs) are developed, but initial thoughts are that these issues could be addressed by the use of loading restrictions, along Histon Road, at peak times only. It was also proposed that parking restrictions could also be limited to peak times. This is a point worth considering, but needs to be carefully weighed up against the negative impact this would have on the new cycling provision and compromises this could have on the current design, limiting improvements that are possible at the southern, narrow end, of Histon Road.
- 3.13. With regard to the lost pay and display bays on Histon Road, it is proposed to investigate the possibility of relocating these spaces to Linden Close.

Landscape and Environment

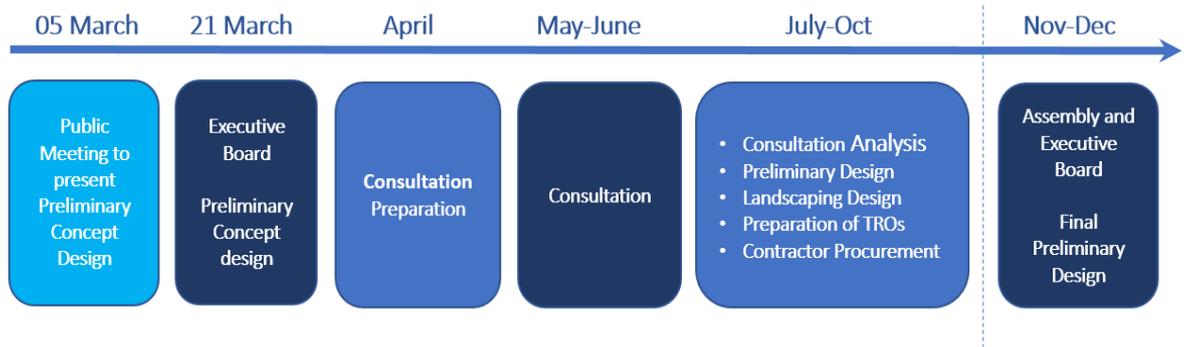
- 3.14. The design retains the line of trees running north from Gilbert Road to Carisbrooke Road. Following discussion with the Cambridge City Council arboriculture officer there is an understanding that if roots are damaged during construction then there will be a commitment to replace any lost trees. It is worth noting that it will also be possible to retain much of the mature hedgerow to the north of Blackhall road and that officers have begun discussions with the landscape designer working for Greater Cambridge Partnership, with regard to opportunities for urban realm improvements along the road. Designs will be worked up in consultation with the LLF in order to feed into the final design.

Cost Benefit.

- 3.15. The consultants WSP have prepared an early cost benefit analysis of the scheme which has indicated a benefit to cost ratio (BCR) in the range of 1.6 to 2.9.
- 3.16. The approximate current day capital cost for the preliminary concept design is estimated to be £6 million. This current estimate is above the original £4.3 million that was budgeted for this scheme, but which was at the time a very high level estimate.

4. Next steps and milestones

- 4.1 Subject to the decision made by the Executive Board, Officers plan to follow the broad programme as set out below. This includes consultation on the current proposed design, taking place for a six week period between May and June 2018.



List of appendices

Appendix A	Preliminary Concept Design Layout and Key Features
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Background papers

[Paper]	[Link]
Executive Board agenda and minutes Nov 2015	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6537&Ver=4
Executive Board agenda and minutes June 2016	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6632&Ver=4
Executive Board agenda and minutes Nov 2017	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6858&Ver=4

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Appendix A

Histon Road Preliminary Concept Design Layout

Key Features

GA002 Histon / Victoria / Huntingdon road

- Improved cycle provision at all junction approaches including off road provision at the junction of Histon/Victoria road.
- Removal of Residents parking on Histon Road to enable advisory cycle lane on each side of the road.
- Floating Bus stop for northbound movement
- Proposed parallel crossing of Histon Road in close proximity to the bus stop.

GA003 Linden Close – Gilbert Close

- Relocation of pay and display bays – it is currently proposed to move these to Linden Close.
- Advisory cycle lanes progress into segregated lanes (Cambridge Kerb) as the road widens. A fully segregated option through Gilbert Road Junction, with on-road provision retained for commuters.
- Various landscaping opportunities in this stretch and retention of the line of trees to the north of the Gilbert Road Junction.

GA004 Gilbert Close – Blackhall Road

- 3.0m Inbound bus lane from Blackhall Road to just after Carisbrooke Road
- Approx 1.8m wide footpaths – 1.4m in pinch points
- 1.5m wide inbound cycle lane adjacent to bus lane
- Approx 2m wide outbound cycle lane, 1.6m in pinch points
- Several landscaping opportunities in this stretch but net loss of highway trees.

GA005 Darwin Green Junction – to be delivered by developer

GA006 Kings Hedges – A14

- Slight modification of the kerb lines to enable a wider cycle lane and better definition of the cycle lane near the roundabout.
- A sharper better defined cross over point for vehicles wanting to cross the cycle lane to get into the left filter lane.



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HISTON ROAD
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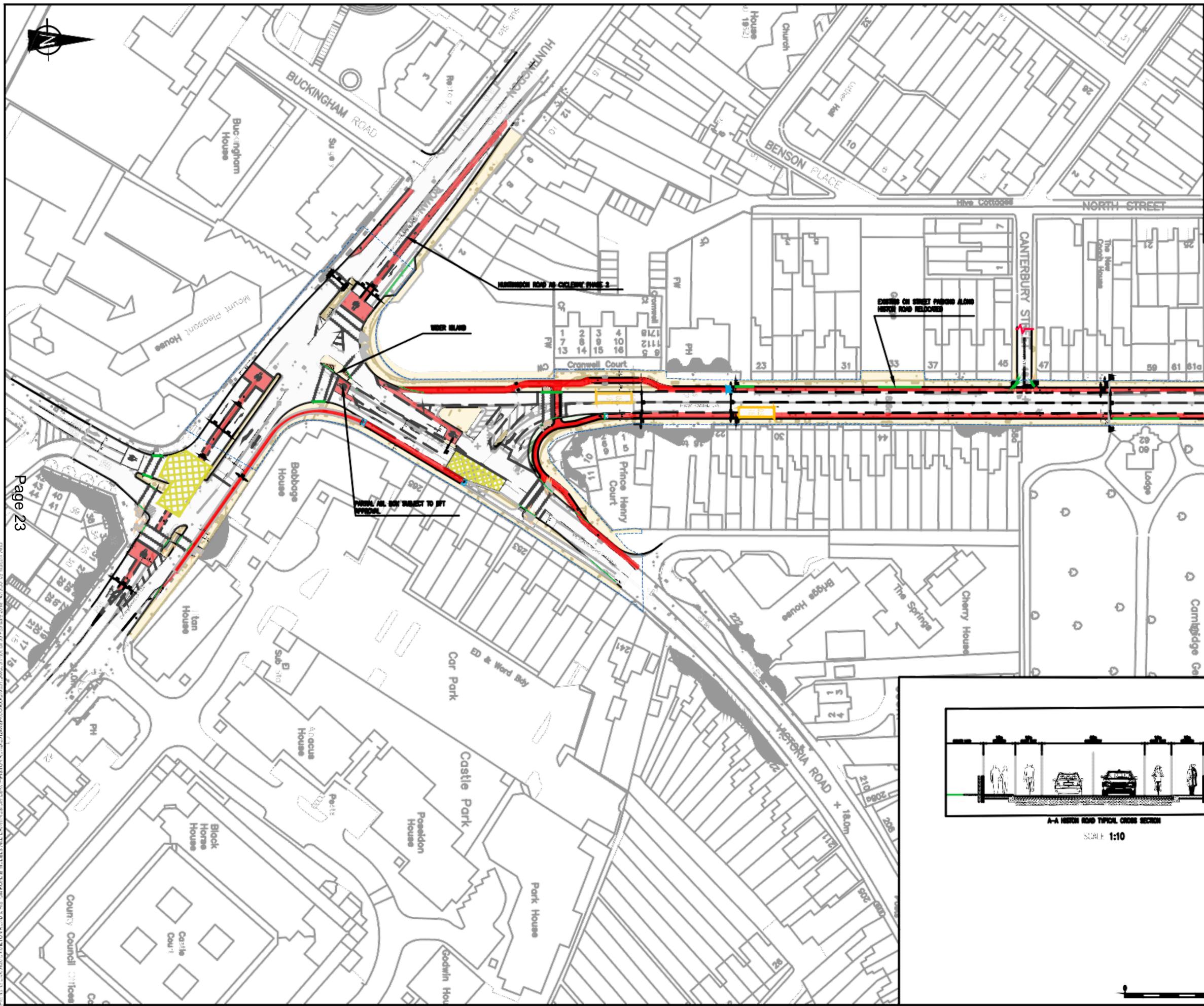
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SHEET 1 OF 1
OVERVIEW

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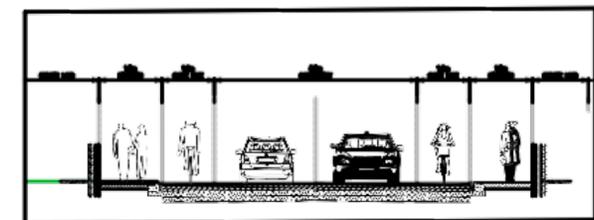
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- LEGEND:
- ADVISORY CYCLE LANE
 - WIDED CYCLE WAY
 - BUS LANE
 - FOOTWAY
 - PUBLIC FOOTWAY / TROTTOIR
 - DROPPED KERB
 - HERON BOUNDARY
 - WIDED ACCESS JUNCTION
 - BUS STOP ONE
 - BUS SHELTER
 - TREE TO BE REMOVED
 - PROPOSED TREE
 - PROPOSED STOP

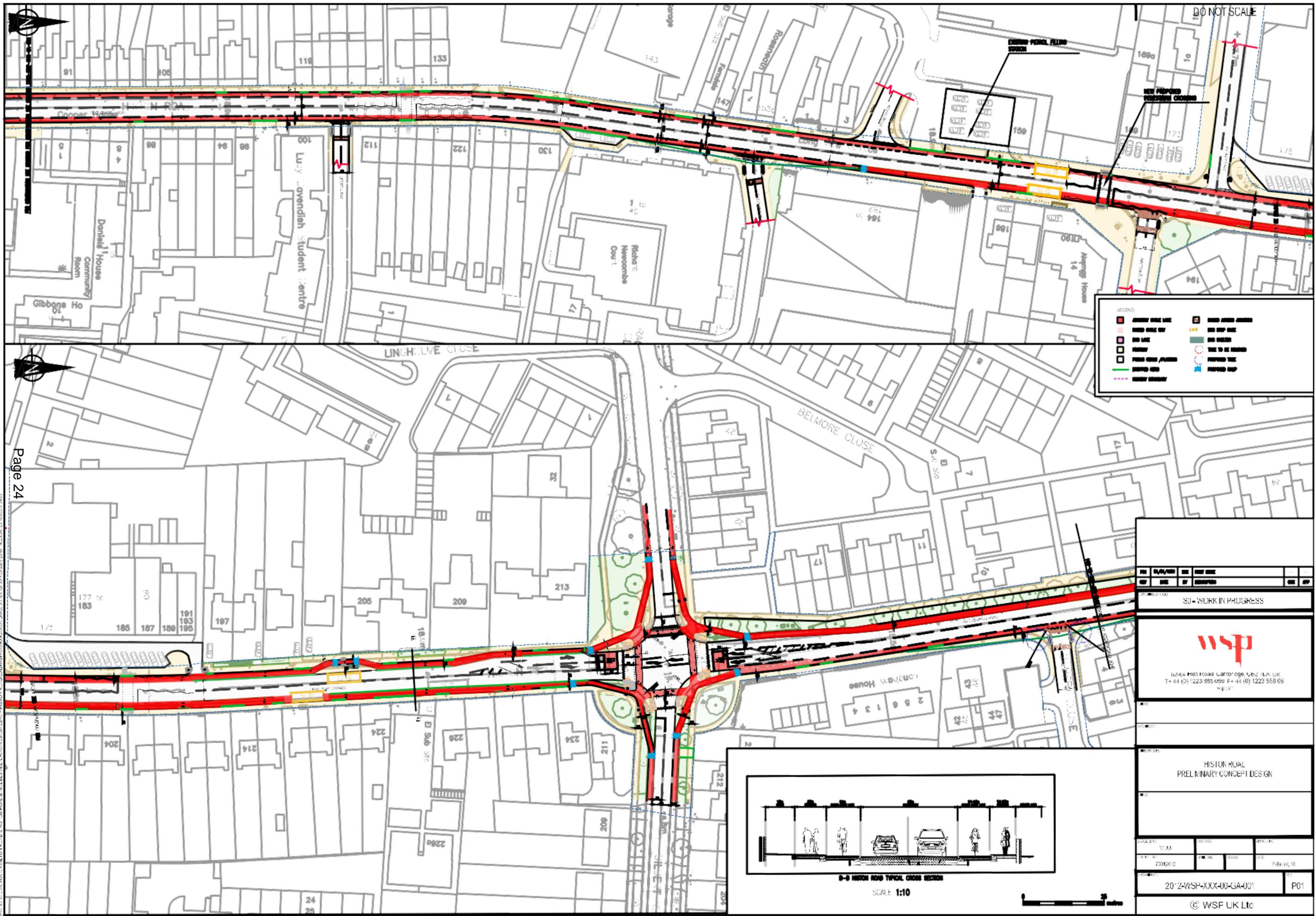


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GENERAL ARRANGEMENT PLAN SHEET 2 OF 6			
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WSP PROJECT NO: 2012-WSP-XXX-01-GA-002



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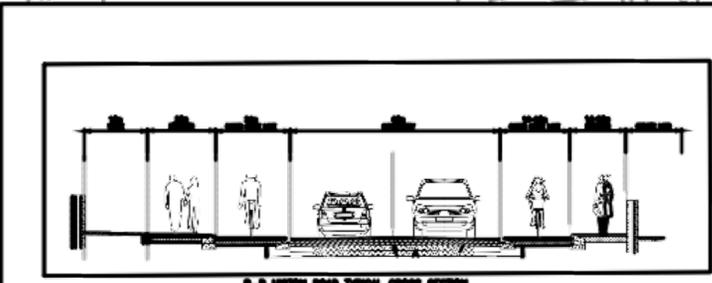
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- YELLOW: DUAL CARRIAGEWAY
- GREEN: BUS LANE
- BLUE: CYCLE LANE
- BLACK: FOOTWAY
- PINK: PARKING
- ORANGE: PLANTING
- PURPLE: STREET LIGHTS
- BLACK SQUARE: ROAD JUNCTION
- YELLOW SQUARE: BUS STOP
- GREEN SQUARE: BUS STOP
- RED CIRCLE: TRAFFIC LIGHT
- BLUE CIRCLE: TRAFFIC LIGHT
- RED LINE: PROPOSED TRAIL
- BLUE LINE: PROPOSED TRAIL

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02	12/01/18	WSP		ISSUE FOR PERMIT

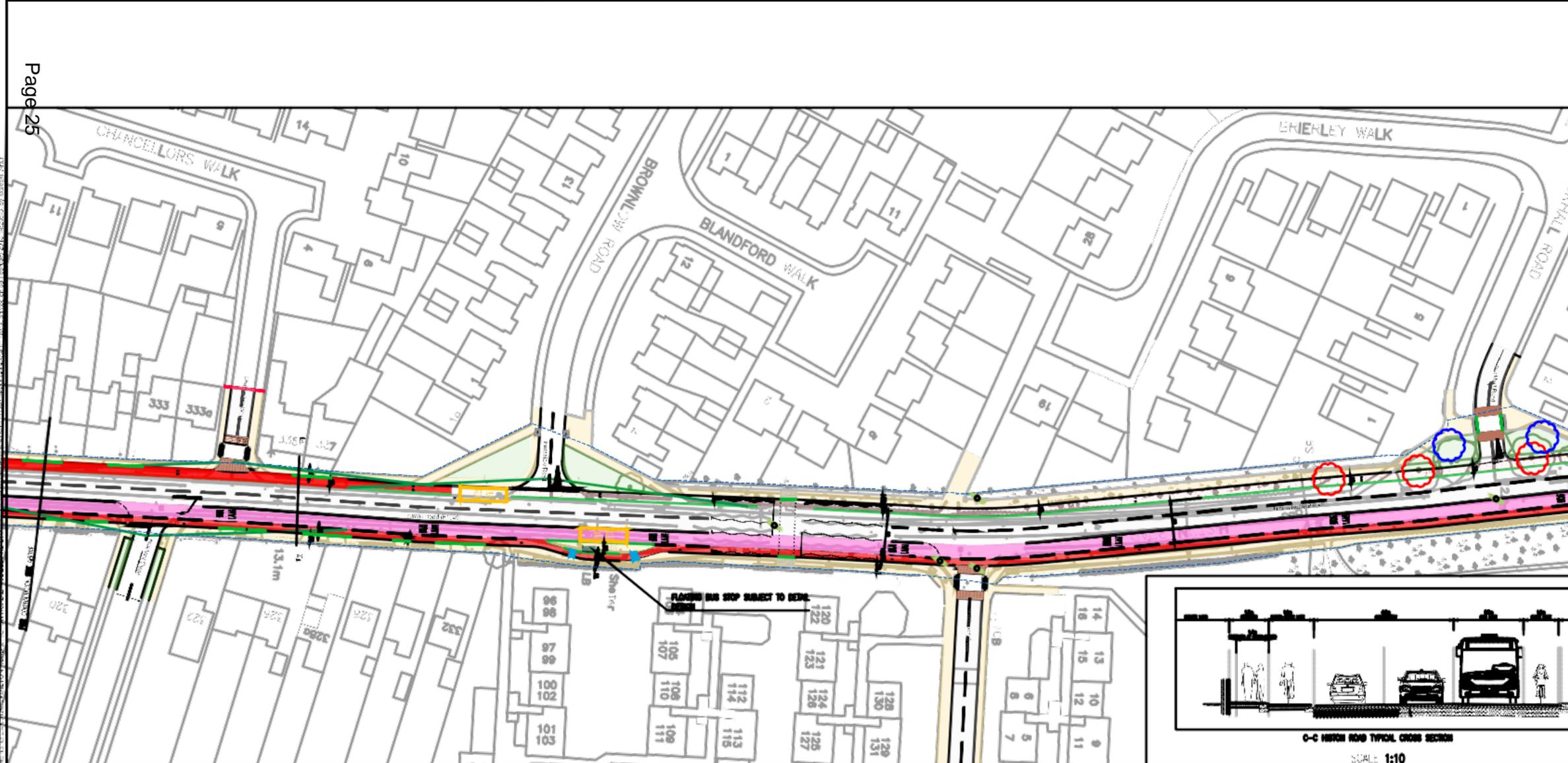
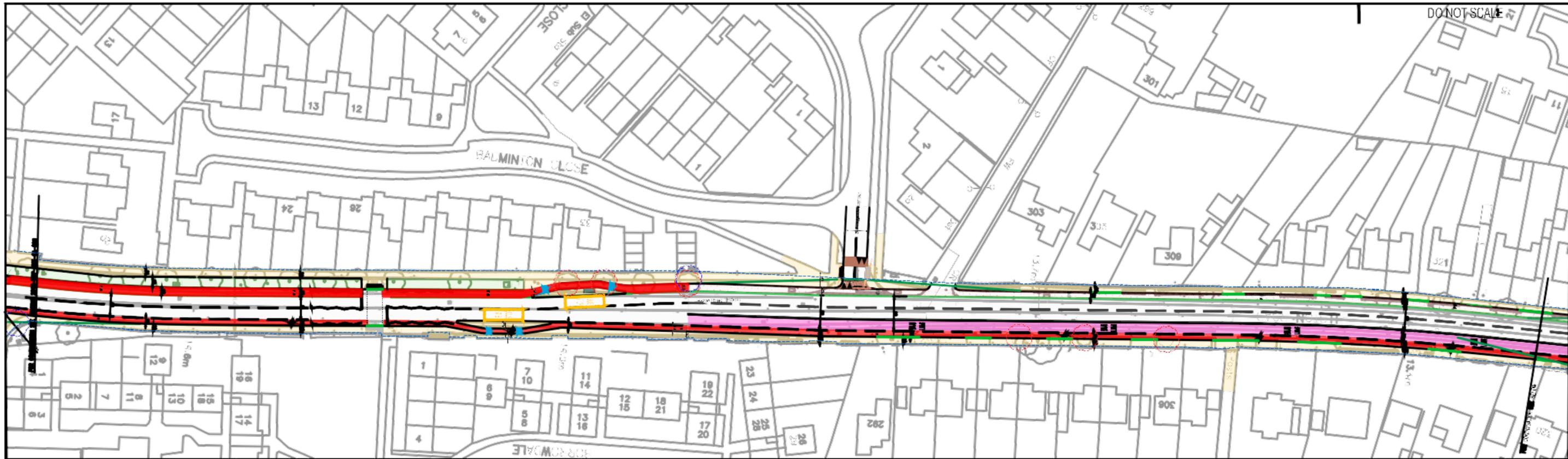
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6-8 Histon Road Typical Cross Section
 SCALE 1:10



LEGEND:

- ADJOURY CYCLE LANE
- ADJOURY CYCLE WAY
- BUS LANE
- FOOTWAY
- PUBLIC FOOTWAY
- DROPPED KERB
- HEAVY BOUNDARY
- BIKED ACCESS JUNCTION
- BUS STOP ONE
- BUS SHELTER
- TREE TO BE REMOVED
- PROPOSED TREE
- PROPOSED SIGN

NO. DRAWINGS	NO. SHEETS	NO. OF SHEETS	NO. OF

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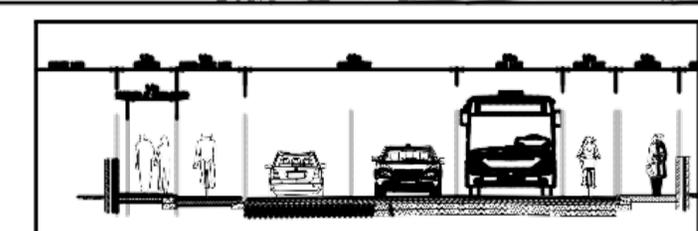
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GENERAL ARRANGEMENT PLAN
 SHEET 14 OF 16

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C-C HIGH ROAD TYPICAL CROSS SECTION
 SCALE: 1:10

LEGEND:

- L.J.11h1 : : : : f 1 Mir
- RAISED CYCLE WAY
- 3_IC LAIE
- D
- D
- D
- ACCESS JUNK
- 311S S'ELER
- IF: CUB J 111
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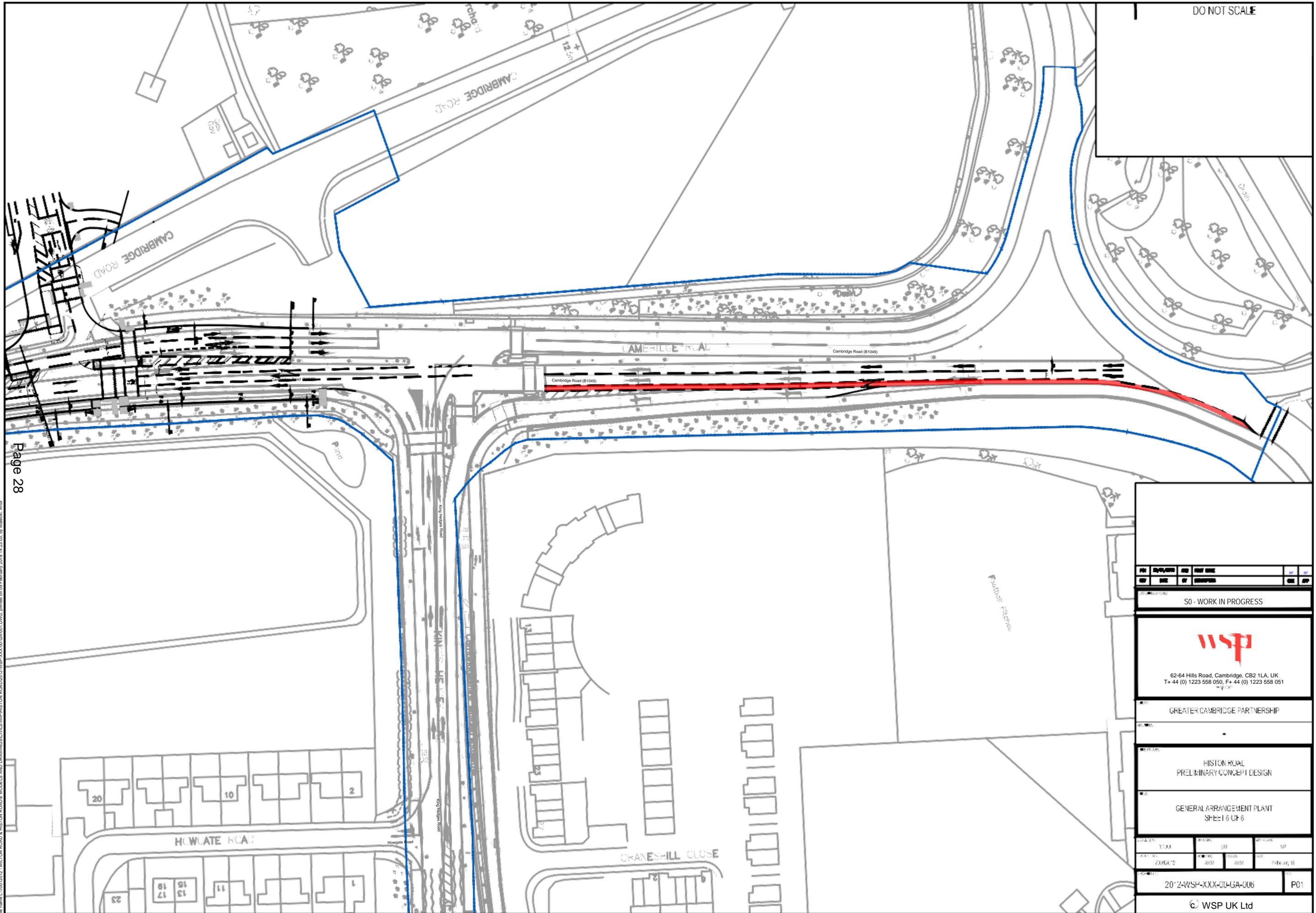
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SCALE @ A1:		GENERAL ARRANGEMENT PLAN SHEET 5 OF 6	
1:500	CHECKED: LM	APPROVED: NP	
70012012	DESIGNED: AXM	DRAWN: AXM	DATE: February 08
DRAWING NO:		2012-WSP-XXX-00-GA-005	



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GENERAL ARRANGEMENT PLANT
Sheet 6 of 6

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Agenda Item 8



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Joint Assembly

28th February 2018

Lead officer: Peter Blake – GCP Director of Transport

Western Orbital: Progress on additional Park and Ride capacity; and submission to Highways England on Girton Interchange and M11 Smart Motorway.

1. Purpose

- 1.1. The Western Orbital proposals support the Greater Cambridge Partnership's transport vision of delivering a world class transport system that makes it easy to get into, out of, and around Cambridge in ways that enhance the environment and retain the beauty of the City including supporting the delivery of the CAM Mass Rapid Transit system.
- 1.2. This report outlines the development of the Western Orbital scheme and sets out issues for public consultation in summer 2018 on a new Park & Ride site (P&R) at J11 of the M11 and associated public transport/ vehicular priority measures.
- 1.3. This report also seeks set out proposals to ask the GCP Executive Board to delegate to the Chief Executive in consultation with the Chair a submission to Government for the inclusion of Girton Interchange and M11 smart motorway (**Appendix 2**) in the Highway England's second Roads Investment Strategy ("RIS2") (**Appendix 1**).

2. Key issues and considerations

- 2.1. Between 2011 and 2031 there are a planned additional 15,500 new homes and 20,000 new jobs in development locations to the west and south of Cambridge, at Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe, West Cambridge, Cambourne and Bourn. It is to be expected that a significant proportion of new residents and new workers will need to make orbital trips between the north, west and south of Cambridge and interventions are required that will support them to make those trips in a way that minimises pressure on key radial routes.
- 2.2. Beyond that, the recent National Infrastructure Commission's report on the Cambridge – Milton Keynes – Oxford Growth Corridor has concluded that improvements in east-west transport connectivity along the corridor are necessary to underpin the area's long term economic success, and alleviate the area's "chronic undersupply of homes [which] could jeopardise growth, limit access to labour and put prosperity at risk". It estimates that infrastructure investment could support the delivery of up to 1 million new homes in a broad corridor between Oxford and Cambridge. This level of development will inevitably place additional pressure on the existing M11 around Cambridge including the Girton Interchange.

Western Orbital

- 2.3. In early 2016 the GCP undertook a consultation on the wider Western Orbital strategy. This consultation outlined a number of wide ranging concepts including alignments of a future bus priority route and park & cycle projects. These elements of the Western Orbital have subsequently been reviewed and work has focused on a package of improvements to the West of Cambridge including P&R improvements at J11, improvements to the M11 and

Girton Interchange, which taken together, will deliver tangible improvements to the local transport network.

West of Cambridge Package – Park & Ride

- 2.4. The proposals for a Park & Ride at Junction 11 support the Greater Cambridge Partnership's transport vision of delivering public transport improvements across the City and tackling traffic congestion. They also support delivery of the CAM Mass Rapid Transit system and the P&R proposals would, working in partnership with the Combined Authority, ultimately transition to form part of that network. This approach was recommended by the recent Strategic Options Appraisal undertaken by Steer Davies Gleave.
- 2.5. It is of note that in the 2016 consultation the majority of respondents supported the concept of P&R, with the greatest support expressed for a new Park & Ride site at the Junction 11 exit of the M11 (70.9% of respondents supported or strongly supported this option).
- 2.6. In September 2017 the GCP Executive Board agreed to increase the capacity of the Trumpington P&R site by 299 spaces to address short term capacity constraints at this site in the context of the expansion of the Cambridge Biomedical Campus (CBC). Following advice from the Local Planning Authority it is now confirmed that between 250 and 279 spaces can be added to the existing site reflecting the constraints due to adjacent housing.
- 2.7. In November 2017 a report to the GCP Executive Board addressed the additional medium and longer term considerations around a new P&R site at J11 as well as associated junction improvements. The GCP Executive Board agreed to:

“Proceed with a Full Outline Business Case for a new Park and Ride site west of Junction 11 of the M11 and associated access/bus priority measures North West, as outlined in Appendix 1 of the report. The Park and Ride site to be based on the emerging Travel Hub concept”.
- 2.8. A new P&R site could also include developing the concept of multi-functional hubs, providing a range of transport interchange options, not solely focussing upon arrival by car.
- 2.9. This business case will compare the costs and benefits of a new P&R site and is programmed to be completed in December 2018. Public consultation in summer of 2018 forms part of the business case development.
- 2.10. In addition to this, a local stakeholder Engagement Group has been created and met before Christmas 2017 with a further meeting held in February 2018 and workshops planned for March 2018. The public consultation and engagement will inform further option development.

West of Cambridge Package – Girton Interchange

- 2.11. At present, Girton interchange (where the A14 and A428 meet at J14 of the M11) has limited movements on all branches except when travelling west on the A14. As a result there is no movement available for traffic:
 - heading North East along the A428 to join the M11 and Huntingdon Road, and can only join the A14 going east and
 - Huntingdon Road outbound only connects to the A14 going North West:
- 2.12. This limits the strategic value of the intersection of the north/south M11 route with the A428 east west connection which will increase in strategic importance given the priority placed by the National Infrastructure Commission (NIC) on the Cambridge – Milton Keynes – Oxford growth corridor and upgrade of the A428 from the A1 to Caxton Gibbet.

- 2.13. Increasing capacity of the Girton interchange is therefore a priority to address current traffic congestion issues and support the delivery of improved public transport services. In combination with three lane running on the M11 around Cambridge, upgrading Girton interchange has the potential to markedly improve the reliability of routes to the north and west of Cambridge route and reduce their susceptibility to delay caused by traffic incidents.
- 2.14. Officers are working closely with the Highways England team developing the Oxford to Cambridge Expressway scheme to develop the case for inclusion of Girton interchange (all ways movement) in RIS2. This includes traffic modelling on the impacts of allowing all-ways movements with/ without the East/ West Corridor proposal.
- 2.15. It is clear that the addition of potentially 1 million homes along the Cambridge – Milton Keynes – Oxford growth corridor has the potential to significantly impact the outcome. The work currently underway will test the impact of different housing and employment distribution scenarios along that corridor to establish the case for including upgrades to Girton interchange in RIS2. Results of the modelling work are expected in late February/ early March.

West of Cambridge Package – M11 Smart Motorway

- 2.16. Around Cambridge, the M11 (which is two lanes in each direction north of J8) currently carries traffic flows that, if constructing a new road, would justify at least three lanes in each direction. Between J11 and J14 2015 traffic counts show flows of between 66,000 and 81,000 vehicles daily¹.
- 2.17. South of Cambridge traffic flows drop off by almost 40% indicating that significant traffic to or around Cambridge is using the motorway as part of their journey. Between J10 and J11 traffic falls to 50,000 vehicles per day, and between J9 and J10 it is 41,000.



Highways England carriageway standards for opening year flows for new motorways in vehicles per day (vpd):

- 2-lane: <41,000 vpd
- 3-lane: 25,000 – 67,000 vpd
- 4-lane: 52,000 – 90,000 vpd

Figure 1: 2015 traffic count of daily vehicle flows on M11 around Cambridge

- 2.18. Existing problems on the M11 are regularly observed including:
 - Congestion on the A14 westbound also causes queueing on the M11 (although current works to A14 should alleviate this);
 - Junctions 10, 11, 12 and 13 do not cope well with the level of traffic from the M11 that uses them in the peaks, and congestion at these junctions can cause queueing on the M11 carriageway or hard shoulders on the approaches to them.
- 2.19. A Smart Motorway will be an important contribution to resolving the Greater Cambridge congestion issues but will not be sufficient by itself. Even if the motorway and junctions were not a constraint, the capacity of the local road network into Cambridge might have a similar effect on overall journey times, shifting congestion from the Strategic Road Network to the local road network. M11 Smart motorway is therefore part of a package of solutions to maximise the efficiency of the current network which will underpin the ability to deliver

¹ The Highways England Design Manual for Roads and Bridges (DRMB) recommended opening year flows for a 3-lane highway are 25,000-47,000 and for a 4-lane highway are 52,000-90,000. Source: Ta 46/97 Table 2.1.

credible alternative options to private car including, in due course, orbital public transport improvements.

- 2.20. There has already been engagement with Highways England regarding the inclusion of a M11 smart motorway upgrade within RIS2, whilst ensuring that local impacts are fully assessed through the business case development process.

3. Park & Ride Consultation

- 3.1. Following on from the previous work presented to the GCP Executive Board, it is proposed to now consult the public on the further details of the Park & Ride:

- Confirming the principle of a Park & Ride at J11 (previously consulted on in 2016) as more detail can now be provided on the specific need and location of the site.
- The principle of providing segregated links between a new P&R site and Trumpington P&R site/guided busway for buses and cycles.
- The principle of providing a south bound bus and/or P&R access only slip road for general traffic.
- The principle of expanding the existing site at Trumpington.
- Consideration of potential travel hub features.

- 3.2. In addition to the general issues it is proposed to consult on:

- The specific site of a P&R proposed to the NW of J11 of the M11 as set out in Figure 1 to demonstrate that this proposed site is the best option in terms of environmental and physical constraints, transport, delivery and interaction with the existing network.

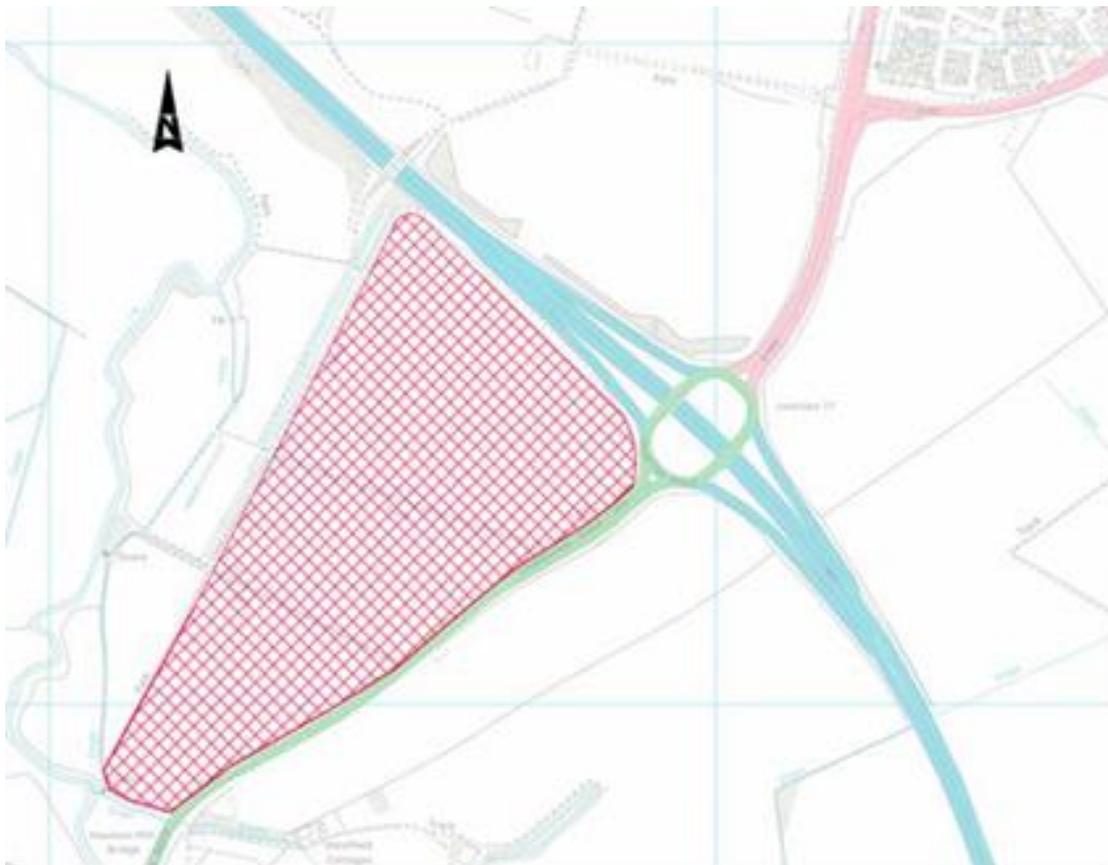


Figure 1: Area within which P&R Site could be situated

- 3.3. It is proposed to consult on a range of issues around general P&R access and bus priority options in and around the potential new P&R site. It is proposed to identify in the technical

work leading up to the consultation in summer 2018, a shortlist of proposals which will address a number of themes to allow for public input. These themes are set out in the following paragraphs and illustrated in **Figure 2** on the following page.

Vehicular Access

- 3.4. Consultation will be proposed on different potential vehicular access and traffic management arrangements to a P&R site, including different approaches to P&R sites from the A10 (east and west bound) and M11 (north and south bound).

Bus Priority

- 3.5. Bus priority movements in and out of the P&R sites will also be consulted on, including potential new bus only links across the M11 either using the existing agricultural bridge to the north of J11 or alternatively bus priority/ segregation directly across J11. Shared or dedicated bus access into the existing Trumpington P&R site and guided busway avoiding J11 could also be considered in the consultation.

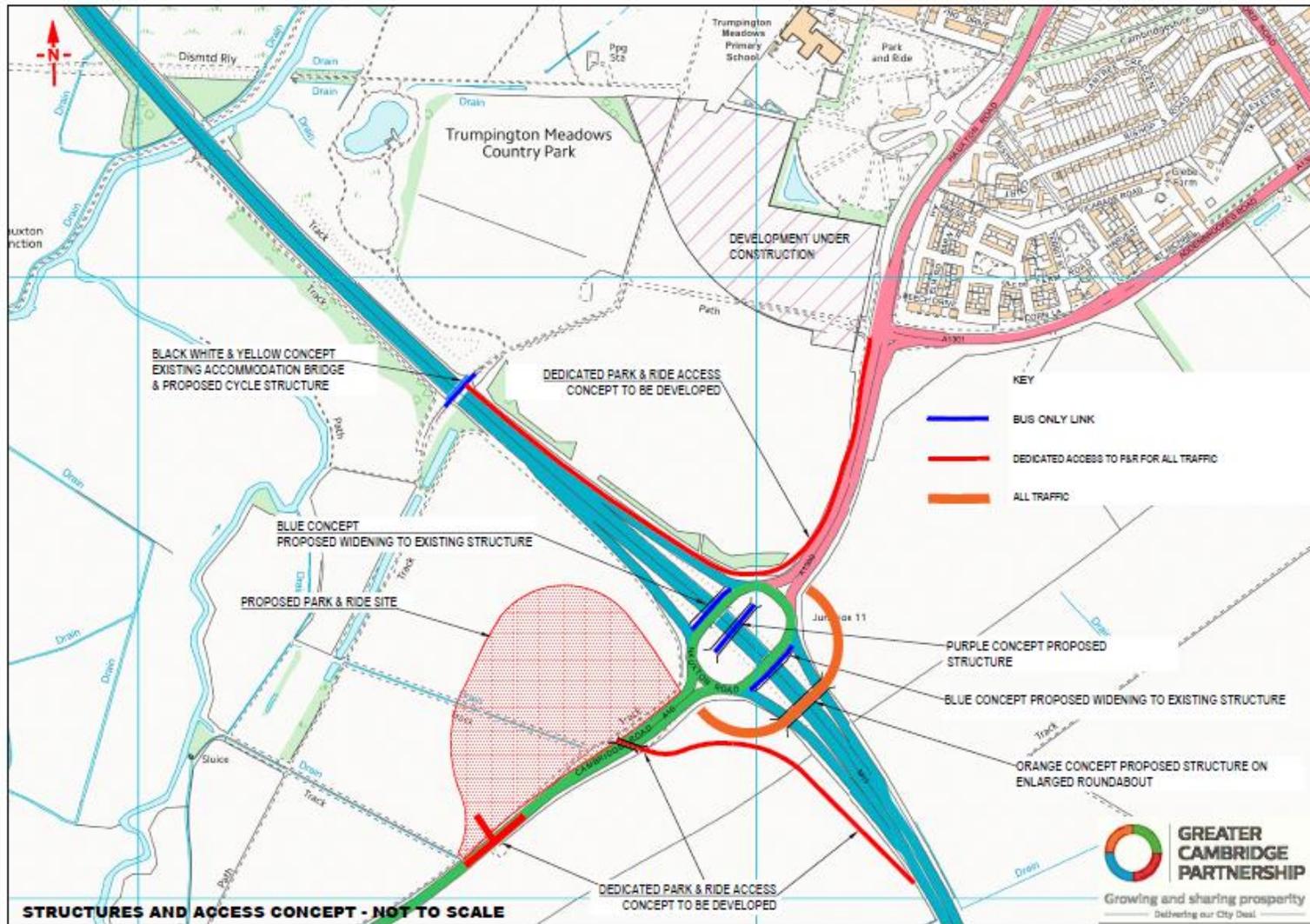


Figure 2 – Themes for public consultation - Summary of vehicular access and bus priority themes

- 3.6 It is intended to develop these themes into a range of packages of measures which can be shortlisted, with input from the Stakeholder Engagement Group to identify a series of specific options for public consultation. This shortlisting will be done on using transport and environmental and other criteria in line with governments Transport Assessment Guidance.

Trumpington Road

- 3.7 As set out in the report of November 2017 there is a strategic argument for considering potential bus priority improvements along Trumpington Road to enhance bus reliability into the City Centre in support of extending Park & Ride provision. It is therefore proposed to engage the public on a series of possible bus priority interventions between the existing P&R site and the edge of the city centre in areas set in **Figure 3** below:

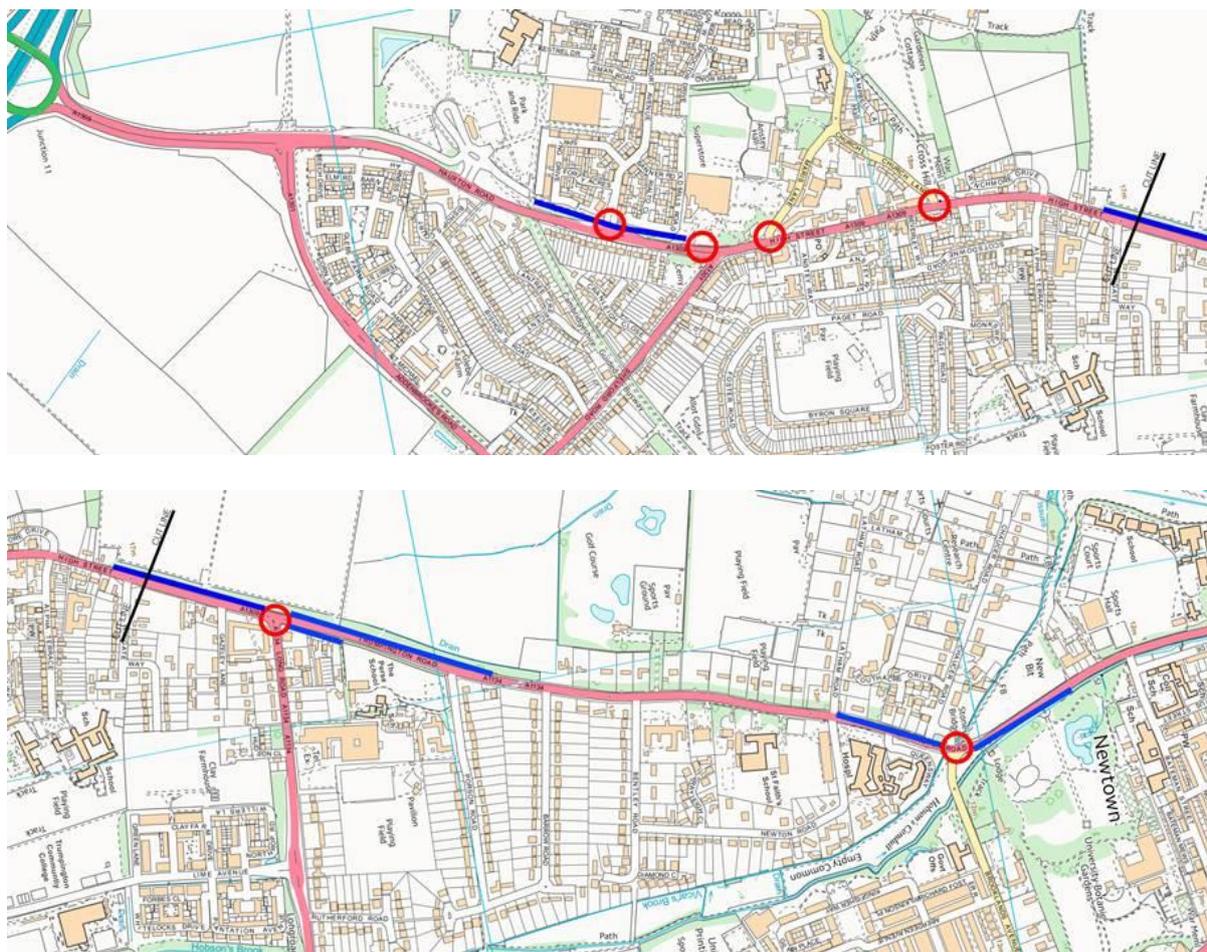


Figure 3: Potential Bus Priority Interventions Trumpington Road

- 3.8 The proposals within each area would be provided in more detail in the consultation in Summer 2018 and include more input from the Engagement Group and also via more site specific engagement with stakeholders along Trumpington Road and adjoining areas.
- 4. Options**
- 4.1 The proposed consultation scope is in line with decision of the GCP Executive Board of September 2017 and November 2017.

5. Next steps and milestones

- 5.1. This report has identified a number of potential themes for inclusion in the public consultation in summer 2018 for the Western Orbital J11 Park and Ride. It is intended that during the period March to June 2018 these proposals will be refined in advance of the public consultation.
- 5.2. This report summarises work to date developing the case for Girton Interchange and M11 smart motorway to be included in RIS2 and this work will be developed to meet a submission deadline of late March 2018.
- 5.3. The submissions to government currently under preparation will include:
 - Baseline information about network operation and constraints;
 - Current planned growth to 2031 and the vision for transformative growth to 2050 as part of the Cambridge – Milton Keynes – Oxford growth corridor;
 - Links to strategic vision and objectives of RIS and of the Greater Cambridge Partnership Future Investment Strategy; and
 - The strategic economic rationale for investment.

6 Recommendations to Joint Assembly

- 6.1 Joint Assembly is asked to comment on the overall approach being recommended to the Executive Board.

7. Appendix 1: Background information about RIS2

- 7.1. In order to set investment in the Strategic Road Network (SRN) the Government publishes a multi-year 'Road Investment Strategy' (RIS). The first Roads Investment Strategy (RIS1) covered the period 2015/2020 and included reference to technology upgrades which included some elements of smart motorway on J8 to J14 of the M11. These proposals were elaborated in the London to Leeds (East) Route Strategy, published in June 2015 but the scheme was subsequently dropped in the 2017 RIS review.
- 7.2. The second RIS (RIS2) is currently under development and will cover the financial years 2020/21 to 2024/25.
- 7.3. As the first step in the process of defining the RIS, Highways England (HE) has published an Initial Report² and series of supporting documents which collectively set out HE's assessment of the current state of the SRN, its potential future needs, their strategic priorities for RIS2 and their proposed methodology for scheme sifting (but does not yet get as far as recommending schemes for inclusion). That document is now subject to a consultation process which closes shortly. Once responses have been considered and findings published, the Department for Transport (DfT) will develop the RIS2 strategy for publication in 2019.

8. Appendix 2: Smart Motorways

- 8.1. Smart motorways are a technology driven approach to maximising the efficiency of the existing motorway network. They increase capacity and relieve congestion by using the hard shoulder for traffic, either permanently or during times of congestion, effectively creating a new lane without traditional road widening. In addition, technology allows Highways England to monitor and respond to real-time congestion levels using variable speed limits to smooth traffic flow and reduce congestion caused by stop-start driving. Emergency refuge areas with emergency telephones provide an area of relative safety at regular intervals.
- 8.2. Smart motorways increase capacity, support economic connectivity, improve journey times and offer reduced environmental impacts. They are able to deliver this more quickly, at lower cost and with less disruption than traditional road widening.
- 8.3. Evidence from the first smart motorway scheme (the M42, opened in 2006) is that since implementation, journey reliability has improved by 22 per cent; personal injury accidents reduced by more than half; and where accidents did occur, severity was much lower overall with zero fatalities and fewer seriously injured³.
- 8.4. Smart motorways are a central element of Highways England's strategic focus. The recent RIS2 consultation document identifies the extension and evolution of a "smart motorway spine" to the network connecting the UK's largest cities. Smart motorways is one of its strategic priorities, and the current RIS1 identified the stretch of the M11 between J9 and J14 as a potential future priority for smart motorway roll-out. The scheme was dropped due to funding constraints in the 2017 RIS review.

² Highways England, 'Strategic Road Network Initial Report' December 2017 and supporting documents, available at: <https://www.gov.uk/government/publications/highways-englands-strategic-road-network-initial-report>

³ <http://www.highways.gov.uk/smart-motorways-programme>

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Report To: Greater Cambridge Partnership Joint Assembly

28 February 2018

Lead Officer: Niamh Matthews – Strategic Programme and Commissioning Manager

Quarterly Progress Report, including Budget Setting 2018/2019

1. Purpose

1.1. An update for Joint Assembly members on progress across the Greater Cambridge Partnership (GCP) programme.

2. Programme finance overview (to end of January 2018)

2.1. The table above gives an overview of finance to the end of January 2018. For further information about finance and information about the GCP budget setting for the 2018/2019 financial year, please see **Appendix 1A**.

Funding type	2017/18 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	Forecast variance (£000)	Status*		
					Previous ¹	Current	Change
Programme Budget	12,721	5912	9241	- 3480			↔
Operations Budget <i>Forecast for the financial year</i>	3,662	2930	2930	-732			↔

**Please note, RAG explanations at the end of this report*

¹ Throughout this report references to “previous status” relates to the progress report last considered by the Joint Assembly and Executive Board

Housing & strategic planning

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ forecast	Status		
				Previous	Current	Change
Housing Development Agency – new homes completed *	250	2016 - 2018	301			↑
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	762			↔

*Based on housing commitments as at February 2018. **On rural exception sites and 5 year land supply sites in the rural area

3. Housing Development Agency completion locations:

Scheme Name	Local Authority	Ward / Area	Actual Affordable Completions 2016/17	Actual Affordable Completions 2017/18
Colville Road	CCC	Cherry Hinton	25	0
Water Lane	CCC	Chesterton	0	14
Aylesborough Close	CCC	Arbury	20	0
Clay Farm	CCC	Trumpington	0	104
Homerton	CCC	Queen Edith's	39	0
Fen Drayton Road	SCDC	Swavesey	20	0
Horseheath Road	SCDC	Linton	4	0
Hill Farm	SCDC	Foxton	15	0
Ekin Road	CCC	Abbey	0	6
Hawkins Road	CCC	Kings Hedges	0	9
Fulbourn Road	CCC	Cherry Hinton	0	8
Uphall Road	CCC	Romsey	0	2
Bannold Road	SCDC	Waterbeach	0	11
Cambridge City Housing Company	CCC	Arbury & Chesterton	0	24
Total New Homes			123	178

Delivering 1,000 additional affordable homes

4. 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 can any affordable homes on eligible sites be considered as 'additional' and count towards this target. Each year the Greater Cambridge housing trajectory is rebased taking into account developer updates on planned delivery and actual completions. These figures are published in both Councils' Annual Monitoring Reports (AMRs) in December. The rebased housing trajectory in the December 2017 AMRs shows a slight increase in the completions delivered for 2016/17 but some slippage for some of the projected completions over the next couple of years. This means that it is anticipated that there will now be a surplus of completions compared to the cumulative annualised requirement in 2020/21, rather than in 2019/20 as previously predicted. Therefore it is estimated based on current information that any affordable homes on eligible sites anticipated to be delivered from 2020/21 can be counted towards the delivery of the 1,000 additional affordable homes.
5. Until 2020/21, affordable homes being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
6. The table above shows that on the basis of known planning permissions and planning applications with a resolution to grant planning permission that 762 (as opposed to the previously estimated figure of 923) affordable homes on eligible sites are likely to be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 76% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.
7. Overall the housing trajectory shows that 38,080 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,580 dwellings more than the housing requirement of 33,500 dwellings.
8. There remains 13 years of the period to 2031 outstanding during which affordable homes on other eligible sites will continue to come forward, providing additional affordable homes that will count towards this target. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

Skills

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

Indicator	Target/ profile	Progress	Status		
			Previous	Current	Change
Employability events supported for 11-16 year olds	100	137			↔
Employability events supported in Primary Schools	10	11			↔
Employability events supported for 16-18 year olds	30	44			↔
Schools engaging in briefings about work experience	16	16			↔
Young people engaged in briefings about work experience	1,500	2,469			↔
Providing information on the local labour market	18	18			↔

October 2017 – February 2018

9. Officers have received a final evaluation from Form the Future for their work over the last 12 months. Officers are happy with the work that Form the Future have done. Form the Future have consistently exceeded their targets.
10. Across the last twelve months Form the Future have engaged and worked with over 288 employers and providers to deliver this programme. The types of events varied and where possible apprenticeships will be part of the employability events in some way but they have also delivered 70 Apprenticeship specific events to parents and young people. Apprenticeship support materials have been developed and disseminated to schools and some of the CPD events and activities have had an apprenticeship focus.
11. In the July 2018 officers will provide an update on further work that Form the future will have completed between January 2018 and July 2018.

Careers Champions

12. GCP has also supported schools to develop their capacity by providing access to two programmes:
 - a) A Careers Coaching programme with a company called Talentino - 9 schools and 79 staff
 - b) L4 & L6 Units of the Careers qualification - upskilling staff to ensure that those providing careers Information Advice and Guidance are appropriately qualified. This is delivered by Cambridgeshire County Council - 6 schools 11 staff

Both of these programmes are still on going and some schools are now exploring/committed to the Careers Quality Award as a result.

Training Needs Analysis

13. Through CRC, GCP is supporting an increased awareness raising campaign amongst our businesses, across our priority sectors, to conduct a Training Needs Analysis (TNA) and discuss how apprenticeships could be part of their workforce development plans. CRC are aiming to deliver 179 TNA's (67 of which will be with employers that were previously not working with CRC). Progress as of the end of December 2017 was as follows;

Contracted TNA's	Actual TNA December	Sector
50	15	Construction
24	11	Adv Manufacturing
15	5	IT
30	5	Life Sciences
60	12	Engineering
179	48	

A further update will be available in July 2018.

Apprenticeships

14. As has previously been reported, the total number of apprenticeships in Greater Cambridge in the 2015/16 academic year was 1,550 – an 18% increase against the 2014/15 total of 1,310. Whilst the increase cannot be solely related to GCP activity, the increase does correlate with the start of GCP's activity on skills. This growth is reflected across all levels of apprenticeship: higher, advanced and intermediate.
15. We had expected to have final data on the full academic year 2016/17 by now. This data has not been released from the ESFA and is expected in March 2018.
16. As is discussed in the FIS paper the GCP has an apprenticeship target (additional 420) to meet but also recognises that the process for meeting the target can't be achieved in isolation of other skills work happening across the area. To that end, all further work will be designed in close consultation with the CA to ensure that the GCP's activity is fully aligned with the CA's Skills Strategy which, is due to be completed in July 2018
17. The skills working group acknowledges the need to focus on the apprenticeship target but wants to deliver a framework that ensures close linkages with schools, business and parents across all its work on skills.
18. As such, the working group has agreed to externally procure a piece of work to take it towards additional delivery and officers are currently working on the procurement process. Depending on the quality of tender returns new activity should be operational by early May 2018.

Smart Places

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

Project	Target completion date	Forecast completion date	Status		
			Previous	Current	Change
Establishment of an Intelligent City Platform (ICP)	Completed				↔
ICP Early Adopters	Autumn 2017	December 2017			↔
Digital wayfinding	TBC	TBC (target Apr 18)			↔
First steps to Intelligent Mobility	Completed				↔
Phase 2	2020	2020			↔
Motion Map	2018	New release Feb 18			↑

19. **Digital wayfinding**

For the pilot stage of this work, the specialist company ‘21st Century’ were appointed in January 2018 to deploy both a wayfinding screen at Cambridge Station and a ticket machine with integrated wayfinding at Trumpington Park & Ride.

- Station Gateway: the current screen at the station gateway is difficult to read and fails often. The new screen to replace this will give high level travel information such as real-time bus information, walking routes into town and will give visitors access to onward travel information.
- Trumpington Park and Ride: the installation of a next generation ticket machine with built-in screen for real time bus and wayfinding information. Tickets can be purchased via Chip and Pin and, if under £30, via contactless. The software is also mobile wallet compatible for Apple Pay and Android Pay if the Client Merchant account supports it. There is also the option to dispense rail tickets.

A planning meeting with the Wayfinding Working Group and screen suppliers was held on 6th February. Detailed content for the screens is now being drawn up by this group. Specifications for the devices have been agreed and the expected lead time is 2-3 months.

20. **MotionMap travel app**

The first release of MotionMap suffered from a number of issues arising from the availability and quality of real time bus data. Additional work has been undertaken to address this difficulty by reverting to timetabled data when real time data is unavailable (which is the approach taken by other travel apps).

Good progress is being made on the additional work packages and it is anticipated that the revised software will be available in early February, and testing and evaluation will be complete by end - February. If the software proves satisfactory, a wider trial will be organised.

21. ***Data Audit***

An information asset audit for transport data across the GCP organisations is underway. The audit will set out where the data is stored and any barriers to it being used including quality of the data, ownership, accessibility and reliability. The audit is a first step in making robust data and evidence more readily available.

There has been a high level of engagement at the inception event on 22 Nov 2017 and the workshop on 16 Jan 2018, and good progress is being made.

22. ***Making the most of Real Time Data***

The Intelligent City Platform (iCP) contains a wealth of data including live bus movements, car park occupancy and air quality, and this data can be viewed at www.smartcambridge.org. A key objective is to make this data easily available to those wanting to investigate it in more depth or create applications. As a result, a project has been initiated to develop 'Application Programming Interfaces' (APIs) which are a standard way to achieve this. The design of the APIs is underway, and the first phase is being planned for release later in the spring.

23. ***Lobby Screens***

This project is developing content based on real time bus and other data to provide valuable information for travellers. The content of the screens will be configurable so that information about buses and trains is relevant to the location of the screen. The screens will be capable of showing buses as they make their way to nearby bus stops so that travellers can plan accordingly. A demonstration version will be available in Mar 18 with deployment to three pilot sites planned from end-Apr 18. Once feedback and learning has been obtained from the pilots, wider deployment can take place.

Transport

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

Transport delivery overview

Project	Delivery stage	Target completion date	Forecast completion date	Status			
				Previous	Current	Change	
Tranche 1							
Ely to Cambridge Transport Study	Completed						
A10 cycle route (Shepreth to Melbourn)	Completed						
Greenways Development	Design	2018	2018			↔	
Histon Road	Design	2022	2020			↑	
Rural Travel Hubs	Design	2019	2019			↔	
Milton Road	Design	2021	2020			↑	
Chisholm Trail cycle links	Phase 1	Design	2018	2019			↑
	Phase 2	Design	2021	2022			↓
Cambourne to Cambridge / A428 Corridor	Design	2024	2024			↔	
City Centre Capacity Improvements [“City Centre Access Project”]	Design	2020	2020			↔	
Cambridge Southeast Transport Study (formerly A1307)	Design	2025	2025			↓	
Western Orbital	Design	2025	2025			↔	
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2019			↔
	Hills Road / Addenbrooke’s corridor	Construction	2017	2017			↔
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2018			↔
	Arbury Road corridor	Construction	2018	2018			↔
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔

Transport finance overview (to February 2018)

Project	Total Budget (£'000)	2017-18 Budget £'000	Spend to date £'000	Forecast Spend – Outturn £'000	Forecast Variance – Outturn £'000	2017-18 budget status		
						Previous	Current	Change
Histon Road bus priority	4,280	200	19	120	-80			↔
Milton Road bus priority	23,040	800	179	340	-460			↔
Chisholm Trail	8,400	2,025	505	825	-1,200			↔
Cambourne to Cambridge / A428 corridor	59,040	1,200	1,109	1,300	+100			↗
Programme management & Early scheme development	3,200	950	324	464	-486			↔
Cambridge Southeast Transport Study (formerly A1307)	39,000	1,000	219	600	-400			↔
Cross-City Cycle Improvements	8,000	3,537	1,993	2,800	-737			↔
Western Orbital	5,900	600	440	600	0			↔
Ely to Cambridge Transport Study	2,600	783	286	550	-233			↔
A10 cycle route (Shepreth to Melbourn)	550	0	43	43	+43			↔
City Centre Access Project	8,045	1,426	652	1,400	-26			↔
Greenways	480	200	144	200	0			↔
Total	162,535	12,721	5,913	9,242	-3,479			

The explanation for variances is set out below.

19. Histon Road – Bus Priority

The current forecast shows that there is likely to be an underspend of £80k in 2017/18. The latest forecast takes into account the latest fee proposal from the consultants which includes all work required to achieve a final concept design.

20. Milton Road – Bus Priority

The current forecast shows that there is likely to be an underspend of £460k in 2017/18. This is due to the extensive Local Liaison Forum (LLF) engagement process which has resulted in further rounds of modelling and design. The latest forecast takes into account the latest fee proposal from the consultants which includes all work required to achieve a final preferred option design.

21. Chisholm Trail

The planning application for Phase One between Cambridge North station and Coldhams Lane has been approved by the JDCC (Joint Development Control Committee), and there are extensive pre-commencement planning conditions to be discharged. The planning process took longer than expected, and based on the current 2017/18 budget, there is likely to be an underspend of £1.2m which would carry into 2018/19.

22. Chisholm Trail link – Phase 2

The completion date for Phase 2 has moved from 2021 to 2022. This is due to a longer than anticipated planning and planning condition discharge period in Phase 1, and has required additional staff and consultant resources.

23. Cambourne to Cambridge / A428 Corridor

Given the current range of business case activities being undertaken and the need to ensure that maximum information is available for the Board decision paper on the preferred option in July 2018, it is considered prudent to increase the projected spend by £100k to account for any further additional analysis which may be required.

24. Programme management & early scheme development

£1.75m of this budget has been allocated to pay for GCP's contribution to the development phase of Cambridge South station and the budget has been reduced accordingly.

25. Cambridge South East Transport Study (formerly A1307)

Forecast revised spend to reflect additional engagement work and time required to deliver preliminary proposals.

26. Cross-City Cycle Improvements

The current forecast shows that there is likely to be a shortfall of £737k in spend. Construction work has commenced on three out of the five projects. Some additional design work to address road safety audit issues and the transition to a new highway services contract have resulted in a delay in the delivery of some of the schemes, and hence a reduced spend profile in 2017/18. This delayed spend is instead expected in 2018/19.

27. Western Orbital

Spend is currently on track as projected. It has now been agreed that a full application be undertaken for expansion of the Trumpington P&R site which will not impact the spend projections.

28. Ely to Cambridge Transport Study

Expenditure for the study was expected to be c£780k. The final fee was c£550k so a project saving of £130k has been made.

29. A10 cycle route (Shepreth to Melbourn)

This project is complete and final costs remain on target.

30. City Access project

The current forecast shows that the 2017/2018 budget will come in broadly on target as work is progressing across a number of workstreams.

31. Greenways Development

The forecast is on target to meet the 2017/18 budget.

Note to reader – RAG Explanations

Finance tables

- Green: Projected to come in on or under budget
- Amber: Projected to come in over budget, but with measures proposed/in place to bring it in under budget
- Red: Projected to come in over budget, without clear measures currently proposed/in place

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

List of appendices

Appendix 1	Greater Cambridge Partnership Budget setting
Appendix 1A	Greater Cambridge Partnership Budgets
Appendix 2	Update on Independent Economic Assessment Panel
Appendix 3	Update on Spaces and Movement Project
Appendix 4	Executive Board Forward Plan of decisions

Appendix 1

GCP Budget Setting 2018/19

1. Purpose

- 1.1 Allocating the GCP's resources in the right way is key to ensuring the GCP achieves its objectives and unlocks future funding from government and elsewhere to secure the infrastructure improvements GCP needs to support its local plans, ensure economic growth and continued quality of life. The Future Investment Strategy which develops the longer term resourcing strategy is also on this agenda for the Joint Assembly's consideration. This report

focuses on the Tranche 1 resources and the first call on the next phase of resources required to complete the existing GCP planned programme and future investments.

- 1.2 This report takes forward the GCP Financial Strategy (approved in November 2016) and the GCP Budget Setting 2017/18 (approved in March 2017). The Financial Strategy developed a structured framework within which the GCP Board would identify the resources at its disposal and a financial governance framework to ensure that resources are used effectively.
- 1.3 The GCP has a “gainshare” agreement to unlock further government funding for the infrastructure our region needs, it must demonstrate that it can deliver agreed projects on track and on budget, achieve the anticipated benefits, and, in the longer term, have prioritised investments that produce additional economic growth in Greater Cambridge.
- 1.4 The Joint Assembly is asked to comment on the proposed allocation of resources as detailed in Appendix A below, in particular where scheme proposals and estimated total costs have changed since the budgets were last approved in March 2017.

2. Key issues and considerations

- 2.1 **Appendix A** below details the previously approved funding, the updated funding required, and the difference (the proposed increase in funding). Since last year’s Budget Setting paper, there has been some movement of schemes between the Infrastructure Programme Budget and the Operational Investment Budget to better reflect the nature of the schemes.
- 2.2 Detailed below is the explanation for where proposed schemes costs have materially changed since the last budget-setting process. Some of the changes are as a result of decisions that have been made by the Executive Board in the last financial year. It has been possible to incorporate many of these increases into the current budgets, but there are a few exceptions which it has been necessary to request a slight increase on previously agreed funding profiles.

3. Infrastructure Programme Budget

- 3.1 Cross-City Cycling Improvements: Increase from £8m to £8.9m over the next three financial years through to 2021 due to some redesign work and related increased staff and consultancy costs. The failure to secure some private land in Fulbourn Road has meant some re-design of the scheme. In the early stages of works mobilisation in Arbury Road and Fulbourn Road there were a range of issues that needed resolving relating to hedging, trees, parking and traffic management arrangements.
- 3.2 A1307 Corridor: Increase from £39m to c£140m profile for up to 2022 and beyond. For presentational purposes the higher cost option is reflected in the tables but no decision has yet been made. If the lower cost option (£48.2m) is taken forward overall commitments will reduce by £92.9m. In March 2017, the Executive Board agreed to develop options with the Local Liaison Forum which resulted in additional options, but also the re-introduction of an option for an off-highway route that had previously been discarded on the basis it was unaffordable within the £39m. In November 2017 the Executive Board approved public consultation on three strategies with an estimated cost ranging up to £145m. Note that costs have been estimated for a non-guided, busway solution. For an optically guided metro solution the infrastructure costs are (subject to further work) assumed similar, but do not include vehicle costs or any contribution to network costs of a metro solution such as depot,

control systems etc. Equally, the Mayor is working to identify alternative funding sources for the CAM Metro.

- 3.3 Chisholm Trail Cycle Links: Increase from £8.4m to £9.3m over the next three financial years through to 2021 for reasons relating to the planning process for Phase 1 and that the procurement process has been much lengthier than anticipated and as a result meant some increased costs.
- 3.4 Travel Hubs: Increase from £100K to £700K for the financial year 2019/2020. In March 2017, the Executive Board approved £100,000 for feasibility and conceptual work in relation to the development of Rural Travel Hubs. This has been used to contract Skanska to complete the initial feasibility study and resulting report and to start on some detailed design and planning for any identified pilot schemes. The increase in budget (subject to decisions made by the Executive Board) is to pay for the progression of Sawston and Oakington as pilot sites.
- 3.5 City Centre Access Project: Increase from £8.0m to £9.6m over the next two financial years through to 2020. This is to reflect the decision made by the Executive Board in November 2017 to fund 50% of the lost annual income resulting from the removal of the £1 parking charge at Park & Ride sites in the GCP area for 3 years, equating to £531k pa and with a review at the end of 2019/2020.

4 Operational Investment Budget

- 4.1 Programme Management: Increase of £91K in 18/19 and 19/20 over two financial years to reflect part of the costs of the GCP Chief Executive who has now been appointed on a 2-year substantive contract from 1st April 2018. Although this costs less than the previous interim arrangements, additional funding is required because previously an element of one-off funding had been allocated.
- 4.2 Evidence, Economic Assessment and Modelling: Increase from £40K to £590K over the next two financial years. It is important that the GCP is able to clearly evidence additionality and growth, not only to meet external scrutiny such as the Gateway Reviews, but also to assure itself that the investments it is making are the right ones. It also needs to be placed to quickly respond to external requests for information and significant reports, for example the National Infrastructure Commission and the Cambridgeshire and Peterborough Independent Economic Review. As such the GCP needs to invest strategically in being able to evidence and model additional growth.
- 4.3. The additional budget would allow for include further Paramics modelling as conducted by the University of Cambridge to support the Future Investment Strategy, as well as enable the procurement of additional and / or external capacity to respond to short notice requests. We are also required to fund the work of SQW, the consultants appointed by Government to run the National Evaluation Panel (related to the Gateway Reviews) which evaluates the impact of the locally-appraised interventions on economic growth. The Executive Board agreed in July 2017 to bear the required cost of £70k for the first phases of their work in the current financial year and we have just received the costs for the next two financial years (circa £300k), and so are requesting a further £230k over the next two financial year.

5. Funding Assumptions

- 5.1 The overall funding assumptions (reflecting the City Deal Grant, S106 developer contributions, New Homes Bonus and Interest) have not significantly changed since last year,

although the Final Allocations of New Homes Bonus 2018/19 have now been published by the Ministry of the Housing, Communities and Local Government and are now reported and the interest estimates have been updated.

5.2. The S106 estimated profile assumes S106 receipt of £44.5m and to date £27.8m has been agreed, although some of it depends on being matched against applicable GPC schemes, and this will not be known until the detail of the GCP schemes are finalised. The estimated residual amount of S106 receipts (£16.7m) will come from both major Growth Site S106 contributions and the smaller site contributions to be agreed over the next few years. The estimated profile can be seen in Appendix 1A below.

5.3. **New Homes Bonus position**

The current GCP position on New Homes Bonus assumes the below contributions.

NHB	15/16	16/17	17/18	18/19	19/20
	£K	£K	£K	£K	£K
Cambridge City	1,986	3,166	2,385	2,238	2,039
South Cambs	1,683	2,633	1,570	1,204	1,272
CCC	917	1,485	1,023	860	726
TOTAL	4,586	7,284	4,978	4,302	4,037

6. **Approach to Funding Shortfall**

6.1 The current profiled costs and funding across all the Tranche 1 schemes identify a shortfall of £111m (or £18.5m if the lower-cost option for A1307 corridor is taken forward), which will be funded from a first call on the next phase of the City Deal grant funding. Given that the majority of the scheme expenditure occurs in the later years, it is considered appropriate to develop Tranche 1 on the assumption that future funding is released.

6.2 This approach was considered reasonable to ensure schemes were developed to ensure the release of future tranches of funding. If for any reason the next phase of City Deal grant funding is not released to GCP, there may be other funding streams the GCP can call upon, or as a very last resort some of the schemes will be refined to ensure that their budgets meet available resources.

Appendix 1A

Infrastructure Programme Investment Budget	Previously Approved Funding	Updated Funding Required	Increase in Funding	Actual Spend 2015/16	Actual Spend 2016/17	Forecast Spend 2017/18	Budget 2018/19	Budget 2019/20	Budget 2020/21	Budget 2021/22	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Milton Road bus priority	23,040	23,040	0	188	238	340	800	10,786	10,688		
Histon Road bus priority	4,280	4,280	0	199	181	120	150	400	1,639	1,591	
A428 Madingley Mulch to Grange Road segregated bus route including Park & Ride bus priority - Tranche 1 development/delivery	55,640	55,640	0	268	1,485	1,300	2,900	3,000	46,687		
A428 Cambourne to Madingley Mulch segregated bus priority - Tranche 2 development	3,400	3,400	0						3,400		
Cross-city cycle improvements	8,000	8,934	934	257	864	2,800	4,500	513			
Cambridge South East Transport Study (formally known as A1307)	39,000	141,082	102,082	157	175	600	1,150	2,300	36,700	50,000	50,000
Chisholm Trail cycle links	8,400	9,269	869	235	679	825	5,320	2,000	210		
Programme management and early scheme development	3,200	3,200	0	355	781	464	800	800			
Western Orbital	5,900	5,900	0	240	416	600	600	600	3,444		
Ely to Cambridge Transport Study	2,600	2,600	0	67	72	550	733	1,178			
A10 Cycle route - Frog End Melbourn	550	553	3		511	43					
City Centre Access Project	8,045	9,638	1,593	255	566	1,400	3,995	2,891	531		
Electric Vehicle Charging	100	100	0			25	25	25	25		

City Centre spaces & movement	150	150	0			30	120				
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Developing 12 cycling greenways	480	500	20			200	300				
Travel Hubs	100	700	600			25	75	600			
Travel Audit - South Station and biomedical campus	150	150	0			58	92	0			
Residents Parking implementation	1,000	1,191	191			72	219	392	508		
Cambridge South Station	1,750	1,750	0			100	825	825			
Total	165,785	272,077	106,292	2,221	5,968	9,551	22,604	26,310	103,832	51,591	50,000

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Funding

City Deal grant	100,000	100,000		20,000	20,000	20,000	20,000	20,000			
S106 contributions	44,500	44,500				7,874	2,000	2,000	2,000	4,000	26,626
Total funding	144,500	144,500		20,000	20,000	27,874	22,000	22,000	2,000	4,000	26,626

Net Infrastructure Budget	-21,285	-127,577		17,779	14,032	18,323	-604	-2,810	-101,832	-47,591	-23,374
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Operational Investment Budget	Funding Agreed	Updated Funding Required	Increase in Funding	Actual Spend 2015/16	Actual Spend 2016/17	Forecast Spend 2017/18	Budget 2018/19	Budget 2019/20	Budget 2020/21	Budget 2021/22	Future Years
	£000	£000		£000	£000	£000	£000	£000	£000	£000	£000
Programme Management	2,211	2,394	183	111	391	604	644	644			
Engagement & Communications	339	339	0			283	56				
Skills	2,907	2,907	0	47	188	201	1,231	1,240			
Evidence, economic assessment and modelling	40	590	550			30	280	280			
Cambridge Promotions Agency	150	150	0	60	90	0					
Housing Delivery Agency	400	400	0		200	200					
Affordable Housing	50	70	20		10	25	35				
Cambridgeshire County Council costs	93	93	0			31	31	31			
South Cambridgeshire District Council costs	120	120	0			40	40	40			
Cambridge Promotions	40	40	0			40					
Towards 2050	230	230	0			57	143	30			
Smart Cambridge	2,270	2,270	0		271	1009	650	340			
Total	8,850	9,603	753	218	1,150	2,520	3,110	2,605	0		

Funding

New Homes Bonus											
NHB - Cambridge City	11,740	11,814		1,986	3,166	2,385	2,238	2,039			
NHB - South Cambs	8,373	8,362		1,683	2,633	1,570	1,204	1,272			
NHB - CCC	4,907	5,011		917	1,485	1,023	860	726			
Interest accrued on grant funding	268	594			80	149	197	168			
Total funding	25,288	25,781		4,586	7,364	5,127	4,499	4,205	0		

Net Operational Budget	16,438	16,178		4,368	6,214	2,607	1,389	1,600	0		
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Appendix 2

Update on Independent Economic Assessment Panel

Overview of Gateway Review process

The Greater Cambridge Partnership's City Deal is one of a number of 'Gainshare' deals between Government and groups of local partners: the Cambridgeshire and Peterborough Devolution Deal is another. The aim of 'Gainshare' deals is that Government agrees to invest in an area, for the economic benefit of that area and the UK as a whole. A condition of the Greater Cambridge City Deal agreement – and all other Gain share deals – is that a Gateway Review is conducted every 5 years by an Independent Economic Assessment Panel, to inform future funding decisions. This work is being led by consultancy firm SQW.

Central Government funding under the GCP's City Deal Agreement (all in equal annual instalments) is:

- £100 million for 2015/16-2019/20.
- Up to £200 million for 2020/21-2024/25, depending on the outcome of the 2019 Gateway Review.
- Up to £200 million for 2025-35 (or 2025 to 2030 if we can deliver quickly), depending on the outcome of the 2024 Gateway Review.

GCP's first Gateway Review will be in December 2019. This first Review is expected to evaluate whether we are delivering on track and on budget, whether our investments are realising the expected benefits, the added value from our partnership and, if they can be identified as early as December 2019, any wider economic benefits.

The economic assessment work is an opportunity to ensure that the GCP's activities are evidence-driven and will assist us in continuously improving the performance monitoring and evaluation of our investments.

The Independent Economic Assessment Panel is overseen by a Steering Group of the Locality Partnerships with Gain Share deals, as well as Government representatives. This shares lessons between Localities and has overseen the work on an overarching National Framework as well as individual Locality Frameworks for each Locality Partnership with a Gain share deal.

- The National Framework effectively provides a menu from which the Locality Frameworks have been developed.
- The Locality Frameworks tailor the National Framework to local circumstances and the details of the individual Deals, recognising that local factors will be key in evaluation.

Officers from the GCP Team have been working closely with those from the Combined Authority to take a consistent approach to working with the panel.

Separately from the economic assessment work, the Cambridgeshire and Peterborough Combined Authority has established an Independent Economic Commission (CPIEC), whose work will be available for the GCP to use to inform its decision-making as part of the FIS. The GCP has provided a response to the CPIEC's call for evidence and is represented within its governance structure.

Progress since last update

The panel has now completed the National Framework and is in the final stages of completing the Locality Framework for Greater Cambridge. GCP officers have worked very closely with SQW and Government to develop our Locality Framework, to ensure it has developed in a way that suits the needs and details of the GCP's City Deal.

The panel's work is being broken down into three phases:

1. **Design** – broken down into three further stages:

- a) Development of the National Evaluation Framework
- b) Co-production of Locality Evaluation Frameworks
- c) Development of Outline Evaluation Plans for each Locality Framework

2. **Implementation**

3. **Reporting**

The Board delegated authority for phase 1 sign off to the Chief Executive in July 2017. Phase 1a of the work is now completed and was signed off by the Chief Executive in October 2017. The cost of this work was £30,500.

Since the last update in July 2017 officers have been working with SQW to refine phase 1b and 1c. Following an intensive period of work officers and SQW have agreed a draft version of both the Locality Evaluation Framework and the Outline Evaluation Plan. In July 2017 phases 1b and 1c were not sufficiently progressed to be able to accurately estimate their cost but estimated costs can now also be confirmed at c£300,000.

During this process officers have also worked with other UK Cities in receipt of City Deal Gainshare funds to collaborate on the thinking behind and progression of this phase of work.

As reported above, the previously agreed budget for this work is £70k (a guesstimate made in advance of working with SQW to refine the work). As such, the budget will need to be increased by £230,000 for this specific aspect of impact evaluation. Officers propose to split this across 2018/2019 and 2019/2020. Although the Chief Executive has delegated authority to sign this work off officers are keen to keep the Joint Assembly and Executive Board up to date with progress being made.

Next steps

As above, officers have gone through an intensive period of work to refine phase 1b and 1c of this work which, is in its final stage of development. As a result, the Chief Executive expects to be able to sign off both the Locality Evaluation Framework and the Outline Evaluation Plan by the end of February 2018. Over the next 22 months, officers will continue to work with SQW and with Government to ensure the evaluation process continues to progress to time and to budget.

Appendix 3

Update on the progress of the Spaces and Movement SPD project

1. Summary

- The project is now being actively progressed, and there is good collaboration between City Council and GCP staff.
- A clear brief for the project has been agreed with the sponsor (Stephen Kelly).
- The procurement of a consultancy organisation is underway, and the successful bidder is expected to be identified in March.
- The recruitment of a project manager during Jan/Feb 18 has proved unsuccessful. However, interim arrangements to support the project are in place until permanent arrangements can be made.
- The proposed Market Square project is included in the SPD work and will be delivered by the same team.
- A firm schedule will be established once the consultancy organisation is in place.

2. Project aim and objectives

The aim of the Spaces and Movement Supplementary Planning Document (SPD) is to set out a 'people centric' strategy that steers and shapes future investment and decision making around public and private sector investments in the City in a way which emphasises people and maintaining a sense of place at the heart of the city's development, and prioritises the enhancement of the city's spaces, streets, cycleways and walkways in the context of increased use resulting from its phenomenal success and continuing growth.

The objectives of the SPD are:

- To clearly articulate the current and future roles and functions of the city's hierarchy of spaces, streets, cycleways and walkways, ensuring a strategic, holistic and integrated approach to long-term management;
- To establish the key design principles for each classification, to be incorporated in the creation of new or improved spaces, streets, cycleways and walkways; and
- To set out the delivery strategy, including inter-relationships with existing and planned City Access and other projects, priorities for further interventions, and immediate and longer-term funding options.

3. Key activities progressed to date

Procurement

A brief for the procurement of expert consultants to support this work has been prepared by the City Council planning team in conjunction with GCP staff. The purpose is to procure a consultancy that can offer through its supply chain both urban designers with an international reputation and proven skills in stakeholder and community engagement.

Procurement is now underway using the Homes and Communities Agency (HCA) Multi-Disciplinary framework. The programme has a number of stages:

- Expression of interest stage (complete) – 8 bidders expressed interest

- Sifting stage (complete) – 7 bidders have submitted responses from which 5 have been selected to proceed to the next stage
- Full brief stage (ongoing) – the five bidders are currently preparing their written responses which will be evaluated in late Feb/early Mar
- Interview stage – this is scheduled for 8 Mar 18
- Selection of successful bidder

We expected to select the preferred bidder in March. Once appointed, the combined team of city planners and GCP staff will work with the consultants to develop the detailed programme of work.

Stakeholder Engagement

There has been some early stakeholder engagement which the project expects to build upon following the appointment of the consultancy team. Key highlights include:

- Cambridge Past, Present and Future (CPPF) event on 13 Jan 18 at which a high level of interest and engagement was demonstrated by attendees
- Representatives from CPPF and FeCRA have been invited to take part in the interview stage of the procurement for the consultancy organisation. These representatives along with Smarter Cambridge Transport have also been invited to provide comment on the procurement brief.
- Some names have been put forward for a reference group. However, significant further work is required to ensure that this group includes representatives from the wide range of stakeholders who will be impacted by the SPD. This will be progressed with the consultants once appointed.

Project Management

A project manager is required to support this work (including the proposed Market Square initiative). The recruitment of a project manager during Jan/Feb 18 has proved unsuccessful. Interim arrangements are in place to maintain momentum until the project manager is in place.

4. Budget

An indicative budget of £150k was identified (from existing City Access budget) to cover the ‘core’ SPD development (excluding the Streetscape manual and the Market Square). A more detailed budget will be prepared once a consultant has been appointed.

5. Key risks and mitigations

	Risk	Mitigation
1	Failure to procure a consultancy of sufficiently high standing resulting in a poor outcome and/or a loss of stakeholder confidence	The procurement brief and evaluation process have been designed to reduce this risk. Key criteria include a supply chain covering both urban designers with an international reputation and proven skills in stakeholder and community engagement
2	The cost of the consultancy work exceeds expectations leading to delays or a poor outcome (if budget cannot be found)	The likely costs will only emerge during the procurement process. If costs are higher than expected, this will be escalated via standard governance processes
3	A suitably experienced project manager cannot be appointed resulting in a loss of project momentum	Continue interim arrangements by agreement with GCP.

6. Next steps

- Complete consultancy organisation procurement
- Review project manager recruitment
- Finalise project governance arrangements
- Provide outline schedule (once consultancy organisation in place)

Appendix 4

Executive Board forward plan of 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:

- a) to 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; or
- b) to be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Executive Board: 21 March 2018		Reports for each item to be published: 9 March 2018	
Histon Road	To consider the preferred option preliminary design for Histon Road along with the strategic outline business case as a basis for public consultation to facilitate the final preliminary design and outline business case.	Peter Blake	Yes
City Access Strategy	To update on the City Access programme including recent evidence base work, intelligent signals, electric/hybrid buses, freight management, Space & Movement SPD, city bus network review and demand management principles	Peter Blake	No
Western Orbital (Girton Interchange, Smart Motorway and Hauxton Park & Ride)	To approve the public consultation on the Hauxton Park and Ride site. To update Executive Board on the response to Highways England on the M11 Smart Motorway proposals and RIS2 for the Girton Interchange	Peter Blake	Yes
GCP Future Investment Strategy & 2018/19 budget setting	To approve the principles of the Future Investment Strategy and the budget for 2018/19	Rachel Stopard	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • Smart workstream update and presentation of 'Real Time Travel Information' screens • The latest financial monitoring information • Six-monthly report on skills • Milton Road update • Update on CBC Travel audit study • Six-monthly update on GCP Strategic Risk Register 	Niamh Matthews	No

Executive Board: 4 July 2018		Reports for each item to be published: 22 June 2018	
A428 Cambourne to Cambridge	Full Outline Business Case for options for investment Cambourne to Cambridge.	Peter Blake	Yes
Milton Road	To consider the preferred option preliminary design for Milton Road along with the strategic outline business case as a basis for public consultation to facilitate the final preliminary design and outline business case.	Peter Blake	Yes
City Access	To update on the City Access programme including a detailed intelligent signals review delivery plan and to give approval to consult on demand management principles and measures	Peter Blake	Yes
Greenways	To consider the outcomes of initial engagement and approve public consultation on proposals during 2018.	Peter Blake	No
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • The latest financial monitoring information • Six-monthly report on housing. • Six-monthly report on Smart Cambridge • Cambridge South East Corridor – inform results of public consultation and note preparation of Outline Business Case. • Foxton Level Crossing and Travel Hub update and options • A10 Melbourn to Royston Business Case 	Niamh Matthews	No
Executive Board: 11 October 2018		Reports for each item to be published: 1 October 2018	
Histon Road	To consider results of the public consultation and give approval to any proposed modifications to the final preliminary design for Histon Road and to approve the outline business case as a basis the detailed engineering design and final business case.	Peter Blake	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • The latest financial monitoring information • Six-monthly report on skills • Six-monthly update on GCP Strategic Risk Register 	Niamh Matthews	No
Executive Board: 6 December 2018		Reports for each item to be published: 26 November 2018	
Chisholm Trail cycle links	To approve construction of phase 2 of the scheme subject to planning permission.	Peter Blake	Yes
Milton Road	To consider the results of Public Consultation and give approval to any proposed modifications to the final detailed design and to approve the outline business case, as a basis	Peter Blake	Yes

	for the detailed engineering design and final business case.		
Foxton Level Crossing and Travel Hub	Present options and give approval for public consultation	Peter Blake	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • The latest financial monitoring information • Six-monthly report on housing. • Six-monthly report on Smart Cambridge • City Access update 	Niamh Matthews	No
Executive Board: Early 2019			
Western Orbital (Hauxton Park and Ride)	Full Outline Business Case for P&R Expansion at J11.	Peter Blake	Yes

Corresponding meeting dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
8 February 2018	29 January 2018	18 January 2018	8 January 2018
21 March 2018	9 March 2018	28 February 2018	16 February 2018
4 July 2018	22 June 2018	14 June 2018	4 June 2018
11 October 2018	1 October 2018	20 September 2018	10 September 2018
6 December 2018	26 November 2018	15 November 2018	5 November 2018

Agenda Item 11



Report to: Greater Cambridge Partnership Joint Assembly

28 February 2018

Lead officer: Rachel Stopard - Chief Executive, Greater Cambridge Partnership

Greater Cambridge Partnership Future Investment Strategy

1. Purpose

- 1.1 Following Executive Board agreement in July 2017 to develop a Greater Cambridge Partnership (GCP) Future Investment Strategy (FIS), this paper sets out a draft FIS and the focus and rationale for the projects and schemes that are at its core.

2. Context

- 2.1 Greater Cambridge continues to be the UK's economic powerhouse. Cambridge is forecast to be the UK's fastest growing City in 2018 at 2.19% in Q4 of 2018. (<https://www.irwinmitchell.com/ukpowerhouse>).
- 2.2 Such significant levels of growth remind us again of the importance of maintaining the Greater Cambridge economy and continuing to grow its status for the benefit of its wider economic geography. Indeed, the drivers behind the City Deal agreement are now more relevant than ever. Gaining momentum on achieving the Deal's core outputs is as important, if not more important, as it was when the Deal was originally signed with Government.
- 2.3 The renewed focus on local industrial strategies reinforces the need for local areas to deliver robustly on plans for supporting economic growth and continuing to strengthen the case for investment in core growth activities.
- 2.4 The GCP took a leading role in making the case for Greater Cambridge as part of the National Infrastructure Commission's (NIC) call for evidence on the Cambridge – Milton Keynes – Oxford corridor. The urgent need for an integrated transport solution across the corridor was made clear - <https://www.nic.org.uk/wp-content/uploads/Greater-Cambridge-Partnership-First-Last-Mile-Strategy-Report-2017.pdf>.
- 2.5 The NIC see such integration as the essential element of realising the growth potential of the corridor and to unlocking strategic sites for new settlements along the corridor - <https://www.nic.org.uk/wp-content/uploads/Partnering-for-Prosperty.pdf>.

- 2.6 Another important element of the corridor development will be a new Cambridge South station. The GCP has, with the Combined Authority (CA) and business jointly funded the feasibility stage for a new Cambridge South station.
- 2.7 The delivery of the station will also offer another, non-car, core link in to an already significantly congested part of Cambridge.
- 2.8 It is clear from the work the GCP has been involved in over the last three years, the work of partner organisations and authorities preceding it and the body of evidence that exists in the market that a transformational solution is required to address the economically stifling issues (set out in section 3 below) that Greater Cambridge experiences.
- 2.9 For example, we know that productivity suffers as a result of congestion and acts an inhibitor to growth. Difficulty accessing the jobs market as a result of an unaffordable housing market compounds this issue.
- 2.10 As such, the GCP's Future Investment Strategy (FIS) focuses on transformational solutions created by tying together a complimentary package of interventions. By its very nature the FIS looks to the future to tackle long term issues by offering genuinely evidenced based game changing solutions. A robust evidence base will be the foundation on which future interventions are developed.
- 2.11 The shared evidence base that the Cambridge and Peterborough Independent Commission (CPIEC) (due to be finalised in September 2018) is expected to produce will act to help shape interventions and further guide investment principles.
- 2.12 The GCP will also work alongside the CA on its Four Year Plan and Prospectus to ensure the two are aligned on future direction and delivery principles.

3. Achievements since 2015

- 3.1. The GCP has evolved over the last three years and has achieved a lot in that time. It is continuing to build upon, and strengthen, its progress; a core part of which has been to champion and trial more inclusive approaches to stakeholder engagement. For example, it has established a series of Local Liaison Forums which meet regularly to inform and involve interested parties and local representatives in shaping and progressing our larger transport projects.
- 3.2. The GCP continues to harness the strength of public opinion to enable it to act as a positive force for the development of new projects and key interventions.
- 3.3. The GCP is delivering across an extensive programme. It is developing and implementing proposals to improve transport infrastructure across modes, whilst supporting improvements to public transport in the area.
- 3.4. As well as its transport focus, the GCP is supporting programmes that will deliver benefits to Greater Cambridge in housing, skills and smart infrastructure. Through our work in these areas, as well as the recent 'Our Big Conversation' engagement campaign the GCP has

developed a successful brand that is widely recognised amongst the people of Greater Cambridge and beyond.

4. Current progress

4.1. Progress across tranche 1 (T1) is good and will continue to be delivered as below:

Project	Cost (£'000)	Target Completion Date
A10 cycle route (Shepreth to Melbourn)	500	Completed
Ely to Cambridge Transport Study	500	Completed
Greenways – Development	500	2018
Cross-City Cycle Improvements	8,000	2018 - 2019
Rural Travel Hubs	700	2019
Cambridge South Station – Development Phase	1,75	2020
Milton Road bus priority	23,000	2020
Histon Road bus priority	4,000	2020
Chisholm Trail - Phase 1 and Phase 2	8,000	Phase 1 2019 Phase 2 2022
City Centre Access	8,000	2020
Cambridge Southeast Transport Study (formerly A1307)	40,000	2021- 2025
Cambourne to Cambridge / A428 corridor	60,000	2020 - 2024
Western Orbital (West of Cambridge Package)	6,000	2020 – 2025 (Aligned with RIS 2 Delivery Period)
Total	c160,700	-

4.2. Securing timely delivery of current schemes is essential. As part of the GCP's deal with Government the GCP will be subject to Gateway Reviews every five years from 2015 – 2030. The first Review will be in December 2019.

4.3. It is worth noting that whilst currently profiling an over-commitment of resources, many of the major infrastructure projects are not programmed for completion until beyond 2020. Therefore, there is likely to be an element of the FIS that builds in existing commitments in order to see schemes through to completion.

4.3. Officers are working closely with the nominated consultants (SQW) and the Government to ensure the process gives Government the confidence and evidence it needs to release further rounds of grant funding (£400m to 2030).

4.4. To feed in to the first Gateway process to the GCP needs to demonstrate to Government that its future investment plans are robust and evidence based. The current and ongoing FIS work is the most significant part of this exercise.

5. Rebalancing the GCP's focus – Infrastructure to support wider growth and a challenging housing market

5.1. The City Deal signed with Government in 2015 predominantly focused on investment for transport infrastructure. In thinking about the FIS and how the GCP should be supporting the further growth of the economy and the acceleration of housing delivery there is an opportunity to rebalance the GCP's investment focus.

5.2. Portfolio holder led working groups have been meeting over the course of the last six months to understand what this could look like and how the FIS can most helpfully meet the challenges posed by a growing population, a fast growth economy and a near impenetrable housing market.

5.3. In crafting the draft FIS working groups have taken account of the significant findings from the 'Our Big Conversation' (OBC) campaign led by the GCP. The OBC findings have been used to support the direction of each working group and can be summarised as follows:

6. OBC General Key findings

- OBC Engagement showed high levels of awareness of growth. 89.4% of OBC respondents were 'aware' or 'very aware'.
- Traffic congestion was ranked as the highest challenge or travel challenge at 64.6%, with associated issues of sufficient and reliable public transport (both 42%).
- 67% of respondents said they were unhappy with their current housing situation; over 50% cited the cost of buying as the key issue; 44% of Cambridge respondents also cited the cost of renting property as a key issue.
- In priority order, people said the following GCP investments would help them get on better in life:
 1. Improved public transport - 55.9%.
 2. Access to housing - 17.5%.
 3. Smart technology solutions - 8.9%.
 4. Linking training opportunities to employment - 4.6%.
- In general, people showed support for both immediate and long-term solutions to address these challenges. In the case of transport, there was a general acceptance that behaviour change is required alongside the introduction of new public transport infrastructure.

- Most of the comments received focused on the travel behaviour of particular groups and how this needed to change. In particular, people pressed for a switch out of cars and onto public transport.

7. Evidence Beyond the OBC

- 7.1. Specific and recently produced evidence on housing affordability should also guide the FIS's investment principles. **Annexe 1** sets out the research that demonstrates the acute affordability issues, across nearly all tenures that exist across Greater Cambridge.
- 7.2. We can also use a recently produced set of analyses (Dr.Franziska Sielker. Department of Land Economy. University of Cambridge. February 2018) that highlights blockages to growth by demonstrating a number of core themes across transport, housing, skills and smart technology.
- 7.3. The work also identifies a number of other themes that could helpfully be placed under the Economy and Environment portfolio badge.

The core themes identified can be summarised as follows:

Workstream	Theme	Solutions (as suggested by above analysis)
Transport	<ol style="list-style-type: none"> 1. Access to Cambridge City is difficult 2. Congestion is a significant issue 3. High Percentage of car use 4. Demand on existing transport infrastructure - Becomes more acute as growth projections are considered 	<ol style="list-style-type: none"> 1. Citywide enhancements required. Better transport links by road, rail, bike and aeroplane are considered to be critical. 2. Significantly better connections between the city, commuter areas and new settlements. 3. Increased provision of public transport and cycling infrastructure inc. cycle parking 4. Development of existing infrastructure as well as introducing new infrastructure across modes.
Housing	<ol style="list-style-type: none"> 1. Not enough supply – High demand 2. Housing shortage creates recruitment and retention difficulties 3. Affordability 	<ol style="list-style-type: none"> 1. Increased delivery across all tenures 2. Increased delivery of specific tenure types to target specific sectoral or income bands 3. As above and extension of specific subsidies e.g. Help to Buy
Smart	<ol style="list-style-type: none"> 1. Access to fast broadband 	<ol style="list-style-type: none"> 1. No specific solution suggested. We know from our work that there are opportunities to tackle this by working with developers at any early stage to ensure broadband speeds and availability is optimised

Economy and Environment	<ol style="list-style-type: none"> 1. Scale up space for start ups 2. Lack of laboratory space 3. Lack of office space – specifically for start ups 4. Increased pressure on infrastructure risking continued growth of unique clusters 5. Lack of financial support for start ups 	<ol style="list-style-type: none"> 1. More research needed but the evidence suggests alternatives to commercial funding required 2. As above 3. Subsidised rents and diversification of existing spaces 4. As above and closer working with business community to better understand the issues and risks 5. Public/private partnerships to create investment vehicles
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8. Process for FIS prioritisation

- 8.1. The above themes and the OBC findings outline some high level themes across each of the GCP's workstreams. They demonstrate some obvious links across the GCP's full portfolio of work and provide a helpful basis on which to start to prioritise the schemes and projects that will form part of the final FIS.
- 8.2. Though a helpful start to the prioritisation process more work needs to be done to understand what the likely impact of GCP's FIS interventions will be. Further criteria will be developed by identifying the key cross-cutting themes that underpin major roadblocks to economic growth and social mobility in Greater Cambridge.
- 8.3. These themes will then be used to further refine the GCP's FIS process for prioritisation. To that end, officers are working on some detailed modelling which, can be used to analyse each proposed intervention and subsequently tell us what impact it's likely to have; e.g. reduced congestion along X route or increased usage of public transport in Y corridor.
- 8.4. In doing this, the FIS should provide a transparent and objective basis on which to make investment decisions whilst avoiding an inflexible and over prescriptive process.
- 8.5. Officers will be able to report the progress of criteria development back to the Board and Joint Assembly in July 2018.

9. Responding to the evidence - Proposed investment across key workstreams

- 9.1. Notwithstanding the above, each portfolio working group has developed a draft package of interventions which, are closely aligned to the above themes and focus on much of what the OBC results tell us is required to address key issues across Greater Cambridge.
- 9.2. All of the interventions in the FIS will need to go through a public test/consultation later this year and be subject to further development and "narrowing down" but should be used as a solid foundation for the FIS.

10. Transport Package – “Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity.”

10.1 The transport package builds on existing schemes to achieve transformational impact but also recognises the need to make challenging decisions to deliver a “whole package” of coherent measures e.g. demand management and intelligent charging.

10.2 Measures which could generate an income stream have been considered as a balance against the projected costs of other interventions e.g. GCP’s contribution to the CAM (yet to be determined). The package prioritises core growth principles and recognises congestion as a key inhibitor to growth.

10.3. **Annexe 2** sets out a schematic that demonstrates what the Greater Cambridge transport

Transport Package		
Description	GCP Funding £	Delivery Period
Cycling	40,000,000	2020 - 2030
Public Transport	75,000,000	2020 - 2030
Road	25,000,000	2020 - 2030
City Access	30,000,000	2020 - 2030
*CAM		
Cambourne to Cambridge	60,000,000	2020 – 2030
Cambridge South East Transport Study (Formally A1307)	140,000,000	2020 – 2030
West of Cambridge Park and Ride	20,000,000	2020 – 2030
A10 – Waterbeach to Cambridge Public Transport	50,000,000	2020 – 2030
Newmarket Road	50,000,000	2020 – 2030
North West Orbital	50,000,000	2020 – 2030
CAM Total	370,000,000	-
TOTAL	540,000,000	-

network could look like in 2050 based on current draft FIS transport proposals.

*GCP funding as a portion of total costs yet to be agreed with the Combined Authority.

11. Housing Package – “Accelerating housing delivery and homes for all”

- 11.1. The focus of the housing package is to have a maximum impact in a minimal number of places and to respond to the gap in delivery that the market is unable to fill.
- 11.2. Research, as in **Annexe 1**, tells us that we have a significant issue with supply and that people in some income brackets have very limited options to enter either the private market to rent or buy or to access any kind of publically subsidised housing.
- 11.3. As above and below, research and business tells us that such acute affordability issues are having a detrimental impact on attracting and retaining the workforce that Greater Cambridge needs to maintain and further strengthen its unique and globally competitive economy.
- 11.4. Keyworker (exact definition to be further refined) housing could act to tackle this issues and provide a product that the market is not currently bringing forward. Essentially, delivering homes for people doing the jobs that support the continued growth of Greater Cambridge.
- 11.5. Officers have been working on what a site specific key worker model could look like. Through the housing and strategic planning working group this work will be developed further.
- 11.6. Early indications suggest a broad ranging model as below:

Housing Package				
Description	GCP Funding £	Number of units	Milestones for delivery of homes	Other funding sources
<ul style="list-style-type: none"> • Direct investment to unblock difficult sites and deliver key worker housing across specific schemes. • List of sites to be developed. Likely focus on market diversification, modern methods and community led 	10,000,000 – 50,000,000	TBC	2020 - 2030	TBC dependant on model of investment
Total	10,000,000 – 50,000,000	-	-	-

12. Skills Package – “Inspiring and developing our future workforce, so that businesses can grow”

- 12.1. As with all the GCP’s interventions, the skills package needs to respond to the specific needs of the Greater Cambridge economy.

- 12.2. The GCP has an apprenticeship target (additional 420) to meet but also recognises that the process for meeting the target can't be achieved in isolation of other skills work happening across the area. As such, the current package focuses on gaining momentum on the apprenticeship target in close consultation with the CA to ensure that the GCP's activity is fully aligned with the CA's Skills Strategy which, is due to be completed in July 2018. Therefore, GCP's activity from 2020 – 2030 is still under ongoing development.
- 12.3. The skills working group acknowledges the need to focus on the apprenticeship target but wants to deliver a framework that ensures close linkages with schools, business and parents across all its work on skills.
- 12.4. The working group has agreed to externally procure a piece of work to take it towards additional delivery and officers are currently working on the procurement process. Depending on the quality of tender returns new activity should be operational by early May 2018.

Current Skills Package		
Scheme	GCP Funding £	Delivery Period
Current work - Apprenticeship Service to inc. core links to schools, business and parents. Underpinning the CA's Skills Strategy.	2,200,000	2018 - 2020
Future Work TBC. In development with the CA skills strategy	TBC	2020 - 2030
Total	2,200,000	-

13. Smart Package – “Harnessing and developing smart technology to support transport, housing and skills”

- 13.1. The smart package is designed to underpin and strengthen all the GCP's workstreams.
- 13.2. It promotes the use of smart technology to: transform transport, public Services and place for the benefit of those living and working in Greater Cambridge. Its core framework acts to leverage private sector investment on a 1:4 public/private ratio.
- 13.3. The smart workstream is looking across the GCP's cycle, road and public transport schemes to identify opportunities to deliver, through the construction process, fibre ducting which will enable high speed digital connectivity and facilitate 5G mobile networks in the future. This offers a genuine opportunity to join up and ensure innovative digital solutions and leading edge technology are a core part of GCP infrastructure delivery.
- 13.4. The smart FIS package recognises core economic growth principles as its foundation and strives to enable the development of technology that can support continued growth to 2050 and beyond.

Smart Package

Description	GCP Funding	Match Funding	Milestones	Other funding sources
<p>1a. Support the development of Autonomous vehicles for last mile public transport (12 seater mini bus for out-of-hours on-demand service).</p> <p>1b. Support for the Combined Authority's CAM metro proposal – initial vehicle development</p>	£2m £1m	£10m £6m	By 2020 By 2023	<ul style="list-style-type: none"> Awaiting decision on current CCAV government funding round –If unsuccessful a review of how to deliver a pilot will be undertaken and funding sources could include GCP, Future CCAV bids, private sector financing.
2a. Unlock the market for 'mobility as a service' providers – Framework for operation, Data and Ticketing	£2m	£5m	By 2021	<ul style="list-style-type: none"> Private Sector (in advanced discussion with a leading provider)
2b. New mobility Models e.g. Demand Responsive Transport, Car Share etc.	£1m	£5m	By 2025	<ul style="list-style-type: none"> Private Finance Govt funding bids
3. Enable the deployment of urban logistic models and technology e.g. Hubl, Drone Deliveries etc.	£1m	£4m	By 2023	<ul style="list-style-type: none"> Private Finance Innovate UK & other innovation funding pots
4. Pilots and trials for the next generation of digital connectivity which is an essential foundation for both current initiatives (e.g. within City Access) and future initiatives covered in this document e.g. Air Quality	£5m	£20m	By 2030	<ul style="list-style-type: none"> Private Finance Govt funding bids
5. Support for new types of community, in particular the Cambridge NE fringe, which require innovative approaches such as low or no car developments that are dependent on a variety of smart technologies.	£2m	£10m	By 2030	<ul style="list-style-type: none"> Developers Govt funding bids
Total	£14m	£60m	-	-

14. Economy and Environment Package

14.1. The economy and environment (E&E) portfolio is new. Its aim is to promote the transformation of place for the benefit of those living and working in Greater Cambridge by making links across each of the GCP's workstreams and establishing a core portfolio of tangible outputs.

14.2. The E&E work is at a very early stage but it has identified some core areas of activity as well as opportunities to strengthen existing workstreams.

14.3. It will provide leadership for GCP on shaping the industrial strategy work.

Environment and Economy Package		
Scheme	GCP Funding £	Delivery Period
In development – Facilitating enabling infrastructure: utilities, power, and water interventions	10,000,000	2020 - 2030
In development – Start up and incubator follow on space	10,000,000	2020 – 2030
Evidence and Evaluation across GCP schemes	1,000,000	Ongoing
Total	21,000,000	-

15. Consolidated FIS package

15.1. When brought together the consolidated FIS package presents a strong framework for the GCP's future activity and investment in growth across Greater Cambridge to 2030 and beyond.

Consolidated FIS Package		
Description	GCP Funding £	Delivery Period
Transport	*540,000,000	2020 - 2030
Housing	** 10,000,000 –50,000,000	2020 - 2030
Skills	2,200,000	2018 - 2020
Smart	14,000,000	2018 - 2030
Economy and Environment	21,000,000	2019 - 2030
TOTAL	£590,000,000 – 630,000,000	-

*Dependant on GCP contribution to CAM - tbc. **Dependant on model of housing investment

16. Thinking differently about the GCPs role in investment

- 16.1. The GCP's grant funding from Government is a flexible funding resource that is subject to a series of Gateway Reviews over the 15 period of the City Deal agreement.
- 16.2. When considering how this resource can most effectively be used to achieve the strategic aims of the GCP the FIS can act as a catalyst for the GCP to use its resource more flexibly. The Government grant funding element is not restricted to capital or revenue expenditure and therefore provides an opportunity for GCP to consider investment opportunities outside of the normal approaches adopted by local authorities.
- 16.3. For example, the GCP could decide to borrow against its projected grant funding to raise additional funds. The GCP could also look more broadly across its workstreams to explore the possibility of directly investing in projects or schemes that would allow it to benefit from an ongoing income stream over a medium to long term period of time.
- 16.4. The transport package could maximise these opportunities through initiatives like demand management.
- 16.5. The housing and strategic planning working group is also in the process of looking for such opportunities and is testing whether directly investing in housing schemes could provide both a medium to long term income stream and fill a much needed requirement in Greater Cambridge for key worker housing.
- 16.6. More work needs to be done on what an investment model could look like and any model will need to be tested by an independent financial expert to ensure the GCP is confident it can balance its risk appetite against the outcomes it wishes to secure.

17. Delivery capacity and relationship with partner organisations

- 17.1. The GCP now has a core set of officers focusing solely on GCP related work. It has a real opportunity to use the work of the CPIEC to finalise and further develop a shared evidence base for delivery across Greater Cambridge.
- 17.2. The GCP works closely with the CA and will continue to do so in order to make sure it is aligned on its further strategies and plans for delivery. In particular, as above, the GCP's future workstreams will be closely aligned with the CA's four year plan and the CA's Prospectus. The GCP will also continue to support the work of the CA the CAM system.
- 17.3. The FIS also needs to take account of the non-statutory spatial strategy and Local Transport Plan, also being developed by the CA; as well as the new Local Plan for Cambridge and South Cambridgeshire. In addition, work being done with agencies such as Highways England, Department for Transport, the National Infrastructure Commission and Network Rail will also be important in the development of priorities.

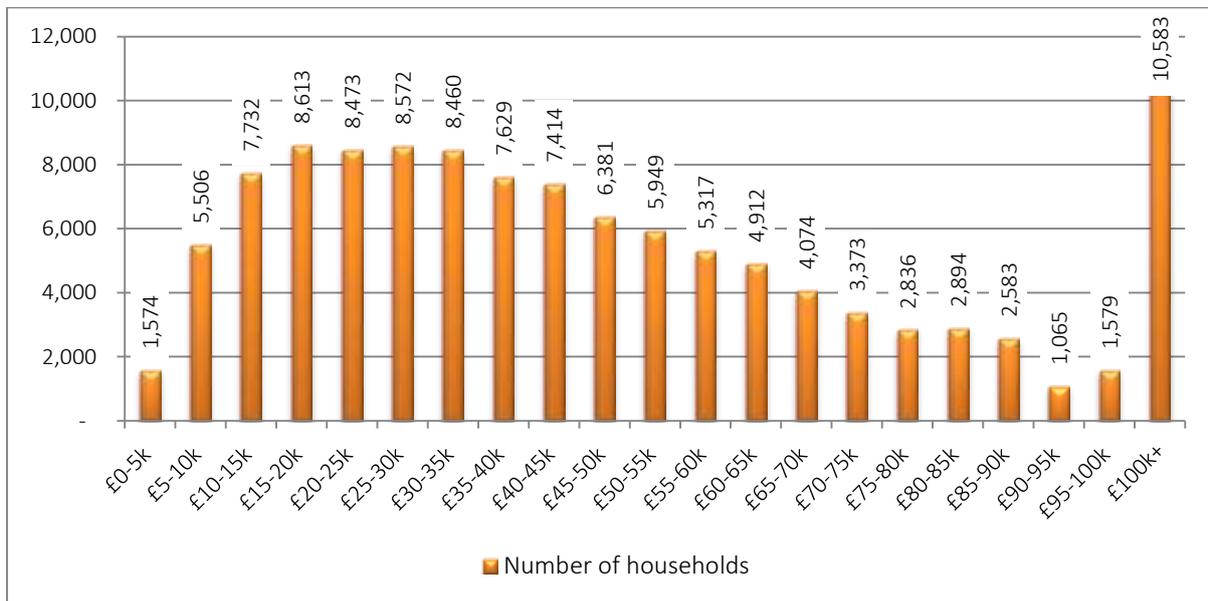
18. Next steps

- 18.1. The GCP Board will need to decide when and how the GCP consults on its FIS.
- 18.2. One option would be to link it to a further conversation on Demand Management options process which is due to take place mid-2018. This would provide a link between the FIS and the potential to raise additional investment to fund public transport.

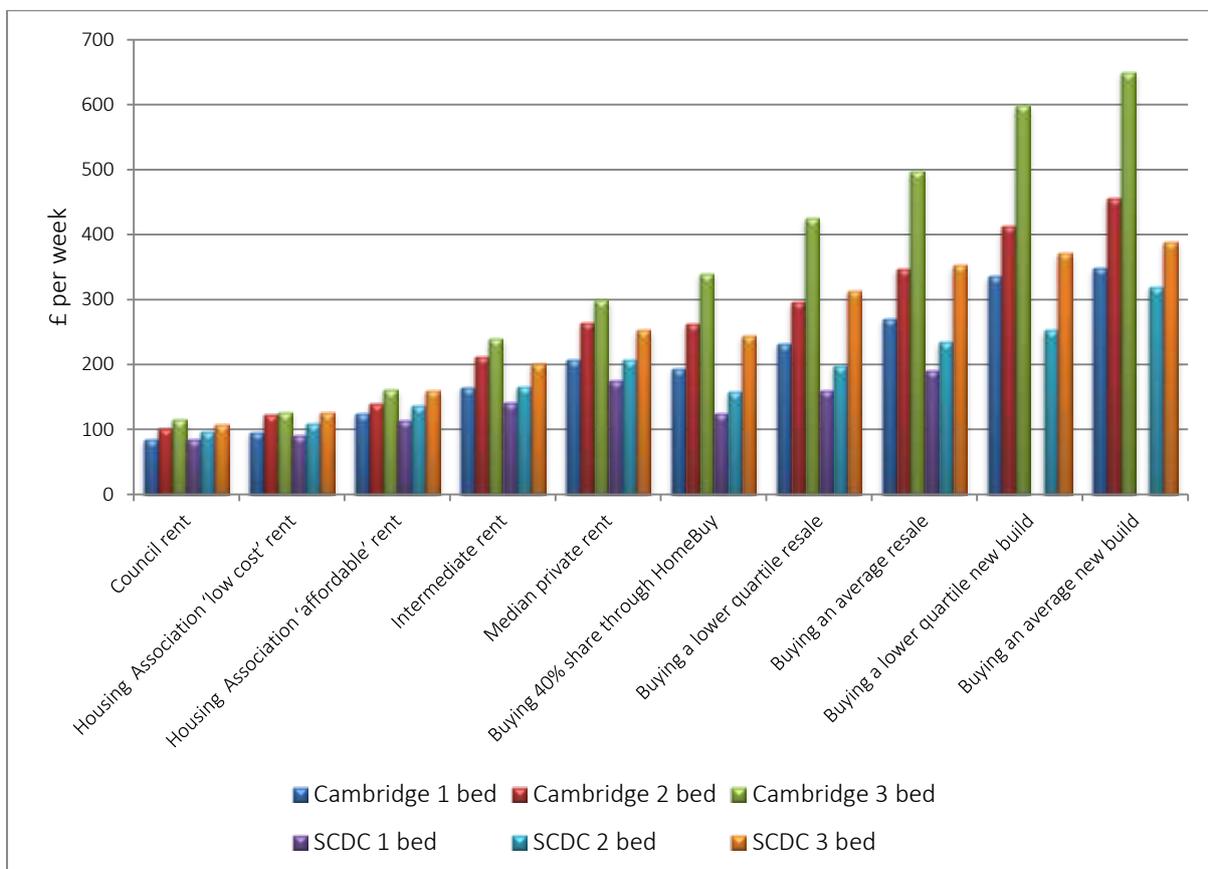
- 18.3. Another option could be to use a relatively light touch online approach. This approach would offer more of a temperature check than a detailed, longer term engagement process like the OBC.
- 18.4. This paper is the first cut of FIS investment opportunities all of which need to be further refined.
- 18.5. Officers will continue to work with Cambridge University on refining the criteria for investment. In tandem, the working groups will continue to refine their packages of investment. Work with Cambridge University is expected to yield results in May 2018 and will be fed back to the Board and Joint Assembly in the July 2018 meeting cycle.
- 18.6. In July 2018 the Board will be asked formally approve the FIS subject to any further refinement necessary.

Annexe 1 - Housing Evidence

The number of households in each income band, across Cambridge and South Cambridgeshire. Data gathered for the year January to December 2016.



Housing costs - From the Housing Market Bulletins over the year June 2016 to March 2017 (4 quarters, sources local authority data, HCA SDR and Hometrack).



Annexe 2 – Greater Cambridge 2050 transport network



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