

Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Wednesday 28th September 2022
2:00 p.m. – 5:35 p.m.

Present:

Members of the GCP Executive Board:

Cllr Dave Baigent	Cambridge City Council
Cllr Elisa Meschini (Chairperson)	Cambridgeshire County Council
Cllr Brian Milnes (substitute member)	South Cambridgeshire District Council
Andy Williams	Business Representative
Andy Neely	University Representative

Members of the GCP Joint Assembly in attendance:

Cllr Tim Bick (Chairperson)	Cambridge City Council
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Attending at the discretion of the Chairperson

Mayor Dr Nik Johnson	Cambridgeshire and Peterborough Combined Authority
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Officers:

Kerry Bangle	City Access Consultant
Peter Blake	Transport Director (GCP)
Alistair Cox	City Access Consultant
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Isobel Wade	Assistant Director: Sustainable and Inclusive Growth (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

Apologies for absence were received from Councillor Smith (substituted by Councillor Milnes).

2. Declarations of Interest

Andy Neely declared a non-statutory disclosable interest in relation to the Greater Cambridge Greenways item (agenda item 10), as a resident near to Waterbeach Station.

Councillor Dave Baigent declared a general non-statutory disclosable interest as a member of the Cambridge Cycling Campaign (Camcycle).

3. Minutes

The minutes of the previous Executive Board meeting, held on 30th June 2022, were agreed as a correct record, and were signed by the Chairperson.

4. Membership

The Executive Board received a report which contained nominations from the Business Board and the University of Cambridge for Executive Board membership.

The Executive Board resolved to:

- (a) Confirm the appointment of Andy Williams as the Business Board representative on the Executive Board;
- (b) Confirm the appointment of Alex Plant as the Business Board substitute member;
- (c) Confirm the appointment of Andy Neely as the University of Cambridge representative on the Executive Board; and
- (d) Confirm the appointment of Kamal Munir as the University of Cambridge substitute member.

5. Public Questions

The Chairperson informed the Executive Board that fifteen public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes.

It was noted that one question related to Agenda Item 7 (Public Transport and City Access Strategy), ten questions related to Agenda Item 8 (Better Public Transport: Cambourne to Cambridge Project), two questions related to Agenda Item 9 (Better Public Transport: Cambridge Eastern Access Project), and two questions related to Agenda Item 10 (Greater Cambridge Greenways).

6. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 8th September 2022.

7. Public Transport and City Access Strategy

One public question was received from Josh Grantham (on behalf of Camcycle). The question and a summary of the response are provided at Appendix A of the minutes.

Councillor Simon Smith, Cambridge City Councillor for the Castle ward, was invited to address the Executive Board. Arguing that there was little public confidence in private bus operators making decisions on the running of bus services, Councillor Smith queried whether bus franchising could help build confidence in the GCP's ambition to transform the bus network. Observing that buses had flourished under the franchise model that had been in place in London since 1985, while deregulated services elsewhere around the country had generally declined during the same period, the Assistant Director for Sustainable and Inclusive Growth acknowledged that the simpler yet more comprehensive and integrated network in London also offered lower fares and multi-modal tickets at high frequency throughout the day and night. Emphasising that the Combined Authority was responsible for the issue of franchising in the region, she informed members that the GCP was providing support in exploring whether it would be possible.

Councillor Richard Stobart, South Cambridgeshire District Councillor for the Girton ward, was invited to address the Executive Board. Highlighting the urgent need for significant improvements to the bus service across Greater Cambridge, Councillor Stobart sought clarification on the range of options for funding the proposed bus improvements. He expressed concern about the viability of maintaining low bus fares in the long-term if the bus improvements relied on revenue from the proposed road user charge, arguing that a sufficient level of income from the charge might not continue to be sufficient to maintain the improved services. Noting that the GCP had assessed and tested a range of alternative combinations of charging mechanisms and investments in bus services and lower fares, the Assistant Director for Sustainable and Inclusive Growth informed members that the proposals would provide the revenue needed to cover public transport costs, as well as other aspects of sustainable transport, such as improving active travel facilities. Maintaining cheap and discounted tickets would ensure it was cheaper to travel by bus than by car, although she assured

the Executive Board that operation of the scheme would be monitored continuously so that any issues could be identified and resolved swiftly.

Councillor Mairead Healy, Cambridge City Councillor for the Romsey ward, was invited to address the Executive Board. Councillor Healy expressed concern about the potentially disproportionate impact of the proposals on people that relied on cars and who would not be able to afford to pay a road user charge, including patients seeking long-term health treatment, single parents and workers earning the minimum wage, and queried how the GCP would ensure such people received the appropriate level of exemption, discount or reimbursement. She expressed concern that some people who qualified for reimbursements might not be able to pay the initial upfront cost, and emphasised the importance of proactively ensuring the consultation involved the widest range of participants as possible, particularly demographic groups that did not usually participate, such as ethnic minorities and young people. Noting that people on lower incomes were statistically less likely to own or use a car, the Assistant Director for Sustainable and Inclusive Growth highlighted how the bus improvements would improve their opportunities for education, employment and healthcare. A system of exemptions, discounts and reimbursements had been proposed, which included a discount of up to 100% for those on low incomes, which would involve a straightforward and accessible application. Work was being undertaken with local partners, groups and organisations to encourage participation in the consultation of a wide range of people that did not habitually take part.

Councillor Cameron Holloway, Cambridge City Councillor for the Newnham ward, was invited to address the Executive Board. Arguing that there was concern among residents that the GCP would not be able to deliver the proposed bus improvements, particularly in light of the recent cancellation of multiple services across the region, Councillor Holloway requested further information on the steps that had been taken to prepare for the proposed significant expansion of and changes to the local bus network. Noting that the GCP was working closely with the Combined Authority to respond to the cuts recently announced by Stagecoach, the Assistant Director for Sustainable and Inclusive Growth informed members that detailed planning was underway to support the delivery of the network, starting with the priority services listed in Paragraph 7.7 of the report. She emphasised that the GCP had ringfenced £50m for improvements to be made to local public transport services before any charging scheme was introduced.

Councillor Patrick Sheil, Cambridge City Councillor for the Arbury ward was invited to address the Executive Board. Expressing concern about the impact that the inclusion of Addenbrookes in the Sustainable Travel Zone would have on patients, carers and hospital staff, Councillor Sheil queried how the GCP planned to particularly avoid any disproportional impact on clinically vulnerable or immunocompromised people visiting the site. He suggested that such people, who could not use shared public transport for medical reasons, should also be supported on all their journeys, and not just medically-related ones. The Assistant Director for Sustainable and Inclusive Growth drew attention to current difficulties in accessing Addenbrookes, including congestion, space and cost for cars, and poor services for public transport, and demonstrated how the proposals would significantly improve the situation for those needing to access the site by bus, walking or cycling. A range of exemptions, discounts and reimbursements would avoid a disproportionate impact on those on low incomes who needed to

access Addenbrookes by car for medical reasons, and she noted that the NHS would be involved in the consultation that would consider such aspects of the scheme. Potential further mitigations, such as for clinically vulnerable and immunocompromised people, would also be considered during the consultation.

The Assistant Director for Sustainable and Inclusive Growth presented the report, which provided feedback on the 2021 Making Connections consultation and proposed a package of measures for further consultation. A Sustainable Travel Zone consisting of a road user charge, which would eventually operate on weekdays between 7:00am and 7:00pm at a cost of £5 per vehicle, would help fund a transformation of the bus network and improvements to the active travel network, while reducing traffic levels and congestion. Extensive consultation and engagement over the previous five years had culminated in strong support for the proposals, and a system of discounts, exemptions and reimbursements would minimise its impact where appropriate. The programme would progress through various stages, including bus improvements, fare reductions and phased implementation of charges, before culminating in the full daily charge in 2027 or 2028. It was proposed to hold a major public engagement and consultation exercise to provide people with an opportunity to comment on everything included in the package, and thus participate in the shaping of the bus network, walking and cycling improvements and other measures. The Executive Board received a presentation on the proposals, which was published on the meeting website and is attached at Appendix B of the minutes.

Noting that the Joint Assembly had considered it to be a logical procession to hold a consultation on the proposed measures following the extensive work already carried out on City Access, the Chairperson of the Joint Assembly highlighted a number of concerns that had been raised about its organisation. These included the importance of demonstrating the current problems that needed resolving and what would happen if the GCP did nothing, and ensuring there was effective engagement with disadvantaged and marginalised groups from both within and outside Greater Cambridge. Members emphasised that the consultation should encourage people to evaluate the proposed public transport system against using a private car, rather than the current system, and suggested it would be beneficial to develop a journey planning tool that calculated how individual journeys would be affected by the proposed changes. Members had highlighted the inclusion of Addenbrookes within the Sustainable Travel Zone as an important factor to be considered during the consultation.

While discussing the report, the Executive Board:

- Welcomed the clarity provided in the report on issues that had caused concern among members of the public, such as confirmation that Park and Ride sites would not be located within the Sustainable Travel Zone. Members paid tribute to officers in progressing the project to the stage where it was ready for public consultation, and welcomed their collaboration with colleagues at the Combined Authority.
- Observed the significant level of workers that had returned to an office environment having worked at home due to the Covid-19 pandemic, as well as the projected levels of growth in the region, and expressed concern that the proposed measures would not be sufficient to deal with the increased level of movement,

drawing attention to the Cambridge Biomedical Campus (CBC) Transport Needs Study's identification of an overall deficit in transport provision of around 4,600 trips to the site alone. The Transport Director confirmed that the proposed measures would be sufficient to cover the deficit identified in the CBC Transport Needs Study.

- Argued that passengers were more likely to use buses if they were on segregated routes that avoided areas of congestion. Members acknowledged that there were alternative possible measures, such as simplifying the proposals to the installation of additional bus lanes, or expanding them to include services such as the Cambridge Autonomous Metro, although it was suggested that such alternatives were either too ineffective or too unrealistic in the short and medium-term.
- Expressed concern about the impacts of the deregistration and reformulation of some bus routes in the region that had recently been announced by Stagecoach, arguing that such actions ran counter to the GCP's objective of improving and widening bus service provision, and strengthened the argument for public control of bus services through franchising. Observing that, outside London, bus services were run by private operators which made decisions on routes, timetables and fares based on considerations of commercial gain, the Transport Director acknowledged the benefits of the public control over such decisions that was in place in London. He informed members that although franchising was available as an option in the wider Cambridgeshire and Peterborough area, the responsibility for its adoption sat with the Combined Authority. Members welcomed the commitment made by the Mayor of the Combined Authority's commitment to improve the local bus service and noted his support for the benefits of franchising.
- Highlighted the importance of using GCP funding to implement low bus fares and additional services well in advance of introducing any road user charge, in order to first incentivise the necessary behavioural change by encouraging and convincing people to use public transport.
- Emphasised the need to improve the current bus service in order to reduce the number of vehicles accessing and moving around the city, noting that there were over 100,000 vehicle movements within Cambridge every day. Expanding the network was also necessary to connect rural communities which were currently not serviced by the bus network. It was also argued that it was necessary to improve the bus network to improve social mobility and access to education, employment and healthcare, as well as to reduce congestion and improve air quality. It was argued that private operators were not focused on such objectives and were therefore failing the communities that they served.
- Noted that concerns had been raised by members of the public that the revenue from the proposed road user charge would provide the local authorities with additional income. The Assistant Director for Sustainable and Inclusive Growth informed members that legislation required income from such schemes to be spent on transport schemes and proposals, meaning that revenue could not be spent elsewhere on the budget.

- Acknowledged concerns about the inclusion of Addenbrookes in the Sustainable Travel Zone, noting the importance of being able to access the hospital both by car and reliable public transport for people within and outside Cambridge, and it was suggested that representatives of the hospital should be consulted on whether the proposed measures aligned with what was required for wider healthcare outcomes. The consultation would also provide the wider public with an opportunity to comment on the issue.
- Acknowledged that the proposed measures would benefit people on low income who did not currently own or use a car, while disproportionately having a negative financial impact on people on low income who did own or use a car. Members welcomed the proposed scheme for exemptions, discounts and reimbursements as a fundamental feature to mitigate negative impacts, and highlighted it as an area that would require significant attention during the consultation, including who would be included and how the scheme would operate.
- Suggested that allowing a discount only for taxis that were registered through the City Council could lead to many taxis registered elsewhere looking to reregister with the City Council. The Assistant Director for Sustainable and Inclusive Growth clarified that the proposal was for the discount to apply to taxis that followed the licensing conditions of the City Council, rather than actually being registered with the City Council.
- Highlighted that the consultation should allow people to consider how the proposals would affect them individually, and emphasised that participants should have the opportunity to respond openly and freely in as much depth as they wished, in order to provide the richest and most informative feedback as possible. It was suggested that during the consultation, the GCP should encourage people to evaluate the overall package of measures, rather than just focusing on certain aspects, and should also ask what would convince them to use public transport or alternative sustainable solution instead of a car, with the consultation treated more like a conversation.
- Emphasised the need to engage an extensive range of people from different demographics and geographies, particularly those who did not habitually participate in such consultations. It was also noted that younger generations would be living with the long-term consequences of the proposals and therefore they were highlighted as a fundamental group to engage with. Members encouraged people to contact the GCP with any questions or concerns that they might have about the proposals.
- Clarified that more detailed decisions about the proposed measures would be made following the consultation, based on the feedback that had been received.

The Executive Board resolved unanimously to:

- (a) Note the feedback from the 2021 Making Connections consultation, the focus groups and workshop with Citizens' Assembly members; and

- (b) Agree a public consultation on a proposed package of measures to improve public transport services and active travel and introduce a Sustainable Travel Zone comprising a road user charging scheme, as set out in section 7 of the report.

8. Better Public Transport: Cambourne to Cambridge Project

Ten public questions were received from James Littlewood, Gabriel Fox, Dr Marilyn Treacy, Anna Grazely, Sam (on behalf of Bonkers Busway Cambs), Sue and Terry Spencer, Carolyn Postgate, Debbie Whitton Spriggs, Alistair Burford, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Helene Leeming, South Cambridgeshire District Councillor for the Cambourne ward, was invited to address the Executive Board. Emphasising the need for a dependable bus service between Cambourne and Cambridge, particularly given the expected levels of growth in the area, Councillor Leeming drew attention to the young, working population in Cambourne that required better access to Cambridge for employment, education, healthcare and leisure. Also noting there was currently no safe cycle route between the two destinations, she sought clarification on how residents of Cambourne would benefit from the Cambourne to Cambridge busway and associated cycle path. Acknowledging that previous consultations and work with Cambourne Village College had identified restrictions on opportunities for younger people who struggled to access Cambridge, the Transport Director emphasised that the busway would significantly improve transport options and enhance connectivity throughout the corridor.

The Transport Director presented the report on the Cambourne to Cambridge project, which included the GCP's response to the independent audit of the project, feedback from the Environmental Impact Assessment (EIA), and a proposal to submit a Transport and Works Act Order application to secure the necessary planning and consents for the scheme. Following engagement with stakeholders, four changes to the route alignment had been proposed, as set out in Paragraph 6.1b) of the report. Attention was drawn to the feedback that had been received but which had not led to suggested changes to the route alignment, as set out in Paragraphs 5.5 to 5.11 of the report.

Welcoming the proposed changes to the route alignment, the Chairman of the Joint Assembly thanked officers for including additional information in the report that summarised feedback from the consultation that had not resulted in proposed changes, as requested by the Joint Assembly. Members had supported progressing the scheme to its next stage, and he noted that during the Joint Assembly's discussion, officers had agreed to present a future report on Biodiversity net gain across its whole programme. He also clarified that Paragraph 3.1 of Agenda Item 6 (Feedback from the Joint Assembly) had mistakenly referred to the Environmental Impact Assessment as the Equality Impact Assessment.

While discussing the report, the Executive Board:

- Welcomed the feedback from the EIA, noting its extensive and wide-ranging process, and argued that the proposed changes demonstrated the GCP's willingness to respond to issues raised through consultation.
- Argued that a Park and Ride site would not effectively incentivise the desired level of behavioural change without an accompanying off-road bus route, as car users would not see a significant benefit in taking a bus that suffered from the same congestion issues as private vehicles.
- Highlighted the need to provide local residents with a sustainable public transport connection between Cambourne and Cambridge, and expressed concern about how long the project had taken and the ongoing uncertainty that local residents had experienced throughout this time.
- Sought clarification on the proportion of Section 106 funding in the overall cost of the project. Confirming that the current expected level of developer funding was £30m out of a total £160m, the Transport Director emphasised that a Final Business Case, including final costs, would be presented to the Executive Board, subject to the Transport and Works Act Order application. The business case would remain dynamic throughout its development in order to react to any issues that might arise, such as inflationary pressures.
- Expressed concern about the potential additional delay to total journey time that could be experienced by users of the proposed Park and Ride. Emphasising that the GCP was satisfied that the issue did not negatively impact the project's viability, the Transport Director assured members that it would be considered as part of the ongoing development of the Full Business Case.

The Executive Board resolved unanimously to:

- (a) Note the outcome of the Environmental Impact Assessment consultation, and a non-technical summary of the Environmental Statement and its contents;
- (b) Note that the report will recommend a Preferred Route which differs slightly from that approved at Outline Business Case stage and to approve four more specific changes which reflect stakeholder concerns:
 - The alignment has been amended to avoid the Waterworks site as a result of a stakeholder request regarding the ecological value of the site and surrounding trees. This has been accommodated into the design.
 - The alignment through Hardwick has been amended to an on-road solution to reflect local concerns with regards to the loss of trees between St Neots Road and the A428. The solution proposed would use a bus gate just to the west of Long Road to prevent through traffic on St Neots Road and thereby ensuring that buses have a high level of priority. The Greater Cambridge Partnership (GCP) will continue to explore modifications to the bus gate operation to minimise the impact upon the local community. The GCP has

already committed to a noise barrier along the A428 and will work to enhance the area of trees no longer required for the route alignment.

- There is an existing, but poorly used, Bridleway along the east side of the M11 where Cambourne to Cambridge (C2C) would cross. In order to improve connectivity to that Bridleway, which provides linkage to the Comberton Greenway, it will be diverted to a junction with the C2C where the Non-Motorised User (NMU) route along the service road can be accessed.
- During previous consultations a request was made by Dry Drayton Parish Council that GCP should provide an NMU connection from the Scotland Farm Park and Ride site to Dry Drayton. GCP noted this request and prepared a scheme which was presented at the recent public consultation. There was opposition to this scheme from local stakeholders who prefer a solution which takes more private land and has a greater impact on the village. The solution preferred locally would be difficult to justify under the Transport and Works Order for the C2C scheme which only provides Compulsory Purchase Order powers off the main route in order to mitigate environmental impacts or to provide facilities such as drainage for the main route. As such it is recommended that the Dry Drayton link is developed further in consultation with the Parish Council with a view to inclusion in a future programme; and

- (c) Approve a formal request to Cambridgeshire County Council to approve submission of a Transport and Works Order with the GCP working closely with Cambridgeshire County Council as the highways authority.

9. Better Public Transport: Cambridge Eastern Access Project

Two public questions were received from James Littlewood, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which included the Outline Business Case for Phase A of the Cambridge Eastern Access project. Preference had also been established for option P1 for the Park and Ride site, subject to the further production of an Outline Business Case and associated consultation. Noting that the eastern access to Cambridge was intrinsically linked to the emerging Local Plan, he highlighted the importance of the GCP continuing to emphasise the need to Network Rail for improvements on the Cambridge to Newmarket railway line.

The Chairperson of the Joint Assembly informed the Executive Board that although the Joint Assembly had supported the Outline Business Case for Phase A of the scheme, members had emphasised that alternative sites for the Park and Ride site should not be dismissed before their potential benefits had been fully considered. The Joint Assembly had also sought assurances that concerns about traffic raised by residents of Coldhams Lane would be dealt with through Making Connections and the Road Network Hierarchy Review.

While discussing the report, the Executive Board:

- Highlighted the importance of considering a variety of potential sites for the Park and Ride, including those further out of the city, in order to connect better to the strategic road network, noting that the reasons for rejecting alternative sites would provide additional justification for the final proposed site. Emphasising that the GCP needed to follow the Local Plan, the Transport Director assured members that the development of the Outline Business Case would include consideration of the Park and Ride site.
- Suggested that lessons should be taken from the Cambourne to Cambridge project taking over five years, to ensure that similar delays were not experienced on the Eastern Access project. The Transport Director assured members that learning had been taken throughout the duration of the City Deal, and highlighted the importance of mapping public consultation clearly in the early stages of the project, so that people understood how the business case would be developed and when they would have different opportunities to address the specific aspects of the project, such as route alignment and environmental impacts.
- Expressed concern that the proposals for the project were not sufficiently ambitious.

The Executive Board resolved unanimously to:

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

10. Greater Cambridge Greenways

Two public questions were received from James Littlewood, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which included the Outline Business Case for the Greenways Programme, a proposed Greenways Wayfinding Strategy, and an Outline Delivery Plan for the programme. Separate, more detailed business cases for each individual Greenway would be presented to the Joint Assembly and Executive Board following the engagement process. Due to a number of changes in the Waterbeach area, as set out in Paragraphs 4.10 to 4.12 of the report, a further engagement with stakeholders of the Waterbeach Greenway was proposed in order to maximise the effectiveness and benefits of the final route.

Noting the Joint Assembly's frustration over slow progress of the Greenways, the Chairperson of the Joint Assembly informed the Executive Board that members had unanimously supported the proposals. Concerns had been raised over whether the GCP had sufficient resources in place for the Greenways to be completed according to the current timeline. While supporting the proposed pause to the Waterbeach Greenway, members had requested that the GCP aim to recover any lost time and minimise the overall delay to the route.

While discussing the report, the Executive Board:

- Supported the proposals and encouraged the GCP to accelerate delivery of the programme in any way possible. Acknowledging the request, the Transport Director assured members that the GCP had increased the resources available to the scheme and would continue to do so whenever possible.
- Argued that not installing lighting along some of the routes would deter cyclists from using those sections of the Greenways when it was dark. Clarifying that some of the Greenways would have lights, the Transport Director informed members that such decisions were based on the local community's opinion and circumstances, and noted that workshops with affected groups were considering the matter.
- Highlighted that sat nav systems were often of limited use to cyclists because they did not include all cycle routes, and suggested that the GCP should look to ensure that such technology included the Greenways.
- Observed that non-bicycle users, such as equestrians, preferred alternative surfaces to concrete, and queried whether there was a surface-type that would satisfy all users of the Greenways. The Transport Director emphasised that the Greenways were segregated cycling routes, and while improvements for equestrians would be made wherever possible and practical, it would not be possible to achieve across the whole network, although he assured members that the current usability of routes for equestrians would not be diminished by the Greenways.

The Executive Board resolved unanimously to:

- (a) Approve the Greenways Programme Outline Business Case;
- (b) Approve the Greenways Wayfinding Strategy, including approval to undertake a public poll on the two potential concept designs;
- (c) Approve the Outline Delivery Plan, including the identified early works in 2022 – 2023; and
- (d) Approve the next steps on the Waterbeach Greenway.

11. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme and which also included an update to the CBC Transport Needs Study, and a proposal to increase the GCP's Skills Service provision by £290k over the next three years. Five key challenges had been identified for the Skills Service, including a lack of access to good quality data that demonstrates the impact of the GCP's work, busy and under-resourced schools, motivated but untrained school staff, barriers to employment from missed work experience and employer encounters, and a shortage of skilled staff holding businesses back. Proposals to overcome such challenges included rolling out a digital platform to all secondary schools in Greater Cambridge and providing additional resources to teachers and school staff, as set out in Paragraph 8.12 of the report.

The Chairperson of the Joint Assembly noted that members had welcomed the proposed increase to the Skills Service provision, and highlighted members' desire for there to be greater public awareness of the GCP's work. The Joint Assembly had also requested that the GCP provide as much support as possible to other authorities to ensure that the City Deal commitment for 1000 additional homes on rural exception sites could be achieved.

While discussing the report, the Executive Board:

- Welcomed the proposal to increase the resources available to the Skills Service, and supported the Joint Assembly's desire to increase awareness on the GCP's work on skills.
- Welcomed the updates to the CBC Transport Needs Study, noting its underlying importance for the GCP's programme.
- Expressed concern about how school children and students would travel to school from areas that would shortly have their local bus services discontinued, and argued that driver recruitment issues should have been resolved in another way.
- Highlighted rural exception sites as an opportunity to increase the size of villages through affordable housing, thus increasing their economic viability.

The Executive Board resolved unanimously to:

- (a) Endorse the proposal to increase the GCP's Skills Service provision by £290k, across the next three years (detail in Appendix 2 of the report); and
- (b) Note the updated Cambridge Biomedical Campus Transport Needs Study.

12. Dates of Future Meetings

The Executive Board noted that the next meeting was due be held at 4:00 p.m. on Thursday 15th December 2022.

Chairperson
15th December 2022

Greater Cambridge Partnership Executive Board – 28th September 2022
Appendix A – Public Questions Listed by Agenda Item

	Questioner	Question	Answer
13	Josh Grantham on behalf of Camcycle	<p>Agenda Item No: 7 - Public Transport and City Access Strategy</p> <p>In the Joint Assembly feedback, it was noted that ‘doing nothing was clearly not an option, particularly given the climate crisis, the current transport situation in Greater Cambridge and the cost-of-living crisis.’ The Assembly went onto recommend the need to listen to public feedback and how the consultation need to be wide-ranging and accessible, including ensuring input from those who have traditionally been less likely to participate.’ The importance of these statements cannot be overlooked.</p> <p>Last week whilst out promoting cycle parking we were speaking to two teenagers who had just started at Hills Road College. We began to speak about congestion charging and one of the students said, ‘yes, Cambridge needs one of those!’. We told him that now could be our best chance and spoke about the benefits of a scheme like this which include tackling climate change, building healthy lives and delivering safe cycle routes, topics these young adults felt very strongly about.</p> <p>This consultation presents an opportunity for Cambridge to ask the public about a once in a generational opportunity. To fully realise this opportunity, we must speak to people of all ages and backgrounds. Beyond</p>	<p>If the Executive Board approves the recommendation to undertake a public consultation on the proposals set out in the paper, this would be wide ranging to reach as many people as possible across the travel to work area, of all ages and across different demographics.</p> <p>The approach will include comprehensive advertising of the consultation through direct mail, leafleting and social media, as well as traditional media and press, alongside events where people can find out more about the proposals, ask questions and give feedback.</p> <p>The consultation would combine this wide ranging approach with targeted activity to reach key groups who are likely to be interested in or affected by the proposals, including groups identified in the draft Equality Impact Assessment. This would include ensuring students at local schools, post-16 colleges and the Universities are encouraged to participate.</p> <p>Further details are set out in Appendix A of the report, following the request from the Joint Assembly for more information about the consultation to be</p>

		<p>just accessibility, the consultation process will need to engage and educate.</p> <p>How will the consultation reach people of all ages and demographics of society?</p>	<p>included in the Executive Board's papers.</p>
1	<p>James Littlewood, CEO, Cambridge Past, Present & Future</p>	<p>Agenda Item 8 - Better Public Transport: Cambourne to Cambridge</p> <p>Notwithstanding the fact that the Board wanted the EIA to be undertaken so that you could understand the impacts of the scheme before you decided whether it should proceed, the report makes clear that the EIA is still underway and that surveys are still being carried out. It appears that both an environmental survey including a full ecological baseline and a landscape visual impact assessment are still to be finalised. The public have been told in the consultation that habitats are not expected to be sensitive. But we and you do not know this for sure.</p> <p>The report does briefly mention the significant impacts. At paragraph 4.36 and 4.52– the Coton Orchard, the City Wildlife Site, the Bin Brook, the presence of Barbastelle Bats. However, the report does not provide any information regarding the significance of the impacts of the scheme and how such impacts are to be avoided or mitigated.</p> <p>Members are being asked to agree progressing with the application to government in advance of knowing the full facts on the impacts of the scheme on wildlife and the landscape.</p>	<p>This question was asked at the Joint Assembly and my response is the same.</p> <p>The EIA is a complex document which will be submitted as part of a full Transport and Works Act Order application. It will be scrutinised in detail at Public Inquiry following its submission to the Department for Transport.</p> <p>It is largely complete, but some survey data is being finalised. The Board paper provides a thorough resume of the significant impacts arising which confirm that, like most schemes, the environmental impact of the scheme is mixed, but importantly, that whilst the ecological sensitivity of Coton Orchard, as well as the risk presented to barbastelle bats are issues which will require further work, there are no emerging issues which might suggest that the scheme should not proceed.</p> <p>In line with other schemes, the Executive Board will not be asked to approve the EIA but rather to agree that it should be submitted to the DfT to be reviewed as part of the TWAO process.</p>

		<p>This report is mostly about the EIA consultation and therefore it is clearly premature for the Board to be making a decision to proceed to the next stage without knowing what the significant impacts will be. We don't understand why you are being asked to discuss this now rather than in November, when it is likely that such information would be available. A report in November would not hold up the progression of the scheme in any way. Please will you request that a report comes back to you in November which includes information about the significant impacts of the scheme and the plans to avoid and mitigate them?</p>	
4	Gabriel Fox	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>I brought to the Joint Assembly's attention recently the latest real-time bus journey data on the existing Citi 4 bus service between Cambourne and Cambridge. These data show that the service now runs freely at all times, including during school term and during morning and evening rush hours, with an average peak hours journey time of half-an-hour all the way to the city centre. If you subtract the dwell time at the more than 20 bus stops on the route, the journey is barely 25 minutes, which is actually better than GCP has predicted for its off-road route.</p> <p>Responding to my question, Mr Blake stated - without providing any evidence - that "the car is coming back". The data very clearly show that that is untrue, certainly as far as Madingley hill and the rest of the C2C route are concerned. The average weekday morning peak journey</p>	<p>The Outline Business Case sets out the justification for scheme selection and was subject to Independent Audit in 2021.</p> <p>The scheme is intended to address not just current issues but the planned housing and employment growth along the corridor.</p> <p>Traffic levels continue to return to normal levels, with private cars returning faster than other modes. The GCP will continue to review traffic levels and the business case for the scheme in accordance with DfT requirements.</p>

		<p>time down Madingley hill was 7 minutes in May, 7 minutes in June and 7 minutes in July.</p> <p>Residents all along the route have always supported the overall objective of better bus journeys, but have long and consistently argued for a sensitive, respectful and proportionate scheme - sensitive to our local environment, respectful of taxpayers' money and proportionate to the problem at hand.</p> <p>We now have incontrovertible evidence that the congestion that triggered this project has gone away and is not returning. Even with the additional housing planned, it is clearly not going to come back to anything like the same degree. Will the GCP Executive Board, therefore, at last agree to do right by the local community and discontinue an expensive and unnecessary off-road route along the Coton Corridor; and focus instead on the improvements on Madingley Road that will satisfy the Local Plan and provide all the future-proofing this scheme needs?</p>	
8	Dr. Marilyn Treacy	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>We were dismayed to see that all Coton group responses to the EIA were misrepresented in the original WSP report (GCP C2C EIA Report Public v2 5). This included savage editing of the Parish Council's response. We are pleased that most of the errors have now been rectified but we are not satisfied with the explanation given for the original errors. It is disappointing that the GCP officers were presenting incorrect information to the public and the Joint Assembly.</p>	<p>As is standard, all consultation responses are published and available for all to view in full on our website.</p> <p>No "incorrect" information was presented. However a small number of omissions from the summary of stakeholder responses and this was corrected as soon as the error was identified.</p>

		<p>Coton is the village most affected by the off-road bus way, so it is disappointing to see again that officers are omitting important information about the village. The board papers appear designed to airbrush Coton's importance as a necklace village. To give a few examples from section 4.</p> <p>Landscape, It is stated that C2C runs across a landscape of mostly low farmland - untrue, Madingley Hill is one of the most prominent raised areas in the Cambridge greenbelt visible from miles around and has National Trust Covenants. The importance of Madingley Hill as part of the setting of the American Cemetery is omitted.</p> <p>Heritage, The documents omit to reference that Coton has a 12th century Grade1 listed church and 12 listed buildings.</p> <p>Nature, The description of Coton Orchard omits to mention that it is a 100 yr. old ancient orchard, is the 8th largest in the country, and will be bisected and all but destroyed by this route.</p> <p>My question, chair, is: How can you have confidence in the material that you are being presented with in this headline EIA report when important facts are omitted or misrepresented?</p>	<p>A summary of the salient issues has been provided in the Executive Board papers. A full appraisal with be included in the EIA.</p> <p>With regards to the detailed points, the description of the landscape is accurate. The preferred route does not impact the setting of the American Cemetery.</p> <p>Coton Orchard will lose land to the scheme, and we are working to realign to avoid original trees but will not be "all but destroyed".</p>
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5	<p>Anna Gazeley on behalf of the directors of Coton Orchard Ltd, landlord for Blue Diamond Garden Centre at Coton Orchard and the landowner</p>	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>My question refers to page 80, section 5.8 of the GCP Executive Board Agenda for Wednesday 28th September 2022, which states: "Following discussion with the landowner and ecological surveys, the alignment is being reviewed to seek to avoid the few surviving original trees within the Orchard."</p> <p>While we have made written objections, and other submissions in response to public consultations, there have been no discussions with us pertaining to the alignment of the GCP preferred off-road C2C busway. The original trees from 1922, plus hundreds of mature fruit trees that will shortly reach 'veteran' status, span the breadth of the Orchard. Given that the proposed scheme is for a 20m width of roadway bisecting the land, plus further clearance to allow for building works, please can you explain, precisely, how you will avoid these trees?</p>	<p>GCP has regularly sought to contact Mrs Gazeley to try to discuss the alignment and other matters.</p> <p>Mrs Gazeley has very recently permitted ecological surveys of the Orchard which have identified 7 surviving original trees and GCP's consultants are seeking to develop an alternative alignment to avoid these. As ever, our project team remains keen and willing to discuss at any convenient time.</p>
6	<p>Sam on behalf of 'Bonkers Busway Cambs'</p>	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>As published in the Cambridgeshire County Council's most recently available audited Statement of Accounts. £180 million of 'City Deal' government grant funding has been received as to 2021. Given the comprehensive income and expenditure statement shows an "expenditure", i.e., deficit, of £173 million, we extrapolate that those funds have been spent.</p> <p>The Mott MacDonald Outline Business Case Financial Case 2020 estimates a build cost for the preferred option</p>	<p>The C2C scheme will be funded from the City Deal and Section 106 Developer contributions.</p>

		<p>of the Cambourne to Cambridge (C2C) Project to be £160 million. Adjusting for inflation using the Office for National Statistics indices, and assuming a 2023 start, this would equate to between £220 and £436 million. Far in excess of the remainder of the second tranche payment, receivable from 2022 – 2025, of £120 million.</p> <p>Where will the money come from to complete the C2C project should it be progressed today?</p>	
7	Sue and Terry Spencer	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>In the summer of 2021, the superintendent of the American Cemetery submitted a note to the GCP executive. The GCP executive dismissed his concerns. His note stated:</p> <p>“The Madingley Hill landscape is a place of beauty that has been valued by many generations and is worthy of preservation. Its stunning viewshed extends north towards Ely Cathedral, east towards King’s College Chapel, south over Red Meadow Hill, and beyond; with the picturesque villages of Coton and Madingley nestled either side.</p> <p>“In 1945, Major-General Lee of the US Army requested Madingley Hill to become the site of a permanent commemorative cemetery and memorial to honour fallen US service personnel of the Second World War specifically because of its natural beauty and unparalleled viewshed. The US Government asked for this specific terrain – no other terrain would do – because the viewshed was the key “selling point” then, as it is now.</p>	<p>The importance of the Cemetery is well understood and is one of the reasons why an off-road scheme has been recommended.</p> <p>The alternatives have been previously assessed and the basis for the assertion that the proposed alignment would have an adverse impact on the landscape adjacent to the Cemetery is incorrect.</p> <p>The alternative proposed by CBAG and other Coton residents would involve the loss of land and trees adjacent to, and potential on Cemetery land and would be significant.</p> <p>This approach was subject to an Independent Audit in 2021.</p>

		<p>“Today, the Cambridge American Military Cemetery is a world-renowned monument and a Grade 1 listed landscape by Historic England. Extending south, the unspoilt open countryside, located in the Green Belt, is extensively protected by National Trust covenants.</p> <p>“We are concerned that GCP’s proposal to build a tarmac bus road across the south side of the hill would irreparably damage this unique and precious landscape, compromising the setting of the American Military Cemetery, severing historic community access routes, and paving the way for further urban encroachment in its vicinity.”</p> <p>Could the chair of the Executive Board please explain why the above concerns were dismissed?</p> <p>It should be noted that the on-road bus lane down Madingley Hill which has been proposed by CBAG as an alternative to the off-road solution will not encroach onto the American Cemetery land.</p>	
9	Carolyn Postgate	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>For six years I have attended Joint Assembly and Executive Board meetings to ask questions. In all that time I have been trying to convey to the Board the essential fact that the off-road section of the C2C busway from Madingley Mulch to the M11 is entirely unnecessary. This section is now almost the only section that is truly off-road, yet will cost far more, and will involve more land-</p>	<p>The C2C scheme has been developed in line with the relevant government guidance and has evolved significantly over the years. As the question acknowledges, in many instances we have amended the proposals to seek to accommodate stakeholder views.</p> <p>The recommended scheme is considered to be the</p>

	<p>take of green belt and covenanted land, than any other section.</p> <p>Over the years we have proved beyond doubt (contrary to the assertions made by your officers) that an inbound-only bus lane on Madingley Road is viable without land-take. In addition, journey time for on-road buses on this section of the route is directly comparable, and possibly slightly better, than GCP's own estimates for the off-road route. Buses travelling along Madingley Road are much more easily routed to places of work or education than from Grange Road. Moreover, an on-road route satisfies the requirements of the Local Plan, enables development to continue at Bourn Airfield, and requires no expensive land-take.</p> <p>You have listened to the residents of Hardwick and decided that an on-road option is viable on St Neots' Road.</p> <p>You have listened to "a stakeholder request" and have re-routed the off-road busway away from the Waterworks site.</p> <p>It is within your power to stop the destruction of productive arable farmland on Madingley Hill and the devastation of irreplaceable wildlife in Coton orchard.</p> <p>It is within your power to stop the irreversible damage to a precious landscape and village by keeping the bus on Madingley Road.</p> <p>Will the Board listen to the residents of Coton before it is too late?</p>	<p>best performing option and has been subject to an Independent Audit.</p>
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10	Debbie Whitton Spriggs	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>The traditional orchard at Coton is the largest in Cambridgeshire and the eighth largest in the UK. These orchards are priority habitats because they are very similar to the indigenous wood and scrub once found in the British Isles – which produces much higher levels of biodiversity than might otherwise be expected.</p> <p>The proposed 20-metre-width of busway that will run right across the orchard, along with further clearing required for construction, will fragment this precious natural resource to such an extent that it is effectively removed. Contrary to the claims of the GCP proposal – and as the Orchard Biodiversity Officer for the People’s Trust for Endangered Species has stated – no amount of new grass or tree planting will mitigate this loss.</p> <p>What possible justification can there be for this destruction?</p>	<p>Coton Orchard was planted around 100 years ago and a few of the original fruit trees remain. We have surveyed these, and our consultants are seeking to minimise the impact on these.</p> <p>We fully appreciate the importance of the orchard, which we deem to be a Habitat of Principal Importance (HPI) under the Natural Environment and Rural Communities (NERC) Act 2006, and certainly the most ecologically sensitive section of the route. For this reason, we continue to explore ways of minimising land take within it, and to fashion an alignment that limits the adverse effects.</p> <p>Overall, however, the selection of the route is intended to provide a balance between a number of factors which include the impact on the local area including Madingley Wood SSSI and the American Cemetery.</p>
12	Alistair Burford	<p>Agenda Item No. 8: Better Public Transport: Cambourne to Cambridge Project</p> <p>I find it surprising that today the Officers are asking the Board for approval to progress the C2C scheme to the TWA stage despite the fact that the Environmental Impact Assessment (EIA) has not been fully completed.</p> <p>Over the last 5 years, at every stage of the scheme, I have heard the Joint Assembly and the Board asking to see an EIA before progressing this scheme. Indeed, I</p>	<p>The EIA is a complex document which will be submitted as part of a full Transport and Works Act Order application. It will be scrutinised in detail at Public Inquiry following its submission to the Department for Transport.</p> <p>It is largely complete, but some survey data is being finalised. The Board paper provides a thorough</p>

	<p>believe it is a requirement that an EIA be carried before requesting approval for a TWA. We are being told that some of the EIA is complete, but the critical part of the EIA which runs through the Ancient Orchard has not.</p> <p>Evidence gleaned by local residents indicates a strong presence of both Soprano Pipistrelle & Common Bent Wing bats within the Orchard which will most likely be confirmed within the EIA. If or when the EIA confirms the presence of bats within the Coton Orchard, what would happen next? Will the route be revised to avoid this sensitive area and will this mean the route goes north towards Polhill Garden Centre, south towards Coton village centre or is there another route?</p> <p>I would therefore ask the Board members (not the officers) given they are the decision makers today;</p> <ol style="list-style-type: none"> 1. Explain how they can feel comfortable progressing the scheme without having all of what may be vital information? 2. If the Board does progress the scheme without this information and the route has to be moved, will there be another public consultation. 	<p>resume of the significant impacts arising which confirm that, like most schemes, the environmental impact of the scheme is mixed, but importantly, that whilst the ecological sensitivity of Coton Orchard, as well as the risk presented to barbastelle bats are issues which will require further work, there are no emerging issues which might suggest that the scheme should not proceed. The presence of common and soprano pipistrelle bats is not a surprise as these species are both common and widespread.</p> <p>So far we have recorded one roost during our climbed inspections of a single brown long eared bat in one the large poplar trees on the east boundary. The proposals would not require us to remove this tree.</p> <p>As indicated we may consider a minor amendment of the route to avoid the few original trees in the Orchard. We can confirm that we would not amend the alignment closer to the village.</p> <p>In line with other schemes, the Executive Board will not be asked to approve the EIA but rather to agree that it should be submitted to the DfT to be reviewed as part of the TWAO process.</p> <p>That process will trigger a formal consultation whereby DfT will make the EIA and other associated documents available to a statutory list of consultees, including landowners, as well as the public. Responses to this consultation is likely to trigger a Public Inquiry at which representation can be made</p>
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			and which will inform a recommendation to the Secretary of State for Transport who will decide whether or not the scheme proceeds.
14	Josh Grantham on behalf of Camcycle	<p>Agenda Item No. 8 - Better Public Transport - Cambourne to Cambridge Project</p> <p>The Cambourne to Cambridge project extends to where the route meets Grange Road, yet all of the buses using the route will have to travel along Grange Road to West Road. This is the most constrained section of Grange Road and the required improvements to facilitate this should be brought within this project. Opportunities to amend the junction location on Grange Road should be explored as well as increasing the corridor width between the existing track by the University Rugby Club and West Road. Without improvements, this section of Grange Road will put off many travelling actively as well as compromising the quality of the public transport provision.</p> <p>Will the GCP extend the project scope to encompass this short section of Grange Road?</p>	<p>The most constrained section of Grange Road is not between the Rifle Range and West Road. It is the section to the north of the Rifle Range towards Adams Road.</p> <p>Nevertheless both sections are already used by the regular U bus service, cycles and general traffic. The proposals for Making Connections will potentially reduce traffic demand on Grange Road whilst the junction on Grange Road will be improved and all measures subject to Road Safety Audit.</p>
2	James Littlewood, CEO, Cambridge Past, Present & Future	<p>Agenda Item 9 - Better Public Transport: Cambridge Eastern Access Project</p> <p>Consultation on possible locations for a park and ride site was conducted in December 2021. The site selection and appraisal report appended to this report was published in May 2022. I can see no record of the Executive Board having discussed the site selection process until now. However, you are being asked to “note the preference for Option 1 Park and Ride”. Agreeing this recommendation will result in the Outline</p>	<p>A detailed report on the options for a Park and Ride site, is appended to the papers for this meeting.</p> <p>The recommendation of the report is to undertake business case development for a new park and ride site to the East. Only when that work is completed and a public consultation undertaken, will the Executive Board be asked to agree a preferred</p>

		<p>Business case being prepared without the opportunity for members to ask questions and debate the site selection process. Option 1 results in development in the Green Belt. Options beyond the inner greenbelt boundary have been dismissed. By default, therefore Members are being asked to rule out consideration of other options. When will members be given the opportunity to discuss the site selection process and alternatives to providing a Park and Ride/travel hub site in the Green Belt?</p>	<p>location for a new P&R site.</p>
15	<p>Josh Grantham on behalf of Camcycle</p>	<p>Agenda Item No. 9 - Better Public Transport - Cambridge Eastern Access Project</p> <p>The outline designs for this project have made many positive steps forward, yet concerns remain and several areas for improvement exist. For example, there would appear to be a lack of flexibility within the County Signals team, which is resulting in many sub-optimal solutions for users. In order to deliver a successful scheme, all stakeholders must align behind a common goal and look beyond minimising their own siloed objectives. In the recent meeting of the non-motorised user group, the design team said they will shortly be undertaking junction assessments in accordance with LTN 1/20 and completing a RSA which is welcome.</p> <p>Will these assessments be shared with stakeholders and will the GCP table the designs with Active Travel England to ensure the best possible outcome?</p>	<p>The scheme will be designed in line with government guidance including LTN1/20 and the need for a RSA.</p> <p>As a participant in the GCP Active Travel Group, CamCycle will continue to be consulted on assessments. GCP is happy to involve Active Travel England in the Group if they wish to participate.</p>

3	James Littlewood, CEO, Cambridge Past, Present & Future	<p>Agenda Item 10: Greater Cambridge Greenways</p> <p>Cambridge Past Present and Future are engaging with the GCP in trying to ensure that the design of the Greenways is sensitive to heritage, landscape and ecology. The greenways pass through conservation areas in the city and villages, through open landscapes and past woodlands and hedgerows.</p> <p>We are concerned that Cambridgeshire County Council decided to implement a policy that red (two shades thereof) are the only colours that should be used on new cycle tracks for consistency. This conflicts with the Historic England's "Streets for All" advice on cycle infrastructure and design, that states that specific colours are not a requirement.</p> <p>We were pleased to hear in response to our question to the GCP Joint Assembly that landscape character assessments will be undertaken for all the routes to ensure they are appropriate to their location. We are however concerned to have since learnt that conservation officers from Greater Cambridge Shared Planning Services, who have specialist expertise and local knowledge, have not been consulted in the design of the greenways. Can you please tell us why this has not happened and confirm whether specialist officers from the shared planning service will have early input into the design of the greenways prior to public consultation.</p>	<p>The GCP continues to engage with the Greater Cambridge Planning Services on the Greenways and all other projects, this includes appropriate environmental teams.</p>
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16	Josh Grantham on behalf of Camcycle	<p>Agenda Item No: 10 - Greater Cambridge Greenways</p> <p>Camcycle has attended many Greenway workshops in which the latest Greenway alignments and designs are shared and discussed in detail with a variety of stakeholders. In many of these discussions we are told many of the major pieces of infrastructure needed to complete these routes and make them safe for all ages and abilities are being compromised due to budget constraints. For example: no underpass on the Barton Greenway, no tunnel under the A14 to the Waterbeach Greenway and no underpass on the Haslingfield Greenway to name but a few. We understand that some design options will not be possible based on the current budget, but this decision-making process must be transparent and considered in the context of all the Greenways in order for the funding to be spent wisely. Many opportunities exist to reduce costs in other parts of the Greenway, for example a modal filter on Grantchester Road would remove the need for the Bulk Path and the shared route alongside Grantchester Road, saving millions of pounds and carbon emissions.</p> <p>Will the GCP provide greater clarity on the budgets with stakeholders and ensure that they are engaged in the decision making process in terms of infrastructure prioritisation so the best outcomes are to be achieved?</p>	<p>The GCP welcomes the input that Camcycle has had so far in the workshops that we have held with stakeholders.</p> <p>Designs alter as they develop. In making recommendations to change the design, officers are taking into account multiple factors. These include environmental impacts, deliverability, public and stakeholder feedback, and budget.</p> <p>Each Greenway will be going to the Executive Board individually from December onwards and any changes will be subject to the Board's approval at that time.</p>
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Greater Cambridge Partnership Executive Board – 28th September 2022
Appendix B – Slide Presentation (Agenda Item 7 - Public Transport and City Access Strategy)

Executive Board City Access

28th September 2022



Public transport and city access strategy

The paper presents a package based on consultation findings and new technical work:

- A transformed bus network, offering cheaper fares and faster, more frequent, more reliable services with longer operating hours and new routes;
- Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements; and
- A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes.

The Executive Board is recommended to:

- (a) Note the feedback from the 2021 Making Connections consultation, the focus groups and workshop with Citizens' Assembly members; and
- (a) Agree a public consultation on a proposed package of measures to improve public transport services and active travel and introduce a Sustainable Travel Zone comprising a road user charging scheme as set out in section 7.

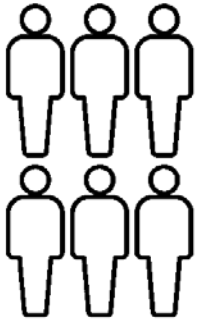


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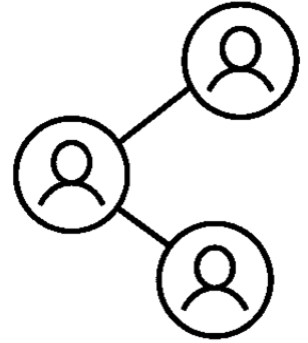
The challenge for Greater Cambridge

- Significant population growth experienced over last 20 years;
- Congestion 2nd worst in the UK after London – makes bus services slower, less reliable and more expensive to run;
- Further growth predicted with implications for how we make journeys in future – post-covid car travel recovering faster than public transport;
- Poor public transport cuts people off from opportunities, particularly those on lower incomes and/or in more rural areas;
- 121 deaths in Greater Cambridge in 2021 attributable to air pollution – traffic main source of emissions;
- 45% emissions in Cambridgeshire are from transport
- 2050 net zero legally-binding target requires at least a 15% reduction in private car mileage.

We're expecting the population to grow by 28%



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



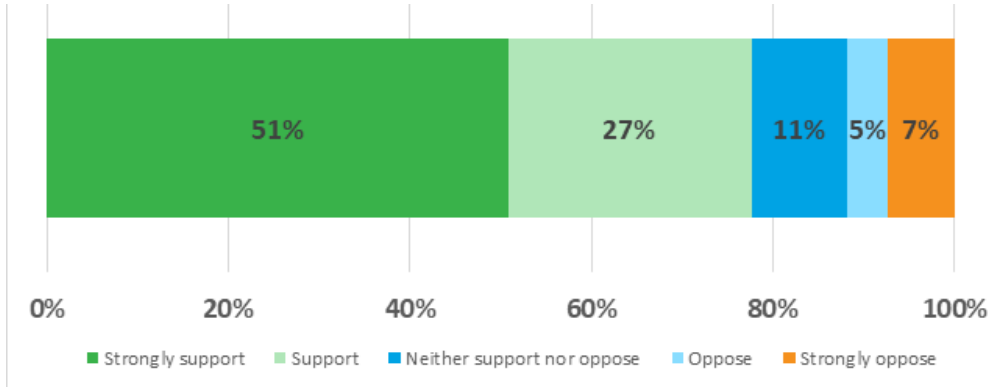
To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels – 20-25% on 2019 levels



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Making Connections 2021 – shaping the proposals

Support for bus network proposals



A charge:

- Preference for options involving charging cars to drive in an area over options involving new or additional parking charges;
- Preference for lower charge covering a larger area (41%) over higher charge/smaller area (36%);
- Small majority in favour of peak-time charging (51%).

- 78% supported the bus network proposals
- 71% supported the overall aims of the proposals
- 68% supported the idea of reducing traffic to improve walking and cycling
- 52% supported the idea of reducing traffic to improve public spaces

Using charging income:

- 27% prioritised spending new money on more frequent bus services, 19% on cheaper fares, 16% on longer operating hours and 15% on more direct services
- Introducing flat-fares (32%) or lower fares for everyone across the region (31%) were the most popular choices if money was spent on reducing fares



A transformed bus network

- **Cheaper and simpler tickets:** £1/£2 flat fare
- **Longer hours:** 5am to 1am
- **Vastly improved services:** new routes, higher frequencies, express services, additional destinations, better passenger experience.
- **Covering the whole travel to work area:** Huge expansion of rural routes plus Demand Responsive Transport
- **Alignment with CPCA bus reform**

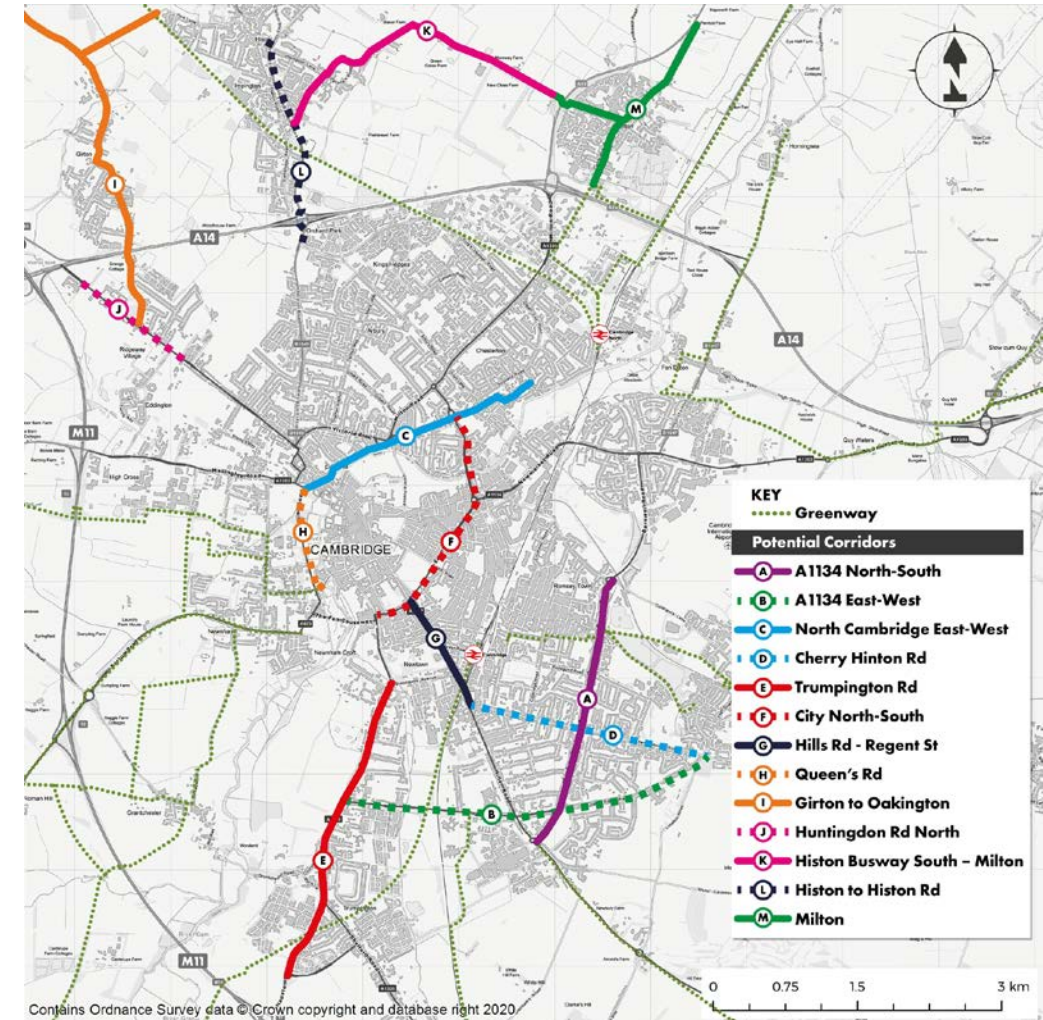
- Double the size of the current network;
- Scale of investment not seen before – one of highest in UK.



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Sustainable Travel Measures

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



Sustainable Travel Zone

- Sustainable Travel Zone across an area, not a cordon
- 7am-7pm, weekdays
- £5 charge for cars, city-wide
- Targeted discounts/exemptions/reimbursements

Phased implementation

- Bus improvements will be delivered first
- Proposed consultation would explore options for the Sustainable Travel Zone initially operating for shorter hours and/or targeting larger vehicles such as lorries and coaches



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Sustainable Travel Zone: discounts and exemptions

100% discount or exempt

1. Emergency and military vehicles
2. Disabled tax class vehicles
3. Breakdown services
4. NHS tax exempt
5. Dial-a-ride services
6. Certain local authority operational vehicles
7. Blue badges – nominate 2 vehicles
8. People on low incomes (25-100% discount)
9. Buses (review for petrol/diesel in 2030 in line with zero emission ambition)
10. Hackney taxis and private hire vehicles meeting Cambridge City Licensing conditions on emissions and accessibility
11. Car club vehicles (official providers)

Reimbursements

1. NHS patients clinically ill or too vulnerable for public transport
2. NHS staff using vehicle to carry certain items
3. NHS and other emergency services staff responding to an emergency when on call
4. Other essential emergency service trips made in business vehicles e.g. fire inspections
5. Social care, peripatetic health workers and CQC-registered care home workers
6. Minibuses and LGVs used by charities and not-for-profit groups

Will be worked through with providers during consultation



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Benefits and Impacts



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



Reduces traffic, congestion and emissions and improves reliability



Funds transformation of bus network



Funds walking and cycling infrastructure



Funds wider measures to enhance mobility

Impacts on car use

- 50% reduction of car trips in the charging zone

Impacts on public transport

- 40% increase in public transport in the charging zone and the wider South Cambridgeshire area
- 30% increase in public transport use in wider travel to work area

Other impacts

- 30% increase in walking and cycling within the charging zone
- 5% reduction in greenhouse gases from reduced mileage



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Benefits and Impacts - Assessments

Impact assessments have been undertaken on the following areas:

- Equalities
- Social and distributional
- Air quality, Noise and Carbon
- Health impacts

We have used these assessment to inform the bus and active travel package and Sustainable Travel Zone development, including the suite of discounts, exemptions and reimbursements.

Overall, these initial assessments are broadly positive or neutral in their overall assessment.

They identify a smaller number of issues to be explored further through the consultation to better understand them and seek enhancements or mitigations to remove or minimise the impacts.

Impacts will continue to be assessed throughout scheme development



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Benefits and Impacts - conclusions

This scheme is unlocking significant benefits across a range of objectives, including:

- Improving access to employment, education, services and leisure, particularly for those on low incomes or without access to a car;
- Significant reductions in carbon emissions; and
- Improved health through greater levels of active travel and better air quality;

Stable and continued funding for an affordable and attractive sustainable transport network

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



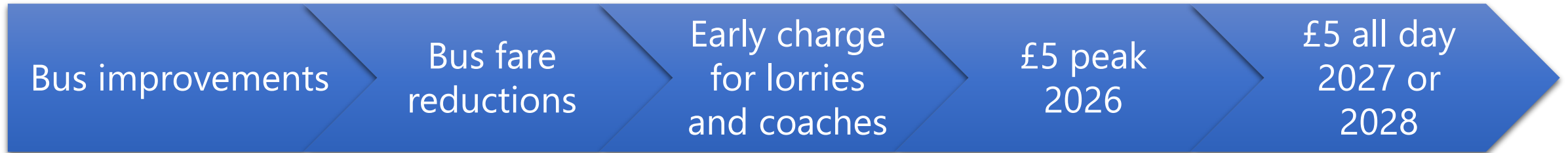
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Delivery and phasing



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Sustainable travel zone: phasing



- From mid-2023 – priority service improvements
- From 2024 – proposed £1/£2 flat fare introduced
- 2025-2027 – services continue to ramp up
- From 2025 – peak-time road user charge for larger vehicles
- From 2026 – peak-time road user charge applying to all vehicles from 7am-10am weekdays
- From 2027 or 2028 – full Sustainable Travel Zone proposals implemented – 7am-7pm weekday charge



Delivering bus measures

Improving confidence in bus services through early delivery of priority schemes and fare reductions.

Our proposal to develop and fund transforming buses is possibly more important than ever given post-covid travel patterns.

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



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Proposed Public Consultation

- Recommending a major public engagement and consultation exercise to give people opportunity to comment on everything in the package;
- Opportunity to shape the bus network proposals, walking and cycling improvements and other measures;
- Consultation would be a Statutory Consultation for the Sustainable Travel Zone, with questions covering the suggested area and boundary, hours and days of operation, and proposed charge levels, discounts, exemptions and reimbursements;
- Targeting the whole travel to work area, with tailored approach to hear from seldom heard groups and those identified as potentially negatively impacted in the Equality Impact Assessment;
- More details in Appendix A.



Next steps and timeline

