

**GREATER CAMBRIDGE PARTNERSHIP  
EXECUTIVE BOARD**

**4:00 pm**  
**Thursday 4 January 2024**

**Council Chamber  
The Guildhall  
Market Square  
Cambridge,  
CB2 3QJ**

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

## **AGENDA**

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|---|--------------------|
| <b>1. Apologies for Absence</b>   | <b>( oral )</b>    |
| <b>2. Declaration of Interests</b>  | <b>( oral )</b>    |
| <b>3. Minutes</b>   | <b>(3-54)</b>      |
| <b>4. Membership</b>  | <b>(55-56)</b>     |
| <b>5. Public Questions</b>  | <b>(57)</b>        |
| <b>6. Feedback from the Joint Assembly</b>                                  | <b>(to follow)</b> |
| <b>7. Quarterly Progress Report</b>   | <b>(58-96)</b>     |
| <b>8. Cycling Plus – Hills Road and Addenbrookes Roundabout</b>             | <b>(97-123)</b>    |
| <b>9. Greater Cambridge Greenways – Fulbourn and Haslingfield Greenways</b> | <b>(124-147)</b>   |
| <b>10. Greater Cambridge Greenways – Programme Update</b>                   | <b>(148-161)</b>   |
| <b>11. Date of Next Meeting</b>   | <b>( - )</b>       |

- 4:00 p.m. Thursday 7 March 2024

#### MEMBERSHIP

The Executive Board comprises the following members:

Councillor Mike Davey	- Cambridge City Council
Councillor Elisa Meschini (Chairperson)	- Cambridgeshire County Council
Councillor Brian Milnes (Vice Chairperson)	- South Cambridgeshire District Council
Andy Williams	- Business Representative
Andy Neely	- University Representative

By Invitation

Mayor Dr Nik Johnson

[Exercising discretion available to them to interpret Standing Orders and, with the agreement of the other voting members of the Board, suspend them if necessary, the Chairperson will invite Mayor Johnson to join the meeting in a non-voting capacity, recognising the Combined Authority's role as the Strategic Transport Authority].

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

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

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



## Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board  
Thursday 28 September 2023  
4:00 p.m. – 8:30 p.m.

Present:

### Members of the GCP Executive Board:

Cllr Elisa Meschini (Chairperson)	Cambridgeshire County Council
Cllr Brian Milnes (Vice-Chairperson)	South Cambridgeshire District Council
Cllr Mike Davey	Cambridge City 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:

Peter Blake	Transport Director (GCP)
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Lynne Miles	Director of City Access (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

## 1. Apologies for Absence

There were no apologies for absence.

## 2. Declarations of Interest

Andy Williams declared a non-statutory disclosable interest in relation to Agenda Item 8 (Cambridge South-East Transport Scheme), as a consultant to businesses on the Cambridge Biomedical Campus.

Andy Neely declared a non-statutory disclosable interest in relation to Agenda Item 9 (Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway), as a resident of the Waterbeach area.

Councillor Davey declared a non-statutory disclosable interest in relation to Agenda Item 10 (Better Public Transport – Cambridge Eastern Access Project), as a resident of Riverside.

## 3. Minutes

The minutes of the previous Executive Board meeting, held on 29 June 2023, were agreed as a correct record and signed by the Chairperson.

The minutes of the extraordinary joint meeting of the Executive Board and the Joint Assembly, held on 26 June 2023, were agreed as a correct record and signed by the Chairperson.

## 4. Public Questions

The Chairperson informed the Executive Board that thirty-three 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 fourteen questions related to agenda item 6 (Making Connections Outline Business Case and Next Steps), ten questions related to agenda item 7 (Greater Cambridge Partnership Future Investment Strategy 3), three questions related to agenda item 8 (Cambridge South-East Transport Scheme), two questions related to agenda item 9 (Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway), three questions related to agenda item 10 (Better Public Transport – Cambridge Eastern Access Project), and one question related to agenda item 11 (Quarterly Progress Report).

## 5. 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 7 September 2023.

## 6. Making Connections Outline Business Case and Next Steps

Fourteen public questions were received from Mal Schofield, David Stoughton (on behalf of Living Streets Cambridge), Neil Mackay (on behalf of Mackays of Cambridge Ltd.), Rory Comyn, William Bannell, Ian Black, Jenny Williams (read out by Sara Lightowlers), Martin Lucas-Smith, Edward Leigh, Elizabeth Whitebread (on behalf of Cambridgeshire Parents for the Sustainable Travel Zone, and read out by Sara Lightowlers), Sarah Hughes (on behalf of the Cambridgeshire Sustainable Travel Alliance), Richard Wood (on behalf of Cambridge Area Bus Users, and read out by Sarah Hughes), Sara Lightowlers (on behalf of Cambridgeshire Parents for the Sustainable Travel Zone), and Anna Williams (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Susan van de Ven, South Cambridgeshire District Councillor for the Melbourn and Bassingbourn division, was invited to address the Executive Board. Expressing concern about a potential disruption to the Making Connections proposals, Councillor Van de Ven highlighted the need to reduce health inequalities by improving air quality, as well as transport and access opportunities, particularly for young people. She drew attention to examples of residents who struggled to attend employment, learning and medical commitments due to inadequate bus services or sustainable transport infrastructure and unaffordable taxis, with further reductions to such services under consideration. It was acknowledged that the Making Connections proposals sought to address health and social inequalities while improving the local bus network, and members were informed that the Combined Authority continued to consider its own bus reform proposals.

Councillor Naomi Bennett, Cambridge City Councillor for the Abbey ward, was invited to address the Executive Board. Highlighting a perceived lack of belief that the local bus network could be sufficiently improved, Councillor Bennett proposed a temporary pilot scheme, such as orbital bus services connecting Park and Ride sites with key employment and education centres, potentially funded by a council tax precept. Acknowledging that such a pilot scheme would not resolve the wider congestion issues, she argued that it would still have an impact and could help overcome this barrier to public acceptance. Members were informed that it would be difficult to obtain the necessary capital investment from the private or public sector without certainty of long-term funding, with a risk of exacerbating people's difficulties by encouraging a reliance on a temporary service. It was also noted that the Combined Authority had already implemented a mayoral precept, which raised almost £4m per year.

The Executive Board received a report from the Director of City Access detailing a revised Making Connections scheme, including an Outline Business Case, following further technical work in response to the consultation findings that had been presented

to the Executive Board in June 2023. The Executive Board were asked to consider whether the proposals were at the stage to be recommended to the County Council, in order to be progressed to a Full Business Case.

Noting that two of the GCP's constituent councils had indicated their reluctance to continue with the current Making Connections proposals shortly before the Joint Assembly's meeting on 7 September 2023, the Chairperson of the Joint Assembly informed the Executive Board that it had been agreed not to scrutinise the amended proposals at the meeting of the Joint Assembly, although he noted that some of the members had been prepared to do so. Instead, the Joint Assembly had asked the GCP to prepare a high-level strategic assessment of the threats and opportunities of starting again, taking account of a range of factors and impacts, and he welcomed the inclusion of this assessment at Appendix 4 of the report in front of the Executive Board. Nonetheless, the Joint Assembly had asked the Executive Board to establish whether a political consensus in support of the current proposals could be achieved, and for the constituent authorities to reaffirm their commitment to finding and supporting solutions to the original objectives underlying the Making Connections proposals. The Joint Assembly requested that, in the event of the Executive Board deciding not to continue with the current proposals, consideration be given to potential alternative sources of recurring revenue income to support bus services and the active travel network, along with the necessary demand management measures to support them. He acknowledged further reluctance to support the proposals had been expressed prior to the Executive Board's meeting, but expressed concern about withdrawing the only detailed and recommended option that was under consideration without any alternative options being proposed. He highlighted the extensive level of work that had been carried out to date and emphasised the importance of taking action.

While discussing the report, the Executive Board:

- Welcomed Mayor Dr Johnson's commitment to continue working in partnership with the GCP, given his role in the wider region, and supported the Combined Authority's ambition to deliver bus reform and to improve transport options across the area. Members expressed concern about the continuous decline of the local bus network and emphasised the importance of improving it.
- Paid tribute to people that had participated in the Making Connections consultation, drawing attention to the vast amount of information and opinions that had been collated, both supporting and opposing the proposals. It was argued that the GCP had diligently considered and responded to the thousands of responses that had been received, and members also paid tribute to the work of officers in continuously developing and amending the proposals throughout the process.
- Acknowledged that there was currently not a political consensus in support of the proposals, although members expressed concern that this had been demonstrated outside of the meeting environment, which it was suggested undermined the accountability of the Executive Board. It was also recognised that there were significant divisions within political groups.

- Noted the Strategic assessment of the threats and opportunities of not proceeding with Making Connections that had been included as Appendix 4 to the report and expressed concern about the higher number of threats that it identified compared to opportunities, including the potential impact on the emerging Local Plan. Members drew attention to proposals from the government to significantly increase the size of Cambridge, highlighting the importance of improving sustainable transport for the region to sustain its success and strategic role for the country.
- Noted the identified impacts on businesses of not continuing with the proposals and the likely subsequent increase in congestion and deterioration of public transport which would be detrimental to the wellbeing of both workers and customers. Members highlighted that many businesses had their own corporate sustainability targets, and it was suggested that they would therefore be required to respond to a further reduction in buses either by promoting and facilitating sustainable transport or by disincentivising car usage by reducing the car park size. It was argued that private bus services run by businesses for their employees would exacerbate current inequalities and further undermine the economic model of current public bus services. Members also highlighted that ambition, commitment and consistency were fundamental to achieving business confidence and long-term investment in the region.
- Expressed concern about abuse received by councillors in relation to the Making Connections proposals, as well as the polarised nature of the debate which tended to focus solely on the proposed Sustainable Travel Zone, and argued that it did not facilitate the debate, the process or the wider city.
- Highlighted the costs of congestion to businesses and people who spent significant periods of time in traffic.
- Agreed generally that the preferred option of Scenario 1A met the strategic objectives of the City Deal programme, with members highlighting the extensive work carried out on developing the proposals and considering alternatives for a sustainable financial solution to fund improved bus and active travel networks. However, one member also drew attention to the fact that the preferred option had not been scrutinised by the Joint Assembly and argued that this made it difficult for the Executive Board to make a suitably informed decision.
- Agreed that the preferred option of Scenario 1A responded appropriately to many of the issues raised during the consultation and paid tribute to the extensive consideration that had been given to the wide-ranging responses that had been received in the consultation, particularly welcoming changes based on concerns about the impact on people with lower incomes. Members expressed concern that the reduced level of revenue generation would not be sufficient to fund the planned improvements to the bus and active travel network, although it was acknowledged that a compromise had been necessary and that further alternative funding could potentially be obtained.
- Observed that the final decision on the implementation of any road charging was a responsibility of the County Council, and reluctantly agreed that the proposals were not yet at a stage where the GCP could recommend them for approval, especially

as they had not yet been effectively scrutinised by the Joint Assembly. Members argued that greater partnership working between the constituent authorities, different political groups, and the government was required to overcome current differences in opinion and resolve ongoing concerns.

The Executive Board resolved unanimously to:

- (1) Note the strategic objectives of the City Deal programme and the Making Connections proposals;
- (2) Note the results of the consultation that was undertaken on the Making Connections proposals as outlined in Section 4 and Appendix 2 of the report;
- (3) Note the request from the Joint Assembly meeting on 7 September with regard to this item as outlined in Section 3 of the report;
- (4) Note; Appendix 4 of the report prepared in response to the request from the Joint Assembly;
- (5) Agree that the preferred option (Scenario 1A) as outlined in Section 7 and the Outline Business Case (Appendix 5):
  - a. meets the strategic objectives of the City Deal programme and
  - b. responds appropriately to the issues raised during the consultation.
- (6) Agree that the proposals are not at a stage to enable recommendations to be made to the Highways & Transport Committee of the County Council (as Highways Authority) to endorse the Outline Business Case and to progress the Making Connections proposals to the Full Business Case stage.

## 7. Greater Cambridge Partnership Future Investment Strategy 3

Ten public questions were received from Yunus Bostanci, Iris Bostanci, James Littlewood (on behalf of Cambridge Past, Present and Future), Jim Rickard, Stephen Partridge-Hicks, Dr Marilyn Treacy, Carolyn Postgate, Paul Hollinghurst (on behalf of Railfuture East Anglia, and read out by Peter Wakefield), Edward Leigh, and Anna Williams (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Chief Executive presented a report to the Executive Board which included an updated Future Investment Strategy (FIS) based on the current forecast cost of the programme. It proposed a reprioritisation of the programme which included pausing the Cambridge South East Transport Strategy Phase 2 (CSET) and the Foxton Travel Hub, alongside various changes to other schemes, while opportunities for additional funding were explored. An annual report would allow the Executive Board to review management of the overprogramming element of the GCP's budget.

Noting that the Joint Assembly had supported the FIS and accompanying proposals, the Chairperson of the Joint Assembly argued that the detailed designs of any paused schemes should not be re-examined at this stage, and that alternative funding should

be sought as a matter of urgency, with progress being reported to the Joint Assembly and Executive Board. He informed the Executive Board that members had also requested for the active travel components to be continued within the schemes that were subject to being paused.

While discussing the report, the Executive Board:

- Acknowledged the need to reprioritise the GCP's programme but drew attention to the integrated nature of the various schemes, expressing concern about the impacts that pausing or changing certain schemes may have on others. Members were reassured that alongside an annual report dedicated to the issue of overprogramming and reprioritisation, individual issues would be considered by presented to the Executive Board on a case-by-case basis, while issues would also be included in the Quarterly Progress Report that was on the agenda of each meeting.
- Welcomed the proposal to consider funding the A505 bridge to Royston within the Melbourn Greenway as part of the reprioritisation work, and paid tribute to local members for supporting the project.
- Highlighted the importance of the CSET scheme for connecting housing with five separate campuses that accounted for 60% of the area's research and development work, as well as for improving access to Addenbrooke's and the wider Cambridge Biomedical Campus, and expressed concern about the potential impacts of pausing the scheme.
- Noted that a number of concerns had been raised as part of the CSET consultation, including about the consultation itself and the decision-making process, but highlighted the significant amount of work that had been carried out in developing the scheme, and considered whether a time limit should be imposed on any pause of the scheme, particularly given the impact of current levels of inflation on building and engineering costs.

The Executive Board resolved unanimously to:

- (a) Agree the Future Investment Strategy 3 for investment across the GCP Programme;
- (b) Agree the reprioritisation of the programme, including pausing those schemes listed in Paragraph 4.9 of the report with specific changes to other schemes set out in Paragraph 5.6;
- (c) Agree to explore opportunities for additional funding, as set out in Paragraph 5.3 of the report;
- (d) Note the current forecast cost of the programme and the work officers are doing to manage this; and

- (e) Agree the proposed process for managing the 'overprogramming' element of the GCP budget including annual reports on the forecast cost of the programme.

## 8. Cambridge South-East Transport Scheme

Three public questions were received from James Littlewood (on behalf of Cambridge Past, Present and Future), John Latham (on behalf of Hobson's Conduit Trust), and Anna Williams (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Executive Board received a report from the Director of Transport on the outcome of a targeted consultation on a minor route variation of the Cambridge South-East Transport Scheme (CSET), and which sought approval for the variation. Following the Executive Board agreeing to pause CSET's Phase 2 in the previous agenda item (Greater Cambridge Partnership Future Investment Strategy 3), additional funding would be sought to enable a request to be made to the County Council to submit a Transport and Works Act Order application as the relevant Highways Authority for the area.

Noting that the Joint Assembly had received a petition related to a proposed alternative scheme to CSET, the Chairperson of the Joint Assembly emphasised that the route alignment had already been approved by the Executive Board, although members had supported the minor route variation that had been proposed.

While discussing the report, the Executive Board established that it would be required to approve the restart of Phase 2 if additional funding became available.

The Executive Board resolved unanimously to:

- (a) Note the response to the Stapleford Consultation;
- (b) Approve the minor variation to the preferred route; and
- (c) Agree to formally pause the scheme and, should funding become available, make a formal request to Cambridgeshire County Council to submit a Transport and Works Act Order (TWAO) application as the relevant Highways Authority for the area.

## 9. Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway

Two public questions were received from James Littlewood (on behalf of Cambridge Past, Present and Future), and Anna Williams (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Executive Board received a report from the Transport Director which included the outcomes of the consultation on two possible route alignments for a busway from Waterbeach to Cambridge and on three potential locations for a new park and ride facility close to the new town at Waterbeach. A revised central option for the busway was recommended for progressing to the preliminary design stage, along with the Park and Ride site Option C. As a further aspect of the GCP's work in the corridor between Waterbeach and Cambridge, the report included a proposal for a public consultation on a new alignment of the Waterbeach Greenway to provide better connectivity between GCP schemes.

The Chairperson of the Joint Assembly informed the Executive Board that the Joint Assembly had supported the recommendations set out in the report.

While discussing the report, the Executive Board suggested that consideration should be given to how consultation processes on such schemes were carried out.

The Executive Board resolved unanimously to:

- (a) Note the recent public consultation;
- (b) Approve the revised central alignment as the preferred busway route alignment to be taken forward to the next project stage, where further work will be undertaken to refine the route and develop the preliminary designs, and undertake more detailed environmental impact assessment;
- (c) Approve Park and Ride site C as the preferred location to be taken forward to the next project stage, where further work will be undertaken to develop the preliminary designs and undertake more detailed environmental impact assessment;
- (d) Approve the Outline Business Case for the project and that it provides the basis for a revised scheme budget of £109.4M; and
- (e) Approve the proposals to consult on a revised alignment of the Waterbeach Greenway.

## 10. Better Public Transport – Cambridge Eastern Access Project

Three public questions were received from James Littlewood (on behalf of Cambridge Past, Present and Future), Martin Lucas-Smith, and Anna Williams (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Naomi Bennett, Cambridge City Councillor for the Abbey ward, was invited to address the Executive Board. Drawing attention to the fact that the concerns of local residents were focussed on maximising safety whereas the concerns of those of people who only drove through the affected area were focussed on maximising speed and ease of transit, Councillor Bennet highlighted the A1134/A1303 roundabout as an accident blackspot and expressed her support for the proposed scheme. She also

drew attention to feedback on the Elizabeth Way roundabout that had been submitted by local residents as part of the consultation, and drew attention to the current dangerous conditions for cycling along Newmarket Road.

Noting that the Joint Assembly had broadly supported the recommendations, the Chairperson of the Joint Assembly highlighted two areas of concern that had been discussed. Members had suggested that the location of the Park and Ride site should be reconsidered, to enable it to capture traffic at an earlier stage and to allow bus services to also travel along the A14 and enter Cambridge along Milton Road, and he expressed concern that this request for reconsideration of the location had not been reflected in the report to the Executive Board. Suggesting that further information was necessary on how the proposed developments of the Grafton and Beehive centres would impact the scheme, he noted that the Joint Assembly had been keen to consider any delay to works on the Elizabeth Way roundabout as phasing, rather than pausing.

While discussing the report, the Executive Board:

- Acknowledged the need to consider the implications of potential developments at the Grafton and Beehive centres to ensure the scheme was appropriate, but highlighted the importance of resolving issues related to the Elizabeth Way roundabout in a timely manner, especially given the timeframes for those developments were beyond the control of the GCP. It was also observed that any implications from proposed developments at the site of Cambridge United Football Club should be considered as well. Members were informed that the planning and highways authorities were discussing the proposed plans with developers before the GCP carried out the design of any work on the roundabout, and it was clarified that there was no proposal to reduce the budget for works on the roundabout.
- Highlighted the significant traffic issues that were caused at the A1134/A1303 roundabout by vehicles accessing the adjoining McDonald's restaurant and expressed concern that the GCP was being forced to curtail the potential of the scheme as a result of the business's location and custom. It was clarified that the GCP did not have the authority to relocate the restaurant or redesign its private access, and members were informed that schemes would only be proposed if their designs were safe.
- Drew attention to tree translocation on the Genome Campus and suggested that the GCP could consider similar approaches to plant life as part of the development of its schemes.
- Clarified that the recommendation related to the location of the Park and Ride site was only to note the Outline Business Case, with officers to continue working with both the Joint Assembly and Executive Board on the next steps before any decisions were made, although it was acknowledged that this could be more explicit.

The following amendment to recommendation (d) was proposed by Andy Neely, seconded by Councillor Milnes and agreed unanimously (addition in bold):

- (d) Note the Outline Business Case for the new Newmarket Road Park and Ride proposals and direct officers to work with the Joint Assembly and Board on next steps, **particularly with regard to the location of the Park and Ride site**;

The Executive Board resolved unanimously to:

- (a) Note the outcomes of the recent consultation on Newmarket Road and the Park and Ride;
- (b) Agree to progress the Eastern Access Phase 1 works along Newmarket Road, from the Chisholm Trail to Airport Way to detailed design stage;
- (c) Agree to revisit the scheme around Elizabeth roundabout to allow for the development of a wider strategy for the area reflecting the opportunities afforded by the emerging Grafton and Beehive developments, including possible developer contributions;
- (d) Note the Outline Business Case for the new Newmarket Road Park and Ride proposals and direct officers to work with the Joint Assembly and Board on next steps, particularly with regard to the location of the Park and Ride site; and
- (e) Note the budget for the scheme of £58,472,000.

## 11. Quarterly Progress Report

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

Councillor Karen Young, Cambridge City Councillor for the Queen Edith's ward, was invited to address the Executive Board. Although she welcomed the proposed fast-tracking of work on the Addenbrooke's roundabout, Councillor Young expressed concern that it could result in not achieving the best scheme possible for cyclists and pedestrians. She drew attention to concerns that had been raised with the design and suggested that the removal of some of the trees appeared to be unnecessary. It was clarified that although the funding from the Combined Authority that enabled the fast-tracking of a section of the scheme was time limited, the work would still undertake the usual process. Concerns had been raised during the consultation, which would be addressed in consultation with local members and stakeholder groups before a final design was presented to Joint Assembly and Executive Board for approval. It was also confirmed that the GCP was working with various teams at the County Council to ensure that was as safe and beneficial as possible.

The Assistant Director of Strategy and Programme presented a report to the Executive Board which provided an update on progress across the GCP's whole programme, and which included an update on the future maintenance of the GCP's active travel infrastructure, alongside an updated version of the GCP's Assurance Framework. It also proposed the fast-tracking of the detailed design for the Addenbrooke's roundabout section from the A1134 Cycling Plus scheme, as well as an £80k

contribution towards the City Council's secure cycle parking scheme at Queen Anne Terrace car park.

Noting that the Joint Assembly had supported all the recommendations, the Chairperson of the Joint Assembly informed the Executive Board that members had established the detailed design of the Addenbrooke's roundabout would be presented for consideration at a later date.

While discussing the report, the Executive Board drew attention to the recent launch of the Innovation Prospectus, which sought to encourage the market to trial new and innovative technologies across the Greater Cambridge region, and it was noted that a number of companies had expressed interest following the launch.

The Executive Board resolved unanimously to:

- (a) Note the update on the future maintenance of the GCP Active Travel infrastructure;
- (b) Agree an £80k contribution to funding of the City Council's secure cycle parking scheme at Queen Anne Terrace car park;
- (c) Approve the request to fast track the Detailed Design for the Addenbrooke's Roundabout section from the A1134 Cycling Plus scheme; and
- (d) Approve the update to the GCP Assurance Framework (Appendix 9 of the report).

## 11. Date of Next Meeting

The Executive Board noted that the next scheduled meeting was due be held on Thursday 14 December 2023.

Chairperson  
14 December 2023

# Greater Cambridge Partnership Executive Board – 28 September 2023

## Appendix A – Public Questions Listed in Order of Presentation

	From	Question	Response
1	Mal Schofield	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>"2.8 The Greater Cambridge area is forecast to grow significantly. Successive development plans over the last 20 years have supported the economic success of the area and provided for housing and employment land to support that growth. The adopted Cambridge and South Cambridgeshire Local Plans plan for 44,000 more jobs and 33,500 homes by 2031.2 The 2021 Census showed that significant population growth has already taken place, with 35,000 more Greater Cambridge residents than in 2011.</p> <p>Greater Cambridge is a net 'importer' of workers, with a travel to work area stretching beyond Cambridgeshire into parts of Hertfordshire, Essex, and Suffolk."</p> <p>The CPCA Board met today (20th September 2023) Their Board Papers show a very different growth pattern. Local Transport and Connectivity Plan) for Greater Cambridge (Page 375. " A Connected Region") ("The Plan is closely aligned to the further aspirations for the region as outlined in England Economic Heartland Transport Strategy (EEH 2021)"</p> <p>The spatial context as described by the GCP and CPCA, are very different. The implications are serious. The issues where to build new homes and appropriate transport infrastructure are far from clear. It might also be the case that the CCC has other plans and expectations.</p>	<p>The narrative on growth set out in the Making Connections Outline Business case is drawn from the adopted Local Plans for South Cambridgeshire and Cambridge City, the emerging Shared Local Plan for Geater Cambridge and Census data.</p> <p>The emerging Local Plan being developed by the Greater Cambridge Shared Planning Service will set the shared strategic spatial context for Greater Cambridge to 2041.</p>

		<p>Regardless, the TTWA for Cambridge ( Fig 1 WSP Atkins Report Page 42 of 531) is certain to expand east/west as East West Rail connect Bedford and Tempsford with Cambourne and Cambridge South Station.</p> <p>In the absence of a clear sense of direction the likelihood of dependency upon the car as the essential mode for commuting remains high.</p> <p><b>Question.</b></p> <p>Joint (Shared) Local Plan to 2041 - How does the GCP intend to provide one shared strategic spatial context that delivers achievable and sustainable growth for Greater Cambridge, whilst preserving and enhancing the nature of our unique green corridors?</p>	
2	<p>David Stoughton Chair Living Streets Cambridge</p>	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>Living Streets is committed to improving conditions for walking and deeply disappointed by the lack of funding to support it. The GCP proposed £5m annual funding at least signalled intent to take action and to recognise walking as top of the national transport hierarchy.</p> <p>So we ask: with the STZ in tatters how are the GCP and politicians now intending to meet the Department of Transport's requirements to put walking first?</p> <p>There has been no dedicated funding stream for walking in any GCP strategy and some schemes may include impediments to walking - floating bus stops and shared-use cycle paths are examples. People won't walk more if it is risky or unpleasant.</p>	<p>It is correct that the STZ as proposed offers opportunity to fund walking, cycling, public transport and other initiatives to support sustainable travel.</p> <p>However, the City Access programme is not only Making Connections. In particular the review of the Road Network Hierarchy will consider how we can make best use of the existing road space in the city to make safer more attractive spaces for walking, cycling and wheeling.</p> <p>GCP do put Pedestrians at the top of the active travel hierarchy and design with them in mind. Shared paths are appropriate to use depending on the widths available in the area and the level of usage. This is in line with LTN120. Where we have sufficient space and numbers, we are delivering segregated facilities.</p>

		So we ask: what plans exist to create an infrastructure that cuts pollution, protects walkers and enables those 20 minute walks that will reduce health risks and cut NHS costs?	
3	Neil Mackay Managing Director Mackays of Cambridge Ltd	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>In 2003 when a Congestion charge was first introduced to London, Mackays of Cambridge went down to investigate the effects on business because we had heard that Cambridge may be considering following suit.</p> <p>What we discovered in our research gave us great cause for concern. The tourist centre of the city saw little effect as the majority of people used the mature and excellent public transport system that existed already. However we found businesses in the outer reaches of the zone that reported reduction in footfall of 60%. Those businesses were being forced to relocate completely altering the business demographic of the city.</p> <p>I have been out and interviewed many business owners and posted those interviews online. Every County councillor has received a link to those filmed interviews.</p> <p>The effect on small and medium sized business of introducing a congestion charge will be hugely negative.</p> <p>Given the massive and conclusive rejection of Congestion charging by business and the public will the executive board finally decide to put this plan to bed once and for all so local business can plan for its future within our city?</p>	<p>We have carried out and published a business impact assessment which presents the evidence of impact of the London congestion charge and draws on evidence of the impact of other similar schemes across the UK and abroad on business. I don't recognise the statistic you quote about reduced footfall on the edge of London's congestion charge zone from the evidence reviews that we have undertaken, but would be happy to review that evidence if you're able to provide it. Overall, on balance evidence does not indicate a negative impact on retail businesses from congestion charges in other locations. It further shows that general interventions to improve walking and cycling and reduce the dominance of car can have positive rather than negative impacts on retail businesses. Having said that, the BIA did identify the risk that the consultation version of the scheme would have more negative impacts for some businesses than others, particularly some sectors and for smaller businesses, and it was on that basis that proposed changes to the scheme published in these papers included a reversion to peak time only charging, which some members of your social media group have advocated, as well as a discount of 50% on the charge for locally owned small businesses and free days for customers to use for retail businesses where they may need to make bulkier purchases.</p>
4	Rory Comyn	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p>	<p>There are varying measures of air quality and quite a lot of detail set out in the OBC. There is no level of poor air quality that doesn't cause health problems. The Centre</p>

	<p>Cambridge City Council has considered setting targets for PM2.5 reduction and we welcome the introduction of targets under the Environment Bill, although the potential to achieve significant reduction is limited by the high regional contribution.</p> <p>There are few measures that can be undertaken locally that will specifically reduce the small amount of PM2.5 produced locally.</p> <p>Regional, national and international measures will be more effective.'</p> <p>Is the GCP aware that it's widely understood, outside this chamber, that, although the climate emergency is a pressing matter, the real necessity for the congestion charge, here and now, is to enable further speculative development of the city.</p> <p>Does the GCP know that the target, set out as one justification for the Congestion Charge: for the GCP to help create 44000 jobs by 2031, was met in 2022! ?</p> <p>Does the GCP know that the concomitant delivery of housing due by 2031, is merely on target?</p> <p>Does the GCP understand that development which eviscerates communities, and scatters them to the winds, and which entrenches and exacerbates inequality is, by definition, unsustainable?</p> <p>Is that what the GCP stands for?'</p>	<p>for Cities notes that Cambridge has the 8<sup>th</sup> highest number of days of poor air quality in the country in its 2023 cities outlook.</p> <p>Members' comments:</p> <p>We are aware that some people think the congestion charge is to enable speculative developments, but it is not true. We understand what unsustainable growth is and we are working to avoid it from occurring, as that is necessary to control it.</p>
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5	William Bannell	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>In the Government's guidelines regarding the proper carrying out of consultations with the public, it states the following</p> <p>"We will also reduce the risk of 'consultation fatigue' by making sure we consult only on issues that are genuinely undecided." (- gov.uk website "consultation principles")</p> <p>Considering that since 2018, there have been more than 65 consultations, 15 of which took place during the pandemic, regarding a wide range of GCP schemes which are clearly all part of a wider, overarching general scheme to transform Cambridge's roads, some of which consultations have been open for a mere 3 weeks before closing again, how can the GCP expect to receive meaningful feedback from the public when there is an obvious likelihood of "consultation fatigue", and how can the GCP justify the blatant over-use of the consultation mechanism, against the government's guidance, to show support of any part of their over-arching agenda for Cambridge?</p>	<p>Members' comments [these do not correspond to the published question, as Mr Bannell asked a different question]:</p> <p>This is not about unsustainable or speculative development, it is about doing what is best for the Greater Cambridge region. The leaders of Cambridge City Council and South Cambridgeshire District Council, along with the Mayor of the Cambridgeshire and Peterborough Combined Authority, wrote to the Secretary of State for Levelling Up, Housing and Communities to highlight concerns about water scarcity in the region.</p>
6	Ian Black	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>The Making Connections 2022 consultations raw data posted at the link below on 26 May 2023 remains incomplete, i.e. the data set does not contain the redacted unstructured text comments entered by survey participants. Given the length of time which has passed since the consultation concluded, the delay in releasing the full cohort of data raises a number of concerns.</p> <p>To explain:</p>	<p>In response to the query about the publication of the redacted free text responses: here we need to balance our commitment and legal duty to transparency with our legal duty under UK GDPR legislation as well as the requirement to achieve value for money in public expenditure. You will hopefully appreciate that reviewing and redacting around 150,000 individual text responses for potentially identifying information both individually and in combination across multiple answers could be a very expensive undertaking. We have commissioned a digital redaction to maximise value for money and are in the process of QA checking the</p>

	<p>The total number of submissions recorded in the raw data of 24,071 confirmed that 57.92% (or 58% rounded) either ‘strongly opposed or opposed’ the congestion charge. The total number of submissions has not changed since the conclusion of the consultation so, the configuration of hardware and software used to capture the submissions online either automatically identified duplicated submissions at the point of capture (i.e. the same individual repeatedly entering the same data) or if the configuration of hardware and software was not able to identify duplications, work since the conclusion of the consultation has taken place to identify duplications, but that the unstructured textual comments has not changed the total number of responses.</p> <p>QUESTION: When will the final set of redacted unstructured textual comments be available, and by what hardware, software or manual method was it de-duplicated and what chain of custody was employed to ensure its integrity since that time?</p> <p>FYI, for part of my career, I sponsored the acquisition and latterly led the growth of the world’s largest financially regulated compliance archive, meeting Securities and Exchange Commission 17/a 3 &amp; 4 regulations. This platform required the de-duplication of petabytes of real-time (i.e. billions of messages) streaming data from many of the world’s largest financial institutions. To that end, I am familiar with technical data, architecture standards, and working practices, and I would appreciate a technically complete response, including a survey capture and process workflow diagram.</p>	<p>outputs. We have a duty to ensure we are compliant with the relevant privacy law before releasing this information, and will publish in due course when that is complete.</p> <p>In response to your query about data processing: the survey was hosted on ConsultCambs, a web platform provided to Cambridgeshire County Council and the GCP by bangthetable</p> <p>Response to the questionnaire was not limited by IP address to ensure that we did not restrict access for those using shared computers in public spaces including hospitals, public libraries and student accommodation, or for family members sharing devices and computers within a household. Neither was registration or provision of personal details required in accordance with public consultation best practice which is to avoid putting up barriers that might discourage participation especially from groups which tend to be under represented. The process of de-duplication was therefore undertaken after the data had been downloaded and shared with the consultant team for processing and analysis.</p> <p>A number of automatic and manual checks for duplicates were undertaken on both respondent identifying data and on the free text responses and these are explained in the consultation report. In addition to checking the free text, we also reviewed responses from those that only answered Q9 and nothing else (which asked us about support or</p>
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			opposition to the zone). Only about 1% of the total sample responded to Q9 only and those respondents were 98% strongly opposed to the STZ. The consultation analysis we undertook was reviewed by the Consultation Institute.
7	Jenny Williams	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>We're a car-less family who cycle and walk with our pre-schooler across Cambridge and the surrounding villages.</p> <p>In quiet, safe streets, we recognise that there are lots of benefits to our active travel, including increasing our daily exercise and exploring the outside world with our daughter. However, for large parts of the city, this is not our experience. We deal with walkways that are too thin for our stroller and too thin to walk holding hands with our child; pavement parking that forces us into busy roads; as well as poor driving and aggressive attitudes from drivers desperate to get through congestion as quickly as possible. It means walking in polluted air and next to overly loud traffic that terrifies our child. The poor and potholed state of the roads and walkways has caused damage to our bikes and tripped up our daughter numerous times. All of which can make active travel highly nerve wracking.</p> <p>In light of the Joint Assembly's request to the Exec to reflect and report back on Making Connections yet again, we want to know why our needs are not as important as those of people in cars and how much longer we need to wait to see substantial improvements to our safety when travelling around the city?'</p>	<p>The revised proposals set out in the papers are obviously aimed at balancing the needs and opinions of many different people. It is evident from the 24,000 responses, and from the questions posed to the Board today that people have strong and varied opinions.</p> <p>The proposals set out aim to make tangible improvements to the issues you raise through the development of a fund for ongoing delivery and maintenance of improvement to facilities for walking and cycling, and by reducing the overall volume of traffic on the roads to improve safety and environment.</p> <p>Making Connections was aimed at tangible improvements to the issues that you raise. There are other elements of City Access and the wider GCP programme that also aim to make improvements such as the review of the road network classification. This considers changes to the way that traffic and people use roads and streets to move around the city, and one of its aims is to improve health and wellbeing through providing a better and safer environment for physical activity. We will bring forward proposals on those in due course depending on how the Board decides to proceed today.</p>

			Other GCP projects have already invested over £115m in active travel, including the Chisholm Trail, Cross-City Cycling, and the Greenways. Future works will include implementation of Cycling Plus schemes - with an indicative budget of £20m to spend on further improvements to the active travel network.
8	Martin Lucas-Smith, Petersfield resident	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>If one thing has achieved consensus, it's that public transport needs massive improvement, and that this should be done through franchising, to end the current Stagecoach monopoly.</p> <p>Those unable to afford a car are highly dependent on an ever-dwindling bus system, especially in rural areas. Those at the income level just above are forced to spend thousands for a car they can barely afford. Those too young to drive, and many others, have little transport independence. Those who can afford a car, and businesses, sit in traffic congestion, wasting time and money. These cannot continue.</p> <p>The hard fact is that improving public transport under franchising requires a subsidy income stream. There are really only two routes that raise enough funding. A congestion charge, or a Workplace Parking Levy which taxes large businesses.</p> <p>The report for the February 2020 Exec Board meeting stated that a Workplace Parking Levy (WPL) would raise ~£23m annually.</p> <p>At a Joint Assembly meeting, I asked why a WPL was not being pursued. The answer given was that 'WPLs can raise revenue and reduce traffic but on a smaller scale than the proposed STZ'.</p>	<p>I would challenge the assertion about widespread report: previous consultations have found WPL to be less supported than road user charging.</p> <p>The GCP and its partners have explored a Workplace Parking Levy as one of a number of alternatives to road user charging, with consultations in 2017, 2019, and 2021, and a Citizens' Assembly in 2019. Technical work was undertaken to assess the effectiveness of a WPL against a range of criteria.</p> <p>A WPL was less preferred as an option in public feedback and was found to be ineffective at fulfilling other necessary objectives besides revenue generation. In particular, although a WPL would raise revenue, it would raise less than an STZ and would achieve negligible traffic reduction, with any gains being more than outweighed by the anticipated increase in journeys over time as Cambridge continues to grow.</p> <p>Without this reduction in congestion and the ability to limit further traffic growth, our transport network would become less and less effective for all users, and more dangerous for cyclists and pedestrians. Investments in public transport and active travel that the revenue raised could pay for would yield fewer results without the road space and smooth circulation to let them work.</p>

	<p>However, officers now propose a smaller STZ, to raise only £33m, so it and the WPL are now in the same ballpark. So the answer given last time is irrelevant.</p> <p>A WPL has already seen surprisingly high levels of support, from both sides, including the South Cambs Tory MP. It would be a much simpler scheme and has no significant regressive effects. It would be one of the few ways of taxing the growth industries exacerbating the congestion problem.</p> <p>I ask that the WPL be put back on the agenda.</p>	<p>Our city as a whole would become less healthy, and less attractive to spend time and money in.</p> <p>There is quite a lot of flexibility on the revenue that could be raised by a WPL depending on how it is defined. The £23m figure to which you refer was the estimated total revenue from an early stage assessment of a package of parking interventions, including a WPL in addition to an increase in all off-street parking charges of £5 above the existing rate. It would obviously be possible to raise more or less revenue than that by varying the charge rates and exemptions.</p> <p>It is worth noting that the burden of a WPL does not necessarily fall solely on business in the way it can sometimes be portrayed. The Highways Authority has no ability to control whether or not an individual business chooses to absorb the cost, or passes it on to the employees using the spaces. Based on evidence from Nottingham as a preliminary assumption we would expect it to be roughly half and half. To the extent that businesses pay the charge, it raises money but does not manage demand effectively (because there is no behavioural impact on the driver, and because it only applies to commuting traffic). Where the charge is passed on, it will affect demand, but will raise similar issues for individual drivers as would a STZ charge set at a similar level. We would need to do specific technical work but would expect the effects of a WPL for those to whom the charge it is passed on to be fairly similar to the effects of an STZ, raising similar issues of those on low incomes, those with caring and volunteering needs.</p>
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9	Edward Leigh	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>If the Board is unable to support the Making Connections plan, which includes the only funding mechanism on the table to pay for an expansion in bus services, will it instruct officers to develop a business case for introducing a Workplace Parking Levy?</p> <p>This would provide a reliable income stream to start funding long-term improvements to bus services and reductions in fares. It would also create an incentive to employers to assist their staff in finding new ways to travel to and for work, including cycling, taking public transport, and car-sharing. All of these outcomes are widely supported and essential to decarbonising transport, reducing road congestion and improving public health.</p>	<p>The answer to this question will be similar to the previous one. The GCP and its partners have explored a Workplace Parking Levy as one of a number of alternatives to road user charging, with consultations in 2017, 2019, and 2021, and a Citizens' Assembly in 2019. Technical work was undertaken to assess the effectiveness of a WPL against a range of criteria.</p> <p>A WPL was less preferred as an option in public feedback and was found to be ineffective at fulfilling other necessary objectives besides revenue generation. In particular, although a WPL would raise revenue, it would raise less than an STZ and would achieve negligible traffic reduction, with any gains being more than</p>

		<p>There is in Nottingham a successful model for implementing a Workplace Parking Levy. It can be tailored relatively easily to avoid unintended consequences: for instance, schools, hospitals and care homes could be exempted at the outset. And it costs very little to run, as there are no cameras or complex billing system.</p> <p>Whatever the board's collective view is, could the business and University reps please state for the record their respective positions on the principle of a Workplace Parking Levy.</p>	<p>outweighed by the anticipated increase in journeys over time as Cambridge continues to grow.</p> <p>Without this reduction in congestion and the ability to limit further traffic growth, our transport network would become less and less effective for all users, and more dangerous for cyclists and pedestrians. Investments in public transport and active travel that the revenue raised could pay for would yield fewer results without the road space and smooth circulation to let them work. Our city as a whole would become less healthy, and less attractive to spend time and money in.</p> <p>There is quite a lot of flexibility on the revenue that could be raised by a WPL depending on how it is defined. Nottingham raises about £9m annually with their WPL. You are correct that operating costs are lower than an STZ but overall net revenues are expected to be lower than the proposed STZ despite this.</p> <p>It is worth noting that the burden of a WPL does not necessarily fall solely on business in the way it can sometimes be portrayed. The Highways Authority has no ability to control whether or not an individual business chooses to absorb the cost, or passes it on to the employees using the spaces. Based on evidence from Nottingham as a preliminary assumption we would expect it to be roughly half and half. As above: we would need to do specific technical work but would expect the effects of a WPL for those to whom the charge it is passed on to be fairly similar to the effects of an STZ, raising similar issues of those on low incomes, those with caring and volunteering needs.</p>
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10	<p>Elisabeth Whitebread Cambridgeshire Parents for the Sustainable Travel Zone</p>	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>Like most parents, I am deeply concerned about the impact of climate change on my children's future. Indeed, it is the top thing that will determine who I vote for in both local and national elections. Transport emissions account for a full 35% of Cambridgeshire's carbon emissions and are the single biggest source of emissions across the county, as well as contributing to local air pollution which breeches World Health Organisation limits across Cambridgeshire. My home in Cambridge breeches three WHO limits, which means my children - who are 5 years old and 18 months - are at risk of reduced lung development, cancer, and disease-related mortality.</p> <p>Given the failure of all Parties thus far to deliver a solution to these problems, I would ask who the politicians represented here think I should</p>	<p>Members' comments:</p> <p>Traffic limiting schemes introduced in Paris and Ghent were initially unpopular but are now widely supported by residents, who welcome the reduction in congestion and recovery of the cities. It is disappointing that the Making Connections proposals have not continued to receive the political support they previously had, and we apologise to those who think we will not be thanked in the future if we do not implement them.</p> <p>Cross-party working has been a positive benefit of this work, and it is disappointing to see that fracture for seemingly political reasons. Because of how the GCP works, we require unanimity, so without that there is no</p>

		<p>vote for? I can't vote Conservative as they campaigned against the STZ. I can't vote Lib Dem, as they withdrew their support first. I can't vote Labour as they didn't stick up for the STZ when the Lib Dems withdrew, and campaigned against it in Cherry Hinton. And I can't vote Green, because they failed to campaign for the STZ when it was the single biggest opportunity we've had - and are likely to have - in this region to cut carbon emissions, which I thought was their main concern.</p> <p>What are you all going to do now to rebuild trust and address the twin emergencies of climate and air pollution? Are you going to fight to do what's right and win my vote? Or do you not care about either?</p>	<p>sense in continuing with the current proposals. We need to act quickly to find a solution and way forward.</p>
11	<p>Sarah Hughes STZ Campaign Officer Cambridgeshire Sustainable Travel Alliance</p>	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>The CSTA firmly supports the principle of a Sustainable Travel Zone for Cambridge. The funding and opportunity it presents offer a unique moment to reshape the city and wider county around the needs of its people.</p> <p>Years of work by officers, a Citizens' Assembly and wide consultation have brought us to the current point where there are detailed plans for a single scheme that acts powerfully in three ways simultaneously towards City Deal objectives:</p> <ul style="list-style-type: none"> <li>- First, it reduces traffic, which frees up road space for public transport and active travel, reduces carbon emissions, improves air quality and makes Greater Cambridge a nicer place to be</li> <li>- Second, it puts in place a mechanism to generate substantial funds every year, ring-fenced to spend on sustainable transport</li> <li>- Third, it encourages people to make the switch from driving to sustainable transport.</li> </ul>	<p>It is my professional view as expressed in the paper that Scenario 1A best balances achievement of scheme objectives with responding to concerns expressed during the consultation.</p> <p>It frees up road space, particular during the peak. It raises an ongoing, locally controlled source of revenue to invest in sustainable transport and it encourages consideration of mode shift.</p> <p>Whilst not delivering as much benefit as Scenario 2 in terms of traffic reduction or revenue raising, moving to 'peak time only' operation, including a free day a week for car drivers and a locally owned small business discount substantially reduces the potential negative impact on small businesses and the self-employed, and goes further to reflect consultation feedback than Scenario 2.</p> <p>As has been set out in the technical work, there is potential for a contribution to these objectives to be met by other interventions including things already</p>

		<p>The scheme also offers a strong response to the concerns raised in the consultation. With chargeable hours reduced by half and a system of free days, there are considerable opportunities to drive without paying a road charge. There are also discounts for local SMEs and those on low incomes, and there is no charge for most patients and staff visiting the hospitals.</p> <p>Transformational change is within reach. Will politicians choose to lead the way? If they vote not to proceed, the problems of congestion, pollution and underfunding will remain, and they will need to turn to 'next best' solutions and bring in a patchwork of smaller, less powerful schemes, each requiring months or years of planning, consultation and debate.</p> <p>Can Officers outline how the current proposals meet the strategic objectives of the City Deal programme and explain how these objectives could be met by other schemes if the STZ doesn't go ahead?</p>	<p>underway in the GCP programme, but the findings of previous stages of technical work has been that no other one intervention alone (other than STZ) could meet objectives, so achieving them is likely to require a combination of measures to raise revenue and manage demand. These are issues that will be addressed as we take forward our work on the road network hierarchy review and the integrated parking strategy. .</p>
12	<p>Richard Wood Secretary, Cambridge Area Bus Users Cambridge Area Bus Users Website Manager</p>	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>Do board members recognise that others are doing their bit for clean air, connectivity, and countering the climate crisis?</p> <p>The Cambridgeshire and Peterborough Combined Authority are pursuing the case for bringing bus services under public control (franchising) and a number of rail schemes.</p> <p>Bus operators are decarbonising their fleets, and bringing their diesel buses up to Euro VI (super-low particulate emission ULEZ compliant) standard.</p> <p>Will the Greater Cambridge Partnership seize the opportunity to play its own part?</p>	<p>As has been set out in the technical work, there is potential for these objectives to be met by other interventions but the findings of previous stages has been that no other one intervention alone could meet objectives as effectively or efficiently, so achieving them is likely to require either a combination of measures to raise revenue and manage demand, all of which will have their supporters and detractors, or an adjustment of objectives.</p>

		<p>The GCP has a unique opportunity to reshape the city and wider county around the needs of its people.</p> <p>The current, amended, Sustainable Travel Zone Scenario 1A meets the strategic objectives of the City Deal programme, by:</p> <ul style="list-style-type: none"> <li>• reducing traffic, freeing road-space for public transport and active travel, reducing carbon and particulate emissions, making Greater Cambridge greater;</li> <li>• generating substantial funds, ring-fenced to spend on sustainable transport;</li> <li>• enabling and encouraging people to use sustainable transport</li> </ul> <p>Scenario 1A also offers a strong response to issues raised in the consultation. Discounts for local SMEs and for those on low incomes, together with alignment for hospital visitors and patients to existing car park discounts, address initial concerns.</p> <p>Do board members agree that these amended proposals offer the most equitable way forward?</p> <p>Can GCP Officers explain whether the strategic objectives of the City Deal programme could be met by other schemes if the STZ doesn't go ahead, and give an estimate of the time delays and financial costs which the GCP would incur whilst work on other schemes was progressed?</p>	
13	Sara Lightowlers Cambridge Parents for Sustainable Travel	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>Families in Cambridge and the surrounding area are like those anywhere else. Most of us want the same things: things like getting the drop off done and to work on time, having enough money to live comfortably, a home and a community somewhere that's safe and healthy for our kids, and feeling secure about their future on this planet. Lots of us feel like we're struggling</p>	<p>Depending on the Board's steer today we will need to consider next steps across the programme as a whole. Considering alternatives will require one or more additional public consultations as well as the beginning of one or more new business case processes.</p> <p>Members' comments:</p>

		<p>with some or all of these things now, and the proposed Sustainable Travel Zone was aimed at helping with that. But whatever solution is suggested to deal with our problems, there will always be naysayers who try to profit by spreading opposition and stirring up divisions. So my question is, will the politicians have the courage to get a solution - which we all know we need - over the line, so that the process of healing our communities can begin?</p>	<p>The City Deal, which was agreed by all political parties at its outset, originally included road charging as a potential mechanism. However, political groups are now divided on this issue, and I have sympathy for those who question our courage to stand by our convictions.</p>
14	Camcycle	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>Last week, following the government’s decision to water down its net zero commitments, Greenpeace said that Britain had “gone from leader to laggard on climate change”. Car manufacturers agreed, with Ford saying that the three things businesses needed were “ambition, commitment and consistency”.</p> <p>Local politics seems to be following the same depressing path: where is the decisive action we need to provide safe and affordable transport networks for residents of all ages, tackle our region’s climate goals and help our businesses thrive?</p> <p>Cambridge has been a pioneer in transport planning: often the first to trial new cycle infrastructure and the first UK transport authority to embed “demand management by road pricing” in its policy back in the 1990s.</p> <p>This area is not a leader any more. It’s a national embarrassment that we cannot include our city in the list of places that are taking decisive action on pollution, congestion and carbon emissions such as Bath, Birmingham, Bradford, Bristol, London, Nottingham, Oxford, Portsmouth, Sheffield and Newcastle.</p>	<p>As given in previous answers there are alternative measures to consider to manage demand for cars and raise revenue to invest in sustainable transport. Previous rounds of technical work have shown them to be less efficient or contribute less to the objectives the Board has set.</p> <p>Depending on the Board’s decision today we will need to consider next steps so I cannot give you a precise timeline.</p> <p>As you rightly point out: considering alternatives will require one or more additional public consultations as well as the beginning of one or more new business case processes.</p>

		<p>The publication Local Transport Today called the Sustainable Travel Zone scheme “an exemplar of integrated mobility”, yet you are about to throw that all away.</p> <p>If you do, what is the ambitious alternative that will match the boldness called for by the Citizens’ Assembly?</p> <p>Where is the commitment to the economic, social and environmental goals that each council has signed up to? The climate emergencies that have been declared? The focus on reducing road deaths?</p> <p>Where is the consistent funding we need to improve cycling, walking and public transport?</p> <p>If you do not have a feasible solution to reduce vehicle traffic and generate income for sustainable transport, it will impoverish every person, business and community in this region.</p> <p>If this plan goes back to the drawing board, when’s the next consultation on a viable alternative?</p>	
1	James Littlewood Chief Executive Cambridge Past Present and Future	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>1. In relation to A1307 and CSETS Phase 2, given the pressures on budgets, why not revert to the 2017 scheme which is £100m cheaper and would deliver similar transport benefits and a higher BCR – rather than allocating no budget at all to improve journeys on the A1307, which you are still advising is one of the most important transport corridors into Cambridge, serving the Biomedical Campus and central Cambridge?</p>	<p>1. As Mr Littlewood is aware, I would question his numbers and the capacity of his proposal to meet local plan growth across our geography.</p> <p>But putting that to one side, back in 2017, the LLF pushed for the scheme to better serve the villages along the route, and not just serve commuters to the three campus sites – an off-road solution. The public in a consultation agreed, as did this Joint Assembly and the Executive Board.</p>

	<p>2. In relation to the A1307, what will happen if the GCP is not able to secure additional funding, given that the recommended Investment Strategy is already £122m over programmed?</p> <p>3. Your report refers to CSETS Phase 1 as “under construction”, however Phase 1 consists of several discreet projects and at least one of these, changes to road layout on the Gog Magog Hills, is still at the planning stage and could be halted in order to save funds. This scheme is opposed by our charity because we have an independent road safety report which identifies that the scheme will worsen road safety at Wandlebury and it will also be harmful to ecology and the landscape. Please will the Board consider withdrawing this scheme in order to save budget, save ecology and save the well-loved landscape of the Gog Magog Hills?</p>	<p>The request therefore is not to revert to some other proposal, but to take the CSETS scheme back to 2017, ignore what happened in the intervening period, and start again.</p> <p>2. The recommendation is that the scheme is paused whilst alternate funding is sought. Failure to secure funding will mean that the scheme does not progress.</p> <p>3. A key objective of the CSET Phase 1 projects is to reduce accidents at accident cluster sites such as the Haverhill Road and Wandlebury Junction.</p> <p>The scheme has been developed with stakeholders and is widely supported because it addresses a safety concern at the existing junction providing the safest solution for all users at this accident cluster site.</p> <p>The scheme is currently going through the planning process which is considering the relevant impacts of the scheme on environment and highway safety.</p> <p>With funding for this scheme secured, given local support for the project and the ongoing independent planning process, scrutiny of environment and ecology effects, there is every reason to continue to deliver this scheme subject to approval.</p>
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2	Jim Rickard	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>If finance is not available to proceed with the GCP's preferred route for CSET, then rather than pausing all activity, will you consider implementing at least some of the improvements to the A1307 proposed in previous strategies? You will remember that in the 2018 consultation the two routes along the A1307 corridor attracted between them more votes than the GCP's preferred route, so I don't think there would be a problem with public opinion.</p> <p>One example is the bus-only spur around the south-eastern corner of the biomedical campus, which formed part of Strategy Two in the 2018 consultation. I speak as a user of the citi 7 bus service, which suffers chronic delays at peak times on the section of its route between Dame Mary Archer Way and the Addenbrooke's bus station, making a nonsense of the timetable. The same bottleneck also applies to buses on the 'A' and 'U' routes. If a new bus-only spur alleviated those delays and also allowed buses from the key Haverhill corridor to access more central parts of the biomedical campus, it would be a significant step in reducing congestion now and making public transport more attractive. In fact any improvements along the A1307 would complement those you've already achieved with Phase 1 of CSET.</p> <p>So in summary I'm asking whether you will consider using some of the paused expenditure to fund improvements which have a lower cost, which will reduce delays to public transport now, and which will be valid whatever else may happen in the future.</p>	<p>The GCP has delivered a number of improvements along the A1307 with others still under construction, for example the new Bartlow Roundabout and the Linton Greenway.</p> <p>The business case has demonstrated that CSETS Phase 2 is the most suitable solution to the planned growth at the Biomedical campus alongside resolving the current traffic issues. This is the reason that funding will continue to be sought to take forward the scheme should the Executive Board take the decision to pause.</p> <p>If the expenditure is paused, so will the CSETS scheme. Funding would not be available to take forward other measures along the A1307 other than those that form part of the agreed CSETS Phase 1 programme.</p>
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3	Stephen Partridge-Hicks Resident of Sawston	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>How much money will you need to spend in order to progress CSET to the stage where it is ready to submit to the government for the TWA0? Does this represent a good use of funds for a scheme that has a cost of at least £160m and has no funding available for it?</p> <p>Please answer the question - Peter Blake ignored it and refused to give a £ cost when this question was asked at the Assembly.</p> <p>How long will you allow the GCP to search for more money without making any improvements to local transport?</p> <p>Why not set a fixed date of say 3 or 6 months to end CSET if insufficient money is raised?</p> <p>And today why not commit a small budget, say £250k, today to work up the alternative?</p> <p>This alternative isn't new, it is based on the GCP's on-road scheme from 2017/2018 with a spur road into the biomedical campus and bus lanes on the A1307 that can be built for at least £100m less than CSET? This would enable rapid implementation when CSET is finally cancelled, benefiting the travelling public and employers alike.</p>	<p>The preparation of materials for the TWA0 submission is based on the previous business case and is therefore at an advanced stage. Minimal (£150K) spend is required if any in view of recommendation to pause the scheme.</p> <p>The technical work will be valid for 18 months which feels like an appropriate period of time to seek funding for the scheme.</p> <p>As with the question from James Littlewood, the request is not about a small budget, it is a request to take the scheme back to 2017 and start again, ignoring the LLF, the views of the public, Assembly and Board with all the consequences and abortive costs that would incur.</p>
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4	Dr.Marilyn Treacy	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>The paper states:</p> <p>“Since 2020 significant events have occurred within the national and international context that have caused high inflation within the UK. This has led to costs of projects across the country increasing significantly. Within the construction industry the overall index for construction went up by 40.5% from May 2020 to May 2023.”</p> <p>The Cambourne to Cambridge scheme is the largest by far, and most heavily engineered, of the current GCP schemes. The expected inflation uplift applied to the budget of £157m is low at 15.5%. If the costs increase in line with the more realistic GCP stated inflation figure of 30%-40% to give a cost of over £200m, other schemes will be at risk from a shortage of funds.</p> <p>As approximately 50% of the proposed Cambourne to Cambridge route is scheduled to be on road, the Cambourne to Cambridge scheme could never be called “off-road.” The scheme has a BCR of between 0.43 and 0.47.</p> <p>Question: Would it not be more pragmatic and make better business sense to cut back the costs of this particular scheme by substituting an inbound bus lane down Madingley Hill, avoiding the costs of a heavily engineered additional M11 bridge and saving £100m thus helping ensure the availability of funds for other GCP schemes which will benefit a wider section of the population?</p>	<p>As set out in the paper, inflation in construction is high, rising approximately 40% between May 2020 and May 2023.</p> <p>The way this has affected schemes is set out in the table, with the cost of Cambourne to Cambridge currently estimated at £181million. These costs take into account appropriate value engineering and inflation to give an up to date estimate.</p> <p>The scheme will be subject to further scrutiny during the Transport and Works Act process and then final approval of the finalised costs will come through submission of the Full Business Case to this Executive Board before construction begins.</p>
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5	Carolyn Postgate Coton resident	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>At its meeting on 7 September, the GCP Join Assembly noted: "It was acknowledged that the GCP was already overprogrammed, therefore any new or alternative schemes would also be unaffordable." (p.37) The GCP has not yet submitted the Cambourne to Cambridge project to the Department for Transport, and thus the costly public enquiry phase has not yet begun. The Cambourne to Cambridge scheme will cost over £200m. What is the process for the GCP to review its original decision, and to consider an on road bus lane scheme, which could be delivered at a quarter of the cost, thereby freeing funds to implement other GCP schemes?</p>	<p>As set out the scheme will be scrutinised during the Transport and Works Act process and then final approval of the finalised costs will come through submission of the Full Business Case to this Executive Board before construction begins.</p> <p>Through this prioritisation process, officers are recommending that this scheme is prioritised.</p>
6	Paul Hollinghurst Secretary, Railfuture East Anglia	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>At the Joint Assembly Meeting on 7th September 2023, the option of pausing CSET was discussed, with "Some members raised concerns about pausing CSETS Phase 2, given its strategic importance locally and nationally. The Joint Assembly highlighted the need to pursue options for securing alternative funding at the earliest opportunity."</p> <p>Rather than looking for alternative funding for the bus road, the GCP should instead support restoring the railway line from Cambridge to Haverhill.</p> <p>In 2016 the Cambridge to Haverhill Corridor viability report assessed the rail reopening but was not followed up by the GCP as the indicative capital costs were considered "substantial and cannot be funded within the current City Deal allocation"</p>	<p>The GCP has followed the DfT's WebTAG Business Case process when looking at the case for CSETS Phase 2, and should the Executive Board agree, then the project will be shelf ready.</p> <p>A Rail scheme such as the Cambridge to Haverhill scheme would be significantly more expensive, and at this stage no funding has been identified.</p> <p>The GCP looked at this in previous stages of the business case – the technical report published in May 2020 concludes that alternative routes following the railway alignment would have lower benefits and higher costs relative to the shortlisted route alignments.</p> <p>At the present time, we understand that the rail industry has no plans to reintroduce the Haverhill Rail line.</p>

		<p>In Spring 2021 the railway reopening was assessed by the DfT as "suitable for Restoring Your Railway funding in principle" and "a good case for future development".</p> <p>In February 2023 Transport East concluded that the lack of a rail connection to Haverhill was a key challenge and are now carrying out a Connectivity Study which will include how to serve Haverhill.</p> <p>Does the GCP agree that given alternative sources of funding are being looked at and the railway reopening is repeatedly considered of interest by organisations such as the DfT and Transport East, and national strategic importance by the GCP itself, then it is time to seriously look at reopening the railway?</p> <p>This high-quality transport option would transform the whole corridor to Haverhill, covering a catchment area of 100,000, The CSET bus road provides very limited benefits especially beyond Granta Park to Haverhill.</p> <p>(For reference attached is a copy of the Restoring Your Railway bid, and also a recent article about restoring the railway from the industry respected magazine Modern Railways.)</p>	
7	Yunus Bostanci	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>My name is Yunus and I live in Meldreth. My family doesn't own a car, so we go almost everywhere by bike, train or on foot. For today, we booked a car from our local car club because it is the only way to get to Cambourne. When I came to the Greater Cambridge Partnership for the first time, I was 10 and a Junior Travel Ambassador at Meldreth Primary School. I am now 15 and in my last year at Melbourn Village College. I will go to Sixth Form in Cambridge next year.</p>	<p>If the Executive Board agree to the paper then we will be working on the design for the bridge alongside getting the right approvals in place to build the scheme. This will involve a planning permission and local consultation, so having support from you and your friends as we go through these processes would be very helpful.</p>

		<p>I have noticed that, especially since the pandemic and now with high petrol prices, more and more people cycle in Meldreth and Melbourn. I know from my dad that more people from his work are traveling between Royston and Cambridge by bike or e-bike, using the very dangerous roundabout to cross the A505 and along the dangerous A10. It's therefore such good news that there is now a plan to make this route safe. Many of my friends from Melbourn Village College live in Royston. With the bridge, we will be able to visit each other more easily and independently.</p> <p>My question is, what more can people my age do to help with the next stages of the Melbourn Greenway?</p>	
8	Iris Bostanci	<p><b>Agenda Item No. 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>My name is Iris Bostanci. I was 7 years old and still at Meldreth Primary School when I first came to a GCP meeting to ask you, 'How old will I be by the time the Melbourn Greenway will be completed so I can safely cycle to Royston?' I am now 12 and in year 8 at Melbourn Village College.</p> <p>I'm excited and hopeful that there is now a plan to build a cycle bridge to Royston. I will be using it and so will my friends. Everyone I tell about this is really excited and impatient to see progress. The first thing they all ask is, When will work begin?</p> <p>So I want to thank you for your work on this and also ask you, one more time, 'How old will I be by the time I can safely cycle to Royston?'</p>	<p>As I said in my answer to Yunus, we now have to go through the work to design and get the right approvals in place for the bridge as well as the rest of the route. We continue to work hard on doing this and are hopeful of delivery by the end of 2026 for the bridge, with other elements of the Greenway completed by the end of 2025.</p>

9	Edward Leigh	<p><b>Agenda Item No. 7 – Greater Cambridge Partnership Future Investment Strategy</b></p> <p>As the Board considers the recommendation to proceed with the Cambridge South West Travel Hub at the revised cost of £69.5 million, please ask yourselves whether this is an effective, proportionate and fiscally prudent use of public money.</p> <p>In essence, this £69.5 million is to build and connect a 2,250-space car park, equivalent to £31,000 per parking space. How many car trips will that remove from Cambridge?</p> <p>Even if every space is used twice in the course of a day, that still only accommodates 17% of the forecast 26,000 additional trips onto the Biomedical Campus in 2031. The Outline Business case for Cambridge South station forecast approximately 3,200 daily rail trips onto the Campus in 2031. Only a proportion of those will be new trips to the Campus. But even if all of them were new, that still accounts for only another 12.5% of the forecast increase in trips by all modes.</p> <p>Now with no funded bus priority plans for the A1307 and A1301, how is the GCP planning to provide sustainable travel options for the other 70+% or &gt;18,000 daily trips onto the Biomedical Campus within the next eight years?</p>	<p>It is not correct to state that the Travel Hub is just a car park.</p> <p>The Travel hub consists of a car park as well as a coach park, a bridge for active travel users over the M11, a new off road link for the bus across the M11 to Trumpington Park and Ride and has the Melbourn Greenway routed through it.</p> <p>The scheme is part of a number of solutions for the Biomedical campus which include Cambridge South Station (which GCP have helped to fund) as well as looking for additional funding for CSETS Phase 2 which would significantly help account for the transport requirements at that site.</p>
10	Camcycle	<p><b>Agenda Item No. 7 – Greater Cambridge Partnership Future Investment Strategy</b></p> <p>Camcycle strongly welcomes the inclusion of the A505 bridge to Royston within the reprioritised Greenways programme. We thank officers for this change and the A10 Corridor Cycling Campaign for their persistent call over 10 years for this vital link. Around a quarter of cyclist fatalities occur at</p>	<p>We disagree with the view that the schemes are being watered down.</p> <p>All of the schemes have been out to engagement or will have been out for engagement in the last 18months with the outcome of those exercises being put forward to the Executive Board to agree.</p>

		<p>junctions and providing safe crossings is essential to breaking down barriers to cycling for people of all ages and abilities.</p> <p>However, we are concerned that this dedication to providing safe junctions is missing from the Greenways programme as a whole. Too many of the routes are being watered down leaving dangerous crossings, substandard widths and paths that simply won't be good enough to tempt people out of their cars. Camcycle has previously called for the Greenways to be delivered quickly, but it is astonishing to see that the amount of time spent on these schemes has not led to better quality designs, but worse. Now the GCP is clearly sacrificing quality – and safety – for speed and this is not right. If the GCP continues to refuse to engage properly with stakeholders and residents before designs that are not compliant with LTN 1/20 are baked in, then the process MUST be paused. Officers must adjust their designs and board members must not vote through substandard schemes. Routes must be safe and accessible for all.</p> <p>We'd like to ask when designs for the A505 bridge to Royston will be drawn up, when it will be built and ready to ride and, most importantly, how will Camcycle and the A10 Corridor Cycling Campaign be included as co-creators to ensure a high-quality crossing that meets the needs of all ages and abilities?</p>	<p>We are committed to working with stakeholders and have held workshops on all of the Greenways with the Non-motorised User Group, which includes CamCycle. We continue to hold meetings with the NMU group as the schemes develop.</p> <p>The design of the bridge will be taken forward by our consultants and NMU groups will be engaged with during the development of the scheme.</p> <p>It is important to say that we have to take into consideration the views of multiple groups, including the Ramblers, Living Streets, CamCycle and others. This is alongside the views of Local Councillors and Parish Councils.</p>
1	James Littlewood Chief Executive Cambridge Past Present and Future	<p><b>Agenda Item No. 8 – Cambridge South-East Transport Scheme</b></p> <p>Please will you listen to the 5,000 people who have signed a petition asking you to save the green belt countryside, protect the Gog Magog hills and choose a greener solution for the A1307 instead of agreeing to progress an 8km bus road through the countryside? Rather than agreeing to progress to a TWAO application, please will you agree to start work on a greener and cheaper alternative that delivers similar transport and economic benefits?</p>	<p>The petition was presented to JA and referred to in Chair's report</p>

2	John Latham Chairman Hobson's Conduit Trust	<p><b>Agenda Item No. 8 – Cambridge South-East Transport Scheme</b></p> <p>I am the Chairman of Hobson's Conduit Trust. The Trustees remain very concerned about the range of negative impacts that the proposed CSET scheme would have on Nine Wells Local Nature Reserve and on Hobson's Brook, including the 15 metre square concrete deck of the intrusive proposed bridge over the Brook, creating a sterile dark cavern. We have argued, among other things, for splitting the bridge into two and for the use of more sympathetic design and materials.</p> <p>We have made various other proposals reducing the impact on Nine Wells of the CSET scheme, but we do not yet see their inclusion. The CSET scheme threatens Water Vole and Grey Partridge habitat, and the drainage arrangement proposed is likely to bring quantities of salt from de-icing to pollute the pristine chalk stream.</p> <p>The Papers for the GCP Executive (Item 1.19 page 412) state :</p> <p>‘ 1.19 A full statutory, Environmental Impact Assessment was completed. ‘</p> <p>I am still unable to locate this EIA, or any evidence that the full EIA has yet been completed. This is despite being told at the September GCP Joint Assembly that the EIA (rather than an earlier EIA consultation) was about to be published.</p> <p>The Trustees much prefer an alternative scheme in the A1307 corridor which would deliver similar and further transport benefits, and cost £100 million less, with much less impact on the environment.</p> <p>Importantly, the A1307 on-road alternative scheme would not involve building three massive concrete bridges with huge embedded CO2 over Hobson’s Brook and the River Granta. In fact the alternative would not pass</p>	<p>Officers will continue in dialogue with the Trust to explore ways of mitigating the impact on the Nature Reserve. It is not possible to create two structures for the busway and maintenance track, but we continue to explore options of design and materials.</p> <p>The EIA has been completed and outcomes will be reported in an Environmental Statement which will form a key component of any future TWAO application which will be examined by a Planning Inspector.</p> <p>We have already published the near final Environmental Statement. The final Environmental Statement is planned for publication by the end of September – there are no material differences.</p> <p>The scheme has been developed over a number of years in accordance with DfT requirements. The on-road option was discounted, in part following interventions from the LLF and results of public consultation.</p>
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		<p>anywhere adjacent to Nine Wells and its surrounds, so would not impact water quality, wildlife or habitats, and would leave visitors undisturbed.</p> <p>Why are you not recommending reverting to and expediting the alternative lower cost scheme ?</p>	
3	Camcycle	<p><b>Agenda Item No. 8 – Cambridge South-East Transport Scheme</b></p> <p>Camcycle agrees with the comments from the Joint Assembly; although the full CSET scheme may be paused, we believe that many of the active travel components could be delivered and would present excellent value for money.</p> <p>Can officers confirm if links such as an active travel route to Granta Park could be implemented if the rest of the scheme was paused?</p>	As a result of overprogramming, there are no funds available to pursue the scheme or aspects of it.
1	James Littlewood Chief Executive Cambridge Past Present and Future	<p><b>Agenda Item No. 9 - Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway</b></p> <p>There are no traffic lights or roundabouts on the section of the A10 between Waterbeach and the Milton Park &amp; Ride, so a bus road has no real advantage compared to a bus lane, in terms of journey times and reliability. Officers have advised me that they ruled out the option of having inbound and outbound bus lanes along the entire length of the A10 between the A14 and Waterbeach New Town due to pinch points and the A14 interchange. However they have not responded to my request for evidence that they have considered whether sections of inbound and outbound bus lanes could be provided in order to enable buses to bypass queuing traffic. In most cases, traffic is not queuing in both directions, and the proposal to use Butt Lane also now avoids the A14 roundabout. Before you make a decision to proceed with building a £110m road through open countryside, please can</p>	<p>There are currently three sets of traffic lights along the section of the A10 between the New Town at Waterbeach and Milton Park &amp; Ride. These include the A10 junction with Denny End Road, and the A10 Junction with Butt Lane and also the new signalised crossing of the A10 near to the Car Dyke Road / Waterbeach Road junction.</p> <p>In the previous stages of the project, a number of various options were assessed ranging from bus priority measures on the A10 to a fully segregated bus route. This included options for bus lanes on different sections of the A10 between the A14 and Waterbeach New Town as part of the overall route.</p>

		<p>you make sure you are satisfied that this option has been adequately researched, and also direct me to where I can find it?</p>	<p>The assessment found that the segregated busway route offered significant advantages especially in terms of reliability of service, when compared to bus lanes on the A10. This optioneering process is set out in chapter 6 of the 2020 <u>Options Appraisal Report</u> and is summarised in Appendix B of the <u>Outline Business Case</u>.</p> <p>Other issues with using bus lanes on the A10, instead of the recommended segregated route, include:</p> <ul style="list-style-type: none"> <li>• Although bus lanes and priority measures at traffic signals help to mitigate the impacts of congestion, they do not give complete priority to public transport and do not offer the same level of reliable journey times as a segregated route. Similarly, incidents on the A10 would also affect buses.</li> <li>• The available width along much of the A10 is constrained by homes and other existing development, particularly north of Car Dyke Road. It would be difficult to provide effective public transport priority through bus lanes without considerable property, access and environmental impacts</li> <li>• The additional carriageway width would result in longer crossings for active travel users</li> <li>• Giving suitable priority to buses turning on and off the A10 to/from Landbeach or Waterbeach at Waterbeach Road / Car Dyke Road is likely to require installing signals at these junctions and could increase delay for other traffic</li> </ul>
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2	Camcycle	<p><b>Agenda Item No. 9 – Better Public Transport – Waterbeach to Cambridge And Waterbeach Greenway</b></p> <p>Camcycle welcomes progress on the Waterbeach Greenway which should provide a safe, high-quality cycle route for existing residents of Waterbeach village and up to 30,000 future residents of Waterbeach New Town. If this route fails to live up to its potential, it will negatively affect the lives of thousands of people in the area, reducing access to education and work, impacting health and adding to the congestion around Cambridge. To ensure the best outcomes, engagement and co-creation with stakeholders is key.</p> <p>This is especially important right now on the Waterbeach Greenway because we know that the two options for Milton High Street will include a shared surface for people walking and cycling. Proposing a shared-use path in a residential and shopping area on an active travel route to serve over 40,000 people is not good enough: it is a critical failure for this Greenway. We urgently need a better solution and believe this scheme should not proceed until an appropriate design is agreed.</p> <p>Why then is the GCP not meeting with its Non-Motorised User group (of which Camcycle is a part) until just seven days before the Waterbeach Greenway consultation is due to be published? It's clear that none of the discussion at that group will have any effect on the design of the route or the options included in the consultation. The technical expertise and local knowledge within that forum is being utterly wasted. Once again, we ask when will the GCP reconsider how it works with stakeholders and save itself (and all of us) lots of hard work and frustration?</p>	<p>The views of the GCP NMU group are taken into account in the design of our schemes. Historically the input has led to changes in schemes that are now on the ground including Milton and Histon Road, so it is not right to say that officers are wasting that input. In addition, as can be seen from the Greenways that have already been through engagement and/or consultation the views of NMU groups are expressed in the papers that come forward to the Executive Board for consideration.</p> <p>In terms of holding an event 7 days before the Waterbeach Greenway consultation begins, this is to give the NMU group a specific opportunity to see the plans before the consultation begins, allow them to raise any major concerns they have directly with the design consultants and to ensure that they can prepare their organisations for the consultation period ahead. It is not to redesign the scheme, that comes after the period of consultation when the Executive Board agrees to the next steps</p>
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1	James Littlewood Chief Executive Cambridge Past Present and Future	<p><b>Agenda Item No. 10 - Better Public Transport - Cambridge Eastern Access Project</b></p> <p>1. The roadside verges at Airport Way roundabout are of ecological value and include a rare species of plant, the Lizard Orchid which is listed on Schedule 8 of the Wildlife and Countryside Act. There is no mention in the officer's report of this constraint, nor the likely impact on this habitat if the Park &amp; Ride at P1 were to go ahead. At the Joint Assembly, the Director of Transport said that the Lizard Orchids would be protected but he did not say what the impact on the road verge habitat will be, please can he say what the impact will be on the road verge habitat if a decision were made to proceed with location P1?</p> <p>2. If site P1 is not progressed, then planned works in the vicinity of Airport Way roundabout, on the southern side, would not be needed, for example the proposed active travel routes linking to the park and ride. Recommendation 2.1b is therefore unclear. Please can you confirm that a decision on 2.1b will exclude the works to the southern verges of Newmarket Road between in the park and ride traffic lights and Airport Way?</p>	<p>1 CPPF has previously advised GCP of the presence of the Lizard Orchid, and the area is to be surveyed in spring/summer 2024. The design team has already been briefed and detailed design will seek to avoid the Orchids.</p> <p>The recommendation is that officers should "work with the Joint Assembly and Board on next steps" If site P1 were to become the preferred site then the various steps involved in seeking planning consent would be commenced including further design and environmental appraisal. At that stage potential impacts and mitigations would be identified and would inform consultation and subsequent consideration by members of the planning application.</p> <p>2 The Newmarket Road site is too small and heavily constrained to accommodate future requirements of the corridor, when reflecting Local Plan growth. The current location also pulls traffic into the city centre environment, when encouraging the use of sustainable modes is necessary to meet local growth requirements and environmental objectives. It is also leased,</p> <p>As such a new site will be required at some stage, and will require walking and cycling connectivity. Decisions on the timing of these works may be revisited depending on what decisions are made regarding the Park &amp; Ride, but the recommendation to progress to Detailed Design remains valid.</p>
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2	Martin Lucas-Smith, Petersfield resident	<p><b>Agenda Item No. 10 – Better Public Transport – Cambridge Eastern Access Project</b></p> <p>The Elizabeth Way roundabout is an ugly relic of outdated 1960s planning, and blights our area of Petersfield. It caters only for drivers, relegating walking and cycling to an inconvenient dingy underpass with blind corners, graffiti, a generally unpleasant environment, and inaccessible to some with disabilities. No transport professional would even consider designing such a monstrosity these days.</p> <p>The roundabout, and Newmarket Road, without any proper cycle infrastructure, are a huge barrier to mass cycling levels into town from the east. As a result, you see high levels of car use.</p> <p>Replacement with a modern, at-grade junction, is already council policy agreed in the Local Plan: the “Eastern Gateway”.</p> <p>It will remain a large important junction for cars, but as a multi-lane crossroads. I was struck by this photo of an almost identical change at Nottingham’s Maid Marian Way – how much better this is:</p> <p><a href="https://www.cyclestreets.net/location/197806/cyclestreets197806.jpg">https://www.cyclestreets.net/location/197806/cyclestreets197806.jpg</a></p> <p>The consultation saw misunderstanding: some thought it would be a ‘Dutch roundabout’. In fact it would be a Cyclops junction. Had the public been shown a clear mockup photo of ordinary pedestrian and cycle crossings separate from traffic, there would be little appetite for keeping a dingy, indirect, unsafe 1960s underpass.</p> <p>Officers suggest delay due to potential Grafton and Beehive Centre changes. But both propose much-reduced traffic levels. I.e., the effect on the road environment will only get better, not worse. So this is no reason to delay.</p>	<p>The points regarding Elizabeth Way roundabout are well understood, and align with the work undertaken to date and the concerns raised by many members of the public.</p> <p>This is also recognised by the Joint Assembly members who emphasised that this element of the scheme should not be paused, but recognised the reason GCP has recommended that the work is revisited, namely to enable alignment with the proposals for the Beehive and Grafton Centres.</p> <p>As indicated in the question, the likely outcome of those proposals will be a reduction in car traffic and increased use of Active Travel. As such there is an opportunity to reconsider the design of the junction in the light of the changes.</p>
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		<p>Executive Board members wanted the area to reach higher public realm standards. The logical thing, therefore, is not to pause, but instead keep this as a current scheme, to give officers clarity to get on with follow-up design work to implement higher ambition.</p> <p>Delay risks the city being stuck with this ugly legacy of the 1960s for another decade or so. Please get on with it.</p>	
3	Camcycle	<p><b>Agenda Item No. 10 – Better Public Transport - Cambridge Eastern Access Project</b></p> <p>We note the change in levels of support for this scheme between 2021 and 2023 with 53% currently opposing the introduction of segregated cycle lanes and high numbers of respondents saying that they are not needed. Given that a representative survey of Greater Cambridge residents conducted by Sustrans in 2021 found that 74% were in support of segregated cycle lanes along main roads, we believe that this consultation was skewed by the damaging effects of the discussion on the Sustainable Travel Zone. The GCP is right to consider how proposals integrate with the East Barnwell plans, government guidance on cycle infrastructure design, the road hierarchy project and the GCP's own transport objectives. Protected lanes are essential to deliver a safe route along Newmarket Road.</p> <p>With the current state of the STZ and the growth of anti-cyclist rhetoric within the media and public debate, we call on GCP officers and staff to clearly communicate the benefits and objectives of following the Highway Code's hierarchy of users and prioritising improvements for people travelling on foot, by cycle and by public transport.</p> <p>We ask the GCP if it will follow the guidance for the DfT, Active Travel England and the Highway Code to put the safety of non-motorised users, the</p>	<p>GCP will continue to follow DfT guidance which includes and reflects the Highway Code, and the advice of its Executive Agency Active Travel England.</p> <p>The proposals for Newmarket Road respond to and help to deliver on the Government's hierarchy of road users. As such there is a need to prioritise the needs of active travel users.</p> <p>If the STZ does not proceed then other City Access elements such as Network Hierarchy Review, Integrated Parking Strategy and wider traffic management proposals will be reflected on further to ensure that the Newmarket Road can be a safer environment for all users, including active travel users.</p>

		<p>need for modal shift and its own sustainable travel objectives at the forefront of decision making? It has also been stated in previous meetings that the success of the Newmarket Road scheme was dependent on the reduction of traffic achieved by the Sustainable Travel Zone? Is this still the case and, if so, how would traffic be reduced without an STZ?</p>	
1	Camcycle	<p><b>Agenda Item No. 11 – Quarterly Progress Report</b></p> <p>Although the GCP Joint Assembly agreed to the fast-tracking of detailed design for the Addenbrooke’s roundabout, no detailed designs for the roundabout were presented at that meeting. Camcycle did not support the proposals as presented at consultation and is extremely concerned that some aspects could worsen rather than improve safety for people walking and cycling.</p> <p>We ask the GCP which teams from the county council they are working with on the redesign (because it doesn’t seem as if the cycling team has been involved), when will the new designs be publicly available and, most importantly, has safety for those walking and cycling (rather than the flow of motor vehicles) been placed as the highest priority?</p>	<p>The project team has reviewed the consultation feedback which provided a variety of comments and suggestions also covering the points raised in the question. The whole point of fast tracking this particular section of the Cycling Plus scheme is to address existing safety issues for Cyclist and Pedestrians at this location.</p> <p>The team is currently working to adjust the design in order to find solutions to the issues raised. The revised preliminary design will be discussed with Local Members, other key stakeholders such as Camcycle, and with County Council Officers before being progressed to the detailed design stage. It is anticipated that this engagement will take place in October.</p> <p>To date there has been CCC Officer involvement from various teams including, Signals, Road Safety, Highways, and Active Travel.</p> <p>The detailed designs will be published and subject to Executive Board approval before construction commences.</p>

**PARTNER BODY REPRESENTATIONS [including questions where known]**

Member	Question/Representation (if supplied)	Answer (if detail supplied)
<p>South Cambs and County Councillor Susan van de Ven</p>	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>As a District and County Councillor and Co-Chair of the Cambridgeshire and Peterborough Health and Wellbeing Board, I am deeply saddened by the scuppering of progress on the Making Connections project and the chance it offers, sooner rather than later, to bring better air quality, and travel and access opportunities to young people for education and work, and indeed all those disadvantaged by lack of transport choices.</p> <p>Reducing health inequalities is the ambition of all Cambridgeshire councils working together with the local NHS in our Integrated Care System.</p> <p>Transport and access are important levers in the wider determinants of health. With access, one has opportunity. Without it, the likelihood is worse outcomes in life.</p> <p>The story of a village I represent is one which Making Connections is trying to address, and it will be replicated hundreds of times, in different ways, in all our communities.</p> <p>The last bus connecting Bassingbourn to Cambridge was withdrawn in 2017 due to congestion holdups in Trumpington. It was unable to deliver students to Long Road Sixth Form on time. Those who could started driving, adding to congestion and air pollution. Those young people in</p>	<p>Your points reflect many local users' experiences over the last year under the current system of private operators who must make decisions on their services based on profitability and the ability of routes to pay for themselves, leading to increasing cutbacks which make it harder for our residents to get to school, work, and make other independent journeys. This is strongly echoed by Making Connections consultation feedback.</p> <p>Under the Making Connections proposals, delivery of improved bus services would come under the responsibility of the CPCA, with whom we have worked closely. The CPCA are currently considering bus reform proposals which would see greater local government control over public transport, with the potential to set routes, timetables, fares, and other aspects of service either through enhanced partnership or franchising. This would also prevent private companies suddenly withdrawing services in the future, as we have seen over the last few years.</p> <p>The various impact assessments undertaken showed a range of negative and positive implications but, on balance, positive implications for health and equalities of delivering the proposed scheme where we have proposed mitigations to address as many of the negative impacts as possible.</p> <p>The assessments are equally clear that a decision not to proceed is not a neutral decision – the EqIA is clear on negative implications of not proceeding including to those</p>

	<p>households without a car have had their education severely compromised.</p> <p>Bassingbourn resident Kelly Whitley spoke at December's County Council meeting to ask what could be done to enable her sons to reach their Cambridge sixth form college, as well as their weekend and evening jobs. She and her children also struggle to attend appointments at Addenbrooke's. Taxi fares are unaffordable.</p> <p>Bassingbourn's remaining bus service goes only to Royston on such a limited basis that ridership is low and justification for continuing its subsidy is under review. We have watched the gradual decline of bus services and now the future is in question. There has been no investment in safe cycle links out of the village to nearby bus and rail stations.</p> <p>This is the granular detail in the creation of inequalities. These are the inequalities – lack of access to education, jobs, health services – that determine life chances and indeed differences in life expectancy.</p> <p>I welcome today's report on the potential of Making Connections for dealing directly with these inequalities and look forward to the Health Impacts paper produced in collaboration with Cambridgeshire Public Health. I hope that a way will be found of enabling this transformative project, which has been significantly revised to meet public concerns, to proceed, first and foremost for our children and young people.</p>	<p>currently suffering exclusion, social isolation and a lack of access to education, health and opportunity because they cannot access a car for whatever reason.</p>
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	Thank you to officers for working relentlessly over a long period of time to meet the requests of the GCP's constituent partners and members.	
City Councillor Naomi Bennett	<p><b>Agenda Item No. 6 - Making Connections Outline Business Case and Next Steps</b></p> <p>We note the recommendations on page 40 including particularly</p> <p>5. Considers whether or not the preferred option (Scenario 1A) as outlined in Section 7 and the Outline Business Case (Appendix 5)</p> <p>a. meets the strategic objectives of the City Deal programme and</p> <p>b. responds appropriately to the issues raised during the consultation1 .</p> <p>6. Considers whether or not the proposals are at a stage to enable recommendations to be made to the Highways &amp; Transport Committee of the County Council (as Highways Authority) to endorse the Outline Business Case and to progress the Making Connections proposals to the Full Business Case stage.</p> <p>May we suggest adding the following:</p> <p>5 c. has the support and confidence of the general public ; and</p> <p>d If not, whether any steps can be taken which have a realistic prospect of gaining public support.</p>	<p>In relation to your question about funding bus improvements as pilot projects, there are a few points to make.</p> <p>First – the value for money of investing in new bus routes which requires capital investment by either private operators or public sector – without certainty of funding beyond a couple of years would be unlikely to be high.</p> <p>Second – this risks leaving people in a worse situation than they are now if they become reliant on buses to travel to work, school or colleges that then have to be withdrawn because they can no longer be funded. That is why the STZ proposal included front funding buses on the basis that STZ revenues could be guaranteed to continue funding.</p> <p>Third – it does not get around the issue that at present buses run unreliably and are a poor alternative to car because they are stuck in the same congestion as cars. Funding services is necessary but not sufficient to providing a reliable bus service. Congestion also raises the cost of running bus services which brings us back to the value for public money point.</p> <p>CPCA already has a Mayoral council tax precept in place which raises a little under £4m per annum with a £12 levy on a band D property. The CPCA is currently considering bus reform and as part of that is looking at the range of funding options available to it to make investment in the network including the mayor's revenue raising powers.</p>

	<p>We would also like to propose a pilot scheme as a proof of concept to tackle one of the major barriers to public acceptance .</p> <p>No one believes that GCP or the Combined Authority can make our buses work . This is nothing personal . Unless residents have lived in London, they have probably never experienced a bus system that more or less works.</p> <p>Will GCP consider funding orbital bus services joining the park and rides, Addenbrookes, and other major employment centres and schools such as the Biocampus and the Cambridge Business and Science Parks ? If these services are not routed through the historic centre, they will be more reliable and much faster.</p> <p>Will the GCP ask the Combined Authority to consider funding these bus services by a council tax precept ? This also provides an opportunity to test this option either as a short term bridge while government permission is sought for a Workplace Parking Levy or perhaps as a longer term solution.</p> <p>We recognise that other proof of concept bus services improvements would be required elsewhere in the region to address public confidence but will leave it local councillors to address those issues.</p>	
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<p>City Councillor Naomi Bennett</p>	<p><b>Agenda Item 10 Better Cambridge Transport – Cambridge Eastern Access</b></p> <p>I would like to comment very briefly on the public consultation responses outlined on pages 441 and 442 in paragraphs 4.2 and 4.6. Although I spoke at the Joint Assembly about these issues, neither the public or councillor questions at that meeting are reflected in the minutes. It is my job as a ward councillor to ensure my residents voices are heard so I am here again.</p> <p>There is a conflict between users of the roundabout with Barnwell Road . On the one hand we have local residents, many of whom are elderly and disabled or with small children or heavy shopping. Most of them are on foot, scooter or bike and travelling very short distances to shops, school and nursery . Their priority is safety not speed. They are well aware that the roundabout is an accident black spot and support the change to traffic lights and safe pedestrian crossings on each arm.</p> <p>On the other hand, we have a larger group of commuters, mostly travelling by car . They are mostly opposed to the change because they think that traffic flow through a roundabout will be faster than through traffic lights.</p> <p>I urge the board to put our residents safety first and accept the recommendation to proceed with the roundabout improvements described in 4.10 (page 442 to 443)</p> <p>I would also like to comment about Phase A3 and the Elizabeth Way roundabout in para 4.13 and pages 443 and</p>	<p>The Joint Assembly minutes when agreed and published will contain reference to the public questions and representations from partner body members.</p>
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	<p>444. Again safety concerns were behind residents wishes to keep the underpass. Many shared details of accidents seem in this area and were extremely reluctant to consider crossing this busy junction by road. Irrespective of whatever improvements were made.</p>	
<p>City Councillor Karen Young</p>	<p><b>Agenda Item No. 11 – Quarterly Progress Report</b></p> <p>Addenbrookes Roundabout</p> <p>Proposals have been put forward to improve Addenbrookes Roundabout and there is agreement that these improvements should be accelerated given the danger inherent in the current layout. There is a great amount of concern with the proposals from residents who live in the vicinity and also from cycling organisations.</p> <p>On deciding the final scheme under the accelerated procedure, will account still be taken of responses to the consultation? In particular,</p> <ul style="list-style-type: none"> <li>• There is no way from A2 to A3</li> <li>• The A4 crossing is too far away from the roundabout for most people to use it</li> <li>• The narrowing of the island on Fendon Road, will make it very hard for pedestrians</li> <li>• Some trees are being unnecessarily cut down.</li> </ul>	<p>The project team has reviewed the consultation feedback which provided a variety of comments and suggestions also covering the points raised in the question.</p> <p>The team are currently working to adjust the design in order to find solutions to the issues raised. The revised preliminary design will be discussed with Local Members, Other key stakeholders, and County Council Officers before being progressed to the detailed design stage.</p> <p>The detailed designs will be subject to Executive Board approval before construction commences.</p>

## GCP Joint Assembly and Executive Board Membership

Report to: Greater Cambridge Partnership Executive Board

Date: 4 January 2024

Lead Officer: Rachel Stopard – Chief Executive, GCP

### 1. Background

- 1.1 One of the three Joint Assembly nominations from the University of Cambridge, Helen Valentine, who has served on the Joint Assembly since its very first meeting, has tendered her resignation and the Executive Board is required to endorse the appointment of her replacement.
- 1.2 The Business Board has advised that it wishes to nominate Al Kingsley, Business Board Chair, to serve as its substitute member on the GCP Executive Board. The Executive Board is required to endorse this appointment.

### 2. Recommendations

- 2.1 The Executive Board is recommended to:
  - (a) Confirm the appointment of James Rolfe as a co-opted member of the GCP Joint Assembly, representing Anglia Ruskin University as one of the nominations from the University of Cambridge.
  - (b) Confirm the appointment of Al Kingsley as the Business Board's substitute representative on the GCP Executive Board.

### 3. Issues for Discussion

- 3.1 The Greater Cambridge Partnership (GCP) Joint Assembly is a joint advisory committee of Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council, established under section 102(4) of the Local Government Act, 1972. It has a membership of 15, with each Council being entitled to appoint three members and the Business Board and the University of Cambridge both being entitled to nominate three co-opted members.
- 3.2 The Greater Cambridge Partnership (GCP) Executive Board is a joint committee of the three Councils, established by Cambridgeshire County Council under section

102(1) (b) of the Local Government Act 1972 and by Cambridge City Council and South Cambridgeshire District Council under section 9EB of the Local Government Act 2000. It has a membership of 5 made up of three elected members with full voting rights (one from each of the three member Councils) and two non-voting members (one from the Business Board and one from the University of Cambridge). Each partner body is entitled to appoint one named alternate or substitute member who may act in all aspects as a voting member of the Executive Board in the absence of the voting member appointed.

- 3.2 Standing Orders stipulate that members nominated by the Business Board and the University of Cambridge will become co-opted members on endorsement by the Executive Board. The Business Board and University of Cambridge may at any time ask the Joint Assembly or Executive Board to replace any of their nominated co-opted members by way of further nomination.
- 3.3 Cambridge University originally offered Anglia Ruskin University (ARU) one of the University places on the Joint Assembly. Helen Valentine was nominated by ARU to take up this position. The University intends to continue this arrangement and following discussion with ARU has nominated James Rolfe to fill the vacancy following Helen's resignation.
- 3.4 The Business Board has advised that it wishes to nominate Al Kingsley, Business Board Chair, to serve as its substitute member on the GCP Executive Board, replacing Alex Plant.
- 3.5 In line with Standing Orders, the Executive Board is invited to consider and endorse these nominations.

## 4. Financial Implications

- 4.1 There are no financial implications.

## Background Papers

Source Documents	Location
None	-

## Greater Cambridge Partnership Executive Board Public Questions Protocol

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

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

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

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

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [[public.questions@greatercambridge.org.uk](mailto:public.questions@greatercambridge.org.uk)] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, 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 Executive Board members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

**The deadline for receipt of public questions for this meeting is  
10:00 a.m. on Friday 29<sup>th</sup> December 2023**

## Quarterly Progress Report

Report to: Greater Cambridge Partnership Executive Board

Date: 4 January 2024

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

### 1. Background

- 1.1 The Quarterly Progress Report updates the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Executive Board is recommended to:
  - (a) Note the progress across the GCP Programme.
  - (b) Note the update on the Programme wide work on Biodiversity Net-Gain.

### 2. Joint Assembly Feedback

- 2.1 Strategic Overview - One member emphasised the extraordinary growth rates in and around Cambridge, which was acknowledged by officers. Members asked for clarity regarding the next possible decision point on central government funding for CSET Phase 2. The Chief Executive advised that engagement with central government ahead of the March budget is ongoing. Members also asked for further details on interchange plans for Cambridge South Station including contingency plans should CSET Phase 2 not go ahead. The Transport Director confirmed work with all stakeholders is ongoing.
- 2.2 Gateway Review - Members asked when the outcome of the Gateway Review will be known, officers advised that a decision is expected in Spring 2025.
- 2.3 Transport - Members noted that a response from Network Rail on the Chisholm Trail Phase 2 plans is expected early in the New Year.
- 2.4 SMART programme - Members requested a copy of the monitoring report for the Robin Hood Junction smart singles trail which officers stated will be provided. They also noted the contract with the existing Autonomous Vehicle (AV) provider had

been terminated and asked if the replacement vehicles would be sourced from the UK. Officers said this was the result of a decision by Innovate UK and confirmed that alternative AV will be sourced from the UK in line with Innovate UK requirements. Work in partnership with Stagecoach is ongoing to explore viability of AV, including 'mobility as a service' options for on demand travel and travel in rural areas. The improvement brought by the existing electric buses was noted.

- 2.5 Economy and Environment - The Assembly noted that the growth in housing under Cambridge 2040/50, as well as growth of AI and demand for data centres, will likely have energy implications beyond those needed to meet demand in the local plan. Grid reinforcement will be essential to meeting both growth and Net Zero ambitions. Members noted water remains a significant issue. They also noted that the implications of changing working patterns and remote working were considered as part of the City Access proposals, and that despite changes in working patterns overall growth has contributed to a return to pre-pandemic traffic levels.

### 3. 2023/24 Programme Finance Overview

- 3.1 The table below gives an overview of the 2023/24 budget and spend as of October 2023.

Funding Type	*2023/24 Budget (£000)	Expenditure to Oct 2023 (£000)	2023/24 Forecast Outturn (£000)	2023/24 Forecast Variance (£000)	Current Status**
Infrastructure Programme	47,286	20,170	44,624	-2,662	G
Operations Budget					

Please note:

\* 2023/24 Budget now accounts for year-end actuals for the 2022/23 financial year so may differ slightly to the allocations agreed at the March 2023 Executive Board depending on whether accelerated spend occurred last year.

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

### 4. GCP Programme – Strategic Overview

- 4.1 This section of the paper provides the updated context in terms of the economy, providing an overview of the economic landscape in which the City Deal is being delivered, setting out how the City Deal continues to be a critical element of delivery of sustainable economic growth and successful delivery of statutory documents such as the Local Plan and the Local Transport and Connectivity Plan. Without the successful delivery of the City Deal, the aims and objectives of these plans would not be met.
- 4.2 The current business environment makes it important to have timely data on employment changes. Cambridge University's Centre for Business Research (CBR) examined the performance of businesses that are based around the Cambridge City Region (20 miles radius around Cambridge). CBR use their annual corporate

database of all businesses based in the wider region to do this, sampling companies representing around 66% of corporate employment in Greater Cambridge.

- 4.3 The latest update covers accounting year ends between December 2022 and April 2023 (the median year end is mid-February 2023). This median period captures the impact of the worsening UK's cost of living crisis on the recovery from Covid. This period is compared with the previous year, which covers the recovery from the effects of the pandemic.
- 4.4 A summary of the recent analysis is presented in the Economy and Environment Workstream report (Appendix 5) and shows that corporate employment growth in the Greater Cambridge area is continuing to recover from the effects of the pandemic and the impact of the early days of the ongoing conflict in Ukraine.
- 4.5 The latest update shows that the strong performance of the Greater Cambridge corporate economy was driven by a buoyant Knowledge Intensive economy, which saw employment grow by 11.2% in 2022-23 (7.8% in 2021-22). Overall employment growth also benefited from the robust performance of non-Knowledge Intensive sectors, pointing to continued recovery amongst sectors that were severely hit by lockdowns and other Covid-related restrictions.
- 4.6 Overall, the results of this update show that the recovery of the Greater Cambridge corporate economy from the effects of the pandemic continued into 2022-23 and that employment performance of the Greater Cambridge corporate economy (in the year to mid-February 2023) appears to be far superior to the performance of the national economy in this period.
- 4.7 The next update, which will cover the year to mid-October 2023, will shed further light on the impact of the cost-of-living crisis on Greater Cambridge businesses.

#### Gateway Review Update

- 4.8 As previously reported, the GCP has commenced the second Gateway Review process which seeks to evaluate the GCP City Deal programme to determine the extent it has achieved attributable economic growth as a result of the progress the projects have made.
- 4.9 The National Evaluation Framework (NEF) was published by DLUHC in January 2023. This details the types of evaluation to be conducted, the required documentation / supplementary evidence, the key performance indicators, required monitoring of impact, the roles and responsibilities of the organisations involved, the risks, and the deadlines. The process is therefore both prescriptive and comprehensive.
- 4.10 In response, the GCP developed the required Local Evaluation Framework (LEF) which was submitted in early May 2023. This included a thorough plan of what projects would be subject to which type of evaluation as guided by the NEF. It also provided a clear plan of how the milestones would be met and what steps would be taken to achieve the required evaluative outcomes prescribed by DLUHC.
- 4.11 There are 3 main evaluation types which apply to projects specifically depending on their progress to completion, size and profile. These are:

- Impact – those complete one year in advance of the gateway review final report;
- Progress Plus – projects which are particularly novel or large;
- Progress – projects underway but not yet complete (except feasibility studies).

4.12 There are also other elements DLUHC will evaluate outside of specific projects, this includes the project assurance and governance process, as well as the capacity development and partnership working mechanisms.

#### Gateway Review – Mid Term Review

- 4.13 There are a number of requisite stages for completion. As previously discussed, the first stage is the completion and submission of the Local Evaluation Framework, which GCP officers successfully submitted in May 2023. The next stage is the submission of mid-term reports, which provide a general overview of the progress to date in the Greater Cambridge Area and highlight any issues or movement in the delivery programme that may have arisen during the Gateway Review period. It replaces the One-Year Out Report from the previous Gateway Review process.
- 4.14 The Independent Evaluation Panel will review the mid term reports provided by the GCP and develop their own summary report which will follow a consistent process across all City Deal and Devolution Areas. The reports will be presented independently to the Academic panel who will peer review and provide expert analysis of the progress made and findings. The key outcome from the mid term report is an opportunity to scope out the evaluation plans as laid out in the LEF. Additionally, where relevant, the mid term report will also include any primary research gathering and presents the early findings.

#### Gateway - Next steps

- 4.15 As stated above, the GCP have been working on the mid term reports which have now all been submitted to the IEP. The IEP are now carrying out their own review and developing their feedback paper which will be submitted to the Academic Panel for consideration. The feedback from the Academic Panel will be incorporated into the IEP's report and supplied to the GCP in November/ December 2023.
- 4.16 As a result of changing DLUHC deadlines, the timeline for the Gateway review process has slipped and has naturally effected all cohort 1 areas. This has been to accommodate the delays elsewhere in the UK and the arrangements with the Academic Panel which has moved as a result. As such, the revised timescales are now:
- Submission of a Local Evaluation Framework – May 2023 (complete)
  - Submission of draft mid-term reports – October 2023 (complete)
  - Feedback and drafting edits to mid-term reports – November – December 2023
  - Submission of mid term reports to DLUHC – December 2023

Throughout the period between December 2023 and the end of 2024 there will be a series of additional reports produced to feed in to the final stages of the Review process. Officers haven't yet been given those report timelines by DLUHC but are aware that DLUHC have requested final reports by the end of 2024.

## Cambridge 2040

- 4.17 As referred to during the previous Board cycle, in July this year, the Secretary of State for Levelling Up, Housing and Communities (DLUHC) announced ambitions for 'Supercharging Europe's science capital' with a vision to be brought forward for Cambridge in 2040 ([link](#)). GCP officers continue to work with colleagues across the Partnership to understand what opportunities this might provide for meeting the infrastructure needs of Greater Cambridge and supporting the delivery of the Local Plan – but at a minimum, reinforces the need for the ambitions of the City Deal to be delivered. This includes the GCP Board sending a letter to the Secretary of State for DLUHC to set out the opportunities that investment in this area and specifically through the CSET's scheme, would offer the life sciences sector, nationally and globally.

## 5. Workstream Updates

- 5.1 This section includes key updates on progress, delivery and achievements across the GCP programme in the last quarter. Full reports for each workstream are attached to this report (Appendix 1-Appendix 5).

### Transport

- 5.2 Over the last quarter, progress has continued across the Transport programme. This has included continued construction on CSETS Phase 1 with Bartlow Roundabout, Horningsea Greenway and Milton Road. In addition, early works on the Comberton Greenway within Comberton Village began in October 2023. Public consultation has also taken place on the new Waterbeach Greenway alignment (closing on the 8<sup>th</sup> December 2023).
- 5.3 In the next quarter progress is expected across the Transport programme. This will include continued construction for the Milton Road, Greenways and CSETS Phase 1 projects.
- 5.4 The full workstream report for Transport, including tables outlining delivery and spend information, is available at Appendix 1.

### Biodiversity

#### Background and Context

- 5.5 Under the Environment Act 2021 (EA 2021), planning permissions granted in England, barring a few narrow exemptions, will have to deliver at least 10 percent Biodiversity Net Gain (BNG) from Spring 2024. The GCP's three Local Authority Members have all set more ambitious targets of 20 percent BNG. In December 2022 the GCP Executive Board agreed that, in addition to the statutory 10 percent targets for BNG for each project, GCP would pursue 20 percent BNG across the programme.
- 5.6 While mandatory BNG targets will not come into force until Spring 2024, all GCP projects approved since the EA 2021 achieved Royal Assent in November 2021 will be in scope for the programme wide target. This target has been extended to include

permitted developments, such as those within the highway boundary, which do not strictly require BNG under the EA 2021.

### The GCP Approach to BNG

- 5.7 In October 2023 the GCP received a gap analysis report commissioned earlier in the year. Overall, the analysis suggested that a 20 percent target would be achievable through a combination of onsite and local off-site measures. The report reaffirmed the importance of engraining good biodiversity practice and principles at every stage of the design process to maximise gains within the red line boundaries.
- 5.8 In some cases, such as tightly confined sites, off-site measures may be necessary. The County Council's Lower Valley Farm, Fulbourn, has been designated for biodiversity offset and this site will be a priority site for off-site mitigation where ecologically appropriate.
- 5.9 The GCP is working to ensure that GCP BNG strategy aligns with wider ambitions, including Natural Cambridgeshire's ambition to *double nature* across Cambridgeshire, the development of the Local Nature Recovery Strategy, and opportunities to complement the University of Cambridge Biodiversity Action Plan.
- 5.10 Due to the maturity of the programme only 3 projects have initial BNG assessments, however the majority of schemes will have an initial assessment completed in 2024 which will provide a clear indicator to how GCP is performing with regards to BNG.

### Next Step

- 5.11 The GCP is developing a programme wide BNG strategy. The strategy will take a grass-roots approach, informing and empowering project teams to incorporate biodiversity at every stage of the design process, explore Nature Based Solutions, and identify and adapt opportunities for biodiversity wins as they arise. Lessons from early projects will be shared and incorporated across the programme. The detailed BNG strategy will be presented to the GCP Joint Assembly and Board in 2024.

### Skills

- 5.12 The full workstream report for Skills is available in Appendix 2.

### Smart

- 5.13 The Smart programme team is working with the City Access team to shape the next stage of the systems and operations workstream which will involve close collaboration with the relevant County Council teams.
- 5.14 The full workstream report for Smart is available in Appendix 3.

### Housing

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

## Economy and Environment

### Sectoral Employment Analysis

- 5.16 This is the ninth of a series of updates from the Centre for Business Research (CBR) at Cambridge University and brings up-to-date information about what is happening to corporate employment in the Greater Cambridge area.
- 5.17 The October 2023 update covers accounting year ends between December 2022 and April 2023 (the median year end is mid-February 2023). Overall, the results of this update reveal that the recovery of the Greater Cambridge corporate economy from the effects of the pandemic continued into 2022-23. A summary of CBR's analysis is shown in Appendix 5.

### Energy Grid Capacity

- 5.18 As was reported during the last meeting cycle, GCP officers continue to work with UKPN colleagues to progress the project. It is understood that the project remains on target to be complete by 2026. Officers will continue to work with UKPN to support the delivery of the project.
- 5.19 The full workstream report for Economy and Environment is available in Appendix 5.

## 6. Strategic Risks

- 6.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 7.4.

Strategic Risk	Mitigating action
Cost of schemes increases due to inflation or demand for materials in the market, leading to insufficient budgets for delivery of all GCP schemes.	A paper on the Future Investment Strategy (FIS) was presented in September 2023. The FIS sets out a prioritisation of schemes, including potential pausing of projects, to ensure the programme tackles the unprecedented issues around inflation. However, inflation continues to be of concern and therefore needs to be regularly monitored.
Failure to unlock further funding for the GCP Programme - The opportunity to deliver the area's identified infrastructure needs and further economic and social benefits are lost due to an inability to access future funding. This could be as a result of inadequate delivery, Government considering Greater Cambridge a poor investment, and/or unforeseen circumstances.	Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed.  Through preparation for Gateway Review 2024/25, evidence why Greater Cambridge requires continued investment in order to meet growth aspirations.

<p>If there is a lack of capacity in the supplier market, from overall demand, Brexit, Covid, unforeseen global events, this could lead to delays, increased costs and the potential for non delivery.</p>	<p>Maintain a clear pipeline of requirements.</p> <p>Provide early notification of requirements to give suppliers time to mobilise and give confidence of the flow of work.</p> <p>Maximise potential of existing professional services frameworks.</p>
<p>Failure of the partnership arrangement, including Partners' statutory functions, means that the agreement cannot be delivered. Opportunities to deliver wider economic benefits are missed because of the complexity of decision making in this geography.</p>	<p>Alignment of GCP schemes with the LTCP, and the Local Plans.</p> <p>Regular coordination between GCP officers and key partners to ensure joined up approach. Shared resourcing where appropriate.</p> <p>Ensuring sufficient Member Induction throughout the governance cycle, including around Election periods.</p>
<p>A lack of public confidence in the GCP impacts programme delivery and hinders the extent to which the overall City Deal objectives can be delivered.</p>	<p>Through regular engagement exercises, work closely with the community and Members to ensure feedback is captured and understood.</p> <p>Ensure that feedback from consultation exercises is fully understood and input into early scheme design and delivery.</p> <p>Through further regular engagement, work with communities and Members to ensure the benefits of the GCP programme are clearly defined and understood.</p>

# APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

## 7. Transport Delivery Overview

7.1 The table below gives an overview of progress for ongoing projects. This table has been updated to include the original target completion date for each scheme. The RAG status is related to the difference between Revised Completion Date and Forecast Completion Date. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Project	Current Delivery Stage	Original Target Completion Date for whole Project	Revised Target Completion Date for whole Project	Forecast Completion Date for whole Project	Status		
					Previous	Current	Change
Cambridge Southeast Transport (CSET) Phase 1	Construction	2022	2023	2024	R	R	↔
Cambridge Southeast Transport (CSET) Phase 2	Design	2024	N/A*	N/A*			
Cambourne to Cambridge / A428 Corridor	Design	2024	2026	2027	G	A	↓
Waterbeach to Cambridge	Early Design	2027	2027	2027	G	G	↔
Eastern Access	Early Design	2027	2027	2027	G	G	↔
Cambridge South West Travel Hub	Design	2021	2024	2025	R	R	↔
Milton Road	Construction	2021	2024	2024	G	G	↔
City Access Project	Design	2024	2024	2024	G	A	↓
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	Initial Options	2023	2023	2023	G	G	↔
Cycling Plus	Initial Options	2027	2027	2027	G	G	↔
Chisholm Trail Cycle Links Phase 2	Design	2022	2023	2024	R	R	↔
Madingley Road (Cycling)	Design	2022	2023	2025	R	R	↔
Waterbeach Greenway	Project Initiation	2024	2025	2025	A	A	↔
Fulbourn Greenway	Early Design	2024	2024	2026	A	A	↔
Comberton Greenway	Design	2025	2025	2025	G	G	↔
Melbourn Greenway	Design	2025	2025	2025	G	G	↔
St Ives Greenway	Design	2023	2024	2025	A	A	↔
Barton Greenway	Design	2025	2025	2025	G	G	↔

Bottisham Greenway	Design	2025	2025	2025	G	G	↔
Horningsea Greenway	Design	2025	2025	2024	G	G	↔
Sawston Greenway	Design	2025	2025	2025	G	G	↔
Swaffhams Greenway	Design	2025	2025	2025	G	G	↔
Haslingfield Greenway	Design	2025	2025	2025	G	G	↔
Waterbeach Station	Design	2025	2025	2025	G	G	↔

*\*CSET Phase 2 has been paused due to rising inflation costs as presented in last quarter's Future Investment Strategy paper.*

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

7.2 Specific updates on each scheme are set out in section 7 of this report. There are 5 schemes with a red status.

- CSETS Phase 1 is red due to the requirement for the Haverhill Road and Wandlebury schemes to go through planning which is taking longer than originally envisioned. This was originally submitted in June 2022, issues are being worked through which will lead to construction in 2024. There have also been land acquisition issues for the scheme, but these are now resolved.
- Cambridge South West Travel Hub (CSWTH) was originally due to be completed in 2024 but due to delays in achieving planning approval is now forecast for 2025.
- Chisholm Trail Phase 2 was due to be completed in 2023 but following feedback to the Summer 2022 consultation and ongoing dialogue with Network Rail, the designs are being updated which will lead to delivery in 2024.
- Madingley Road was originally scheduled to complete in 2023 but due to issues with the design, and the West of Cambridge development site, the forecast date is now 2025.
- Fulbourn Greenway was originally due for completion in 2025, the scheme has been split into two phases with Phase 1 to be delivered on time, however Phase 2 is reliant on Network Rail and despite significant attempts by the Project Team dialogue has taken longer than expected, therefore the current programme is 2026. It is hoped that through senior escalation this timeline can be reduced.

7.3 In principle, target completion dates will only be changed subject to more significant updates on schemes being provided to the Executive Board.

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

<b>Risk</b>	<b>Mitigating Action</b>
If the cost of materials continues to increase it will have a significant impact on the cost of delivery and therefore programme	A paper on the Future Investment Strategy (FIS) was presented in September 2023. The FIS sets out a prioritisation of schemes, including potential pausing of projects, to ensure the programme tackles the unprecedented issues around inflation. However, inflation continues to be of concern and therefore needs to be regularly monitored.
If there is a failure of schemes at key decision gateways including Planning Decisions, Public Inquiry or following Judicial Review, the schemes will have to be significantly altered and/ or reprioritised	Ensure scheme development complies with all legal, national, local and internal governance requirements and that subsequent decisions are made on the basis of that process, fully documented and communicated in a transparent manner. The GCP continue to work closely with the Local Planning Authorities.
If there is a failure to reflect climate crisis policy agenda including carbon impacts and biodiversity net gain then the schemes may be subject to challenge, delay or reprioritisation at business case approval or consenting	CCC policy created, GCP to review and create an aligned strategy for the programme.
If projects are unable to acquire land within a timely fashion and/or landowners are unwilling to sell then statutory processes may be required or take longer due to significant objections which will lead to delays in the programme	Appropriate professional advice on land acquisition, issues with land to be identified as early as possible within projects. CPO to be utilised as a last resort.

## 8. 2023/24 Transport Finance Overview

- 8.1 The table below contains a summary of this year's budget and forecast outturns for 2023/24. It should be noted that this table only provides forecast costs for the annual year.

<b>Project</b>	<b>Total Budget (£000)</b>	<b>2023-24 Budget (£000)</b>	<b>Actual Year to Date (Oct 2023) (£000)</b>	<b>2023-24 Forecast Outturn (£000)</b>	<b>Current 2023-24 Budget status</b>
Cambridge South East (A1307) – Phase 1	16,950	4,780	3,870	6,750	+1,970
Cambridge South East (A1307) – Phase 2	132,285	2,712	734	911	-1,801
Cambourne to Cambridge (A428)	157,000	3,549	1,124	3,000	-549

Waterbeach to Cambridge	52,600	893	457	1,000	+107
Eastern Access	50,500	2,200	333	1,500	-700
Cambridge South West Travel Hub	42,000	1,500	160	1,300	-200
Milton Road Bus, Cycle and Pedestrian Priority	24,000	9,960	6,107	13,347	+3,387
Histon Road Bus, Cycle and Pedestrian Priority	10,600	189	-272	65	-124
City Access Project	20,320	5,003	2,176	3,700	-1303
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	396	0	3	-393
FIS Allocation – Public Transport Improvements	65,000	-	-	-	-
- Cycling Plus	10,200	500	163	400	-100
Chisholm Trail – Phase 2	5,000	1,998	106	1,000	-998
Madingley Road Cycling	993	196	44	200	+4
Greenways Programme	76,000	8,251	2,474	8,251	0
Waterbeach Station	37,000	2,000	953	1,500	-500
Programme Management and Scheme Development	5,450	308	614	350	+42
<b>Total</b>	<b>£706,598</b>	<b>£44,435</b>	<b>£19,043</b>	<b>£43,277</b>	<b>-£1,158</b>

Please note:

\* These budgets now account for the actuals in 2022/23 and therefore may be slightly lower depending on whether accelerated spend occurred last year.

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

- 8.2 Commentary relating to each project is set out below. This includes their financial RAG status and an update on spend and any anticipated variances for 2023/24.

### Finance and Programme updates by Scheme

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

A full construction programme is planned for 2023/24 so it is anticipated that there will be accelerated spending this year. The Bartlow Roundabout and Dean Cross schemes began construction in May and the Puddicombe Way project at Addenbrooke's started in Autumn.

The Haverhill Road/Wandlebury schemes are subject to a planning approval process which if successful could start construction in Spring 2024.

8.4 Cambridge South East (A1307) – Phase 2  
Financial Status: NA

At last quarter's Executive Board, the reprioritisation of the programme, including pausing this scheme was agreed as recommended in the Future Investment Strategy 3 paper. This decision was reached following detailed analysis of each scheme to understand the impact of inflation on the forecast costs.

The new annual forecast reflects the outstanding work required to complete the design changes following the consultation on the location of the Retirement Village in Stapleford. Work will then be paused before a Transport and Works Act Order (TWAo) is submitted.

8.5 Cambourne to Cambridge (A428)  
Financial Status: **Amber**

Consultants continue to work on the TWAo for the project with a view to submission of the TWAo application during 2023. The project is currently scheduled to be delivered by the end of 2027. The reason for the current forecast delay is associated with the Environment Agency objection to water supply.

Year-end forecast is currently showing as an underspend as expenditure could be reduced if progress on the TWAo cannot be made.

8.6 Waterbeach to Cambridge (formerly A10 North study)  
Financial Status: **Green**

Consultants have developed a preferred alignment option for the public transport route between the new town at Waterbeach and Cambridge along with a preferred location for a new park and ride at Waterbeach. These options were recommended to the Executive Board in September 2023 and were approved.

It is anticipated that this year's budget will be spent on the first stages of the preliminary design phase of work and environmental impact assessment work.

8.7 Eastern Access  
Financial Status: **Amber**

At this stage in the year, it is anticipated that there will be an underspend of around £700k. Forecast spend for the year depends on start of works for the first Phase of Newmarket Road. There have also been some delays to the start of work on Drainage Surveys so this has reduced planned spend.

8.8 Cambridge South West Travel Hub  
Financial Status: **Amber**

Detailed Design on this project is now underway and the £1.5m budget has been allocated to pay for this work during 2023/24. Purchase of the final parcel of land is to be finalised.

The scheme is currently scheduled to start construction in 2025.

At last quarter's Executive Board, the reprioritisation of the programme, including pausing Foxton Travel Hub was agreed as recommended in the Future Investment Strategy 3 paper. This decision was reached following detailed analysis of each scheme to understand the impact of inflation on the forecast costs.

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

Construction of this project commenced last summer (2022).

The forecast for end-year during 2023/24 is £13.3m which is an overspend on the annual budget. This predicted increase in spend is due to the effects of inflation and the latest forecast reflects the inflationary impact on the project costs.

In addition to this, the update to the commuted sums policy document from the County Council will mean that Milton Road will no longer receive the budgeted repayment (from the County).

8.10 Histon Road bus and cycling priority  
Financial Status: **Amber**

The remaining budget from 2022/23 has been carried over to 2023/24 and allocated to ongoing landscape maintenance and final utility costs. Latest figures reflect a utilities refund of £300k.

8.11 City Centre Access Project  
Financial Status: **Red**

The City Access budget funds multiple workstreams which focus on tackling congestion, improving bus services and the cycling network, addressing air quality issues and better management of parking. Significant technical work will continue during 2023/24. Following the decision on Making Connections, the City Access programme is being evaluated in order to establish next steps.

It is anticipated that there will be an underspend of around £1.3m during 2023/24. The budget of £5m was originally set as it was intended for spend on bus enhancements associated with Making Connections which will now not proceed.

8.12 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)  
Financial Status: **Red**

Work on developing and delivering various projects included in the strategy has been held over, awaiting the outcome of the Cambridgeshire and Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council.

At year-end it is anticipated that the annual budget will be underspent by £393k.

8.13 Cycling Plus  
Financial Status: **Amber**

The 2023/24 budget for Cycling Plus is £500k and is split between active travel improvement projects for (1) the A1134 and (2) Hills Road (from the sixth form college to the Regent Street/Gonville Place/ Lensfield Road junction). The A1134 project also includes improving provision for cyclists at the Addenbrooke's roundabout.

It is anticipated that there will be a slight underspend to the Cycling Plus budget this year as there has been a delay to the overall scheme consultation for the A1134 following fast-track engagement on Addenbrooke's Roundabout. Implementation of works on Addenbrooke's roundabout is also to be fast tracked, following approval at September's Executive Board.

It is anticipated that the budget allocated for Hills Road will be spent as preferred design options are reviewed during the year.

8.14 Chisholm Trail cycle links – Phase 2  
Financial Status: **Amber**

At this stage in the year, it is anticipated that there will be an underspend of around £1m as Network Rail decisions to approve the scheme are taking longer than expected.

8.15 Madingley Road  
Financial Status: **Green**

The design for Madingley Road will be engaged on in 2023/24 and spend will increase this year. Engagement has now been postponed from Autumn to early January 2024 and the detailed design is to commence soon after.

The programme date for competition is currently 2025, this reflects the Street Works requirement that major work on Madingley Road cannot start until work on Milton Road is completed.

8.16 Greenways Programme  
Financial Status: **Green**

The Greenways programme is current forecast to be on budget this year.

Construction is now underway on the Horningsea, Comberton and Linton Greenways.

8.17 Waterbeach Station  
Financial Status: **Amber**

At this stage in the financial year, it is anticipated that the project will be underspent by £500k. This due to a delay in the production of the Final Business Case as additional survey and preliminary design work was required by Network Rail.

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

Although latest spend is currently showing an overspend, costs are due to be journaled to other projects and it is predicted that the project will still come in on budget.

## APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

### 9. Update on Current Skills Delivery (2021-2025)

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

Indicator	Quarterly Status			Target (2023-2024 Year 3)	Status against overall target	Target (2021-2025)
	Previous	Change	RAG*		RAG* (for end of year stage boundary)	
600 apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship ( <i>Seasonal peaks and troughs in academic year</i> )	7	10	G	175	265	600
1520 adults supported with careers information, advice and guidance, broken down by sector where applicable ( <i>Post-COVID need in community far lower than originally projected, with reprofiling and resource reallocation under discussion</i> )	56	67	A	420	541	1520
600 Early Careers Ambassadors/YP Champions recruited, trained and active, broken down by sector ( <i>Affected by year one delays to YP Champion programme, which has now launched and is beginning recruitment</i> )	0	22	A	180	85	600
450 employers supported to access funds and training initiatives, broken down by sector ( <i>Some seasonality, as employers are more motivated to engage when considering training starts</i> )	57	33	G	150	311	450
400 students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector ( <i>Seasonal, with vast majority taking place in July each year</i> )	83	0	A	100	136	400
2486 careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact ( <i>Year-round, but with peak in middle of academic year</i> )	66	109	G	622	1243	2486
CRC – Develop a suite of 30 careers videos for post-16 education with employers to highlight careers specialisms and further development of careers and make available to Form the Future for use in their school-facing events	0	0	A	8	8	30
All Primary Schools (73) accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact ( <i>Non-cumulative, the focus is on developing and sustaining engagement over time, rather than a cumulative output, year-on-year</i> )	84	N/A	G	73	84	73 (sustained)
200 students accessing mentoring programme as part of this service ( <i>Highly seasonal, with delivery between November-April each academic year</i> )	30	0	G	50	100	200
Form the Future partnership with Unifrog enabling Form the Future to better monitor, measure and assess the impact of the	0	1	A	21	17	21

GCP Skills and Apprenticeships programme in 21 secondary schools in the Greater Cambridge area (Reporting is termly, therefore three reporting rounds per year)				
Re-establishment of Cambridge Curriculum steering group (further detail to be provided on this next quarter)	To be confirmed			

Please note:

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

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

- 9.2 The project period is from 1<sup>st</sup> April 2021 – 31<sup>st</sup> March 2025. As per the contract, this is the report for the tenth quarter covering the period July - September 2023.
- 9.3 The tenth quarter saw the end of another academic year and the start of a new one. As it took place over the summer, and as with previous years, numbers are lower than adjacent quarters. However, the end of the year saw a range of events including the continued delivery of Careers, Information, Advice and Guidance to students and adults; with the latter including expansion of delivery into satellite towns and the reappearance of ‘pop-ups’. The second Continuing Professional Development (CPD) event took place and the quarter saw the launch of the Post-16 virtual event. Form the Future also received positive feedback from the students, companies and parents regarding the ‘featured’ work experience opportunities.
- 9.4 Cambridge Regional College (CRC) made great strides with employers and video creation and moving forward with ‘Aspiring / New Manager Network’. Form the Future (FtF) and CRC continued to plan the Careers Fair in March and FtF agreed action points for implementation of Unifrog.
- 9.5 Finally, this quarter FtF and CRC saw planning continue for the remainder of The Greater Cambridge Partnership Skills and Apprentice Service, including Cambridge Curriculum, support for adults, videos, Insights, a CPD event and delivery across the board. The team had a great start to the 2023/24 academic year and look forward to another successful GCP academic year.
- 9.6 Key points from this quarter’s performance against the contract KPIs are shown below.

#### Apprenticeship and training starts

- 9.7 July saw 10 new apprentice starts which is higher than normal for that month. Demand from Engineering companies has increased and the numbers starting this academic year are significantly up on last year. Demand for Early Years apprentices is also up as is the number of enquiries for training for early years staff (non-apprenticeship training) with over 30 applications currently being processed. The KPI target seems likely to be achieved, however, it is worth noting that there are still recruitment challenges / barriers in certain industries, and it is difficult to predict if and when these may subside.

#### Adult career advice

- 9.8 This area of work is delivered in two strands, shared between FtF and CRC. FtF focus mainly on career guidance one-to-one sessions, while CRC deliver an annual series of roadshows and events to reach different audiences. During quarter 10 the

service has engaged with a further 20 adults providing Careers, Information, Advice & Guidance. Due to the time of year, the majority of those enrolled onto courses at CRC are across a wide variety of subject areas. Between July to September, FtF continued supporting adults at the Cambridge and Ely Job Centre Plus and also started delivery at Huntingdon, and Wisbech Job Centres.

- 9.9 FtF also delivered a number of 'Pop-ups' in high footfall areas over the summer – this included two events (supported by Legal & General Real Assets) at The Grafton Centre on 22<sup>nd</sup> and 29<sup>th</sup> August following GCSE and A level results days. These events proved good publicity for GCP Skills Project, The Region of Learning Project and FtF but numbers recruited for the programmes were low, especially regarding adults. FtF recognise that these events took place over the summer break so will look to arrange more in term time to see if this has a positive effect on numbers.

#### Recruitment of Early Careers Ambassadors/Young People Champions

- 9.10 This area of work is being delivered jointly by FtF and CRC, with FtF focussed on Early Careers Ambassadors, who do careers outreach, and CRC on Young People Champions, who support young people in their workplace.
- 9.11 As CRC have faced some challenges with their target, they now aim to achieve their total over Years 3-4 of the project. At August's Skills Contract Project Board meeting, it was agreed CRC could proceed to rebrand this programme to 'Aspiring / New Managers Network' and they are in the process of updating the website and marketing to reflect this. The structure of the programme will remain the same as planned but it is hoped that the re-branding will attract more 'aspiring' managers within businesses. Supporting 'young' people within their organisations will be suggested as an ideal way to develop their management skills for the future.
- 9.12 FtF have continued to develop relationships with new and existing business - part of the overall strategy includes the recruitment of Early Career Ambassadors. Training from FtF took place this quarter with CFCI Young Ambassadors (Aecom, Morgan Sindall and OW Architects), Carter Jonas and Homerton College.

#### Employers supported to access funds and training initiatives

- 9.13 The second quarter of the third year of the project saw a further 33 meetings held with employers. In addition, CRC met with a number of employers looking to re-engage with apprenticeships where they have not done so for a number of years. This is particularly relevant for engineering companies that have not only re-engaged but sought to enrol more apprentices than previously. This indicates that the recruitment market and attraction of candidates is still a concern and therefore businesses are exploring many different options to attract the skills required.
- 9.14 Demand from construction companies remains higher than CRC's own capacity, particularly in the trades and mechanical disciplines and where they are unable to accept further enquiries for specific subjects, CRC are attempting to support with signposting to alternative providers, however, we are aware of these challenges nationally. CRC have started working with the Marshall Skills Academy Construction Consortium about re-purposing their academy when the Aerospace training is relocated to Cranfield which could provide valuable extra training space.

Preliminary discussions have also started around the attraction of teaching and assessing staff from industry.

- 9.15 In addition to this, CRC, with the financial support from this project are looking forward to being one of the Gold sponsors of the Cambs B2B event in November. This is organised by the Cambridgeshire Chamber of Commerce and the theme for 2023 is People and Productivity which meets the Skills Agenda of the project. CRC also plan to launch the Aspiring Managers Network at the event with the businesses attending.

#### Students accessing work experience and industry placements

- 9.16 This quarter is a quiet period for work experience opportunities, however those who successfully applied for the previously reported 'featured opportunities' at Abcam, Birketts and PA Consulting had successful placements. In the lead-up to the end of the academic year, FtF sent out work experience communication to offer support and/or advertise placements to 2,590 students. They are also reviewing promotion options in the coming quarters as the current platform will terminate at the end of 2023 (the Board will be updated on this in the Quarter 11 report).

#### Careers guidance aimed at students 11-19

- 9.17 The number of events and personal guidance sessions delivered in Quarter 10 was low compared to other quarters as they were taking place over the summer. From November to May, FtF will start delivery of monthly virtual Insights events and after a successful pilot in March, the 'Parent Webinars' will be delivered under this umbrella. FtF are also looking to promote adult support during the event to parents, as well as the support already on offer for students.
- 9.18 FtF's post-16 options event for schools launched online in July. FtF invited employers and those that could offer training advice. They represented a variety of different avenues to take part in a recording that was then turned into shorter modules and distributed to 23 schools / colleges and then to parents and guardians. The avenues represented were Apprenticeships, Entry Level jobs / on-the-job learning, University and Technical Education pathways.
- 9.19 Meridian Trust hosted the CPD training session at Swavesey Village College in July which was led by FtF and FtF employer representatives. The majority of attendees were from Meridian Trust schools who between them represented over 20 Primary & Secondary Schools. The attending staff members were Careers Leads and/or Heads of Year or Heads of Subject. The feedback after the event was very positive.
- 9.20 CRC have also followed up on careers videos from Milestone Infrastructure. These will show employees at varying stages of their careers in the company. The videos are expected to be ready for sharing by early 2024.
- 9.21 Other key points from this quarter's report:
- Careers advice aimed at children aged 7-11 - the date for the Primary Careers Fair and Apprenticeship Jobs & Careers Fair has been set during National Careers Week 2024 and confirmed for 5th March. CRC can report that a number of businesses, including Johnson Matthey and Coveris, are

already booked to attend. FtF are in the process of confirming the nine schools for this event;

- Mentoring programme - FtF is working with schools to start delivery by the end of 2023, allowing time in case of delays. There are 9 schools participating this year, with one school, Bassingbourn Village College doing two groups again this year. FtF are actively recruiting mentors and are currently in the process of onboarding;
- Partnership with Unifrog - the second report from Unifrog was received in October and covers April to August 2023. FtF is in the process of analysing the report, but highlights include:
  - 15 schools benefitting from GCP funding of Unifrog;
  - 14,091 students are on Unifrog;
  - Schools who had Unifrog subscriptions prior to 2022/23 remain more engaged overall in comparison to schools who did not have Unifrog subscriptions before 2022/23.

It has been noted that schools logging interactions, including FtF interactions, need to improve across the board and that schools should be engaged and actively involved in Unifrog for impact data.

- Cambridge Curriculum – The Steering Committee (SC) is starting to coalesce around a single idea that would become the output which the SC has been looking to identify since the project restarted in the Spring. There have been 3 SC meetings to date, supported by a number of side meetings between the FtF coordinator and various SC members. At next month's meeting the SC will be asked to agree on whether they support the proposed idea and the next steps in bringing it to fruition. The suggested output is still at a concept stage. Should the SC be supportive of it, the role of the SC would then be to turn the idea into a prototype that could be (at a later stage) used as the basis for launching the Cambridge Curriculum Committee on a wider basis.

## APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

### 10. Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Better Use of data					
Mobility Monitoring Network - operational	Jun 2023	Complete	G	G	↔
Set up of interim data platform	Jul 2023	Complete	G	G	↔
Real Time Bus Data Audit	Jan 2024	Jan 2024	G	G	↔
Improved public and sustainable travel offer					
Guidance System Review	Mar 2024	Mar 2024	G	G	↔
Autonomous Vehicle Study – Eastern Corridor	Nov 2023	Complete	G	G	↔
Autonomous Vehicle Deployment	May 2025	May 2025	G	G	↔
MaaS Options Appraisal	Nov 2023	Complete	G	G	↔
Better Operation of the Highway					
Smart Signal Trial	Mar 2024	May 2024	G	A	↓
Innovation Prospectus Launched	Jun 2023	Complete	G	G	↔

Progress reported up to 30<sup>th</sup> September 2023.

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

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

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

#### Better use of data

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

#### Mobility Monitoring (Strategic Sensor) Network

10.4 The network is fully operational and the team continue to support its maintenance as needed. As the initial deployment has now been completed and data is being successfully collected and ingested into the interim data platform solution (see section below), we will close this project. Any work to further develop or enhance the network will have their own individual status updates in future reports.

### Data platform requirements

- 10.5 To support officers in extracting intelligence and insight from data collected from the Mobility Monitoring (Strategic Sensor) Network and other related data streams, a 'data platform' is needed. This is a central point for the automated uploading of data and to support different types of data analysis and visualisation required by GCP and its partners. Following engagement with the CPCA and County colleagues, an interim solution has been procured and is in place which will support GCP data analysis over the next 2 years. Key data sets have now been ingested and a training session for relevant officers will be arranged shortly.

### Real Time Bus Data Audit

- 10.6 The availability, timeliness and accuracy of real time data is important to the quality of the customer experience. On street real-time displays, travel apps, web pages and information screens give travellers real-time information on bus arrival times and cancellations. If this information is inaccurate, it undermines confidence in the public transport system. The Smart Team in collaboration with the Cambridgeshire and Peterborough Combined Authority have procured Atkins to carry out an audit of the real-time data system to understand where issues may be impacting the quality of data. The work is due to complete in February 2024.

### Improved public and sustainable travel

- 10.7 The Smart programme is leading several initiatives to support improvements in the public and sustainable travel 'offer' including the following:

### Guidance System Review

- 10.8 The Cambridge Guided Busway has been very successful and as the GCP builds out its transport scheme, there is a desire to replicate that success by drawing on guidance technologies that have already been applied elsewhere in Europe, but don't require the same level of costly and complex infrastructure. The Smart team continues to work in collaboration with the GCP Transport programme to coordinate investigations of those technologies and how they can safely and effectively support and enhance the schemes being proposed for Greater Cambridge.

### Autonomous Vehicle Work

- 10.9 The GCP and partners secured funding from the latest Centre for Connected and Automated Vehicles (CCAV) competition to deliver two Autonomous Vehicle (AV) projects in our area:

### Eastern Access Study

- 10.10 The study is exploring how Connected and Automated Mass Transit could be implemented in Cambridge to help to solve its complex transport problems. The project partners were ARUP and Costain and the final report is now complete and has been provided to InnovateUK and the Centre for Connected and Automated Vehicles as the funding body.

### Automated Mobility: Deployment (Project Connector)

- 10.11 This project focuses on deployment and will see up to 13 vehicles running two routes in Cambridge. The first six months of the project have been completed. Over the last three months, work has been ongoing to design a 5G network over two sites, Cambridge Biomedical Campus and the West Cambridge campus. Specification documents for this and many other elements of the project have been completed and will be used to support the following phases of the project.
- 10.12 The vehicle provider has experienced some delays relating to the sourcing of the vehicles. This will cause an impact to the start date of the trial which is currently expected to be delayed by approximately 3 months. The total project costs are £17,563,648 with a grant of £8,772,218 from CCAV and the remainder from industrial contributions.

### Mobility as a Service (MaaS)

- 10.13 MaaS aims to enable the provision of an integrated digital solution that provides travellers with equitable and seamless journey planning, information, booking, ticketing and payment functionality for a variety of relevant modes and services within a given geography. An options appraisal has now been finalised and sets out the options for delivery. The next step is to invest approximately £50,000 of the Smart workstream budget on the development of a full business case before a procurement is scheduled for 2024/25.

### Better operation of the highway

- 10.14 The Smart programme, along with the relevant County and CPCA teams, is also looking at how the highway can be better operated to support the GCP's aims of improving sustainable transport journeys.

### Smart Signals

- 10.15 The VivaCity control trial at Robin Hood has now concluded and final reports are being drafted on the comparable performance of VivaCity control vs MOVA control. It is anticipated that these reports will be available in the next 6 weeks. VivaCity are now moving their trials on to the Hills Road sites to assess how their sensors can optimise traffic signal performance for sustainable modes of transport.
- 10.16 Starling Technologies are undertaking above ground sensor trials at the pedestrian crossing on East Road outside of Anglia Ruskin University. The purpose of the trial is to optimise the pedestrian crossing for pedestrian movements in a variety of scenarios. Initial testing has validated the accuracy of the sensor compared to the existing sensors on site. The next step is to develop the interventions that the sensor can make to influence the behaviour of the pedestrian crossing before undertaking assessments of these interventions on overall site performance.

### Innovation Prospectus

- 10.17 The Innovation Prospectus has now been launched and will be used to actively engage with the market, setting out the challenges that the GCP is working to address and inviting the market to trial new and innovative technologies. Following

the launch, we have been approached by a number of companies as well as academics about potential projects which are currently in development.

#### City Access workstreams

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

#### Behaviour Change

- 10.19 Proposal to invest £50,000 from the Smart budget, match funded by Cambridge Ahead in a collaborative piece of work that explores how sustainable transport behaviours can be encouraged among local residents at times when they are making significant life changes such as new jobs, moving home or having a child.
- 10.20 The work will:
- Use primary and secondary research to generate insights around Cambridge residents' existing perceptions and attitudes towards sustainable modes of transport and identifying the key barriers and drivers to sustainable transport.
  - Use the insights gathered through research to develop and design interventions that leverage life change, that are both impactful and feasible to implement.
  - Collaborate with partners (e.g. local businesses, educational institutions, local authorities etc.) to implement and evaluate the impact of these interventions on sustainable transport behaviours through randomised controlled trials (RCTs).

#### Insights

- 10.21 Understanding the approaches taken in other cities and how these might be applied to the Greater Cambridge Travel for Work area.
- 10.22 The key dates and progress are being reported via the City Access project.

## APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

### 11. Delivering 1,000 Additional Affordable Homes

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites**	1,000	2011-2031	479 (approx.)	G	G	↔
		Anticipated by 2031	1,841		G	↔

\*\* Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2023) and new sites permitted or with a resolution to grant planning permission at 30<sup>th</sup> September 2023 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

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

- 11.1 The table above gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.
- 11.2 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 11.3 The Greater Cambridge Shared Planning Service published an updated Housing Trajectory in May 2023. This shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2024/25. This is one year later than the previous trajectory projected. Until 2024/25, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 11.4 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 11.5 The table above shows that on the basis of known rural exception schemes and other sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council’s Planning Committee, approximately 479 eligible

affordable homes are anticipated to be delivered between 2024 and 2031 towards the target of 1,000 by 2031.

- 11.6 In the last quarter no eligible affordable dwellings were approved.
- 11.7 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (May 2023) or based on officer assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 11.8 There are still a further eight years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target.
- 11.9 Taking a more holistic view of housing delivery, the latest housing trajectory, based specifically on currently known sites, shows that 37,715 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,215 dwellings more than the housing requirement of 33,500 dwellings. By 2023 it is projected that there will have been 1,190 affordable housing completions on rural exception sites and other schemes outside of village boundaries. Adding these to the affordable dwellings in the pipeline post-2023 gives a total of 1,841 affordable dwellings anticipated by 2031, exceeding the 1,000 dwellings identified in the City Deal.

## APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

### 12. Greater Cambridge Sectoral Employment Analysis

- 12.1 In October this year, the Centre for Business Research (CBR) at the University of Cambridge presented the ninth of a series of updates that bring up-to-date information about what is happening to corporate employment in the Greater Cambridge area.
- 12.2 This update covers accounting year ends between December 2022 and April 2023 (the median year end is mid-February 2023) and captures the impact of the worsening UK's cost of living crisis on the recovery from Covid. This period is compared with the previous year, which covers the recovery from the effects of the pandemic and the impact of the early days of the ongoing conflict in Ukraine.
- 12.3 The update is obtained by sampling the CBR annual corporate database of all businesses based in the wider Cambridge region. The full report can be found at: [Research and evidence \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk/research-and-evidence)
- 12.4 Key points from the presentation are summarised below:
- 12.5 Corporate employment growth in the Greater Cambridge area increased from 6.0% in 2021-22 to 8.5% in 2022-23, suggesting that corporate employment growth continued to recover from the effects of the pandemic despite the intensification of the UK's cost of living crisis.
- 12.6 The strong performance of the Greater Cambridge corporate economy was driven by a buoyant Knowledge Intensive economy, which saw employment grow by 11.2% in 2022-23 (7.8% in 2021-22). Overall employment growth also benefited from the robust performance of non-Knowledge Intensive sectors. Non-Knowledge Intensive employment growth was higher in 2022-23 (4.5%) than it was in 2021-22 (3.4%), pointing to continued recovery amongst sectors that were severely hit by lockdowns and other Covid-related restrictions.
- 12.7 Employment growth in South Cambridgeshire was high at 9.1% in 2022-23, up substantially from 4.0% in 2021-22. Employment grew considerably also in Cambridge (7.6%), albeit at a somewhat lower rate than in the previous year (9.2%). However, there is variation in these growth rates across both industry sectors and firm sizes.
- 12.8 This is the first time, since the employment updates started, that nearly all sectors have seen positive employment growth in the latest year. 'Life science and healthcare', the largest Knowledge Intensive sector in Greater Cambridge, was the fastest growing sector during 2022-23 (12.8% compared with 12.6% during 2021-22). The second-largest Knowledge Intensive sector in Greater Cambridge, 'Information Technology and Telecoms', saw strong employment growth of 10.3% (up from 6.5% in the previous year).

- 12.9 'Knowledge intensive services' exhibited much faster employment growth in 2022-23 than in 2021-22 (11.1% and 5.7%, respectively), while the 'High-tech manufacturing' sector was the Knowledge Intensive sector that achieved the largest increase in employment growth over the past two years (8.9% and 1.3%).
- 12.10 Nearly all non-Knowledge Intensive sectors reported positive employment growth in the year to mid-February 2023. Sectors such as 'Wholesale and retail distribution' 'Transport and travel' and 'Construction and utilities, some of which were severely hit by Covid lockdowns, showed higher employment growth last year than they did one year earlier. Employment in the 'Other business services' sector continued to grow at a rate above 6%. 'Property and finance' (1.2% in the latest year against 3.6% in the previous year) and 'Other services' (3.4% and 7.7%, respectively) experienced a positive yet slower growth in employment in the year to mid-February 2023.
- 12.11 To compare employment and turnover growth, a sample of 165 companies was examined with accounting year ends between December 2022 and April 2023 which have provided both employment and turnover data for the last three years. In recent updates it showed that Covid affected turnover more strongly than employment due to the operation of the furlough scheme. The latest analysis shows that, with the recovery from the pandemic, normal service has been resumed and turnover growth exceeds employment growth as it does usually. Both Knowledge Intensive and non-Knowledge Intensive companies included in this sample reported a marked increase in growth rates in the latest year. Employment growth was notably stronger among the Knowledge Intensive companies, which grew their employment by over 10% in 2022-23 (up from 7.6% in 2021-22). Non-Knowledge Intensive companies achieved positive yet lower growth in each year reflecting the worsening economic environment.
- 12.12 In addition to this analysis, a snapshot of the impact of events in the Greater Cambridge corporate economy has been provided by considering a small sample of companies with interim results for the six-month periods ending in either May or June 2023. Within this group of companies (all knowledge intensive), total turnover increased by 7% in their latest six months (2022-23) compared with a growth of 25% in the same period last year (2021-22). These findings reinforce those from the employment update sample, while suggesting that conditions became more challenging in the first half of 2023.

## 13. Electricity Grid Reinforcement

- 13.1 As was reported during the last meeting cycle and in section 5 above, GCP officers continue to work with UKPN colleagues to progress the project. It is understood that the project remains on target to be complete by 2026. Officers will continue to work with UKPN to support the delivery of the project.

## 14. Citizens' Assembly

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

## 15. Financial Implications

- 15.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2023, the proposed over-commitment was c.£111million. Following September 2023's Future Investment Strategy 3 report, it is now anticipated that the gap between funding and expenditure stands at £122million, due to the effects of inflation and pausing two projects.

This figure assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200million).

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

Name of Financial Officer: Sarah Heywood.

## List of Appendices

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

## Background Papers

Source Documents	Location
None	-

## APPENDIX 6: RAG EXPLANATIONS

### Finance Tables

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

### Indicator Tables

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

### Project Delivery Tables

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

## APPENDIX 7: COMPLETED GCP PROJECTS

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

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

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

		development of walking routes map for display.		
<b>Housing projects</b>				
Housing Development Agency (HDA) – new homes completed	2018	New homes directly funded by the GCP have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.		

## APPENDIX 8: EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

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

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

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

<b>Executive Board: 4<sup>th</sup> January 2024</b>	<b>Reports for each item to be published 20<sup>th</sup> December 2023</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
Cycling Plus.	To consider the Strategic Outline Business Case.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: Fulbourn and Haslingfield	To receive an update on progress.	Peter Blake	No	CA LTP Passenger Transport / Interchange

				Strategy
Greenways – Update on strategic case and design principles	To receive an update on and review strategic case and design principles.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
<b>Executive Board: 7<sup>th</sup> March 2024</b>	<b>Reports for each item to be published 26th February 2024</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
Greenways: St Ives (Swavesey) and Waterbeach.	To consider the Outline Business Case.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Madingley Road.	Consider the outcome of the consultation and agree next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Waterbeach Station.	To sign off the Outline Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Chisholm Trail – Phase 2.	To receive feedback on the consultation and agree next steps.	Peter Blake	No	CA LTP
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A

<b>Executive Board: 27<sup>th</sup> June 2024</b>	<b>Reports for each item to be published 17<sup>th</sup> June 2024</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
Cycling Plus	To consider next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
<b>Executive Board: 26th September 2024</b>	<b>Reports for each item to be published 16th September 2024</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
<b>Executive Board: 12th December 2024</b>	<b>Reports for each item to be published 2nd December 2024</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A

<b>Executive Board: March 2024 [date TBC]</b>	<b>Reports for each item to be published: TBC</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
Cambridge South West Travel Hub. (Subject to Cambridgeshire County Council Planning Decision).	To sign off the Full Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A

<b>Executive Board meeting</b>	<b>Reports for each item published</b>	<b>Joint Assembly meeting</b>	<b>Reports for each item published</b>
4 <sup>th</sup> January 2024	20 <sup>th</sup> December 2023	11 <sup>th</sup> December 2023	29 <sup>th</sup> November 2023
7 <sup>th</sup> March 2024	26 <sup>th</sup> February 2024	15 <sup>th</sup> February 2024	5 <sup>th</sup> February 2024
27 <sup>th</sup> June 2024	17 <sup>th</sup> June 2024	6 <sup>th</sup> June 2024	24 <sup>th</sup> May 2024
26 <sup>th</sup> September 2024	16 <sup>th</sup> September 2024	5 <sup>th</sup> September 2024	23 <sup>rd</sup> August 2024
12 <sup>th</sup> December 2024	2 <sup>nd</sup> December 2024	21 <sup>st</sup> November 2024	11 <sup>th</sup> November 2024

## Cycling Plus – Hills Road and Addenbrookes Roundabout

Report to: Greater Cambridge Partnership Executive Board

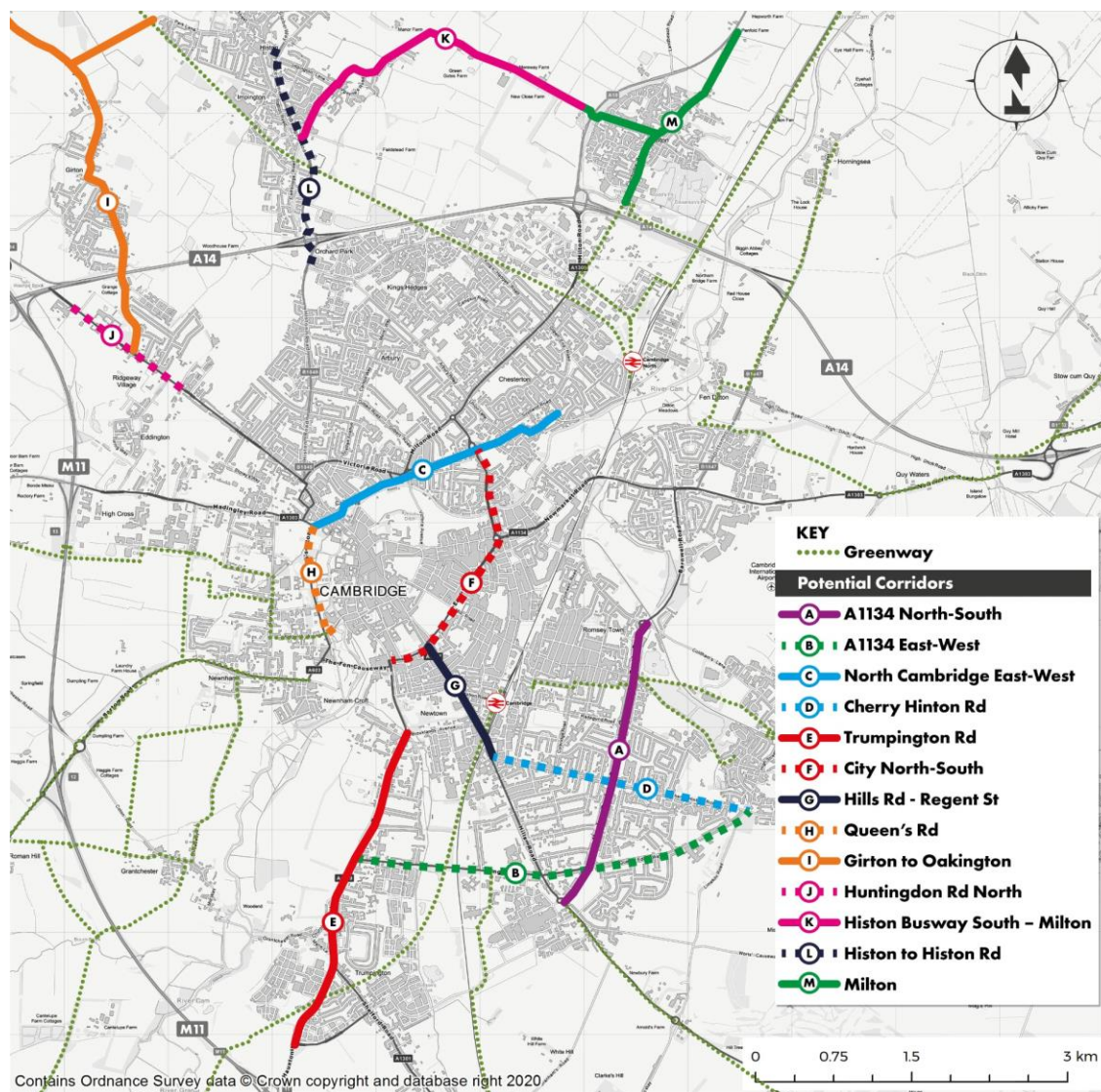
Date 4 January 2023

Lead Officer: Peter Blake – Transport Director

### 1. Background

- 1.1 In March 2021, the GCP published the Active Travel Opportunities study as part of their Future Investment Strategy. The study identified 13 high-traffic cycle corridors in Cambridge and the Greater Cambridge area (see Map 1 below) that would benefit from improvements to create a connected active travel network. Following a further appraisal and prioritisation exercise, the Greater Cambridge Partnership undertook a public consultation in the summer of 2021 that sought feedback on people's priorities for further investment in active travel.

**Map 1 – High traffic cycle corridors**



- 1.2 Based on results from both the prioritisation exercise and the public consultation, in December 2021, the Executive Board approved the recommended prioritisation of both the Hills Road and the A1134 Cycling Plus schemes.

### Hills Road

- 1.3 This report focuses on the Cycling Plus Hills Road improvements which aim to significantly improve the infrastructure for both pedestrians and cyclists on the section of Hills Road between Gonville Place/Lensfield Road, and Purbeck Road (Hills Road Sixth Form College). A key challenge is that this section is also a key bus route and therefore it is critical that any scheme ensures that bus reliability and journey times are not substantially impaired.
- 1.4 In June/July 2023, public consultation was undertaken on two concept design options for Hills Road, both of which presented significant changes to the road layout and junctions to provide improved infrastructure for walking and cycling. The consultation was well received, and raised a number of key issues and opportunities that the designers have looked to address in the preferred concept design that is presented in Appendix A and described in this report.

### Addenbrookes Roundabout

- 1.5 To address current safety concerns on the Fendon Road arm of Addenbrookes roundabout that have been raised by the Road Safety team at Cambridgeshire County Council, the Executive Board agreed to fast-track this small section of the Cycling Plus A1134 scheme.
- 1.6 In the Spring 2023 a concept design for Addenbrookes Roundabout was presented to the public for Consultation. Over 900 responses were received which have been reviewed with key issues being addressed within the preliminary design that is presented in Appendix B.
- 1.7 The Cambridgeshire and Peterborough Combined Authority allocated £200,000 towards the project through the Transforming Cities fund, with the remaining funding for construction to be provided through the Cycling Plus A1134 project, subject to approval. It is planned to undertake construction in 2024 subject to road space availability and resources.

## 2. Recommendations

- 2.1. For the Cycling Plus scheme along Hills Road the Executive Board is recommended to:
  - (a) Note the response from the recent consultation of the Hills Road Cycling Plus scheme between Gonville Place and Purbeck Road.
  - (b) Approve the preferred concept design for Hills Road which reflects and builds upon the consultation and stakeholder response. The design includes a further sub-option for the Hills Road/Lensfield Road junction.
  - (c) Approve the Strategic Outline Case for Cycling Plus Hills Road, the planned technical work outlined in the report and a further public consultation.
- 2.2. For the Addenbrookes roundabout scheme the Executive Board is recommended to:
  - (a) Note the response from the recent consultation that presented a concept design for Addenbrookes Roundabout.
  - (b) Approve the final detailed design of Addenbrookes Roundabout that has been further developed following the consultation response and working with the County Council and key stakeholders.
  - (c) Approve the proposed construction timeline and budget.

## 3. Joint Assembly Feedback

### Hills Road

- 3.1. The Joint Assembly noted the general public support for the more ambitious Option B that was presented at public consultation. There was support for the concept

design along with support for further evaluation of the design options for the Hills Road / Lensfield Road Junction, including further modelling of the wider impacts of these options before they are presented for further public consultation.

#### Addenbrookes Roundabout

- 3.2. The Joint Assembly supported the design put forward and the requirement to fast track the design and construction of this section of the roundabout.

## 4. Issues for Discussion

- 4.1 The Cycling Plus programme looks to enhance and promote active travel options in the Greater Cambridge area. By improving the active travel network, the GCP seeks to encourage a greater number of individuals to choose cycling, walking, and other physically active modes of transport for their daily journeys.

#### Hills Road

- 4.2 Hills Road is a major road in Cambridge, connecting the city centre with Cambridge Station, Addenbrooke's and the Cambridge Biomedical Campus. The section of Hills Road being considered is from the Lensfield Road / Gonville Place junction to Hills Road Sixth Form College / Purbeck Road.
- 4.3 It is a multi-functional street, catering to local community access, providing connections to supermarkets, food outlets, and various land uses, serving as a key bus route, and functioning as a radial route for through movements. However, meeting these competing place and movement requirements also creates challenges that need to be addressed.
- 4.4 The diverse range of users and purposes for which the street is utilised necessitates careful consideration of the street's design and infrastructure. Issues such as traffic congestion, pedestrian safety, efficient bus operations, and enabling the safe movement of active modes of transport arise due to the heavy demand and varying needs of the road's users.
- 4.5 Overall, the current footways along Hills Road accommodate high pedestrian movements, including access to the Station, CB1, and Hills Road Sixth Form College. There is a need to address pinch points, prioritise pedestrian movements across side road junctions, and improve green infrastructure and dwell areas to create a healthier and more pedestrian-friendly environment.
- 4.6 The cycle infrastructure along Hills Road falls short of meeting the design principles set out in LTN 01/20. It lacks continuous, coherent, and comfortable segregated provision for cyclists. Instead, there is an inbound shared-use bus lane and narrow painted mandatory and advisory cycle lanes that do not provide adequate separation from the heavy flow of traffic. This non-compliance with LTN 01/20 design principles makes Hills Road unappealing for non-confident cyclists and hampers east-west movements between residential areas and local destinations. Furthermore, there is a shortage of public cycle parking facilities in the retail centre on Hills Road, leading to bikes being locked to street furniture and obstructing footways.

- 4.7 The evidence also shows that Hills Road is an important bus route accommodating frequent city and regional services including Park and Ride and rail station interchange services with at least 36 buses and hour, two-way in peak times.
- 4.8 In response to the issues identified, the Cycling Plus project looks to significantly enhance the walking and cycling infrastructure along Hills Road with a number of key objectives that include:
- Increase walking and cycling levels by providing significant enhancements to the active travel infrastructure.
  - Improve pedestrian and cycle safety along Hills Road and at the four main signal-controlled junctions.
  - Maintain or reduce bus journey times wherever possible, improve waiting areas and make it easier to get on and off buses.
  - Reduce the conflict between local businesses (for example, kerbside parking for servicing and delivery) and the safe movement of pedestrians and cyclists.
  - Support the shift from private cars to public and active means of transport.
  - Support the substantial planned growth in Cambridge by providing safe and attractive active travel connections between new and existing communities and services.
- 4.9 The Strategic Case demonstrates that the scheme has an excellent fit with both the GCP's Cycling Plus programme, aimed to promote and enhance active travel within the Greater Cambridge area, and with the relevant national, regional, and local policies. It demonstrates how the Hills Road scheme is needed to:
- Provide the transformational active travel infrastructure needed to deliver modal shift from car to walking and cycling;
  - Improve accessibility by sustainable modes of transport between new and existing residential areas and key employment and retail areas along Hills Road;
  - Provide bus priority measures and improve bus stop provision; and
  - Support the delivery of planned growth, including the CB1 – Station Road, and 102-114 Hills Road developments.

#### Addenbrookes Roundabout

- 4.10 The large roundabout that forms a junction on Hills Road with Fendon Road and Addenbrookes Hospital is a key transport gateway into the southern areas of Cambridge. It is also an important access point into the Hospital both for emergency vehicles, patients, and employees that work on the site.
- 4.11 A significant revision to the cycling infrastructure on the Fendon Road arm of Addenbrooke's roundabout has been identified by Cambridgeshire County Council as a priority with the aim of providing off carriageway provision for cyclists and enhanced crossing facilities to the Addenbrookes site.
- 4.12 As this area also falls within the scope of the GCP's Cycling Plus A1134 scheme, the GCP aims to fast track this area's design and construction. Additional funding from the Cambridgeshire and Peterborough Combined Authority (CPCA) has been secured on the basis of delivering this scheme by 2024.

## 5. Consultation and Engagement

### Hills Road

- 5.1 Full public consultation ran for six weeks from 12 June 2023 to midday on 24 July 2023. The consultation sought views on two concept designs that aimed to provide improvements to the walking, cycling and public transport infrastructure on Hills Road. Option A proposed a design that could largely be provided while retaining existing kerb lines and changes to the junctions that would provide improvements for pedestrians and cyclists while keeping current vehicle capacities wherever possible. Option B proposed more extensive changes to the existing kerb lines to provide wider cycles lanes along the length of the scheme. It also proposed more extensive changes to the junctions and the reallocation of the inbound bus lane, which would significantly improve the pedestrian and cycling infrastructure.
- 5.2 The public consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online media, and through the wide-spread distribution of around 3,800 consultation flyers to residents and businesses.
- 5.3 Over the consultation period, 2 online briefings were held, along with 1 in person consultation event. Furthermore, the project team attended a pre-launch briefing with local city and county councillors. In addition, a social media campaign was undertaken, to publicise events, which were also advertised on the consultation website. There were over 3,900 visitors to the dedicated website and over 3,680 documents (maps, information, and copies of the booklet) downloaded. Adverts were placed in local newspapers, namely the Cambridge News and Cambridge Independent. In addition to stakeholder mapping, the website of every business or organisation along the route was visited and contact emails, if available, added to the GovDelivery mailout advertising the consultation. There was also selected bus stop advertising along Hills Road.
- 5.4 In total, 587 respondents and 7 stakeholders responded to the consultation survey. The key findings are set out in the published consultation report and indicate that:
  - There was clear majority support for the more extensive proposals set out in Option B while half of respondents opposed the proposed improvements along Hills Road shown in Option A.
  - There was more support for the Option B junction designs for both Station Road and Cherry Hinton Road.
  - Concern was expressed for both Option A and B designs for both Brooklands Avenue and Lensfield Road/Gonville Place junctions, with respondents requesting solutions that would do more for walking and cycling.
  - The majority of respondents supported the proposed floating bus stop design in Option B, as well as the proposed continuous footways presented in both options.

- 5.5 The responses to the recent consultation suggest that there is continued public support for further investment in the Greater Cambridge active travel network. Creating a joined-up network of safe and attractive active travel routes has been identified as a key priority for the city access strategy. Continuing to develop and deliver the Cycling Plus network in the light of consultation feedback and wider policy developments is therefore a key part of creating an attractive and cohesive sustainable transport network.
- 5.6 However, the consultation also highlighted a number detailed concerns that the project team have since considered in the development of the preferred option design, in particular, the design of the Brooklands Avenue junction with Hills Road, the question as to whether or not to retain the section of inbound bus lane between Station Road and Lensfield Road/Gonville Place, and whether more could be done particularly for pedestrians at the Lensfield Road/Gonville Place junction.

#### Addenbrookes Roundabout

- 5.7 Public Consultation on the design proposals for Addenbrookes roundabout ran from 14<sup>th</sup> June 2023 to midday on 24<sup>th</sup> July 2023 and sought views on a single concept design that provided off carriageway enhancements for pedestrians and cyclists on both sides of the Fendon Road arm of the roundabout. The design also sought views on proposals to replace the staggered crossing on the southern arm with a single stage crossing.
- 5.8 Over the consultation period, one online briefing was held, along with one, in person stand up event held at Addenbrookes Hospital. Furthermore, the project team attended a pre-launch briefing with local city and county councillors. In addition, a social media campaign was undertaken, including Facebook, Twitter and Nextdoor posts publicising events. There were over 5,200 visitors to the dedicated website and over 594 documents (map and leaflet) downloaded. Local councils and schools in the study area were contacted. Adverts were placed in local newspapers including the Cambridge News and Cambridge Independent as well as an article in the Addenbrooke's staff bulletin newsletter.
- 5.9 In total, 941 respondents and 11 stakeholders responded to the consultation survey. The key findings are set out in the published consultation report and indicate that:
- There was strong support for the proposals to provide wider off-carriageway cycle lanes and footpaths on each side of the Fendon Road arm.
  - While there was overall support for a single stage crossing of the southern roundabout arm, some respondents were concerned about the impact this would have on traffic.
  - Concerns were raised about north-south connectivity with some feeling that it was important to retain the ability for pedestrians and cyclist to cross Fendon Road at its junction with the roundabout.

## 6. Options and Emerging Recommendations

### Hills Road

- 6.1 The preferred concept design for Hills Road has been developed following careful analysis of the information gathered during the public consultation, and with further collaboration and engagement with the Traffic Signal, Road Safety and Active Travel teams from Cambridgeshire County Council. A detailed movement survey has also been undertaken in order to provide an understanding of current numbers of vehicles, cycles and pedestrians who use the existing street, junctions, and crossings.
- 6.2 The movement report shows that Hills Road is a very busy street, accommodating approximately 22,000 pedestrians (Saturday), 6,250 cycles, and 27,250 vehicle daily movements (including 760 buses).
- 6.3 The design as shown in Appendix 1 aims to incorporate as much of the Option B design that was consulted on, with specific improvements made to areas of highlighted concern. The design also retains the inbound bus lane between Station Road and Lensfield Road/Gonville Place.
- 6.4 At the southern end of the scheme, in response to the consultation feedback, an additional design option is provided for the Lensfield Road/Gonville Place junction alongside the original proposals which adopted a very minimal approach that only provided for small enhancements to the north/south cycle lane approaches. The additional option would ban certain vehicle movements at the junction including the right turn into Hills Road, and the left turns both out of Hills Road and Regent Street.
- 6.5 This option would enable additional footway space for the high pedestrian flows across the junction, provide direct crossings, potentially reduce general traffic movements along Hills Road, making it work more efficiently for the bus movements between the Station and the city centre and remove the left hook risk between cyclists heading northbound into the city centre and traffic turning into Lensfield Road. It is proposed to undertake further modelling of this option and to include it in the next round of public consultation as a viable alternative.
- 6.6 A section of inbound bus lane between Glisson Road and Lensfield Road/Gonville Place has been retained and as such remains a shared facility with cyclists. The existing section between Glisson Road and Bateman Street has been removed to enable the provision of a new signal-controlled junction at Glisson Road. The evidence shows that Bateman Street and Glisson Road are well used by pedestrians and cyclists and therefore further walk, and cycle improvements have been proposed in this section of Hills Road to provide safer facilities for movements entering and exiting Glisson Road.
- 6.7 The inbound bus lane from Glisson Road to Lensfield Road is retained as the movement surveys demonstrate that at peak times this bus lane provides substantial bus journey time savings, and enhanced reliability. For less confident cycles travelling towards inbound to the city centre, a quieter alternative route is available via Glisson Road and Gresham Road, avoiding the shared bus lane.

- 6.8 During non-peak times, buses and taxis tend to use the adjacent general traffic lane, leaving the bus lane clear for cyclists. It is proposed to enhance the approach to the Lensfield Road/Gonville place junction by bringing the end of the bus lane much closer to the junction and narrowing the carriageway approach to a single lane with a much wider cycle lane. In addition, it is proposed to implement additional restrictions on loading and unloading on this section of Hills Road to ensure that the outbound cycle lane is not blocked by retail delivery vehicles, with designated loading areas on side streets to minimise disruption.
- 6.9 The design retains all of the continuous footways across the side roads that were largely supported through the consultation and looks to provide the additional cycle parking and side road loading bays that were proposed. At Harvey Road, it is proposed to introduce one-way entry restriction for vehicles with contra-flow cycle access to remove the safety risk created by vehicles exiting in close proximity to a pedestrian crossing, bus lane and vehicles queuing back from the Lensfield Road junction.
- 6.10 The design that is proposed for the junction of Station Road / Hills Road is based on the Option B design but with some small improvements in response to a number of detailed comments received to ensure a clearer waiting location for cyclists turning right into Station Road. The proposed junction provides a completely segregated solution for both pedestrians and cyclists with significantly more pavement space than is currently available for the high flows between the Station and Hills Road.
- 6.11 The design for the junction of Brooklands Avenue and Hills Road has been adjusted following the consultation and engagement process, and in line with feedback from County Council officers and other stakeholder groups. The design looks to further protect cyclists on the Hills Road approaches to the junction through the use of wands on Hills Road Bridge. The shared use path on Brooklands Avenue, which was a key concern is replaced with segregated provision for pedestrians and cyclists. The Brookgate approach to the junction has been modified so that cyclists can exit this arm of the junction safely in all directions, currently this is limited to left turn only. This change to Brookgate results in all three pedestrian crossing being revised to signal control with the introduction of a pedestrian all red stage.
- 6.12 The CYCLOPS junction that was presented in Option B for the Cherry Hinton Road junction has been retained in the current design iteration, with minor changes made to improve accessibility into Cambridge Leisure Park for both pedestrians and cyclists. The access arrangement presented in Option B for Purbeck Road is also retained in the preferred design, with a Toucan Crossing and short section of bi-directional cycle track proposed to provide safer cycle access to Hills Road Sixth Form College. In response to the feedback received the floating bus stops have been increased in size to enable two buses to stop simultaneously.
- 6.13 The preferred scheme has sought to balance the competing space demands generated by the high, pedestrian, cycle, bus and vehicle flows along Hills Road and the requirement to retain on-street servicing within the finite public highway space available. The preferred scheme therefore seeks to prioritise improving the pedestrian facilities along the street, improve the quality of the cycle infrastructure, whilst also retaining inbound bus priority where feasible.

- 6.14 The Strategic Outline Case demonstrated that the active travel benefits predicted to be generated by the Option B scheme achieve a Benefit-Cost Ratio (BCR) of 4.1:1. The scheme is therefore categorised as offering very high Value for Money (VfM), based on the DfT guidance.
- 6.15 The design will be subject to further public consultation.

#### Addenbrookes Roundabout

- 6.16 The detailed design for Addenbrookes Roundabout (as shown in Appendix B) has been developed following analysis of the consultation feedback alongside further detailed junction modelling. The design has been adjusted to address the key concerns raised, in particular, re-introduction of the informal crossing point on the Fendon Road arm of the roundabout and reverting back to an enhanced two stage crossing of the southern arm of the roundabout following extensive work with County Council officers and other stakeholder groups. This preliminary design has been subjected to further scrutiny by officers from the Signals, Road Safety, and Active travel teams from Cambridgeshire County Council and in the development of the design, the GCP has also engaged with representatives from the Active Travel user group and with the Addenbrookes travel and transport group.
- 6.17 The design will provide significantly wider shared use facilities to allow cyclists (as well as pedestrians) segregated access from Fendon Road to the crossing point on the southern arm without having to use the carriageway and provides a good continuous route between Fendon Road and the shared path that leads into the Addenbrookes site behind the bus interchange. Widening of the paths is achieved by shrinking the central island of the roundabout slightly. This allows for the existing traffic lane layout to be safely retained.
- 6.18 It was necessary to revert back to a two-stage crossing on the Southern Arm as the modelling demonstrated that the single stage option would have a significant detrimental effect on traffic flows through the roundabout, which would also potentially cause congestion on the key bus routes through the area. However, the remodelling of the roundabout allows for significantly wider crossings, wider waiting and landing spaces, and a significantly larger central island. This addresses many of the concerns raised that this area is currently far too constrained for the number of pedestrians and cyclists using the crossing.
- 6.19 Overall the changes that are proposed address the key safety concerns that have been identified by Cambridgeshire County Council and provide significant enhancements that are compatible with the future phases of the Cycling Plus A1134 project.

## 7. Alignment with City Deal Objectives

- 7.1 The proposed investment in Cycling Plus is consistent with the deal agreed between Government and Greater Cambridge which allows Greater Cambridge to maintain and grow its status as a prosperous economic area. Specifically, this initiative improves existing links between homes and jobs and enables the provision of better greener transport and improved air quality.

- 7.2 The proposed measures address existing barriers to growth represented by congestion of key routes into and out of the City Centre.
- 7.3 In addition, the proposals set out in this report will support the realisation of a series of benefits, including:
- Securing the continued economic success of the area through improved access and connectivity;
  - Significant improvements to air quality and enhancements to active travel, supporting a healthier population;
  - Reducing carbon emissions in line with the partners' zero carbon commitments;
  - Helping to address social inequalities where poor provision of transport is a contributing factor; and
  - Wellbeing and productivity benefits from improving people's journeys to and from employment.

## 8. Citizen's Assembly

- 8.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions being considered for Cycling Plus directly contributes to delivery of 3 on the main priorities, namely:
- Be environmental and zero carbon (28).
  - Be people centred – prioritising pedestrians and cyclist (26).
  - Enable interconnection (e.g. north/south/east/west/urban/rural) (25).

## 9. Financial Implications

### Hills Road

- 9.1 High level construction costs associated with the future development of the scheme have been provided within the SOC. The anticipated outturn costs are shown in the table below with values based on 2023 prices, profiled, and inflated in line with the expected construction period.
- 9.2 An estimate of the likely construction costs have been drawn up by the design consultants and range between £6.6m and £7.2m, these figures exclude any risk allowance and inflation allowance. The agreed budget allocation for the Cycling Plus Hills Road project is currently set at £7.705m, and therefore during the next stage of the project the team will look to undertake a value engineering exercise to reduce costs as far as possible. This will include more extensive utility surveys, that will enable the designers to avoid as far as possible the risk of having to plan and undertake expensive utility diversions when the scheme is constructed.

### Addenbrookes Roundabout

- 9.3 The Cambridgeshire and Peterborough Combined Authority has allocated £200,000 towards the project through the Transforming Cities fund, this funding has been spent

on the design and consultation process to date. It is anticipated that a portion of the Cycling Plus A1134 budget will be put towards the construction.

- 9.4 An estimate of the likely construction cost has been drawn up by the design consultants and stands at a value of £890k with an additional £240k risk allowance. This falls within the existing Cycling Plus A1134 agreed budget allocation of £10m.

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

## 10. Next Steps and Milestones

### Hills Road

- 10.1 Subject to approval of the concept design, it is planned to develop the concept option into a full preliminary design which will be put out for a further public consultation in mid-2024.
- 10.2 The aim is to bring the consultation report, and final preliminary designs back to the Executive Board in late 2024, seeking approval to move to the detailed design phase.
- 10.3 It is anticipated that the detailed design process will take at least a further 12 months, at which point final approval will be sought on the construction package and budget in late 2025/early 2026.

### Addenbrookes Roundabout

- 10.4 Subject to approval of the detailed design, it is planned to finalise the construction package in the early part of 2024 in order to allow for construction to begin as soon as possible - most likely spring/summer 2024 - when road space permits allow. It is likely that the construction will be undertaken in a number of distinct phases in order to minimise the impact on local traffic movements. Initial estimates suggest a total construction period of approximately 2 months.

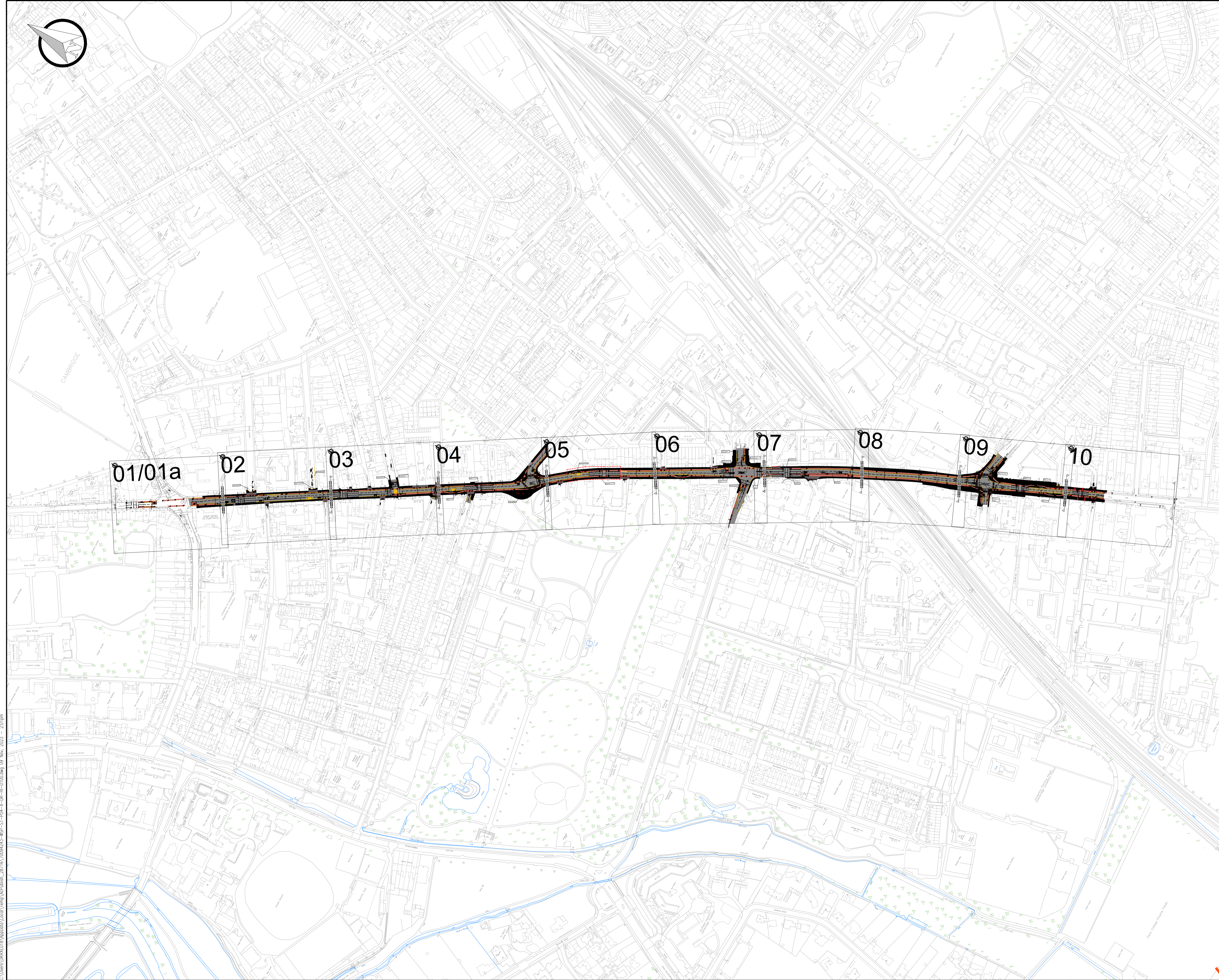
## List of Appendices

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Appendix 1	Cycling Plus Hills Road Preferred Concept Design
Appendix 2	Addenbrookes Roundabout – Detailed Design

## Background Papers

Source Documents	Location
Cycling Plus Hills Road Consultation Report	<a href="http://greatercambridge.org.uk">Hills Road Cycling Plus consultation report (greatercambridge.org.uk)</a>
Cycling Plus Hills Road Strategic Outline Case	<a href="https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Active-Travel-Projects/Hills-Road/Hills-Road-SOC.pdf">https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Active-Travel-Projects/Hills-Road/Hills-Road-SOC.pdf</a>
Addenbrookes Roundabout Consultation Report	<a href="http://greatercambridge.org.uk">Addenbrooke's roundabout (greatercambridge.org.uk)</a>
Cycling Plus – Dec 2021 Executive Board Papers	<a href="http://cmis.uk.com">Document.ashx (cmis.uk.com)</a>



KEY

- PROPOSED YORKSTONE PAVERS
- PROPOSED ASP SLABS
- PROPOSED 200x100mm GREY PRECAST CONCRETE BLOCKS
- PROPOSED 100x100mm COBBLED STONE SETTS BLOCKS
- PROPOSED BELGIAN BLOCKS
- PROPOSED RED ASPHALT SURFACING
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED FOOTWAY SURFACE
- PROPOSED PLANTING AREA
- PROPOSED RED TACTILE PAVING
- PROPOSED BUFF TACTILE PAVING
- PROPOSED RAMP
- PROPOSED PRIMROSE YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED FLUSH KERB WITH DROPPER
- PROPOSED KERB
- PROPOSED CAMBRIDGE KERB WITH LOW UPSTAND
- PROPOSED BUS SHELTER
- PROPOSED CYCLE STAND
- EXISTING SERVICE COVER TO BE RELOCATED
- PROPOSED CYCLE LANE WAND
- PROPOSED CORDUROY PAVERS

NOTES:  
1) DO NOT SCALE FROM THIS DRAWING.  
2) ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.  
3) THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS.  
4) DESIGN YET TO BE MODELLED FOR THE IMPACT ON TRAFFIC.  
5) WHERE POSSIBLE, THE ROAD WILL HAVE RAISED ENTRY 'COPENHAGEN' CROSSINGS TO IMPROVE PEDESTRIAN MOVEMENTS AND SAFETY OF CYCLISTS.  
6) PROPOSED NEW LOADING BAYS WILL REQUIRE THE REMOVAL/RELOCATION OF EXISTING PARKING AND CAR CLUB BAYS.

P01	03.11.2023	JR	FIRST ISSUE	JAH	CL
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS  
FEASIBILITY DESIGN

**wsp**  
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**GREATER CAMBRIDGE PARTNERSHIP**

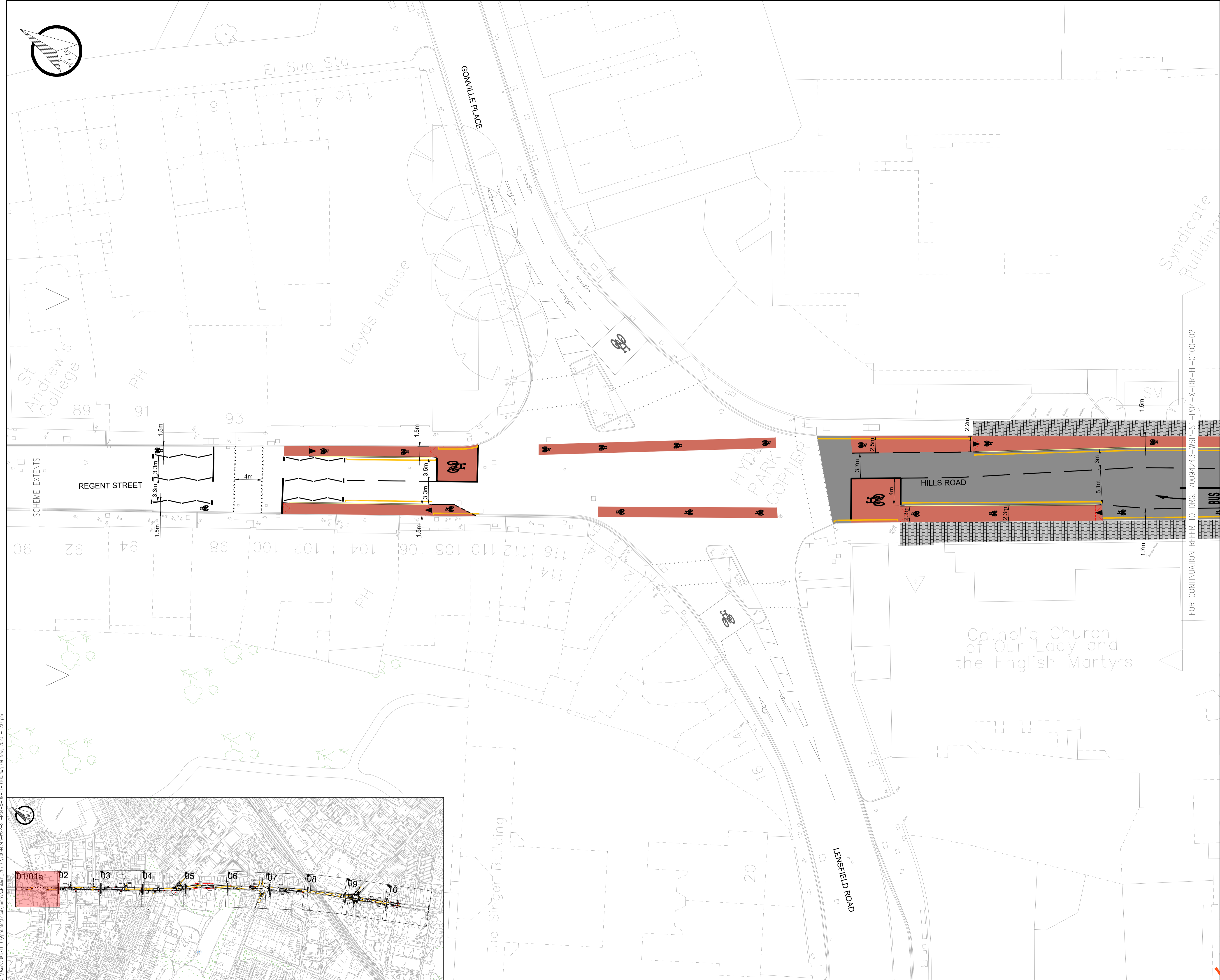
PROJECT  
HILLS ROAD

TITLE  
GENERAL ARRANGEMENT  
OVERVIEW  
CONCEPT DESIGN

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
N.T.S.	03.11.2023	JR	JAH	CL	A1
WSP PROJECT NO.	70094243				

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P01	03.11.2023	JR	FIRST ISSUE	JAH	CL
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS  
**FEASIBILITY DESIGN**

70 Chancery Lane, London, WC2A 1AF  
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CLIENT  

**GREATER  
CAMBRIDGE  
PARTNERSHIP**

PROJECT  
HILLS ROAD

TITLE  
GENERAL ARRANGEMENT  
SHEET 11 OF 10  
CONCEPT DESIGN

SCALE @ A1  
1:250 @ A1

DATE  
03.11.2023

DESIGN/DRAWN  
JR

CHECKED  
JAH

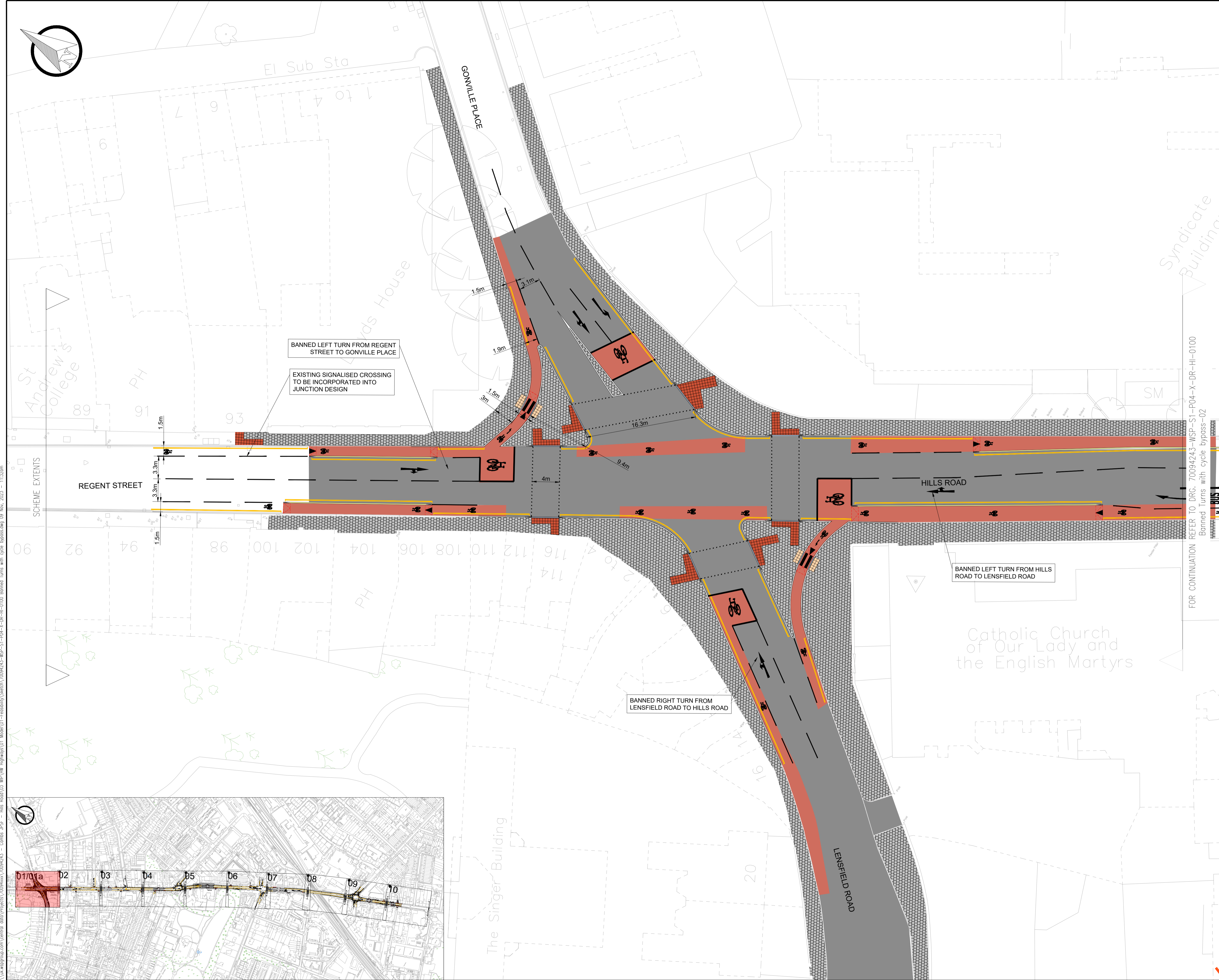
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CL

SHEET  
A1

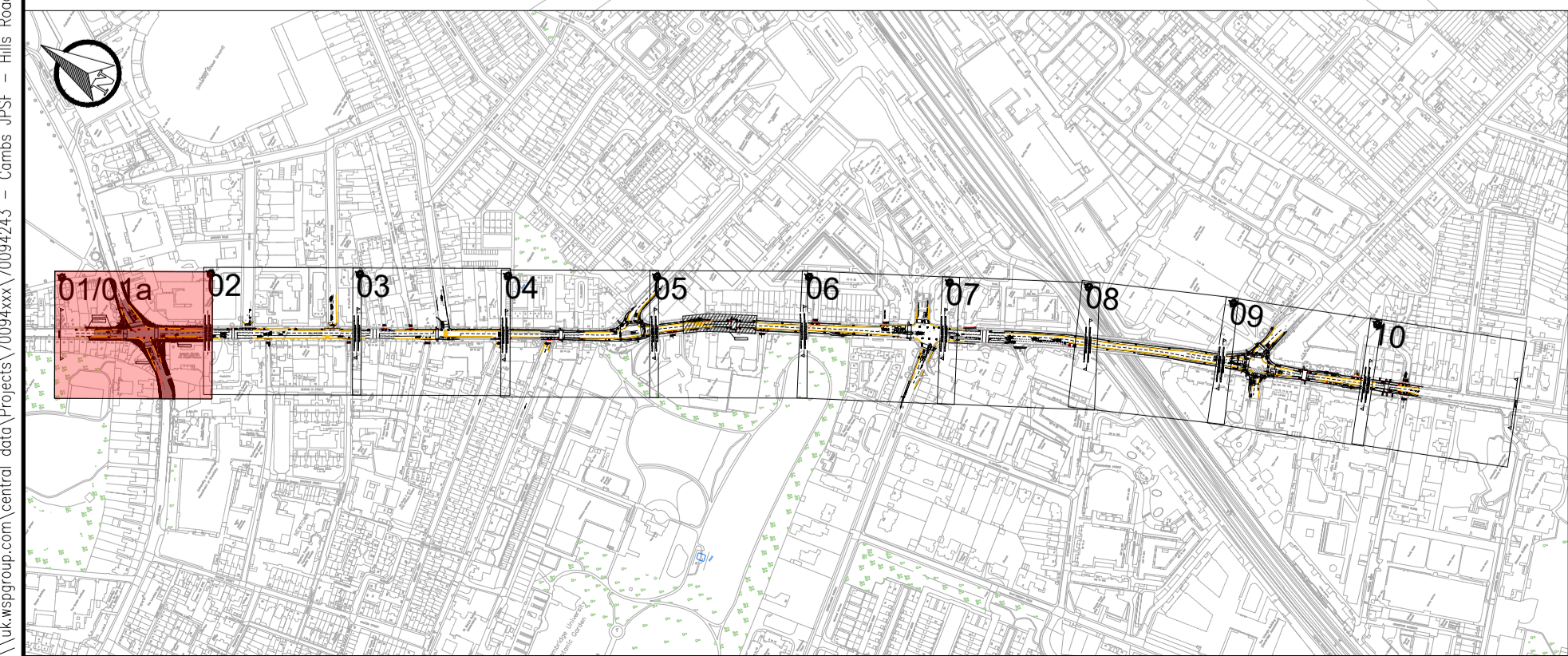
WSP PROJECT NO.  
70094243

DRAWING NO.  
70094243-WSP-S1-P04-X-DR-HI-0100-01

REV  
P01



\\uk.wspgroup.com\central\_data\Projects\70094243 - Comps\957 - Hills Road\03 MP\HW Highways\01 Model\01-Feasibility\Sketch\70094243-WSP-S1-P04-X-DR-HI-0100 Banned Turns with cycle bypass.dwg 09 Nov. 2023 - 11:52am



**KEY**

- PROPOSED YORKSTONE PAVERS
- PROPOSED ASP SLABS
- PROPOSED 200x100mm GREY PRECAST CONCRETE BLOCKS
- PROPOSED 100x100mm COBBLED STONE SETTS BLOCKS
- PROPOSED BELGIAN BLOCKS
- PROPOSED RED ASPHALT SURFACING
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED FOOTWAY SURFACE
- PROPOSED PLANTING AREA
- PROPOSED RED TACTILE PAVING
- PROPOSED BUFF TACTILE PAVING
- PROPOSED RAMP
- PROPOSED PRIMROSE YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED FLUSH KERB WITH DROPPER
- PROPOSED KERB
- PROPOSED CAMBRIDGE KERB WITH LOW UPSTAND
- PROPOSED BUS SHELTER
- PROPOSED CYCLE STAND
- EXISTING SERVICE COVER TO BE RELOCATED
- PROPOSED CYCLE LANE WAND
- PROPOSED CORDUROY PAVERS

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P01	03.11.2023	KLN	FIRST ISSUE	JAH	CL
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

**FEASIBILITY DESIGN**

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

HILLS ROAD

TITLE

GENERAL ARRANGEMENT  
SHEET 01a OF 10  
CONCEPT DESIGN

SCALE @ A1

1:250 @ A1

DATE

03.11.23

DESIGN/DRAWN

KLN

CHECKED

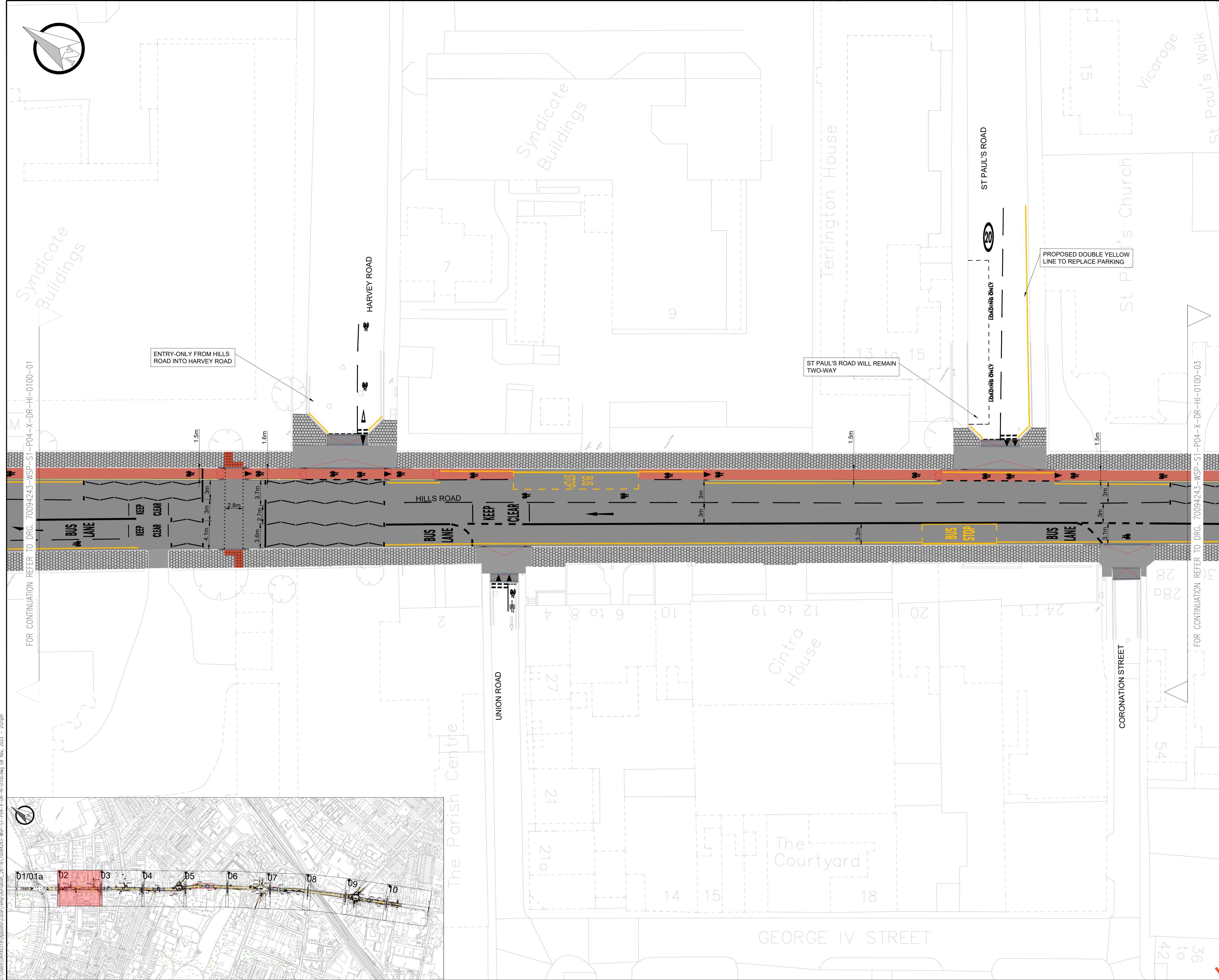
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APPROVED

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| WSP PROJECT NO. | 70094243 | DRAWING NO. | 70094243-WSP-S1-P04-X-DR-HI-0100-01a | REV | P01 |

FOR CONTINUATION REFER TO DRG. 70094243-WSP-S1-P04-X-DR-HI-0100  
Banned Turns with cycle bypass-02

**UNCONTROLLED**



**KEY**

- PROPOSED YORKSTONE PAVERS
- PROPOSED ASP SLABS
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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

**HILLS ROAD**

TITLE

**GENERAL ARRANGEMENT  
SHEET 02 OF 10  
CONCEPT DESIGN**

SCALE @ A1  
1:250 @ A1

DATE  
03.11.23

DESIGN/DRAWN  
JR

CHECKED  
JAH

APPROVED  
CL

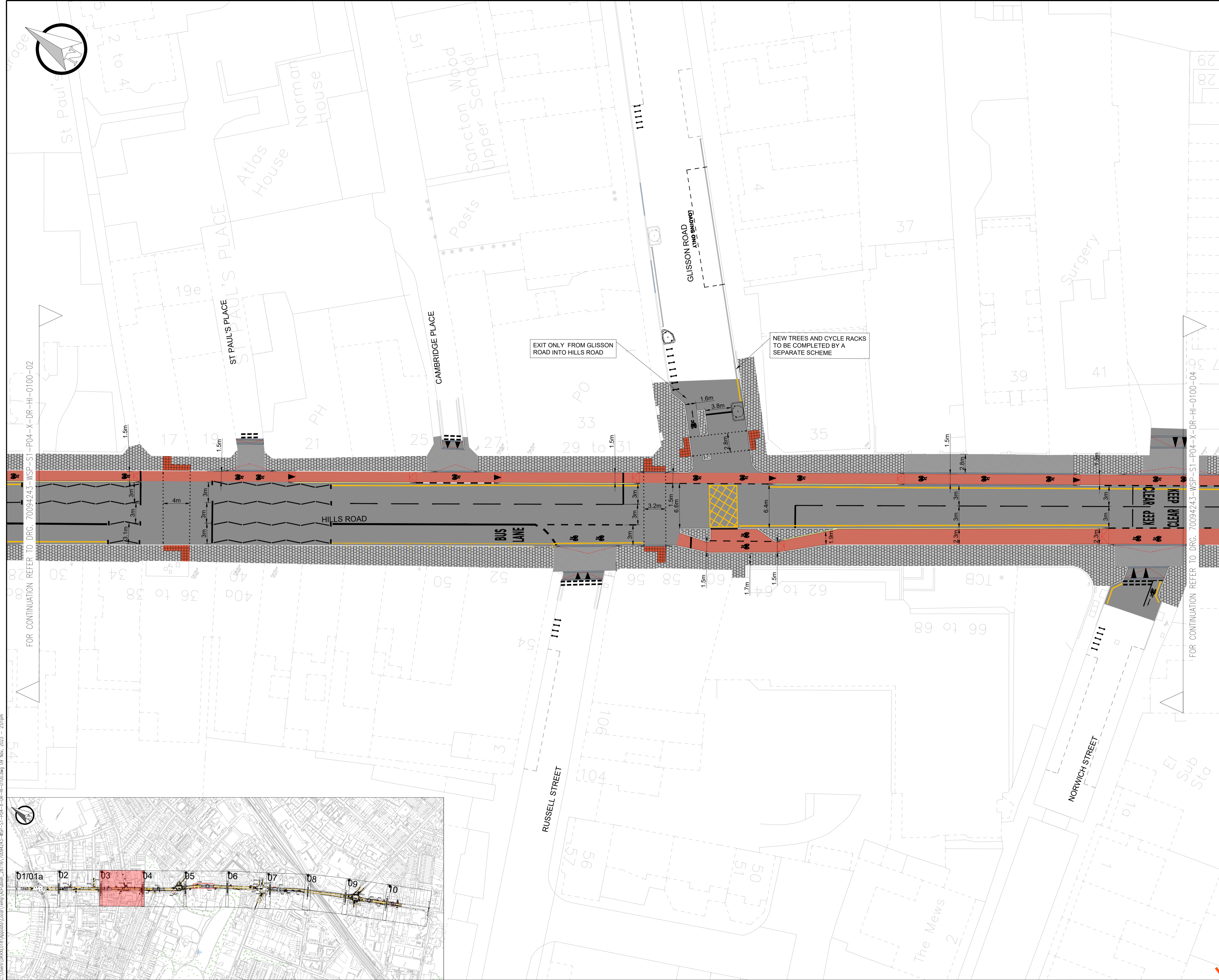
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WSP PROJECT NO.  
70094243

DRAWING NO.  
70094243-WSP-S1-P04-X-DR-HI-0100-02

REV  
P01

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**KEY**

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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

**HILLS ROAD**

TITLE

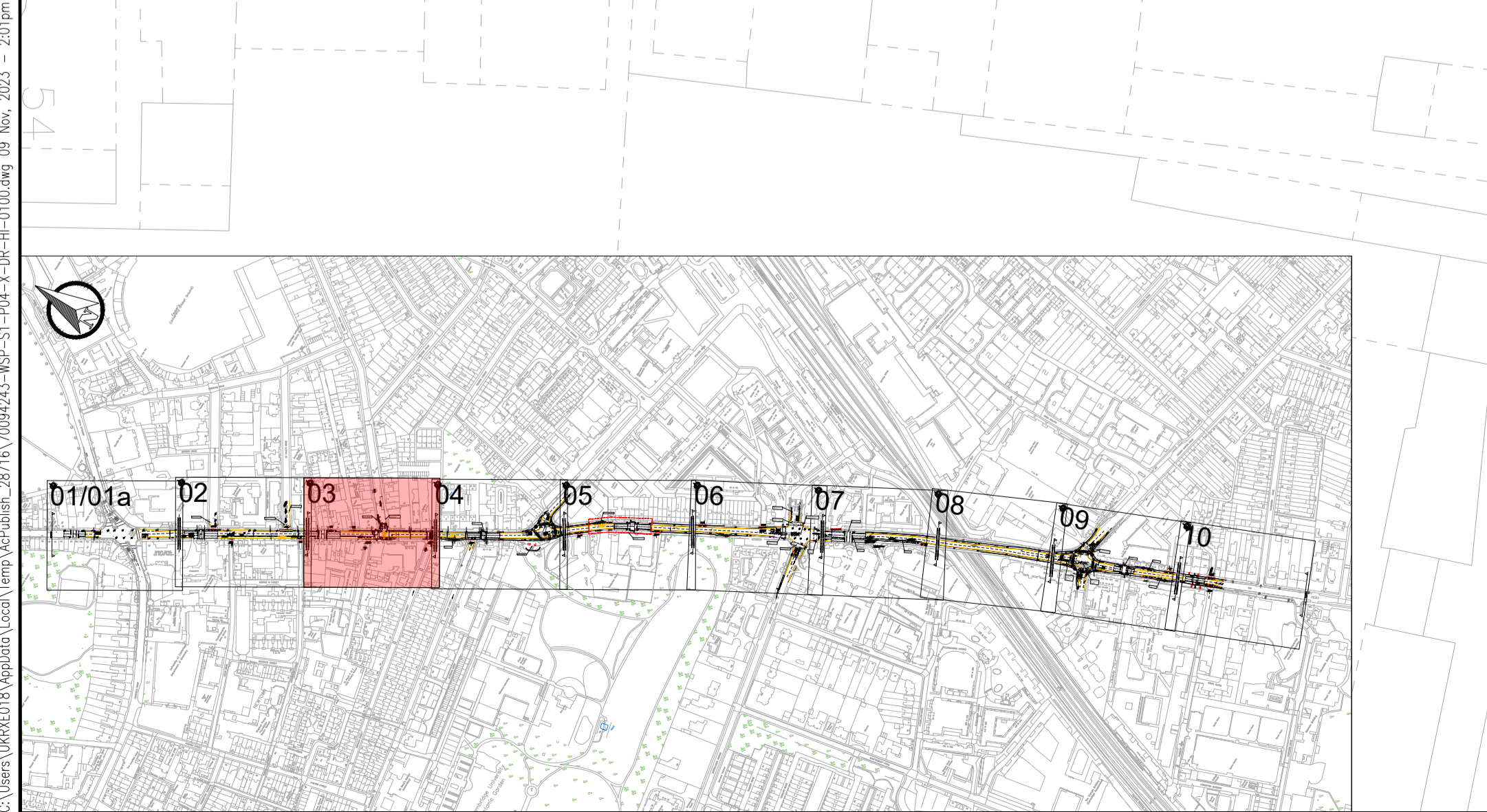
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SHEET 03 OF 10  
CONCEPT DESIGN**

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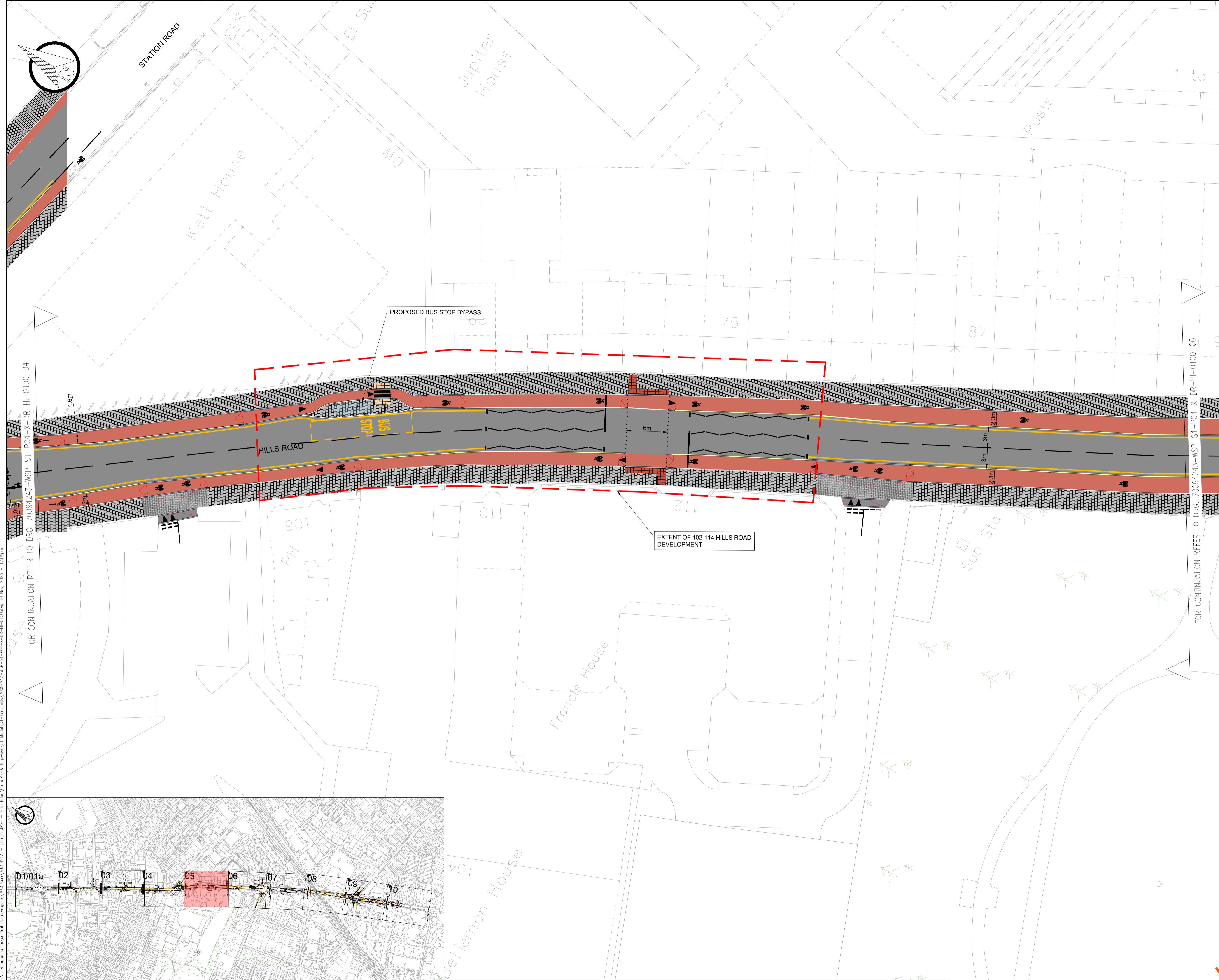
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**70094243**

DRAWING NO.	REV
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HILLS ROAD							
TITLE							
GENERAL ARRANGEMENT							
SHEET 04 OF 10							
CONCEPT DESIGN							
SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET		
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WSP PROJECT NO.							
70094243							
DRAWING NO.						REV	
70094243-WSP-S1-P04-X-DR-HI-0100-04						P01	



**KEY**

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P01	03.11.2023	JR	FIRST ISSUE	JAH	CL
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

**FEASIBILITY DESIGN**

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

**HILLS ROAD**

TITLE

**GENERAL ARRANGEMENT  
SHEET 03 OF 10  
CONCEPT DESIGN**

SCALE @ A1

1:250 @ A1

DATE

03.11.2023

DESIGN/DRAWN

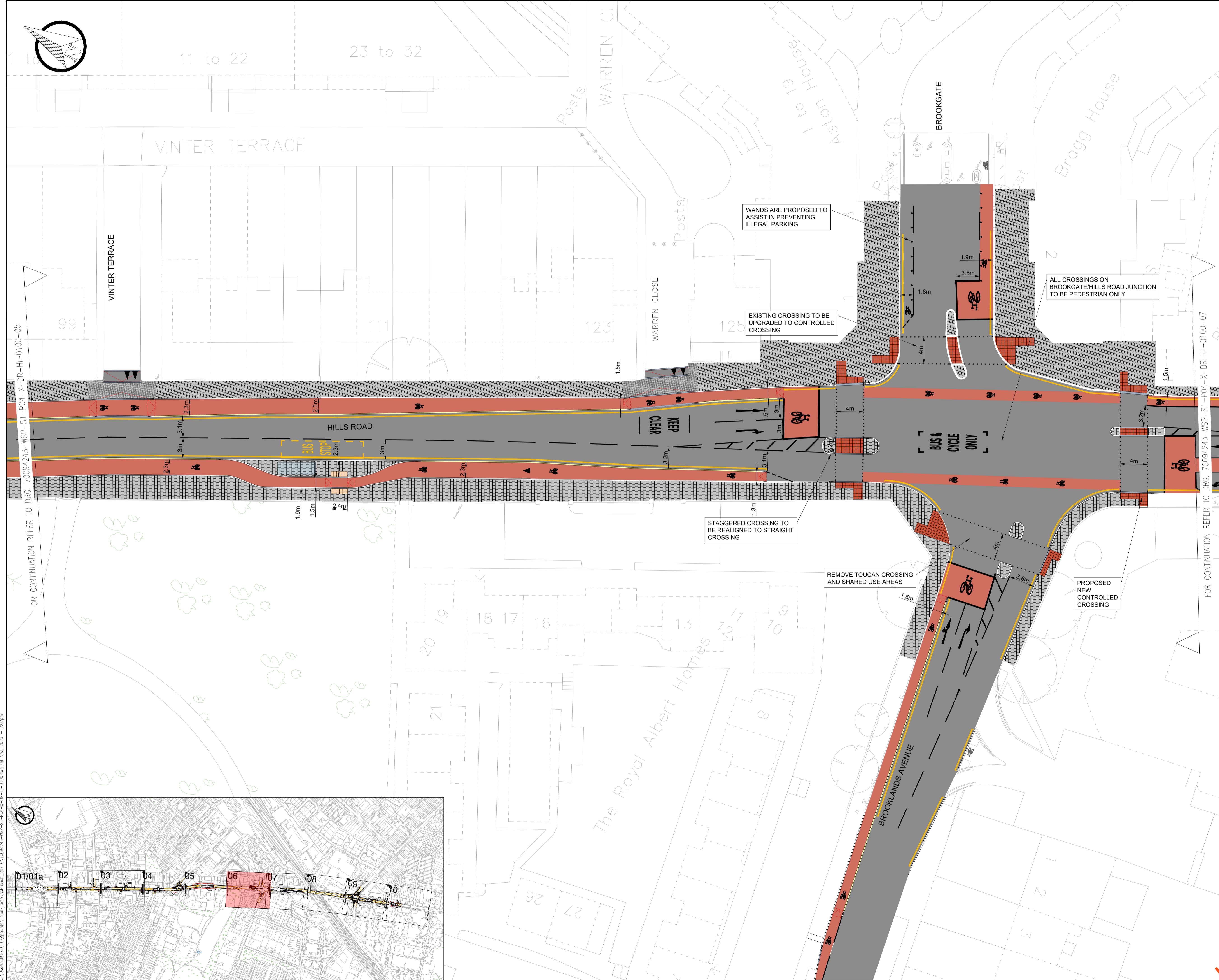
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CHECKED

JAH

APPROVED

CL SHEET | A1 || WSP PROJECT NO. | | | | | 70094243 |
| DRAWING NO. | | | | | 70094243-WSP-S1-P04-X-DR-HI-0100-05 |
| REV | | | | | P01 |



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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

HILLS ROAD

TITLE

GENERAL ARRANGEMENT  
SHEET 06 OF 10  
CONCEPT DESIGN

SCALE @ A1

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DATE

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DESIGN/DRAWN

JR

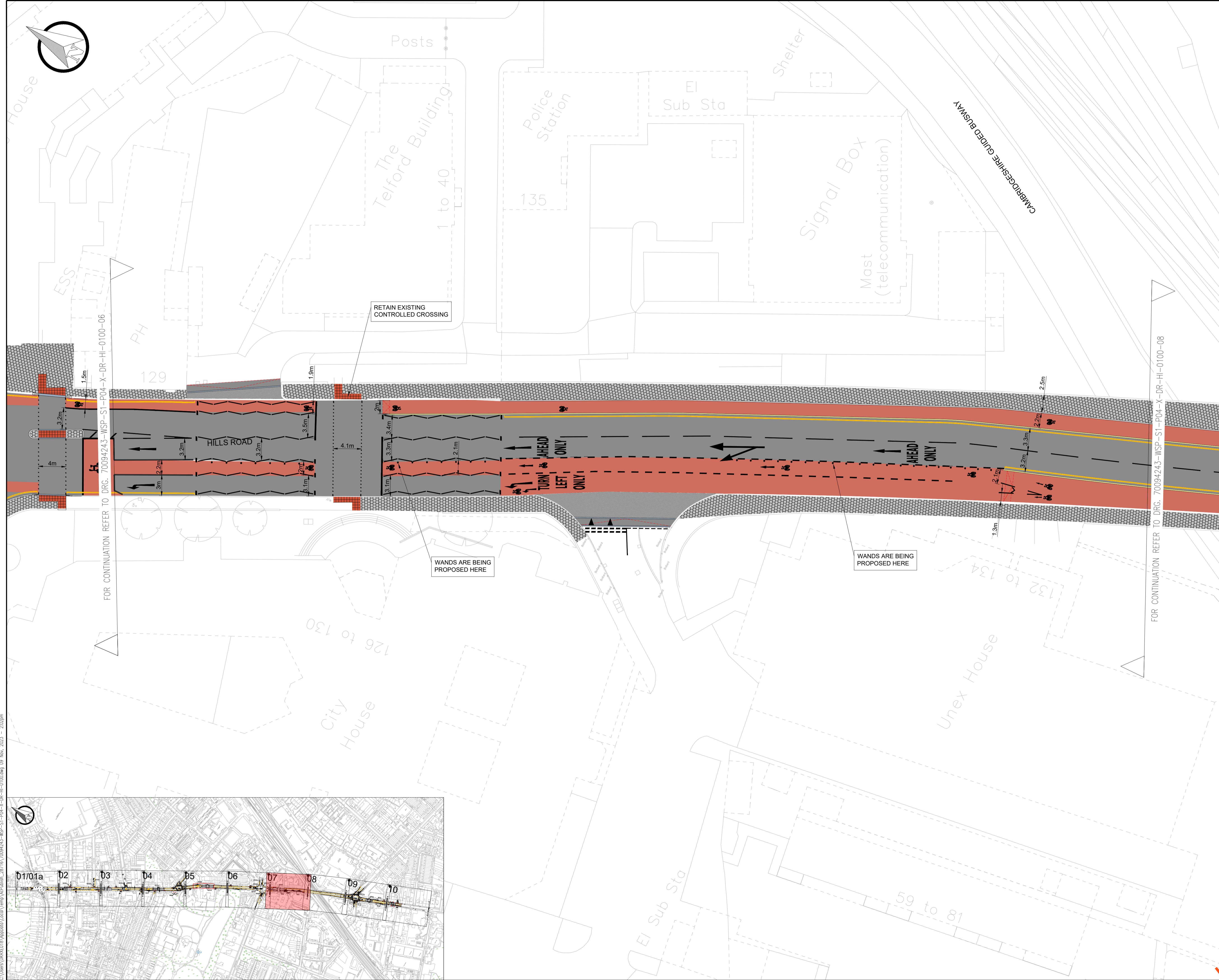
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JAH

APPROVED

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| REV | | | | P01 | |

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**KEY**

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P01	03.11.2023	JR	FIRST ISSUE	JAH	CL
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

**HILLS ROAD**

TITLE

**GENERAL ARRANGEMENT  
SHEET 07 OF 10  
CONCEPT DESIGN**

SCALE @ A1  
1:250 @ A1

DATE  
03.11.2023

DESIGN/DRAWN  
JR

CHECKED  
JAH

APPROVED  
CL

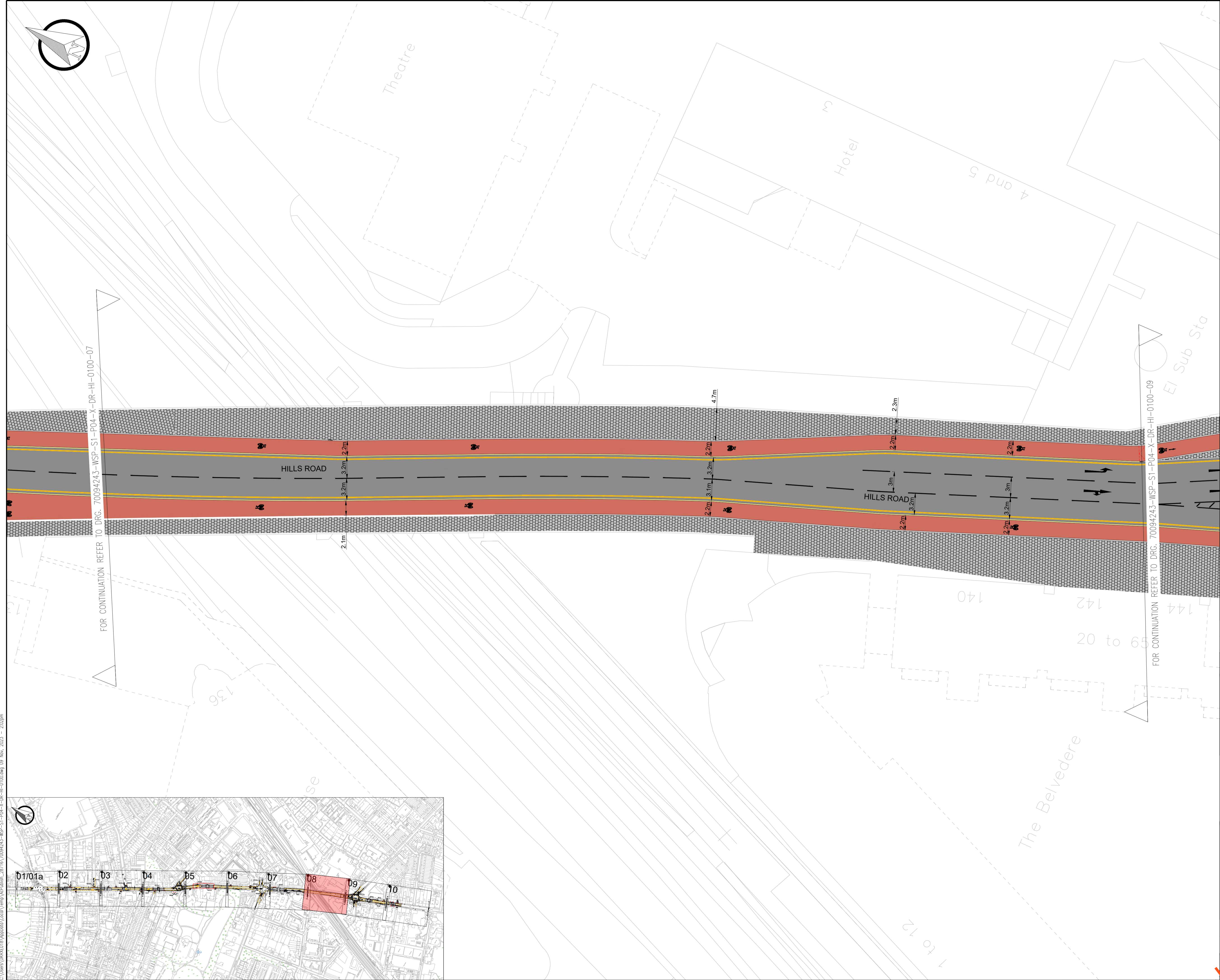
SHEET  
A1

WSP PROJECT NO.  
70094243

DRAWING NO.  
70094243-WSP-S1-P04-X-DR-HI-0100-07

REV  
P01

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PROPOSED YORKSTONE PAVERS

PROPOSED ASP SLABS

PROPOSED 200x100mm GREY PRECAST CONCRETE BLOCKS

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P01	03.11.2023	JR	FIRST ISSUE	JAH	CL
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

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GREATER CAMBRIDGE PARTNERSHIP

PROJECT

HILLS ROAD

TITLE

GENERAL ARRANGEMENT  
SHEET 08 OF 10  
CONCEPT DESIGN

SCALE @ A1  
1:250 @ A1

DATE  
03.11.2023

DESIGN/DRAWN  
JR

CHECKED  
JAH

APPROVED  
CL

SHEET  
A1

WSP PROJECT NO.

70094243

DRAWING NO.

70094243-WSP-S1-P04-X-DR-HI-0100-08

REV

P01

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DESIGN YET TO BE MODELED FOR THE IMPACT ON TRAFFIC.  
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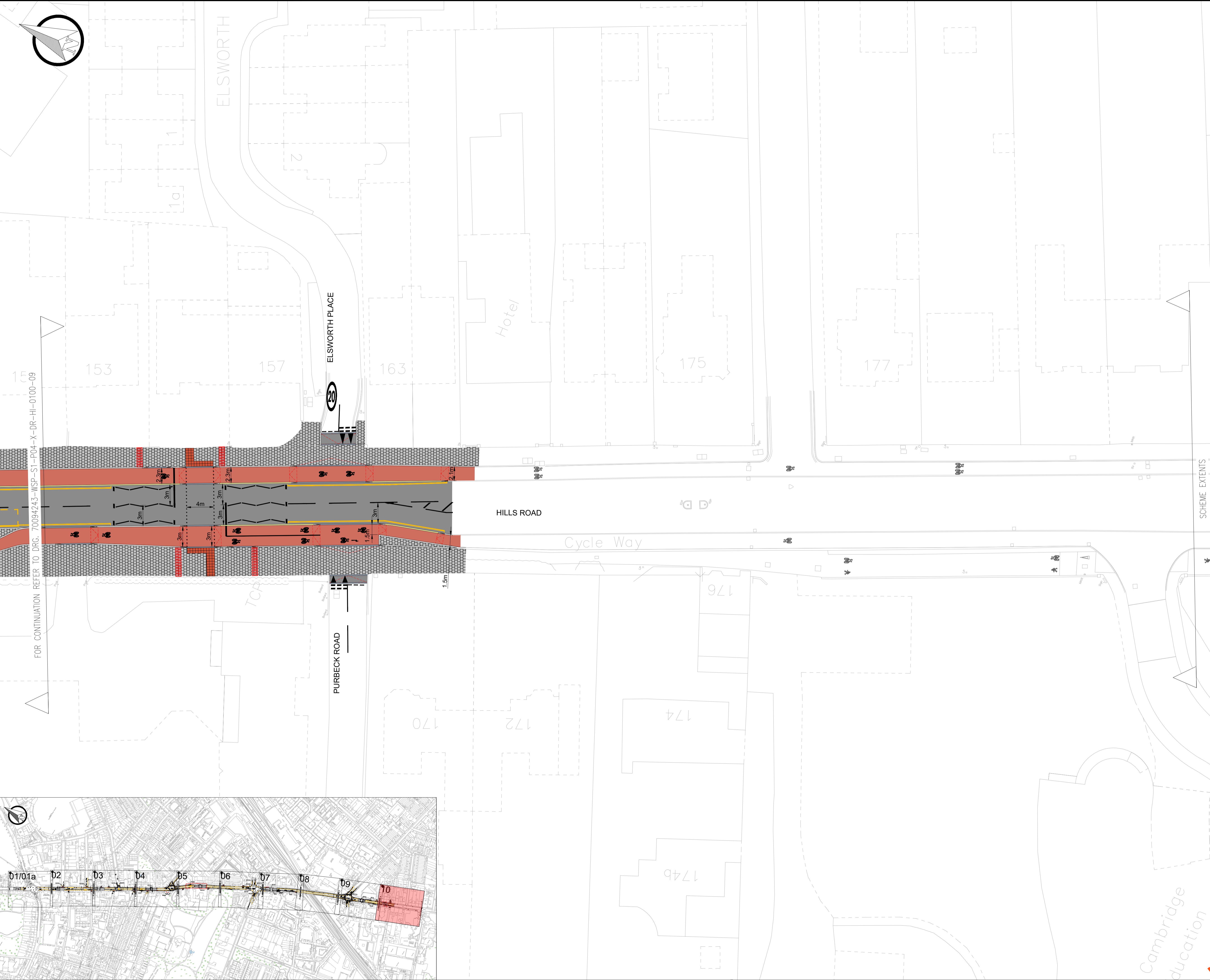
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FEASIBILITY DESIGN



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WSP PROJECT NO. 7322-10-10					

HILLS ROAD					
TITLE					
GENERAL ARRANGEMENT					
SHEET 09 OF 10					
CONCEPT DESIGN					
SCALE @A1	DATE	DESIGNED/DRAWN	CHECKED	APPROVED	SHEET
1:250 @A1	03-11-2023	JR	JAH	CL	A1
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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

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**GREATER CAMBRIDGE PARTNERSHIP**

PROJECT

**HILLS ROAD**

TITLE

**GENERAL ARRANGEMENT  
SHEET 10 OF 10  
CONCEPT DESIGN**

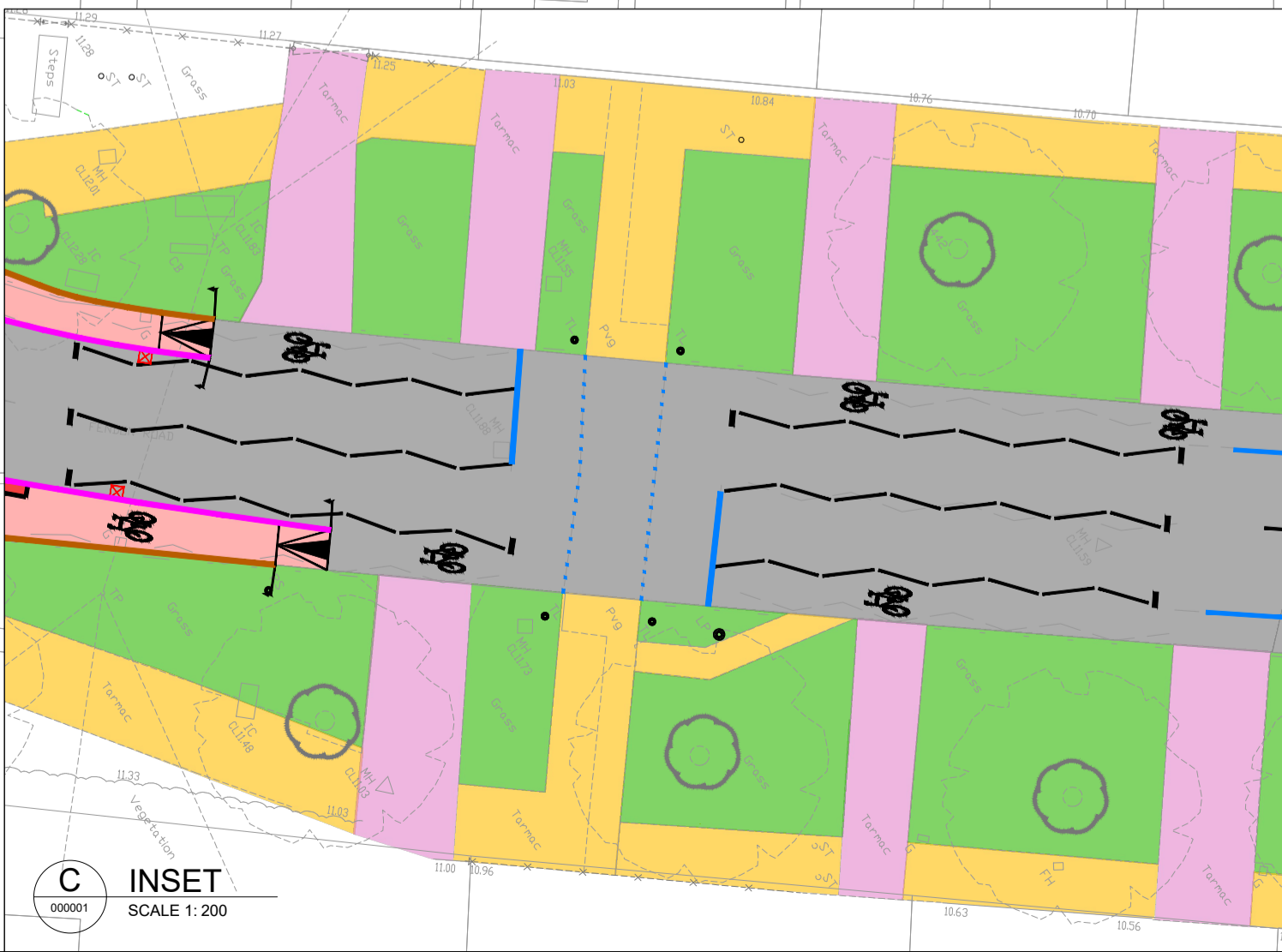
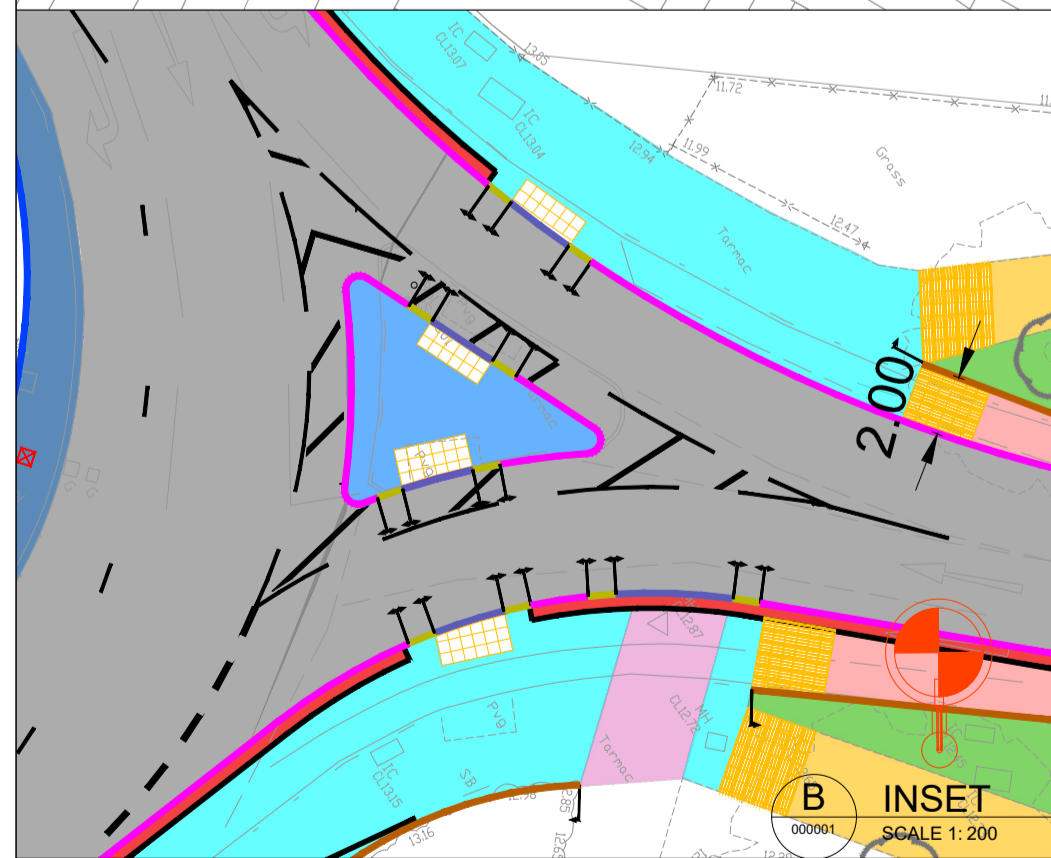
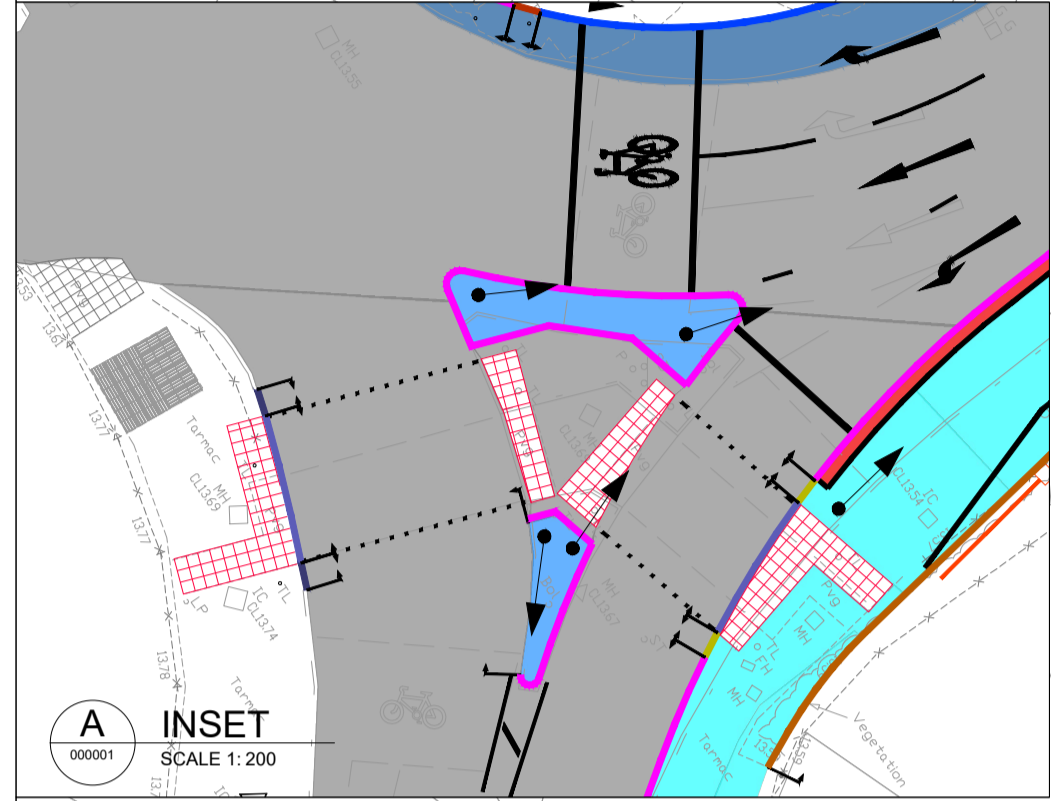
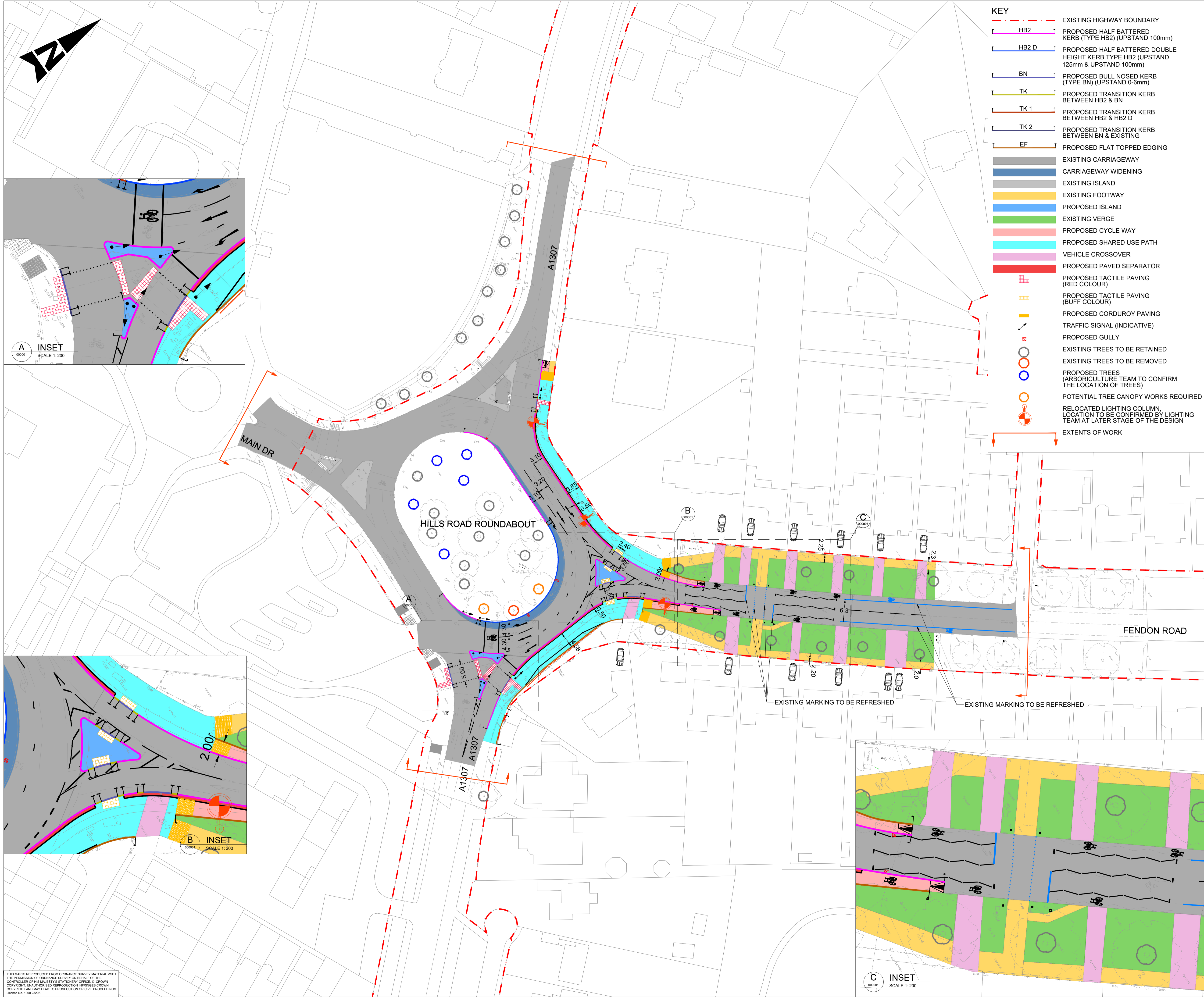
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WSP PROJECT NO.

**70094243**

DRAWING NO.	REV
<b>70094243-WSP-S1-P04-X-DR-HI-0100-10</b>	<b>P01</b>

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KEY	
	EXISTING HIGHWAY BOUNDARY
	PROPOSED HALF BATTERED KERB (TYPE HB2) (UPSTAND 100mm)
	PROPOSED HALF BATTERED DOUBLE HEIGHT KERB TYPE HB2 (UPSTAND 125mm & UPSTAND 100mm)
	PROPOSED BULL NOSED KERB (TYPE BN) (UPSTAND 0-6mm)
	PROPOSED TRANSITION KERB BETWEEN HB2 & BN
	PROPOSED TRANSITION KERB BETWEEN HB2 & HB2 D
	PROPOSED TRANSITION KERB BETWEEN BN & EXISTING
	PROPOSED FLAT TOPPED EDGING
	EXISTING CARRIAGEWAY
	CARRIAGEWAY WIDENING
	EXISTING ISLAND
	EXISTING FOOTWAY
	PROPOSED ISLAND
	EXISTING VERGE
	PROPOSED CYCLE WAY
	PROPOSED SHARED USE PATH
	VEHICLE CROSSOVER
	PROPOSED PAVED SEPARATOR
	PROPOSED TACTILE PAVING (RED COLOUR)
	PROPOSED TACTILE PAVING (BUFF COLOUR)
	PROPOSED CORDUROY PAVING
	TRAFFIC SIGNAL (INDICATIVE)
	PROPOSED GULLY
	EXISTING TREES TO BE RETAINED
	EXISTING TREES TO BE REMOVED
	PROPOSED TREES (ARBORICULTURE TEAM TO CONFIRM THE LOCATION OF TREES)
	POTENTIAL TREE CANOPY WORKS REQUIRED
	RELOCATED LIGHTING COLUMN, LOCATION TO BE CONFIRMED BY LIGHTING TEAM AT LATER STAGE OF THE DESIGN
	EXTENTS OF WORK

### NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS LAYOUT SHALL NOT BE USED FOR CONSTRUCTION.
- LAYOUT IS BASED ON THE TOPOGRAPHICAL AND ORDINANCE SURVEY DATA AND SATELLITE IMAGERY ONLY.
- HEALTH AND SAFETY:  
IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM THE LOCATION OF ALL THE STATUTORY SERVICES WITHIN THE SITE. PLANS SHOWING APPROXIMATE POSITIONS HAVE BEEN PROVIDED BY EACH SERVICE PROVIDER.
- FOR PROPOSED ROAD MARKING AND TRAFFIC SIGNS, REFER TO DRAWING NO. 5216029-ATK-HSN-ADDE-DR-CH-000001.
- FOR KERBS (HB2 & BN) AND FLAT TOPPED EDGING DETAILS, REFER APPENDIX 4 OF HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION (JANUARY 2023) DOCUMENT.
- FOR UNCONTROLLED PEDESTRIAN CROSSING DETAILS, REFER APPENDIX 8 OF HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION (JANUARY 2023) DOCUMENT.
- FOR EXISTING STATUTORY UNDERTAKERS PLANT LOCATIONS FROM UTILITY RETURNS DETAILS, REFER TO DRAWING NO. 5216029-ATK-VUT-ADDE-DR-CU-000001.

### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction	Live traffic
Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known.	
Maintenance / Cleaning	None
Use	None
Decommissioning / Demolition	None

C01	RJ	ANV	AC	19/10/23
First Issue				
P02	SA	ANV	AC	22/11/23
Proposal on Fendon Road Updated				
P03	SA	ANV	AC	24/11/23
Fendon Road eastbound cyclelane updated				
Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	Suitability
FOR REVIEW / COMMENT	S3

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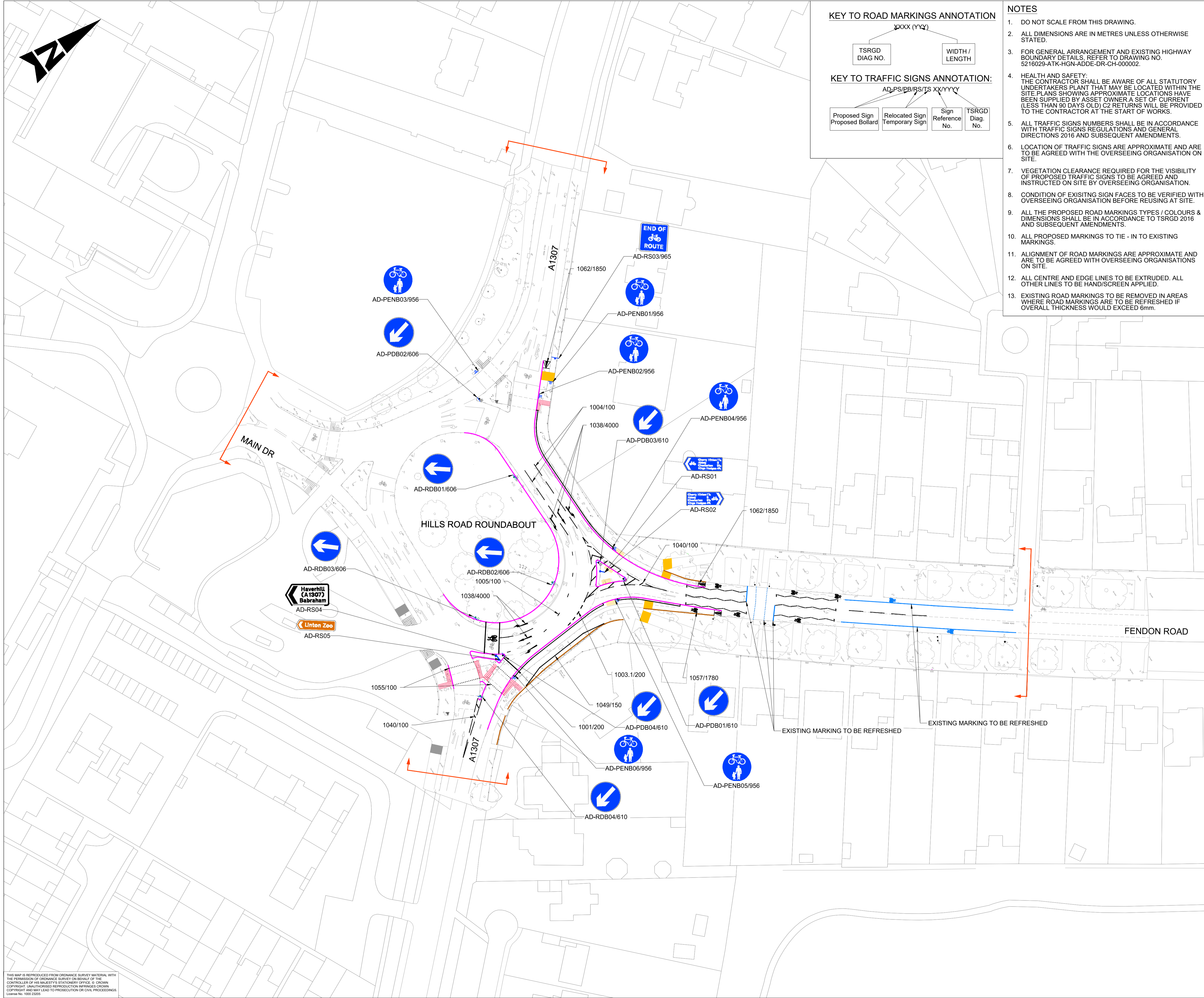
Client  

Greater Cambridge Partnership  
Growing and sharing prosperity  
Delivering our City Deal

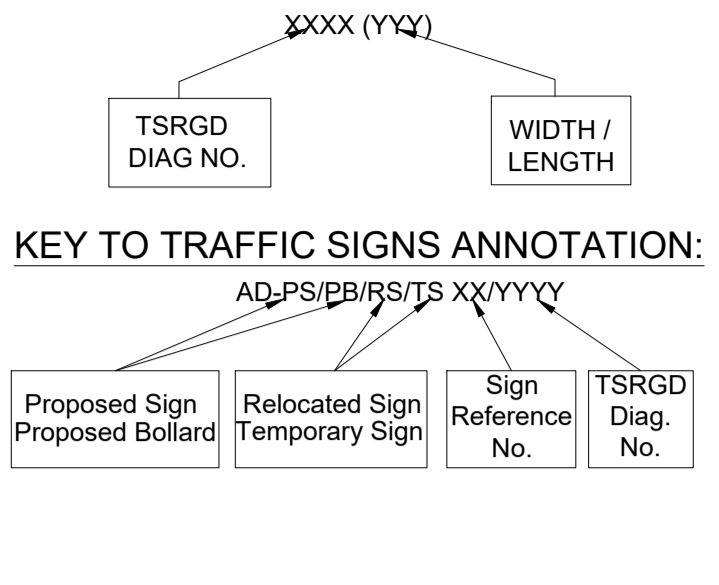
Project Title  
A1134 Cycling Plus

Drawing Title  
GENERAL ARRANGEMENT  
ADDENBROOKE ROUNDABOUT  
PRELIMINARY DESIGN

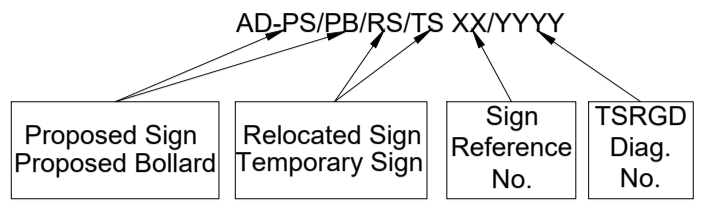
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Drawing Number	Originator	Volume	Job No.	Revision
5216029	ATK HGN	ADDE	5216029	
DR	CH	000001	P03	
Location	Type	Role	Number	



KEY TO ROAD MARKINGS ANNOTATION



KEY TO TRAFFIC SIGNS ANNOTATION:



NOTES

- 1. DO NOT SCALE FROM THIS DRAWING.
- 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- 3. FOR GENERAL ARRANGEMENT AND EXISTING HIGHWAY BOUNDARY DETAILS, REFER TO DRAWING NO. 5216029-ATK-HGN-ADDE-DR-CH-000002.
- 4. HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY ASSET OWNER A SET OF CURRENT (LESS THAN 90 DAYS OLD) C2 RETURNS WILL BE PROVIDED TO THE CONTRACTOR AT THE START OF WORKS.
- 5. ALL TRAFFIC SIGNS NUMBERS SHALL BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 AND SUBSEQUENT AMENDMENTS.
- 6. LOCATION OF TRAFFIC SIGNS ARE APPROXIMATE AND ARE TO BE AGREED WITH THE OVERSEEING ORGANISATION ON SITE.
- 7. VEGETATION CLEARANCE REQUIRED FOR THE VISIBILITY OF PROPOSED TRAFFIC SIGNS TO BE AGREED AND INSTRUCTED ON SITE BY OVERSEEING ORGANISATION.
- 8. CONDITION OF EXISTING SIGN FACES TO BE VERIFIED WITH OVERSEEING ORGANISATION BEFORE REUSING AT SITE.
- 9. ALL THE PROPOSED ROAD MARKINGS TYPES / COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE TO TSRGD 2016 AND SUBSEQUENT AMENDMENTS.
- 10. ALL PROPOSED MARKINGS TO TIE - IN TO EXISTING MARKINGS.
- 11. ALIGNMENT OF ROAD MARKINGS ARE APPROXIMATE AND ARE TO BE AGREED WITH OVERSEEING ORGANISATIONS ON SITE.
- 12. ALL CENTRE AND EDGE LINES TO BE EXTRUDED. ALL OTHER LINES TO BE HAND/SCREEN APPLIED.
- 13. EXISTING ROAD MARKINGS TO BE REMOVED IN AREAS WHERE ROAD MARKINGS ARE TO BE REFRESHED IF OVERALL THICKNESS WOULD EXCEED 6mm.

KEY

- PROPOSED KERBLINE
- PROPOSED FLAT TOPPED EDGING
- PROPOSED TACTILE PAVING (RED COLOUR)
- PROPOSED TACTILE PAVING (BUFF COLOUR)
- PROPOSED CORDUROY PAVING
- TRAFFIC SIGNS RELOCATED
- PROPOSED ENSIGN BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- DIRECTIONAL BOLLARD RELOCATED
- EXTENTS OF WORK

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction  
Live traffic  
Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known.

Maintenance / Cleaning  
None

Use  
None

Decommissioning / Demolition  
None

P01	SA	ANV	AC	22/11/23
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Proposal on Fendon Road Updated

P02	SA	ANV	AC	24/11/23
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Fendon Road eastbound cyclane updated

Rev	Drawn / Des	Checked	Approved	Date
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Description

Drawing Status	Suitability
FOR REVIEW / COMMENT	S3

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GREATER CAMBRIDGE PARTNERSHIP  
Growing and sharing prosperity  
Delivering our City Deal

Project Title  
A1134 Cycling Plus

Drawing Title  
PROPOSED TRAFFIC SIGNS & ROAD MARKINGS LAYOUT ADDENBROOKE ROUNDABOUT PRELIMINARY DESIGN

Scale	Designed / Drawn	Checked	Approved	Authorised
1:500	SA	ANV	AC	---
Original Size	Date	Date	Date	Date
A1	24/11/23	24/11/23	24/11/23	---
Drawing Number	Project	Originator	Volume	Job No.
5216029	DR	ATK CH	HSN ADDE 000001	5216029
Location	Type	Role	Number	Revision
				P02

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## Greater Cambridge Greenways – Fulbourn and Haslingfield Greenways

Report to: Greater Cambridge Partnership Executive Board

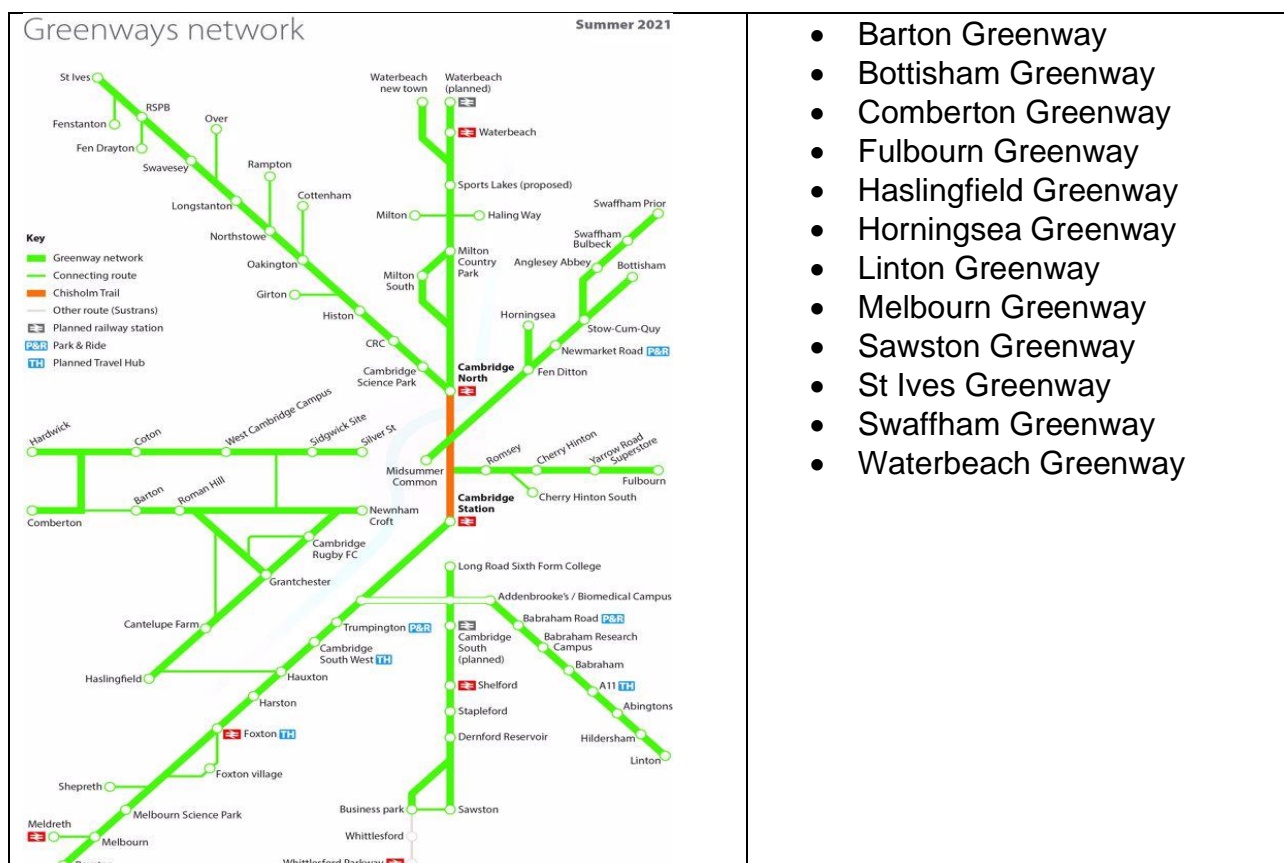
Date: 4 January 2024

Lead Officer: Peter Blake, Director of Transport

### 1. Background

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

**Figure 1: Greenways Network**



1.5 Concept work and consultation on the Greenway alignments concluded with Executive Board decisions throughout 2020 to release funding. Since those decisions, the majority of Greenways have developed designs and been through public engagement or consultation. Executive Board decisions were taken in late 2022 and 2023 to progress to the Full Business Case and Detailed Design stage for those Greenways. Fulbourn Phase Two and Waterbeach Greenway will follow through the Executive Board in 2024. A separate paper (Agenda item 10) is provided on the overall progression of the Greenways network.

1.6 The Greenways Network will form the basis of a significant active travel network for Cambridge and the surrounding area. It will provide links to already delivered schemes such as the Chisholm Trail, and future projects including the Cycling Plus schemes. It is therefore a critical part of the GCP programme to increase the number of trips made through active travel.

## 2. Recommendations

2.1. The Executive Board is recommended to:

- Note the results from the Fulbourn Public Engagement exercise, conducted in Summer of 2023 and agree any changes to scheme design resulting from the engagement;
- Agree the Outline Business Case for Fulbourn;

- c) Note the results from the Grantchester Public Consultation exercise and agree to progress the Haslingfield Greenway (Grantchester section) including changes to scheme design resulting from the consultation;
- d) Agree to the submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders, working with the County Council as necessary;
- e) Agree to the use of Compulsory Purchase Powers for land where Section 26 Highways Act 1980 powers cannot be used;
- f) Agree the programme of delivery for Fulbourn and Haslingfield Greenways; and
- g) Agree to finalise schemes for construction and complete Full Business Cases for the Fulbourn and Haslingfield Greenways.

### 3. Joint Assembly Feedback

3.1. The Joint Assembly discussed both the Haslingfield and Fulbourn routes in detail.

3.2. With regards to Haslingfield and the route going through Grantchester the Assembly gave majority support to continuing to the next stage of design the following points were discussed:

- Members asked about what other options had been looked at for Broadway. Officers confirmed that options were explored in the last engagement in Summer 2022 and the on-road option was taken forward as a result.
- Members asked about the status of the Baulk Path and how it would be included in the Greenways. Officers explained that the Section 25/ 26 process would dedicate this as a bridleway.
- Concerns were raised about why the Grantchester community was not bought into the Greenway through the village. It was explained that overall consultation had supported the Greenway (64%), but this was not the case in Grantchester where the majority were not in favour. GCP officers would continue to work with the village when bringing forward the final proposals to try and address any detailed concerns.
- Members asked about the impact on the distance of the route if a decision was taken not to progress through Grantchester but rather rely on the Bault Path. Officers confirmed that the distance would be approximately 50% longer, increasing from approx. 2.4km to approx. 3.6km.

3.3 With regards to Fulbourn the Joint Assembly was overall supportive of the project coming forward. The following specific issues were raised:

- Members asked for maps so that issues can be looked at in more detail during meetings, this was agreed by officers.
- With the junction at the start of the Greenway (Apthorpe Street) it was asked during the engagement that this junction should be looked at. This will be added going forward.
- Members asked that a joined-up approach with developments in the area should be looked at to ensure traffic disruption is minimised. Officers will work with Street works on this issue.

- When the engagement on Fulbourn Phase 2 will be held was asked by members. It was confirmed this is hoped to be in Spring 2024. It is subject to Network Rail discussions.
- A number of issues around maintenance were raised. Officers confirmed they were working with the County Council on this.

## 4. Issues for Discussion

### **Fulbourn Public Engagement**

- 4.1 Due to ongoing liaison with Network Rail, the decision was made in partnership with local Members, to split the delivery of the Fulbourn Greenway into two phases as detailed below:

- Phase One – Eastern Section (Fulbourn Village to Yarrow Road)
- Phase Two – Western Section (Yarrow Road to Cambridge).

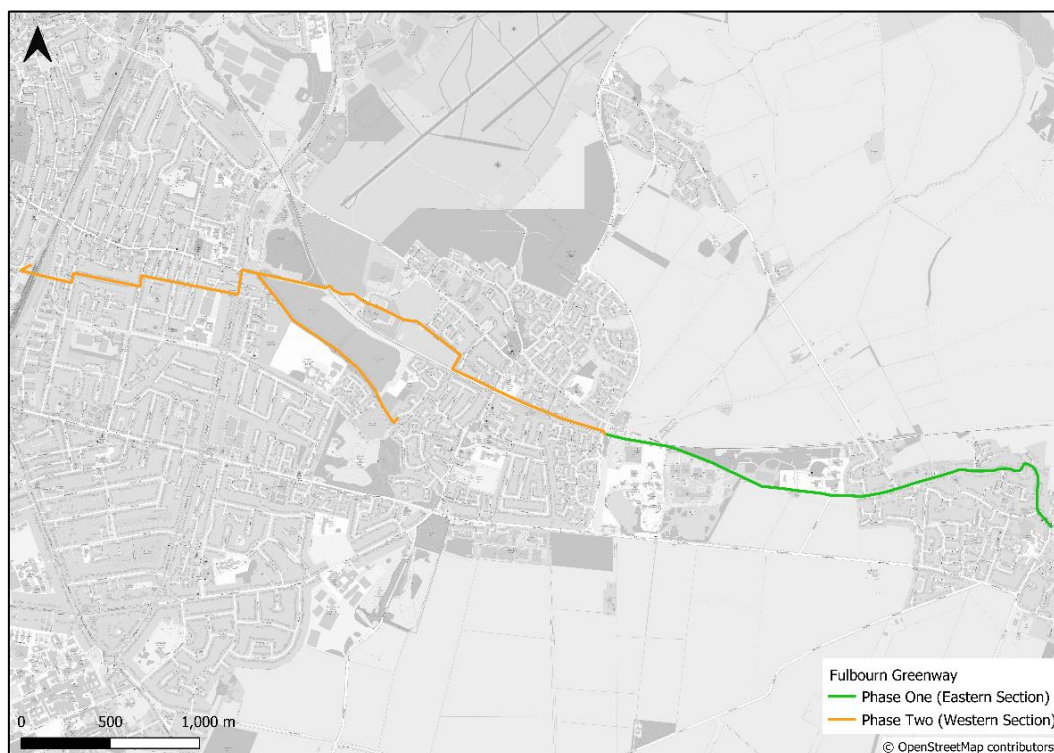
As such, the engagement for Fulbourn Phase One was undertaken in July 2023. Phase 2 engagement will take place in 2024, following further discussions with Network Rail.

- 4.2 The Phase One engagement period ran for four weeks from 26 June to 21 July 2023, and included the following events:

- Online event on Tuesday 4th July; and
- In-person event on Thursday 13th July.

- 4.3 A full summary report of the findings from the public engagement is included at **Appendix 1**.

- 4.4 The most significant issues and the proposed response to these are set out in Tables 1 and 2 below.



4.5 Key changes that are being proposed following the public engagement are set out in Table 1 below for Board approval.

**Table 1 – Fulbourn Phase One Public Engagement with action proposed.**

Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Cow Lane</b>		
<b>Speed bumps</b>	<ul style="list-style-type: none"> <li>A total of 20% (41 mentions) commented that they would prefer less speed bumps than is currently proposed or no additional speed bumps. Of these, eight respondents said that they felt the additional speed bumps would cause further noise and environmental pollution, and therefore they couldn't support the amount of speed bumps proposed.</li> <li>Ten of the 41 coded mentions suggested alternative traffic calming measures such as chicane type buildouts, width restrictors and buildouts with cycle by-passes.</li> </ul>	<ul style="list-style-type: none"> <li>Cycle friendly Sinusoidal Speed bumps have been proposed as an effective means of slowing traffic down promoting a safe environment for cyclists.</li> <li>However, feedback on the current proposed number and positions of the speed bumps through Cow Lane will be reviewed and reduced as part of the preliminary design.</li> <li>A suitable number of speed bumps will remain to ensure that traffic calming measures are maintained for the benefit of pedestrians and cyclists.</li> </ul>
<b>Section 2: Hinton Road</b>		
<b>Teversham Road Junction</b>	<ul style="list-style-type: none"> <li>Redesigning the Teversham Road Junction emerged as the second most commonly mentioned theme, accounting for 10% of responses (15 mentions). Many comments highlighted concerns about the junction's width, which was seen as a factor promoting speeding. To address this issue, some suggestions included</li> </ul>	<ul style="list-style-type: none"> <li>This junction will be reviewed as part of the preliminary design stage to identify potential improvements at this location. These improvements will be discussed with Local Members and the changes made in agreement with them.</li> </ul>

	<p>'reducing the radii'.  "...The junction radii should be reduced and consideration given to how pedestrians from Teversham Road cross over the south side of Hinton Road (no pavement on the north side but people do walk along the verge)..."</p> <ul style="list-style-type: none"> <li>• Additionally, participants noted the lack of a sufficient pedestrian crossing at this crucial intersection, especially given its importance for Hinton Road and Teversham Road, as well as its proximity to a bus stop. "It is difficult to cross Hinton Road as a pedestrian to get to Teversham Road or the bus stop by the Hat and Rabbit."</li> <li>• One comment suggested that the island could be considered for removal.</li> </ul>	
<b>Section 3: Fulbourn Old Drift / Hinton Road junction</b>		
<b>Planting and greenery</b>	<ul style="list-style-type: none"> <li>• More greenery/planting/retain existing is another recurring theme, 8% of mentions (11 mentions) have included greenery sentiments in their comments.</li> <li>• Of these, five comments suggest a village "gateway" to create a welcoming environment as well as acting as a traffic calming measure.</li> </ul>	<ul style="list-style-type: none"> <li>• A Gateway Feature will be explored, and options developed as part of the preliminary design stage.</li> <li>• The design of the Fulbourn Greenway has been developed to minimise impact on existing green infrastructure such as trees and verges. The route, wherever possible, reuses the existing infrastructure to achieve this aim.</li> <li>• There is a commitment to biodiversity net gain across the Cambridge Greenways Programme. The design for Fulbourn Greenway has been developed with environmental impact in mind, whilst also aiming to meet the requirements of design guidance for sustainable transport and consider the constraints of the route.</li> <li>• Opportunities for additional planting will be assessed in the next design stage.</li> </ul>
<b>Traffic calming measures</b>	<ul style="list-style-type: none"> <li>• More traffic calming measures/different traffic calming measures is a common theme, 7% of mentions (9 mentions) have commented on this in some way. Comments have been recurring in that they have suggested buildouts. Chicanes and including equestrian friendly bumps as it is a bridleway.</li> </ul>	<ul style="list-style-type: none"> <li>• A 20mph speed limit is proposed through this section and on the Hinton Road approach to the junction.</li> <li>• The inclusion of strategically placed cycle friendly Sinusoidal Speed bumps (that should also be suitable for equestrian users) that tie in with future development plans will be considered.</li> <li>• Incorporating a Gateway feature at this junction will also be explored, to further encourage slower speeds and traffic calming.</li> </ul>

Section 4: Fulbourn Old Drift		
<b>Traffic calming measures</b>	<ul style="list-style-type: none"> <li>Traffic calming measures had 10% of mentions (13 mentions) for this section.</li> <li>Many comments mentioned they would want traffic calming measures as speeding is currently an issue here.</li> </ul>	<ul style="list-style-type: none"> <li>A 20mph speed limit is proposed through this section.</li> <li>Additional traffic calming will be considered at the next design stage due to the engagement responses and anticipated increase in traffic from the nearby developments.</li> </ul>

4.6 Responses from the public engagement with no action proposed are detailed in Table 2.

**Table 2 – Fulbourn Phase One Public Engagement with no action proposed.**

Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Cow Lane</b>		
<b>Changes to route alignment</b>	<ul style="list-style-type: none"> <li>A total of 6% (12 mentions) suggested an alternative route, extending the proposed route, a totally new route or reconfiguration of the existing route.</li> <li>This included specific mention of Pierce Lane as an alternative route.</li> </ul>	<ul style="list-style-type: none"> <li>Route alignments have been previously consulted on and agreed by the GCP Executive Board in 2020.</li> <li>Pierce Lane is also the main bus route in Fulbourn contributing to Cow Lane being selected as the Greenway route.</li> </ul>
<b>Section 3: Fulbourn Old Drift / Hinton Road junction</b>		
<b>Cyclists should be prioritised at Hinton Road Junction</b>	<ul style="list-style-type: none"> <li>The most frequent suggestion for this section of the proposals, is cyclists should be prioritised at Hinton Road Junction, with 20% of mentions (27 mentions) suggesting this.</li> <li>The overarching theme of changing the junction is make it safer for cyclists and reduce cyclists wait times. Other comments also suggested changing the junction would slow vehicle speeds.</li> <li>Two comments also mentioned that parking on the junction is a current issue and parking restrictions should be considered here.</li> </ul>	<ul style="list-style-type: none"> <li>The current proposal was selected from the previous public consultation exercise and agreed to be taken forward by the GCP Executive Board in 2020.</li> <li>The current proposed design provides a safer environment for all Greenway users with a 20mph speed limit, a new junction bypass for eastbound cyclists to continue along the carriageway, a new westbound cycle track to separate cyclists from the carriageway and a safer waiting area for cyclists with improved visibility.</li> <li>GCP will also explore incorporating a Gateway feature at this junction which will further promote safer driving.</li> </ul>
<b>The scheme isn't needed</b>	<ul style="list-style-type: none"> <li>A total of 9% of mentions (13 mentions) stated they do not think the scheme is needed. Some respondents have stated the area already has slow traffic and the junction is navigational in its current form.</li> <li>Comments included: "The westbound cycle track and waiting area seems to try to solve a problem</li> </ul>	<ul style="list-style-type: none"> <li>The Greenways aim to improve safety, connectivity and infrastructure for users and are designed accordingly.</li> <li>General proposals to improve this junction have been previously consulted on and agreed by the GCP Executive Board in 2020.</li> </ul>

	<p>that does not exist. It just means that cyclist have to stop to enter Hinton Road, whereas previously, they only have to stop for oncoming traffic. The junction itself is not a difficult junction to negotiate, and especially with a 20mph speed limit, this is overkill."</p> <ul style="list-style-type: none"> <li>• Three of the comments offered no further reason as to why the scheme isn't needed.</li> </ul>	
<b>Section 4: Fulbourn Old Drift</b>		
<b>Comments about other developments in the area</b>	<ul style="list-style-type: none"> <li>• The most recurring theme in this section was comments regarding other developments in the area, specifically the new housing development. 15% of mentions (19 mentions) commented about the housing development and the additional traffic this will bring.</li> <li>• Responses generally stated that the Greenway proposals should be built and completed before the housing development is built, to ensure cyclists and pedestrians are protected before the influx of more cars.</li> <li>• Comments included: "The scheme must take into account the new development on the old Fulbourn Hospital site. A number of build-outs with cycle bypasses could introduce planting areas whilst also helping to reduce speeds on Fulbourn Old Drift. "The designs need to be coordinated with the proposed works associated with the planning application on the northern side." "Segregated cycle lane on Fulbourn Old Drift, this road will be a lot busier when the houses are built".</li> </ul>	<ul style="list-style-type: none"> <li>• GCP are in ongoing discussions with developers including for the Ida Darwin and Capital Park developments to ensure proposals are coordinated appropriately.</li> </ul>
<b>Further segregation between users</b>	<ul style="list-style-type: none"> <li>• Another theme of this section is further segregation between cyclists/ motorists / pedestrians / equestrians, with 7% of mentions (9 mentions) suggesting different forms they would like to see.</li> <li>• One comment suggested turning the road into a "cycle street" in which it would be illegal for motor vehicles to overtake bicycles.</li> <li>• Two comments suggested segregated lanes be installed before the housing developments completion due to the expected increase in traffic in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• A 20mph speed limit is being proposed along this section which is deemed appropriate for the environment and anticipated level of use in accordance with relevant design standards.</li> </ul>

<b>Section 5: Tesco Path (between Fulbourn Old Drift and Yarrow Road)</b>		
<b>Maintenance concerns</b>	<ul style="list-style-type: none"> <li>This section had the biggest response regarding maintenance issues being the main theme here. 31% of mentions (45 mention) raised concerns about the current and future maintenance of the cycleway/footway.</li> <li>Many of the comments drew attention to tree roots being the main factor in causing an uncomfortable ride and safety issues. Comments suggested the roots be dealt with before any resurfacing to stop recurring issues.</li> <li>Comments included: "Unless tree roots beneath this path are seriously dealt with, then money on resurfacing is likely to be wasted - as with the current surface!" "The main problem with this route at the moment is tree root damage. Whatever changes are made here must deal with this problem. Widening and improving the join between the cemetery and Tesco sections is essential."</li> <li>One comment also mentioned that ongoing maintenance of the greenery must be considered as part of the proposals.</li> </ul>	<ul style="list-style-type: none"> <li>GCP are aware of the issues with tree routes on this section and will be exploring suitable surfacing and improvement options as part of the Preliminary design phase. GCP will also explore the use of root barriers as appropriate.</li> <li>GCP has been consulting with CCC maintenance teams regarding future and ongoing maintenance programmes.</li> </ul>
<b>Improvements to footways/cycleways</b>	<ul style="list-style-type: none"> <li>Suggestions of improvements to the current footway/cycleways was prevalent in this section with 22% of mentions (33 mentions) suggesting this.</li> <li>Many suggested that the footway to Tesco should be widened as it's currently very narrow, there were also suggestions of moving the path to go through the Tesco car park.</li> </ul>	<ul style="list-style-type: none"> <li>Current proposals are to widen the path to 3m wherever feasible subject to landownership discussions.</li> </ul>
<b>Changes needed to surfacing and painted symbols</b>	<ul style="list-style-type: none"> <li>Due to the tree roots along this path, 7% of mentions (11 mentions) have stated that surface materials need to be considered to avoid the roots breaking through.</li> <li>Comments included: "Resurfacing needs to be high quality and resistant to root growth in future. "Yes, please ensure the path can be widened. Tesco should give up some car park space to provide better cycling provision." "Surface must be resistant to root movement and soil shrinkage, route should be widened between Old Drift and the path by Tesco."</li> </ul>	<ul style="list-style-type: none"> <li>GCP are aware of the issues with tree routes on this section and will be exploring suitable surfacing and improvements options as part of the Preliminary design phase.</li> <li>GCP has been consulting with CCC maintenance teams regarding future and ongoing maintenance programmes.</li> </ul>

<b>Feels the scheme hasn't been planned correctly (landownership)</b>	<ul style="list-style-type: none"> <li>• Within the feedback received, 7% of the mentions (11 mentions) stated they did not feel the proposals had been planned correctly. Many of these comments related to land negotiations not being undertaken before presenting the scheme to the public.</li> <li>• One comment suggested CPO powers be used as it shouldn't be subject to landowners agreement due to the proposals being needed in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• As per GCP's agreed process, engagement is undertaken on the concept level design to obtain feedback, before further progressing detailed landowner discussions.</li> </ul>
<b>Key Recurring Themes (across most sections)</b>		
<b>Equestrian use</b>	<ul style="list-style-type: none"> <li>• Comments from the engagement included that part of the route was a Bridleway and that this should be taken into account in the design.</li> </ul>	<ul style="list-style-type: none"> <li>• GCP will take this into account in the next stage of design</li> </ul>
<b>Maintenance concerns</b>	<ul style="list-style-type: none"> <li>• Many comments were received that current maintenance is needed within the area. Feedback received was mainly around existing maintenance of roads, footways and cycleways. Specifically, concerns were raised regarding potholes which are currently in the roads and maintenance of the planting in-situ.</li> <li>• Comments suggest resurfacing of the road and footpaths is needed here but hasn't been included in the proposals.</li> <li>• Comments regarding the maintenance of planting and greenery, both current and future, was flagged as a concern: "Don't plant bushes next to cycleways. They aren't maintained and impede the path".</li> </ul>	<ul style="list-style-type: none"> <li>• GCP has been consulting with CCC maintenance teams regarding future and ongoing maintenance programmes.</li> <li>• A visual survey of the proposed Greenway will be undertaken at the preliminary design stage to determine areas of the Fulbourn Greenway that may need improvements to ensure safe and comfortable use.</li> <li>• Maintenance of potholes should be reported to CCC and picked up as part of their ongoing maintenance programme.</li> <li>• GCP will carefully consider the position of any new planting.</li> </ul>
<b>Improvements to footways/cycleways</b>	<ul style="list-style-type: none"> <li>• Many comments suggested that current footways/cycleways need improvement.</li> <li>• These suggestions included, widening of footways, narrowing of the carriageway, continuous footways over junctions, dropped kerbs and improving the steep camber on Cow Lane specifically.</li> </ul>	<ul style="list-style-type: none"> <li>• The Greenways aim to improve safety, connectivity and infrastructure for users and are designed accordingly.</li> <li>• Therefore, the proposals currently show an improved facility for pedestrians and cyclists.</li> <li>• Further improvements are currently outside of the scope of the Fulbourn Greenways scheme; however, engagement feedback will be further reviewed, and potential for further opportunities for improvements for pedestrians and cyclists explored at the next stage of design.</li> <li>• It is understood there is a CCC forward programme scheme</li> </ul>

		planned for Cow Lane to improve the footways
<b>Traffic calming measures</b>	<ul style="list-style-type: none"> <li>Many comments suggested further calming measures or different traffic calming measures. These suggestions included chicanes, buildouts with speed bumps and bollards.</li> <li>Some comments noted that the speed humps should be both cycle and equestrian friendly. A suggestion of sinusoidal humps was mentioned twice.</li> <li>Other comments repeated previous sentiments that chicanes and buildouts should be used in addition to what it proposed. Two of the comments opposed speed bumps and would rather other measures be used.</li> </ul>	<ul style="list-style-type: none"> <li>Cycle friendly Sinusoidal Speed bumps (that should also be suitable for equestrian users) have been proposed as an effective means of slowing traffic down promoting a safe environment for cyclists.</li> </ul>
<b>Planting and greenery</b>	<ul style="list-style-type: none"> <li>Many comments mentioned either including more greenery into the proposals or ensuring that existing greenery is retained. References to native tree and hedgerow being used as new planting was made.</li> <li>Comments included wanting more greenery or wanting the current greenery to remain but with consistent maintenance.</li> <li>Three comments suggest using greenery to reduce speeds alongside build-outs.</li> <li>Two of the mentions suggested trees be used to mark out parking bays in order to curb pavement parking.</li> </ul>	<ul style="list-style-type: none"> <li>The design of the Fulbourn Greenway has been developed to minimise impact on existing green infrastructure such as trees, hedgerows and verges. The route, wherever possible, reuses the existing infrastructure to achieve this aim.</li> <li>There is a commitment to biodiversity net gain across the Cambridge Greenways Programme. The design for Fulbourn Greenway has been developed with environmental impact in mind, whilst also aiming to meet the requirements of design guidance for sustainable transport and consider the constraints of the route.</li> <li>Opportunities for additional planting will be assessed in the next design stage.</li> </ul>

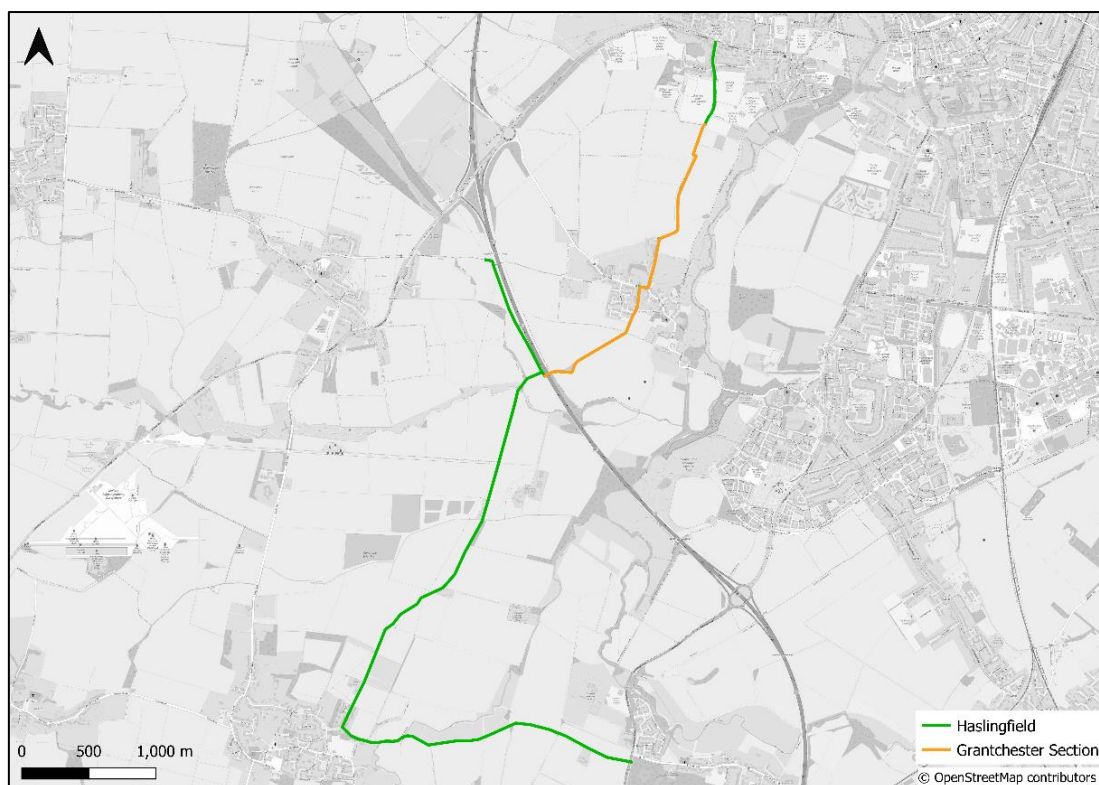
### Haslingfield Greenway - Grantchester Public Consultation

- 4.7 Public engagement for the Haslingfield Greenway was undertaken in July 2022, to seek feedback on the design proposals. Following feedback received regarding the Grantchester Village section of the route, further design work was completed, with input from Grantchester Parish Council, to address the concerns raised during engagement. As a result of this design work, a further public consultation on these updated proposals was undertaken in June – July 2023.
- 4.8 The public were also asked whether they supported or opposed this section of the route, in order for the Executive Board to make a decision on whether this section should proceed. The currently proposed route would provide the most direct

connection between Haslingfield, Grantchester and Cambridge, and would also allow the M11 bridge to become step-free. However, if this section does not go ahead, Haslingfield Greenway users would use the link alongside the M11 to join the Barton Greenway and continue their journey using either the Baulk Path or Barton Road.

- 4.9 The consultation period ran for eight weeks from 5 June 2023 to 28 July 2023, and included the following events:
- Online event on Tuesday 20th June; and
  - In-person event on Thursday 22<sup>nd</sup> June.
- 4.10 A full summary report of the findings from the public consultation is included at **Appendix 2**.
- 4.11 The most significant issues and the proposed officer response to these are set out in Tables 3 and 4 below.

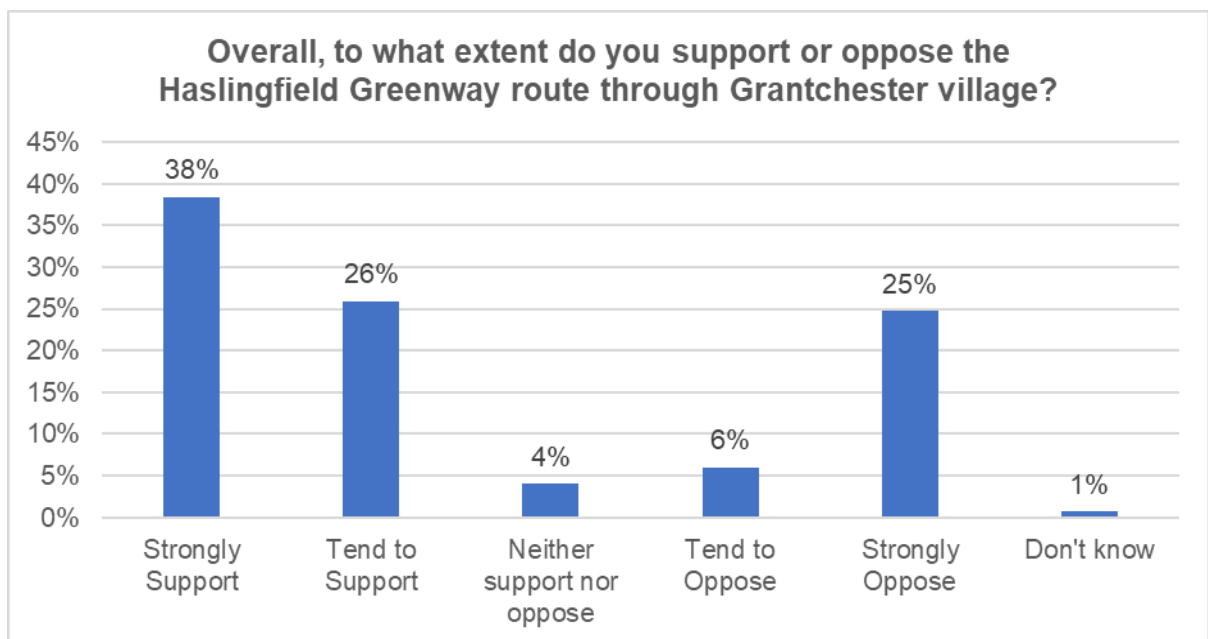
### Haslingfield Greenway – Grantchester Section



- 4.12 In addition to questions on the design proposals for the Grantchester section, respondents were also asked about their level of support or opposition for this section to proceed.
- 4.13 The results from the overall analysis from this question, as well as specifically Grantchester residents' analysis, is shown below for consideration by the Executive Board.

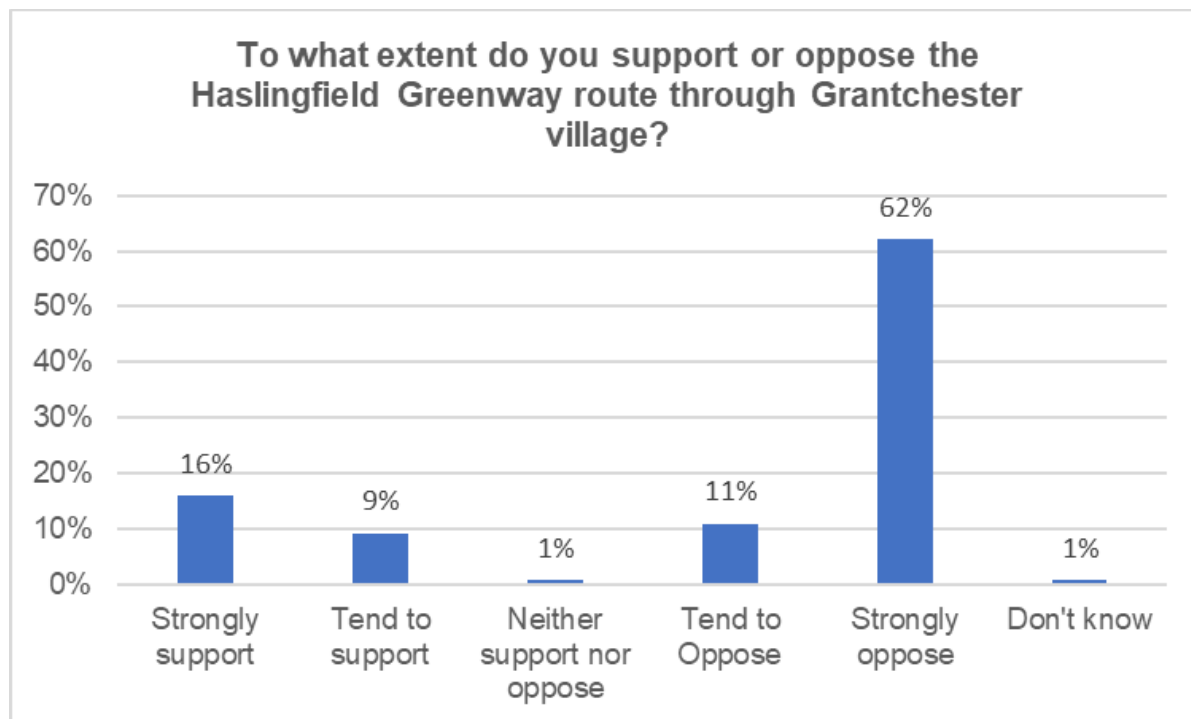
- 4.14 Respondents were asked “Overall, to what extent do you support or oppose the Haslingfield Greenway route through Grantchester village?”. 416 respondents answered this question.
- 4.15 As shown in the graph below, a total of 267 respondents (64%) are in support of the route through the village, in which 158 respondents (38%) strongly support and 109 respondents (26%) tend to support it.
- 4.16 Overall, 128 respondents (31%) oppose the route through the village, in which 103 respondents (25%) strongly oppose, and 25 respondents (6%) tended to oppose.
- 4.17 17 respondents (4%) neither support nor oppose, whilst 3 respondents (1%) did not know.

**To what extent do you support or oppose the Haslingfield Greenway route through Grantchester village (416 responses)**



- 4.18 This question was broken down further to understand how residents of Grantchester felt about the route through the village.
- 4.19 A total of 119 residents in Grantchester provided feedback on the Haslingfield Greenway route through Grantchester village.
- 4.20 As shown in the graph below, a total of 30 respondents (25%) are in support of the route through the village, in which 19 respondents (16%) strongly support and 11 respondents (9%) tend to support it.
- 4.21 Overall, 87 respondents (73%) oppose the route through the village, in which 74 respondents (62%) strongly oppose, and 13 respondents (11%) tended to oppose.
- 4.22 One respondent (1%) neither supported nor opposed the proposed route through Grantchester.
- 4.23 One respondent (1%) noted that they did not know.

**To what extent do you support or oppose the Haslingfield Greenway route through Grantchester village? (119 responses)**



- 4.24 As shown, the results from the survey show that a total of 64% of all respondents support the Grantchester section and 31% oppose this section.
- 4.25 When looking at the Grantchester residents' responses, these show that a total of 25% of these respondents support the Grantchester section and 73% oppose this section.
- 4.26 Based on the overall feedback, it is recommended that the Grantchester section of the Haslingfield Greenway is taken forward.
- 4.27 The currently proposed route would provide the most direct connection between Haslingfield, Grantchester and Cambridge, and would also allow the M11 bridge to become step-free. However, if this section does not go ahead, Haslingfield Greenway users would use the link alongside the M11 to join the Barton Greenway and continue their journey using either the Baulk Path or Barton Road.
- 4.28 Should the Grantchester section of the Haslingfield route proceed, key changes that are being proposed following the public engagement, are set out in Table 3 below for Board approval.

**Table 3 – Grantchester Public Engagement with action proposed**

Key Issues	Responses Received	Action Taken / Justification
<b>Section 2: Coton Road, Broadway, High Street Junction</b>		
<b>Roundabout pattern at the Coton Road / Broadway / High Street Junction</b>	<ul style="list-style-type: none"> <li>37% responses were strongly opposed and 4% tended to oppose the proposal to introduce a roundabout pattern with sensitively chosen materials and new crossings at the Coton Road/Broadway/ High Street junction.</li> </ul>	<ul style="list-style-type: none"> <li>Considering the level of opposition to the roundabout proposals at High Street/Coton Road junction, we will review the currently proposed design and consider options that would offer a</li> </ul>

	<ul style="list-style-type: none"> <li>• 32% of respondents strongly supported and 15% tended to support this proposal.</li> <li>• Safety was the biggest concern regarding the proposed roundabout feature, with 11 responses expressing they felt a mini roundabout would increase collision risks for road users.</li> <li>• 10 responses also expressed concerns that the roundabout features proposed would not fit in with the historical and rural aesthetic of the village and surrounding area.</li> <li>• Six comments expressed confusion over what “roundabout pattern” meant; they did not know whether a mini roundabout was proposed or whether the road design would just look like a roundabout. This raised further safety concerns as road users may be confused about the road layout.</li> </ul>	safe and viable alternative to the currently proposed roundabout.
<b>Section 3 - Burnt Close and M11 Bridge</b>		
<b>M11 Bridge – step free access and suitability for equestrian users</b>	<ul style="list-style-type: none"> <li>• The proposal to replace the M11 bridge steps with a shallow gradient ramp was well received by respondents with 58% expressing strong support and 15% tending to support it.</li> <li>• 14% of respondents strongly opposed and 3% tended to oppose this proposal.</li> <li>• 11 coded comments (5% of responses) refer to the importance of ensuring crossing the M11 bridge is suitable for equestrian users, as the next bridge is over a mile's detour.</li> <li>• Three comments suggest incorporating mounting blocks into the designs at either side of the bridge so that riders can easily dismount and remount their horses after crossing the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>• The significant level of support for the step free access to the M11 bridge is acknowledged.</li> <li>• Through further engagement with stakeholders, including BHS, we will further review the design to assess the feasibility of inclusion of features to assist equestrian users such as mounting blocks, signage etc.</li> </ul>

4.29 Response from the public engagement with no action proposed is detailed in Table 4.

**Table 4 – Grantchester Public Engagement with no action proposed.**

Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Grantchester Road and Broadway</b>		
<b>Grantchester Road- Build out on approach to Broadway</b>	<ul style="list-style-type: none"> <li>• 47% of respondents strongly supported and 16% tended to support this proposal. While 21% strongly opposed and 6% tended to oppose it.</li> <li>• Suggestions include that a cycle bypass should be included at the</li> </ul>	<ul style="list-style-type: none"> <li>• The buildout is a safety feature that provides a physical barrier from vehicles approaching Broadway as cyclists re-join the carriageway.</li> <li>• The available carriageway width at this location would make the provision of a</li> </ul>

	<p>location of the build out due to safety concerns.</p> <ul style="list-style-type: none"> <li>• A second build out is suggested just north of the cycle crossing on Grantchester Road on the Cambridge side of the crossing.</li> </ul>	<p>cycle bypass impractical at this location. Additionally, prior to joining the carriageway on the approach to the village, cyclists will be using the off-road multi-user path on the edge of the agricultural field and not Grantchester Road itself. Therefore, a bypass is not required in this situation as the cyclists will not be using the carriageway at this location.</p> <ul style="list-style-type: none"> <li>• If the location suggested for a second build out is by the crossing at this location, this would not be feasible or required, particularly as Greenway users would be on the off-road path to the north of this point.</li> <li>• Alternatively, if the location referred to is the crossing on Grantchester Road south of the Rugby Club, there is not a need for a build out at this location as visibility is good and meets standards, in addition there are various speed reductions measures on the approach to the crossing including warning signs, speed roundels and carriageway markings to emphasise the presence of a crossing.</li> </ul>
<b>Grantchester Road - new pedestrian footway (eastern side)</b>	<ul style="list-style-type: none"> <li>• 39% strongly supported and 13% tended to support this proposal.</li> <li>• 24% of respondents strongly opposed this proposal and 15% tended to oppose it.</li> </ul>	<ul style="list-style-type: none"> <li>• The aim for the greenways is to provide a wider accessible network for pedestrians and cyclists in all weather conditions. The proposed footway provides a critical, safe link between the multi-user path to Broadway.</li> </ul>
<b>Grantchester Road - informal crossing point on the eastern side</b>	<ul style="list-style-type: none"> <li>• 28% of respondents strongly supported this proposal and 16% tended to support.</li> <li>• 25% of respondents strongly opposed and 18% tended to oppose the proposal to introduce an informal crossing point on Grantchester Road.</li> <li>• One comment expressed concern that the cycleway crossing will introduce friction between motor and cycle users, requesting that the Greenway remains on the same side of the road for the full extent.</li> <li>• Suggestions include that the crossing is unnecessary and the footpath is only on the eastern side for a short section before it crosses to the western side; a footpath along the existing permissive path would remove the need for this unnecessary crossing.</li> </ul>	<ul style="list-style-type: none"> <li>• The objective of a footway at this location is to provide connectivity for pedestrians between the off-carriageway multi-user path that ties into Grantchester Road on the approach to the village and the existing footway provision on Broadway. As there is no footway provision on the northern side of Broadway, it is necessary to bring pedestrians from the eastern side to the western side to facilitate a safe transition into the existing footway. The specific crossing location was chosen as it provides the required forward visibility for approaching vehicles.</li> <li>• Providing a footway on the existing permissive path across the Meadows was a previously consulted upon option that received negative responses.</li> </ul>

<p><b>The Blue Ball Inn - Raised table and crossing</b></p>	<ul style="list-style-type: none"> <li>• 44% of respondents strongly supported and 16% tended to support this proposal.</li> <li>• 25% of respondents strongly opposed and 5% tended to oppose the proposal to introduce a raised table and informal crossing opposite the Blue Ball Inn.</li> <li>• Three coded comments noted that parked cars outside the Blue Ball Inn contribute to congestion issues and present a road safety hazard as cars have to drive in the right-hand lane to pass by.</li> <li>• Two comments also stated that the existing double yellow line parking restrictions outside the Blue Ball Inn are not enforced.</li> </ul>	<p>The advantages of the raised table in this location are:</p> <ul style="list-style-type: none"> <li>• It will serve as an additional traffic calming measure along Broadway, thereby offering a safe environment of all users.</li> <li>• Provide a safe crossing facility, where none currently exist, for the users of meadows and the riverside path either wishing to access the Blue Ball Inn or to continue into the village. The existing informal step/drop onto the carriageway is deemed unsafe and could potentially result in an accident. The raised table and crossing seeks to remedy this situation by providing safe and formal infrastructure to cross the road.</li> <li>• It is expected that the introduction of double yellow lines would act as a deterrent measure for drivers from parking their cars in this location.</li> </ul>
<p><b>Carriageway width</b></p>	<ul style="list-style-type: none"> <li>• One coded comment and one stakeholder email expressed concerns that the road widths through Broadway and Grantchester Road were not wide enough to support the Greenway.</li> <li>• One comment stated that all parking should be removed or this stretch of road should be widened if it is to be used as a practical part of the Greenway. Preventing conflict with road users was a priority.</li> <li>• 11 coded comments requested a modal filter on Grantchester Road and six requested one on Broadway, as opposed to the other proposals.</li> <li>• Considering available space, seven respondents consider a modal filter the cheapest, most viable option. Two of these coded comments suggest trialling a modal filter as a temporary TRO.</li> </ul>	<ul style="list-style-type: none"> <li>• Widening the carriageway is not feasible due to significant environmental impacts. The traffic volumes on Broadway lend itself to mixing cyclists and vehicular traffic. This is consistent with LTN 1/20, the design guidance for cycling infrastructure.</li> <li>• Removal of parking is not a practical measure as residents who currently rely on on-street parking will be significantly impacted.</li> <li>• A modal filter was included as an option in previous consultation and was rejected by the majority of respondents.</li> </ul>
<p><b>Parking</b></p>	<ul style="list-style-type: none"> <li>• 8% of coded comments (13 responses) raised concerns about the existing parking problems in this section.</li> <li>• Three comments would like increased parking restrictions on Broadway, noting that parked cars outside the Blue Ball Inn contribute to congestion issues and present a road safety hazard as cars have to drive in the right-hand lane to pass by.</li> <li>• Three coded comments express concern that the scheme will contribute</li> </ul>	<ul style="list-style-type: none"> <li>• It is expected that the introduction of double yellow lines would prevent cars from parking immediately outside the pub.</li> <li>• Parked cars act as an informal traffic calming measure.</li> <li>• Introducing parking restrictions would disproportionately impact residents of Broadway, due to the lack of alternative parking options.</li> </ul>

	additional stress to the existing parking issues in Grantchester.	
<b>Section 2: Coton Road, Broadway, High Street Junction</b>		
<b>Coton Road - Footway widening</b>	<ul style="list-style-type: none"> <li>38% of responses strongly supported and 20% tended to support this proposal.</li> <li>25% of responses strongly opposed and 7% tended to oppose the proposals to widen the footway on both sides of Coton Road.</li> <li>Comments included that widening footways without rationalising parking presents a risk around dangerous road width.</li> </ul>	<ul style="list-style-type: none"> <li>The current footway width on Coton Road, especially on the southern section between High Street and Burnt Close, is substandard. The proposed footway widening will enhance safety, accessibility and the overall quality of the pedestrian environment and connectivity at this location.</li> <li>LTN 1/20, the Department for Transport's current design guidance for cycling infrastructure has been used to help determine appropriate carriageway widths. The carriageway narrowing will also have a traffic calming effect, which will offer a safer environment for cyclists. This supports the rationale for widening the footway and consequently narrowing the carriageway.</li> </ul>
<b>Section 3: Burnt Close and M11 Bridge</b>		
<b>Burnt Close / Coton Road junction - traffic calming raised table with upgraded crossing facilities</b>	<ul style="list-style-type: none"> <li>43% of responses strongly supported and 15% tended to support the proposal to introduce a raised table on Burnt Close/ Coton Rd junction and upgrade the crossings.</li> <li>23% strongly opposed and 8% tended to oppose this proposal.</li> </ul>	<ul style="list-style-type: none"> <li>The introduction of a raised table will help reduce the vehicle speeds and be consistent to what has already been implemented at the Stulpfield Road junction with Coton Road.</li> <li>A part of the Haslingfield Greenway proposals, the 20mph zone will be extended back along Coton Road to provide a safe environment for cyclists. Provision of a raised table at Burnt Close would not only reduce the speed of vehicles turning in and out of Burnt Close, but would also help enforce this 20mph zone extension.</li> </ul>
<b>Burnt Close to the M11 Bridge- shared use path</b>	<ul style="list-style-type: none"> <li>Five coded comments stated that resolving the pinch point on Burnt Close is essential for the overall safety of the Greenway.</li> <li>Comments included that proposals fail to address the pinch point which causes unnecessary difficulties for those on larger bicycles and could create conflicts between shared-use path users.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst it is acknowledged that the southern end of Burnt Close presents a pinch point for cyclists, environmental and land constraints impact the viability of removing the pinch point.</li> <li>It is acknowledged that the pinch point is a short stretch on an overall network of 150km.</li> <li>In rare cases, where it is unavoidable, LTN 1/20 allows short stretches of suboptimal cycling infrastructure provision.</li> </ul>
<b>Section 4: Other comments (not section specific)</b>		
<b>Route alignment (Baulk Path)</b>	<ul style="list-style-type: none"> <li>Within the coded comments, there were conflicting opinions regarding the route alignment, with specific</li> </ul>	<ul style="list-style-type: none"> <li>The Baulk Path falls under the Barton Greenway scheme and was consulted</li> </ul>

	<p>reference to using the Baulk Path as an alternative route.</p> <ul style="list-style-type: none"> <li>• At least seven coded comments favoured the Baulk Path over routing the Greenway through Grantchester. These respondents felt that the Baulk Path is a more enjoyable off-road cycle route and proceeding with this route will maintain the historical character of Grantchester village.</li> <li>• However at least nine coded comments expressed a preference for the Greenway route passing through Grantchester and leaving the Baulk Path undeveloped.</li> <li>• Respondents also suggest developing other off-road routes. This included using the existing path that runs north alongside the M11, the bridleway that joins Coton Road, and improving the existing path from Newnham to Grantchester Meadows.</li> </ul>	<p>on in 2018, with further engagement undertaken in 2022.</p> <ul style="list-style-type: none"> <li>• The proposals include improvements to make the Baulk Path more usable throughout the year. We are proposing a shared-use path with a wide grass verge alongside it for soft surface users. This would provide an alternative off-road route as part of the Barton Greenway and would provide a connection to the Haslingfield Greenway.</li> <li>• Construction of the Baulk Path is due to commence in 2025, subject to all appropriate approvals.</li> </ul>
<b>Impact on rural feel of the village</b>	<ul style="list-style-type: none"> <li>• 11% of coded responses (22 comments) expressed concern that the proposals would urbanise the village and have a negative impact on the historical character of Grantchester village.</li> <li>• Comments include that careful consideration is required when looking at the impact of heritage assets and advise a heritage impact assessment is conducted. Concerns have been expressed that the safety improvements have been offset by the visual impact of safety measures.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposals have been designed in accordance with Historic England's "Streets for All" guidance to ensure that these respect the character of designated conservation areas. This includes:</li> <li>• Materials palette – The selection of materials will be carefully considered to correspond with historical buildings and existing materials while reflecting the character of the conservation area.</li> <li>• Open views – The designs will be developed to maintain key views along Broadway towards Grantchester Meadows.</li> <li>• Key arrival intersection (Coton Road / Broadway / High Street junction) – Key view towards the conservation area on arrival from Broadway would be retained.</li> </ul>

### ***Planning and Consents Strategy***

- 4.30 For each Greenway we are developing a Planning and Consents Strategy which highlights the optimal planning and consents approach for each individual section of Greenway.
- 4.31 Each scheme will require a combination of the following consents:
- h) Planning applications where permitted development is not sufficient, for example on any key structures or in environmentally sensitive areas.
  - i) Permitted Development Applications which will apply for the majority of each scheme.

- j) Section 25 notices – which is a Public Right of Way (PRoW) creation order where we have agreement from a landowner to create the rights for a bridleway.
- k) Section 26 notices - which is a PRoW creation order where we don't have agreement from a landowner to create the rights for a bridleway. This would only be used if we were unable to acquire rights under negotiation.
- l) Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used, for example acquisition of land for separate flood mitigation works or mitigation of the scheme. This would only be used if we
- m) were unable to acquire land under negotiation.
- n) Traffic Regulation Orders (TRO's)

4.32 GCP's preference is to use Section 25 notices, rather than Section 26 wherever possible and our land agents will begin negotiation subject to the approval by the Executive Board.

### **Outline Business Case**

4.33 The Outline Business Case (OBC) provides the route specific narrative for the development and delivery of the Fulbourn Greenway. *(NB The Haslingfield OBC has been previously approved by the Executive Board at the December 2022 Meeting)*. It includes the Strategic, Financial, Commercial and Management Cases for this route.

4.34 The OBCs are based on the technical concept designs for each route, costs are higher than the original budgets due to the inclusion of Optimism Bias, Risk, Contingency and Inflation. The current Benefit Cost Ratio (BCR) is therefore lower as a result. These costs should be noted but not seen as final as we move towards the Full Business Cases. The project team will be completing Quantified Risk Assessments and Value Engineering to mitigate the cost increase however it is important to note that the impact of inflation could cause final costs to be at a higher level than the agreed budgets. Therefore, when final approvals for the works come through this will be put into context of the whole of the Greenways programme.

4.35 The OBC for the Fulbourn Greenway is included as **Appendix 2**.

### **Risks**

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

## **5. Consultation and Engagement**

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

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

<b>Greenway</b>	<b>Approximate engagement timescale</b>
<i>Comberton</i>	<i>Summer 2022 [now completed]</i>
<i>Haslingfield</i>	<i>Summer 2022 [now completed]</i>
<i>Melbourn</i>	<i>Autumn 2022 [now completed]</i>
<i>Barton</i>	<i>Autumn 2022 [now completed]</i>
<i>Horningsea</i>	<i>Winter 2022 [now completed]</i>
<i>Sawston</i>	<i>Winter 2022 [now completed]</i>
<i>Bottisham</i>	<i>Early 2023 [now completed]</i>
<i>Swaffhams</i>	<i>Early 2023 [now completed]</i>
St Ives (i. Oakington to Cottenham spur ii. Over spur, iii. Fen Drayton)	Early 2023 <i>[now completed]</i>
Fulbourn Phase One	Mid 2023 <i>[now completed]</i>
Waterbeach	Mid 2023 <i>[underway]</i>
Fulbourn Phase 2	2024
St Ives (Swavesey)	TBC

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

## 6. Options and Emerging Recommendations

- 6.1 It is recommended that the results from the Public Engagement exercise and changes to the Fulbourn Greenway scheme designs resulting from this are agreed. It is requested that a decision is made on whether the Grantchester section of the Haslingfield Greenway is taken forward. If it is, it is recommended that the results from the Public Consultation exercise and changes to the Haslingfield Greenway scheme designs resulting from this are agreed.
- 6.2 It is recommended that the Outline Business Case for the Fulbourn Greenway is agreed and progressed to Full Business Case development.
- 6.3 It is recommended that agreement is given to the submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary.

- 6.4 It is recommended that the Programme of Delivery for the Fulbourn Greenway and Grantchester section of the Haslingfield Greenway is agreed.
- 6.5 It is recommended that agreement is given to finalise schemes for construction and complete Full Business Cases for the Fulbourn and Haslingfield Greenways

## 7. Alignment with City Deal Objectives

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

## 8. Citizens' Assembly

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

## 9. Financial Implications

- 9.1 The Executive Board has noted the increased costs for the Greenways which for the whole programme is £112,708,000 including the Linton Greenway. Based on this, a budget update for the programme will be presented at the March 2024 Executive Board
- 9.2 As stated above, the Outline Business Cases are based on the technical concept designs for each route, costs are higher than the original budgets due to the inclusion of Optimism Bias, Risk, Contingency and Inflation. These cost estimates will be further developed as we move towards the Full Business Case, including Quantified

Risk Assessments and Value engineering work to mitigate any potential cost increases.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

## 10. Next Steps and Milestones

- 10.1 Subject to the Executive Board approval in December 2023, the Grantchester section of the Haslingfield Greenway and Phase One of the Fulbourn Greenway will progress to detailed design. This stage will include any required Planning permissions, landowner agreements and submission of Traffic Regulation Orders. These will all be progressed in 2024.
- 10.2 Construction of Fulbourn Phase 1 could potentially be delivered in late 2024, subject to agreement by the Executive Board. Officers will look for opportunities to advance this section, with an update to the Board in mid-2024.
- 10.3 Full Business Cases will be developed for both the Haslingfield and Fulbourn Greenways.

## List of Appendices

Appendix 1	Fulbourn Greenway – Phase One Engagement Report <a href="#">link</a>
Appendix 2	Haslingfield Greenway- Grantchester Section Consultation Report <a href="#">link</a>
Appendix 3	Fulbourn Outline Business Case <a href="#">link</a>

## Background Papers

Source Documents	Location
February 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
June 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
October 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
December 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
March 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>

September 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
December 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
March 2023 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
June 2023 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
September 2023 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>

## Greater Cambridge Greenways – Programme Update

Report to: Greater Cambridge Partnership Executive Board

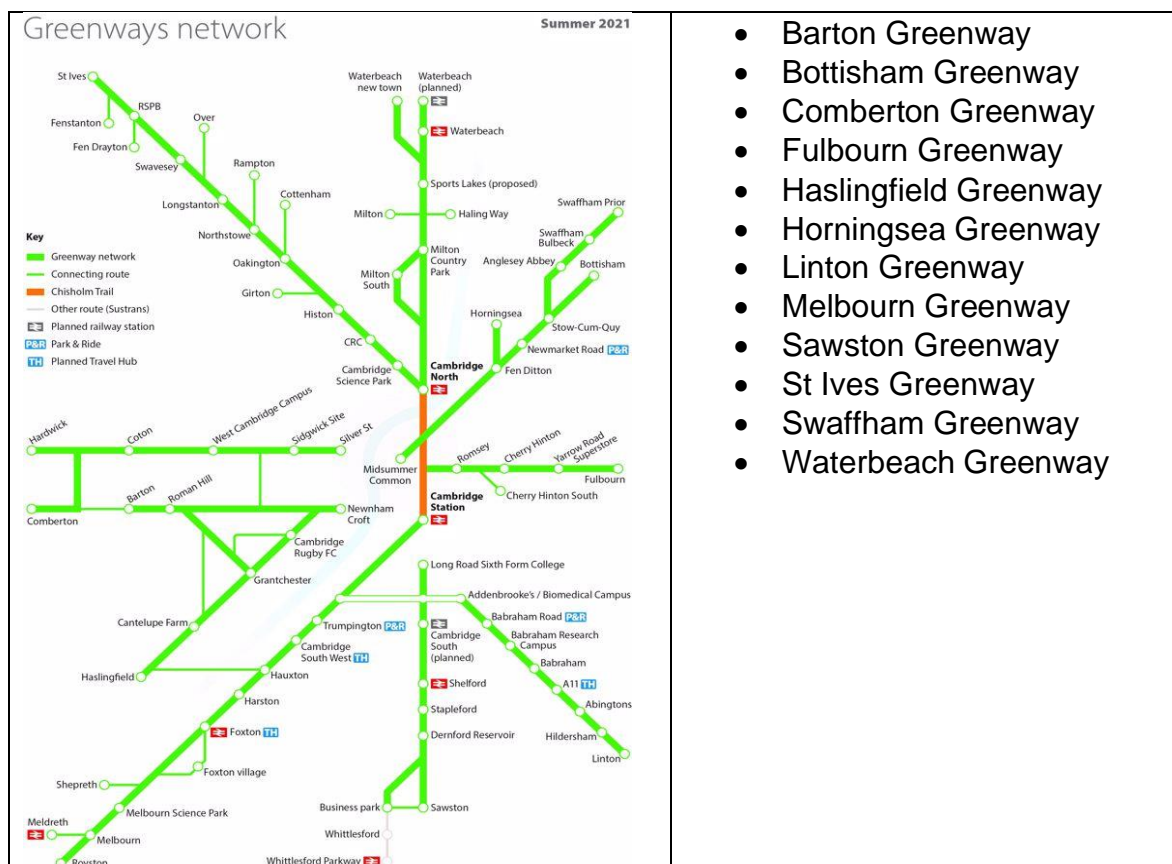
Date: 4 January 2024

Lead Officer: Peter Blake, Director of Transport

### 1. Background

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

Figure 1: Greenways Network



- Barton Greenway
- Bottisham Greenway
- Comberton Greenway
- Fulbourn Greenway
- Haslingfield Greenway
- Horningsea Greenway
- Linton Greenway
- Melbourn Greenway
- Sawston Greenway
- St Ives Greenway
- Swaffham Greenway
- Waterbeach Greenway

1.5 The Greenways Network will form the basis of a significant active travel network for Cambridge and the surrounding area. It will provide links to already delivered schemes such as the Chisholm Trail, and future projects including the Cycling Plus schemes. It is therefore a critical part of the GCP programme to increase the number of trips made through active travel.

## 2. Recommendations

2.1. The Executive Board is recommended to:

- Approve the Greenways Programme Full Business Case
- Approve the implementation of the Comberton Village Traffic Regulation Orders (TRO) following the statutory consultation.
- Agree the next steps for the Traffic Regulation Order relating to Sidgwick Avenue on the Comberton Greenway.
- Note the Outline Delivery Plan
- Note the Stakeholder Engagement carried out across the Greenways network including Public Engagement held in 2022 and 2023.

### 3. Joint Assembly Feedback

3.1. The overall recommendations were supported by the Assembly with the following points made:

- Links to rural train stations should be explored in detail, including to the existing Waterbeach Station from Horningsea. Officers explained that a number of station links are scheduled to be delivered next year including to Meldreth and Shepreth. However, a number of extensions have been requested which are not in the current programme and will be reviewed as part of next steps.
- Specific concern was raised over Oakington to Cottenham, officers explained that land negotiations were underway and that the programme was based on the best available information at this time.
- Members asked what the impact of both the Active Travel Design Guide and the new Local Transport and Connectivity plan is on the Greenways. Officers explained that these had minimal impact on these schemes.
- The progression of Waterbeach Phase 2 was requested, officers explained that conversations with the developers are ongoing and that officers would report back to a future meeting.

### 4. Issues for Discussion

#### ***Programme Full Business Case***

4.1 The Programme Full Business Case (POC) document (Appendix 1: [here](#)) provides the overarching narrative for the development and delivery of the proposed Greenways network and the Madingley Road scheme. It includes the Strategic, Financial, Commercial and Management Cases for the Greenways Programme. This PFBC will provide the foundation for each of the individual route by route full business cases (FBC) which will come through for approval during 2024.

4.2 The Operational Objectives for the Greenways are set out as:

- Capacity: Provide the cycle network capacity to accommodate increases in active travel demand
- Connectivity: Improve accessibility to jobs and opportunities by active modes through a reduction in journey times and increase ease of interchange with public transport modes
- Communities: Contribute to the creation of safe and attractive communities by reducing emissions, severance and the dominance of traffic improving personal security and road safety

4.3 The Business case makes clear that investment is needed in sustainable transport modes and infrastructure to ensure that the planned growth of Cambridge is supported by an effective transport network. This in turn reflects the City Deal priorities for achieving greater Cambridge's long-term prosperity. The Greenways and Madingley Road scheme form part of a wider policy of developing sustainable transport in the city. Without the schemes as part of an integrated sustainable transport plan, the city will be unable to maximise the opportunities for housing and

economic growth. Reliance on the road network to support the planned development will increase congestion and delay which will increase in frequency and impact, which investment in additional highway network, even if feasible, will not be able to mitigate.

- 4.4 From an economic standpoint, investment in the Greenways and Madingley Road scheme will help to reinforce Cambridge as a competitive knowledge-based economy by providing an active travel network for employees and the large student population. All commuters using the Greenways will benefit from segregated cycle infrastructure, reducing cycle journey times for all residents in surrounding villages and along the Greenway corridors into the city centre. With a reduced journey time, cycling will become more attractive for travel to work, which will help to boost productivity and reduce employee absences due to sickness.
- 4.5 The assessment also points out that schemes will also have longer term accessibility benefits due to the improved access to a quality connected sustainable transport mode linking the city centre and villages and future-proofing behavioural change by connecting planned new housing and employment developments.
- 4.6 The Greenways programme aligns with a raft of national, regional and local policies which promote the use of active modes including the Cambridgeshire and Peterborough Local Plan, the Local Transport and Connectivity Plan (LTCP), Cambridge and South Cambridge Local Plans, and the Emerging New Joint Greater Cambridge Local Plan (in preparation). These plans have a general vision to deliver a world class transport network that supports sustainable growth and opportunity for all, with three supporting goals focused on the economy, society and the environment. The Greenways are one of the ways to achieve this, and their potential to build upon the current active mode network in Cambridge and provide additional links to join up key destinations that are only partially served.
- 4.7 The business case will continue to be developed, in particular to work on target modal shift numbers as requested previously by the Joint Assembly.

### ***Greenways Delivery Plan***

- 4.8 The preliminary design for the majority of the individual Greenways routes have now been completed which will allow for Planning Applications, Section 25 and 26 processes and detailed design to begin during the end of 2023 into 2024. This has enabled the Project Team to develop a more accurate programme for construction.
- 4.9 It should be noted that the below is subject to the statutory timescales for approvals being achieved. Officers are working closely with Planning Colleagues to ensure these progress. In addition, if Section 26 processes (where landowners reject having the Greenway across land they own) are required, this may involve a Public Inquiry causing 6months- 1 years delay.

<b>Outline Delivery Plan</b>	
<b>Previous Years (Complete)</b>	
Greenways Quick Wins	Fulbourn Greenway- Cherry Hinton- The Yarrow Road footpath, between Fulbourn Road and just past the Tesco crossing, has been replaced with a 3.5m wide shared use path.

	<p>Sawston Greenway- Stapleford to Sawston path widening and Resurfacing outside Sawston College</p> <p>St Ives Greenway- Willingham to the Busway vegetation clearance</p> <p>St Ives Greenway- Rampton to the Busway, Reynolds Drove byway has been resurfaced</p> <p>St Ives Greenway- Girton/ Oakington to the Busway, vegetation clearance has taken place and improvements to the path have been made</p> <p>Comberton Greenway- Sections of the path between Comberton and Barton have been widened</p> <p>Horningsea Greenway- Improvements have been made to the Wadloes Path including new path edgings, signage and bollards.</p>
Linton Greenway	<p>Addenbrookes to Granham's Road. - New signals at Worts Causeway and a new signalised Pedestrian Red Cross Lane completed. Carriageway Surfacing renewed from Worts to Addenbrookes Roundabout</p> <p>Babraham Road Park and Ride to Hinton Way Roundabout- New signalised crossing at Babraham Road Park and Ride and Carriageway surfacing at Hinton Way Roundabout</p> <p>Babraham Institute roundabout through the Babraham Institute to Babraham High Street</p> <p>Section at Copley Business Park</p> <p>Section adjacent to Dale Head Foods</p>
<b>2023/24</b>	
Construction to begin (works within the highway boundary or PROW where no planning is required) to start on site. Some works are subject to Traffic Regulation Orders.	Comberton Greenway:
	<ul style="list-style-type: none"> <li>• Comberton Village (in construction)</li> </ul>
	Haslingfield Greenway:
	<ul style="list-style-type: none"> <li>• Junction with Barton Road to Cambridge Rugby Club section (subject to TRO)</li> </ul>
	Barton Greenway:
	<ul style="list-style-type: none"> <li>• Barton Road to Cambridge</li> </ul>
	Horningsea Greenway:
	<ul style="list-style-type: none"> <li>• Fen Ditton Primary School to Horningsea Village</li> </ul>

	<ul style="list-style-type: none"> <li>• Horningsea Village</li> </ul>
	Linton Greenway <ul style="list-style-type: none"> <li>• Babraham Road Park and Ride to Granham's Road,</li> <li>• Linton Greenway East from Hildersham to Dale Head Foods and West to Linton Road Abington</li> </ul>
	Melbourn Greenway <ul style="list-style-type: none"> <li>• Section through Foxton village</li> <li>• Link to Shepreth</li> <li>• Station Road (Meldreth)</li> <li>• Meldreth Link</li> </ul>
	Sawston Greenway (subject to approvals) <ul style="list-style-type: none"> <li>• Genome Path - widening of the existing PROW.</li> <li>• Section through Stapleford Village</li> </ul>
	Waterbeach Greenway <ul style="list-style-type: none"> <li>• Section south of Jane Costin Bridge / Cowley Road</li> </ul>

2024/25	
Construction to begin (subject to approvals)	Comberton Greenway <ul style="list-style-type: none"> <li>• Long Road</li> <li>• Adams Road</li> <li>• Link to Hardwick</li> <li>• Coton to Long Road</li> <li>• Link along Barton Road</li> <li>• Coton Village including the Footpath</li> </ul>
	Barton Greenway <ul style="list-style-type: none"> <li>• Barton Road (subject to TRO)</li> <li>• Barton Village</li> <li>• Section from Barton through to the M11 bridge</li> <li>• Baulk Path improvements</li> </ul>
	Fulbourn Greenway <ul style="list-style-type: none"> <li>• Fulbourn High Street and Old Drift section</li> </ul>
	Haslingfield Greenway <ul style="list-style-type: none"> <li>• Hauxton link</li> <li>• M11 Bridge to Haslingfield</li> </ul>
	Melbourn Greenway <ul style="list-style-type: none"> <li>• Remaining elements of Melbourn village and north of Harston</li> </ul>
	Sawston Greenway <ul style="list-style-type: none"> <li>• Works on Long Road</li> <li>• A1301 area</li> <li>• Francis Crick Avenue</li> </ul>
	St Ives Greenway <ul style="list-style-type: none"> <li>• Oakington to Cottenham</li> <li>• Wayfinding along the existing Greenway</li> </ul>

	Remaining sections of the Linton Greenway
<b>2025/26</b>	
Construction to begin	Barton Greenway: <ul style="list-style-type: none"> <li>• A603 Cambridge Road and Roundabout (M11 North slip road)-</li> <li>• Barton Road, Coton Road, Grantchester Road Roundabout.</li> </ul>
	Melbourn Greenway <ul style="list-style-type: none"> <li>• A10 to Royston Road</li> </ul>
	Sawston Greenway <ul style="list-style-type: none"> <li>• Section through Addenbrooks site/ Robinson Way/ Francis Crick Avenue</li> <li>• Shelford station area</li> </ul>
	St Ives Greenway <ul style="list-style-type: none"> <li>• Fen Drayton Link</li> <li>• Swavesey Lakes area</li> </ul>
	Bottisham and Swaffhams Greenways <ul style="list-style-type: none"> <li>• All work to take place</li> </ul>
	Comberton Greenway <ul style="list-style-type: none"> <li>• Sidgwick Avenue</li> </ul>
<b>End of 2026</b>	
	Melbourn Greenway <ul style="list-style-type: none"> <li>• A505 bridge (subject to planning)</li> </ul>

- 4.10 Both Fulbourn Phase 2 and the Waterbeach Greenway are subject to engagement and/ or consultation. The programme for these schemes will be finalised post-consultation/ engagement.

### ***Risks***

- 4.11 The key risks to the Greenways programme continue to include public / stakeholder feedback, planning approvals and land acquisition. Officers continue to actively manage the programme to mitigate such risks.

### ***Comberton Greenway Traffic Regulation Orders***

- 4.12 In December 2022, the Executive Board agreed to the next stage of the Comberton Greenway. This included agreement to submit the required Traffic Regulation Orders (TROs) to deliver the scheme.
- 4.13 The GCP Executive Board has delegated authority to approve TROs where the completion of the statutory consultation process results in objections. Objections have been received for both TROs put forward for the Comberton Greenway and therefore the next steps need to be agreed by the Executive Board.

- 4.14 The County Council published proposed TROs for Comberton Village (including Long Road) and Sidgwick Avenue on the 9<sup>th</sup> August 2023 with a closing date for the Statutory Consultation of 31<sup>st</sup> August 2023. The TROs were for the following works, all of which were agreed by the Executive Board as part of the design for the Comberton Greenway in December 2022:

*Comberton Village*

- 20mph speed limits within the village along sections of Barton Road, Long Road and West Street
- 40mph speed limit along Long Road (where it is currently national speed limit)
- Appropriate introduction of waiting restrictions in junctions fronting the above roads
- Notice to install Pedestrian and Cycle Crossings in Comberton
- Notice to install Road Humps and Speed Tables in Comberton

*Sidgwick Avenue*

- Introduction of a one-way system for eastbound traffic working for all vehicles except for cycles.
- Introduction of a contra-flow westbound cycle lane
- Relocation of parking to accommodate the provision of the contra-flow cycle lane.

- 4.15 17 responses to the Statutory Consultation on the Comberton Village TRO were received including 5 objections, 5 in support and 7 other comments (neither opposed to or support for). The main objections and points of concern (issues raised in at least two responses) and the technical response to these are set out below:

Objection/ Concern	Response
The money should be spent on other things, such as essential highway maintenance.	The funding for the scheme has been allocated by central government as part of the City Deal to improve sustainable travel in Cambridgeshire. This funding is completely separate from County maintenance funds
The scheme is unnecessary (roads are already safe, air quality acceptable, cyclists & pedestrians currently cope).	The scheme aims to improve the road environment for walking and cycling, to encourage people who are not currently comfortable walking and cycling, to use these modes for more of their journeys. Through an improved road environment, the aim is for more people who do not currently walk or cycle to do so in the future.
Road humps will increase fuel consumption, pollution and noise.	The road humps all have a gradual profile to limit speeds to 20mph and should not require vehicles to slow at these speeds. If vehicles are travelling at the legal speed limit (20mph), there won't be any need to accelerate, decelerate or brake sharply to increase fuel consumption etc.
20mph speed limit is unnecessary, will be ignored by many and will need enforcement	The 20mph speed limit is necessary to make the road environment comfortable for potential and current cyclists, and improve the environment for pedestrians, in order to increase the proportion of journeys by these modes. Latest guidance advises that at road speeds above 20mph, many potential cyclists are not comfortable, and may choose to make their journey by

	car instead. Physical measures such as the raised tables will help to ensure cars travel at 20mph.
40mph speed limit in Long Road is unnecessary/ too low for that road	<p>The speed limit proposals on Long Road has been considered along with the width and condition of the road, as well as for its potential improvements for the comfort and perception of safety for people walking and cycling. The aim is to improve the comfort and perception of safety of walking and cycling along or adjacent to roads, rather than addressing known safety issues after they occur.</p> <p>Our speed survey data also shows that current speeds on Long Road range from 40-60mph at various points. A 40mph speed limit will help to regulate current speeds and improve the comfort and perception of safety of walking and cycling along the road. Build outs are proposed to help ensure that the speed is adhered to.</p>
No justification for raised tables at side road junctions as speeds already low and may cause problems for cyclists. The number of raised tables it too high.	<p>The number of side road treatments has already been reduced to the 'do minimum' in response to public consultation, public engagement surveys, and discussions with the Parish. The raised surfaces at side-road junctions are part of the traffic calming scheme to help reinforce the 20mph zone through the village. Reducing turning vehicle speeds at junctions is important to provide comfort and a feeling of safety to pedestrians crossing side-roads and reduce the severity of potential collisions at junctions. The construction of raised tables will be undertaken with care to ensure they do not create a hazard for cyclists</p>
Other village roads should be included in 20mph speed limit zone	<p>This is not part of the considerations for the currently proposed scheme, however the implementation of a wider 20mph zone could be put forward as per the County Council's 20mph funding programme: <a href="#">20mph Funding - Cambridgeshire County Council</a></p>
A zebra crossing is already planned for West Street outside village college	<p>We are working with the applicants for this crossing to ensure only one is put in.</p>
An additional crossing should be provided at Barton Road/Harbour Avenue area	<p>An additional crossing has been provided just west of the Harbour Avenue junction. This is an uncontrolled crossing which will provide pedestrians crossing opportunity from the northern to the southern side of the carriageway – where the northern footway discontinues at this location.</p> <p>An upgraded crossing at this location (e.g. zebra crossing) had been considered further but given that land to the north is primarily open field, with the exception of the school accessed directly from Harbour Avenue, there are no additional 'destinations' as such to connect to.</p> <p>We are also conscious that with the zebra crossings proposed at the Long Road / Barton Road junction, the existing zebra crossing at Hines Lane junction and the</p>

	zebra crossing outside of the College, there would be lots of zebra crossing points throughout the village. Comments provided to us throughout the engagement period mentioned the need to maintain a village-feel and not 'over engineer' the area. Hence an uncontrolled crossing point at this location (west of Harbour Avenue where the footway discontinues) was considered as the best option
Large agricultural vehicles use the major roads through Comberton this will cause major issues for these vehicles	Swept path analysis has been done to confirm that the largest legal articulated vehicle can safely access and egress from the side road junctions with improvements as proposed

- 4.16 Based on the rationale set out in Section 2.6 it is recommended that the Executive Board agree to proceed with the implementation of the Comberton Village TRO.
- 4.17 The Sidgwick Avenue TRO received 95 responses of which 85 were objections, 7 were in support and 3 neither opposed nor offered support. The main objections/ points of concern were:
- One-way working will result in additional mileage, pollution, congestion, etc. due to traffic being forced to undertake lengthy de-tours.
  - Delays to ambulances and others requiring urgent access to Newnham surgery.
  - Concerns about the unsuitability of Maltings Lane as an alternative route.
  - Need to address issues around uneven footways/tree roots.
  - Scheme makes no provision for pedestrians, wheelchair users, pushchairs, etc.
  - Proposed contraflow cycle lane is too narrow.
  - One-way working will encourage higher traffic speeds.
  - Parking should be restricted/prohibited during the working day.
- 4.18 Officers had considered the issues related to the access to Newnham surgery, the University Colleges and properties accessed from Ridley Hall Road. A technical appraisal demonstrated that with the one-way system vehicles re-routing from most directions will experience between 1–2-minute journey time increase as a result of the proposals. The maximum additional journey time for vehicles is up to five minutes during the busiest peak period, when approaching from the east or south, respectively. In addition, based on counts carried out, the total number of vehicles affected by the proposed changes are 66 in the AM peak, and 33 vehicles in the PM peak. This is compared with underlying cycle traffic volumes of 158 cycles in the AM peak and 162 cycles in the PM peak.
- 4.19 Sidgwick Avenue was proposed to be delivered in two stages, the first to implement the one-way system, with the second phase as a more significant 'place-making' approach which would have included addressing the further issues related to pedestrian facilities. It is acknowledged, that within this first phase some of the issues related to pedestrian facilities and footway widths are not yet fully addressed.
- 4.20 It is also important to note that the Grange Road area (of which Sidgwick Avenue forms a part) is impacted by multiple GCP schemes, including Madingley Road,

Cambourne to Cambridge and the Barton Greenway. Therefore, the Sidgwick Avenue proposals need to be looked at in this context.

- 4.21 Therefore based on the above, it is recommended that the TRO is withdrawn, and work begins to look at a more comprehensive solution for Sidgwick Avenue, within the context of the wider area. This will form a Phase 2 of the Comberton Greenway.

## 5. Consultation and Engagement

- 5.1 Engagement and consultation has been carried out across all of the Greenways during 2022 and 2023 with only Fulbourn Phase 2 left to complete in 2024.
- 5.2 Prior to public engagement, meetings were held with key stakeholders, including community groups, landowners, the GCP Non-Motorised User forum, and Parish Councils to present the designs and allow for considerations of any changes that may be required. These were then reported in the following Executive Board cycle with agreement to continue each Greenway subject to the changes to set out.
- 5.3 The routes have been out to consultation or engagement for a cumulative 62 weeks. We have held 25 public events (12 virtual, 13 in-person). The Programme has delivered over 61,000 postcards and brochures promoting the consultation/engagement to residents and business in Greater Cambridge. Altogether across the programme (not including the most recent Waterbeach consultation) we have received approximately 2700 responses.
- 5.4 Since April 2023, the Greenways teams have held two Greenways overall member workshops with all locally affected members invited, as well as individual briefings on all of the Greenways and meetings with affected Parish Councils. These meetings are all helping to steer the final detail of the Greenways design as we move towards construction.
- 5.5 As we move towards the finalisation of the designs, we will continue to work with the GCP Non-Motorised User group, including through design meetings on each Greenway as well as Local Members to deliver a high quality, active travel network. The Full Business Case decision for each of the Greenways will provide the final opportunity for the Executive Board to approve the schemes (except in the case of Early works already signed off).

## 6. Alignment with City Deal Objectives

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

## 7. Citizens' Assembly

7.1 The Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities: -

- Be people centred – prioritising pedestrians and cyclists;
- Enabled interconnection (e.g. north/south/east/west/urban/rural);
- Restrict the city centre to only clean and electric vehicles; and
- Environmental and zero carbon transport.

7.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

## 8. Financial Implications

8.1 The Executive Board has noted the increased costs for the Greenways which for the whole programme is £112,708,000 including the Linton Greenway. Based on this, a budget update for the programme will be presented at the March 2024 Executive Board

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

## 9. Next Steps and Milestones

9.1 Subject to the Executive Board approval route specific Full Business Cases will be developed for approval during 2024

## List of Appendices

Delete this section if there are no appendices included.

Appendix 1	Greenways Programme Full Business Case <a href="#">Greenways programme business case v1.1 (greatercambridge.org.uk)</a>
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## Background Papers

Source Documents	Location
February 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
June 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
October 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
December 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
March 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
September 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
December 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
March 2023 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
June 2023 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>