

Greater Cambridge Partnership Joint Assembly

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

Present:

Members of the GCP Joint Assembly:

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

Attending at the discretion of the Chairperson:

Cllr Claire Daunton	Cambridgeshire County Council
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Officers:

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

1. Election of Chairperson

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

2. Appointment of Vice-Chairperson

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

3. Apologies for Absence

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

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

4. Declarations of Interest

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

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

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

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

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

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

5. Minutes

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

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

6. Public Questions

The Chairperson informed the Joint Assembly that ten public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was clarified that those submitting questions had been offered the option of attending the meeting in person or having their question read out by an officer.

It was noted that one question related to Agenda Item 9 (Cambridge South-East Transport Scheme), three questions related to Agenda Item 10 (Parking Strategy Update and Residents' Parking Scheme Delivery), and six questions related to Agenda Item 11 (Waterbeach Station Relocation).

7. Petitions

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

8. Quarterly Progress Report

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

While discussing the report, the Joint Assembly:

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

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

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

9. Cambridge South-East Transport Scheme

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

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

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

While discussing the report, the Joint Assembly:

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

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

10. Parking Strategy Update and Residents' Parking Scheme Delivery

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

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

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

While discussing the report, the Joint Assembly:

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

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

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

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

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

11. Waterbeach Station Relocation

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

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

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

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

While discussing the report, the Joint Assembly:

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

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

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

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

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

12. Dates of Future Meetings

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

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

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

Chairperson
8th September 2022

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

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

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

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

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

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

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

for equestrians.

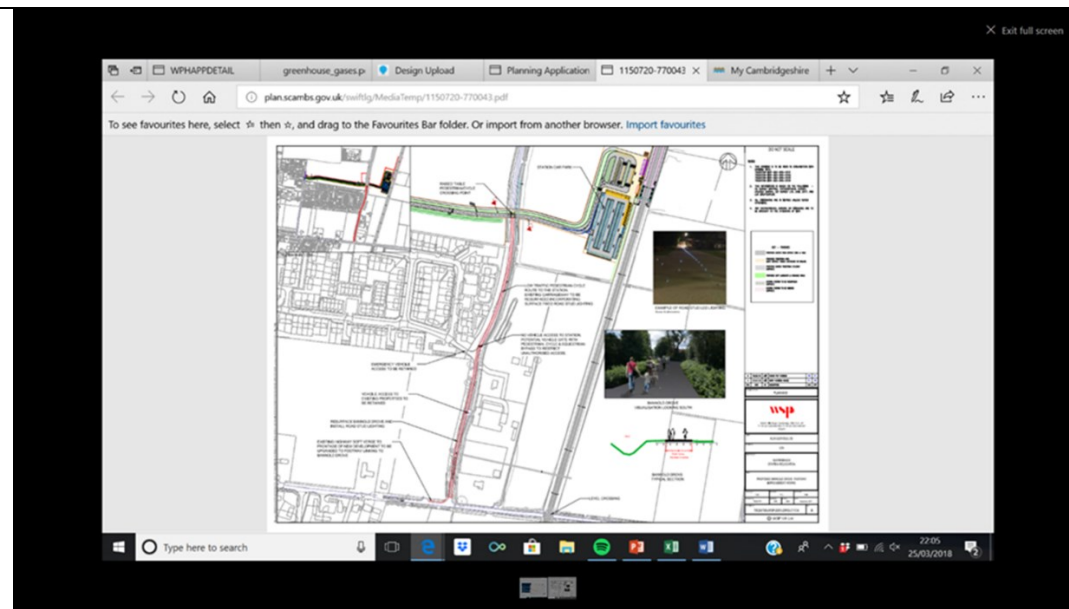
- Protection if the amenity if Bannold Drove by ensuring parity of access for equestrians and equal soft surface meterage to hard top.
- The public purse is not used to fund the station relocation, which is a design desire of developers to have London train access, not the existing community, and published accounts of both developers and related consortium members show sufficient monies to fund it.

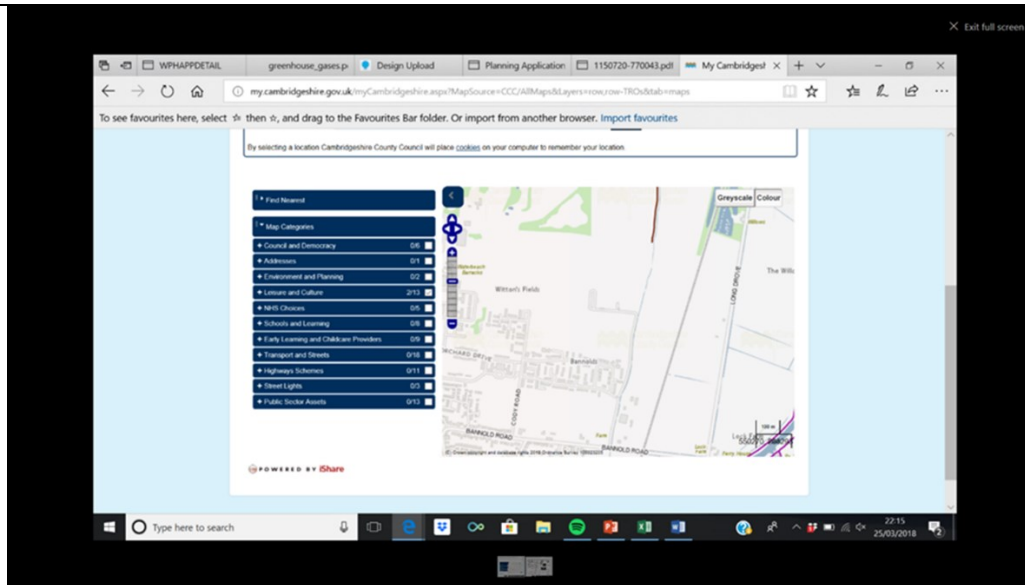
-We request that our representing body the British Horse Society are identified as consultees on the station relocation project and engaged with accordingly.

permission to support delivery of the new town

The viability of the site has been assessed by the LPA and the rail station is not deemed affordable by the development. The City Deal was signed to support delivery of the Local Plan and money made available by Government to fund delivery.

The paper makes clear GCP commitment to engage with the local community and local stakeholders, should the Executive Board take the decision to approve the recommendations.





Agenda Item 11 – Waterbeach Station Relocation

Roxana Cislariu

Although I do not fully agree with relocating the existing Waterbeach Station instead of fulfilling the Condition of planning application no. S/2075/18/OL for the completion of a NEW train station in New Waterbeach, after reading the available documents I understand why it could stand as a suitable compromise. As shown on the ILLUSTRATIVE MAP-A1 P included with planning application no. S/2075/18/OL, the relocated station's location has the potential to nicely serve both the existing and the new part of Waterbeach. However, I believe that the relocation of the station imperatively requires a series of supporting infrastructure projects such as an extensive network of safe bike lanes, bike parking, and pedestrian streets to facilitate sustainable transport to the relocated station all the way from the peripheral areas of Waterbeach. Is there a plan for creating cycling infrastructure and pedestrian infrastructure to connect both the new and old town together and to the relocated station, and if so when and where will it be made available to the public?

The GCP has an extensive plan of investment in sustainable transport measures in the Waterbeach area. A new guided busway and active travel route, will be complemented by the Waterbeach Greenway which is planned for delivery in 2025.

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

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

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