

## **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**

**1:30 p.m.**

**Monday 11 December 2023**

**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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1. <b>Apologies for Absence</b>	( - )
2. <b>Declaration of Interests</b>	( - )
3. <b>Minutes</b>	(3-48)
4. <b>Public Questions</b>	(49)
5. <b>Petitions</b>	( - )
6. <b>Quarterly Progress Report</b>	(50-88)
7. <b>Cycling Plus – Hills Road and Addenbrookes Roundabout</b>	(89-115)
8. <b>Greater Cambridge Greenways – Fulbourn and Haslingfield Greenways</b>	(116-138)
9. <b>Greater Cambridge Greenways – Programme Update</b>	(139-150)
10. <b>Date of Next Meeting</b>	
• 2:00 p.m. Thursday 15 February 2024	( - )

#### MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor Tim Bick (Chairperson)	-	Cambridge City Council
Councillor Katie Thornburrow (Vice Chairperson)	-	Cambridge City Council
Councillor Simon Smith	-	Cambridge City Council
Councillor Claire Daunton	-	Cambridgeshire County Council
Councillor Graham Wilson	-	Cambridgeshire County Council
Councillor Neil Shailer	-	Cambridgeshire County Council
Councillor Paul Bearpark	-	South Cambridgeshire District Council
Councillor Annika Osborne	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Claire Ruskin	-	Business Representative
Karen Kennedy	-	University Representative
Kristin-Anne Rutter	-	University Representative
Vacancy	-	University Representative

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 Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly  
Thursday 7 September 2023  
10:30 a.m. – 4:20 p.m.

Present:

### Members of the GCP Joint Assembly:

Cllr Tim Bick (Chairperson)	Cambridge City Council
Cllr Simon Smith	Cambridge City Council
Cllr Katie Thornburrow (Vice-Chairperson)	Cambridge City Council
Cllr Claire Daunton	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Graham Wilson	Cambridgeshire County Council
Cllr Paul Bearpark	South Cambridgeshire District Council
Cllr Annika Osborne	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Claire Ruskin	Business Representative
Christopher Walkinshaw	Business Representative
Karen Kennedy	University Representative
Kristin-Anne Rutter	University Representative
Helen Valentine	University Representative

### Officers:

Peter Blake	Transport Director (GCP)
Thomas Fitzpatrick	Programme Manager (GCP)
Tom Kelly	Service Director of Finance and Procurement (CCC)
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

Apologies for absence were received from Heather Richards.

## 2. Declarations of Interest

Kristin-Anne Rutter declared a non-statutory disclosable interest in relation to the Greater Cambridge Partnership Future Investment Strategy 3 item (agenda item 7), as an Executive Director of CBC Ltd and a leading figure in the Cambridge Life Sciences sector.

Councillor Williams declared a non-statutory disclosable interest in relation to the Greater Cambridge Partnership Future Investment Strategy 3 item (agenda item 7), as a member of South Cambridgeshire District Council's Planning Committee.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to the Better Public Transport - Cambridge Eastern Access Project item (agenda item 10), as an employee of Marshall of Cambridge (Holdings) Ltd.

Councillor Thornburrow declared a non-statutory disclosable interest in relation to the Quarterly Progress Report item (agenda item 11), as a lead member at Cambridgeshire City Council on parking issues.

## 3. Minutes

The minutes of the previous Joint Assembly meeting, held on 8 June 2023, were agreed as a correct record and signed by the Chairperson.

## 4. Public Questions

The Chairperson informed the Joint Assembly that twenty-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 twelve questions related to agenda Item 6 (Making Connections Outline Business Case and Next Steps), three questions related to agenda item 7 (Greater Cambridge Partnership Future Investment Strategy 3), two questions related to agenda item 8 (Cambridge South-East Transport Scheme), three questions related to agenda item 9 (Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway), and three questions related to agenda item 10 (Better Public Transport - Cambridge Eastern Access Project).

## 5. Petitions

The Chairperson notified the Joint Assembly that a 4,546-signature petition had been submitted, which related to agenda items 7 (Greater Cambridge Partnership Future Investment Strategy 3) and 8 (Cambridge South-East Transport Scheme), and James Littlewood, the Chief Executive of Cambridge Past, Present and Future, was invited to address the Joint Assembly as the petition organiser. Drawing attention to a possible alternative scheme to the Cambridge South-East Transport Scheme (CSETS), Mr Littlewood suggested that the alternative scheme would cost £100m less, would have fewer impacts on the environment and landscape, could be constructed in stages, and would create a wider range of benefits, particularly for the Cambridge Biomedical Campus (CBC). Arguing that the CSETS design needed to be reconsidered as it was no longer required to support a previously proposed Cambridge Autonomous Metro service, he suggested that expansions to the rail network could be more effective than CSETS and that the GCP should consider allocating resources to an alternative scheme.

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

Twelve public questions were received from Sara Lightowlers (on behalf of Cambridge Parents for the Sustainable Travel Zone), Jennifer Williams and Alexander Blandford (read out by Sara Lightowlers), Lilian Runblad, William Bannell, David Stoughton (on behalf of Living Streets Cambridge), Martin Lucas-Smith, Sarah Hughes (on behalf of Milton Cycling Campaign), Neil Mackay (on behalf of Mackays of Cambridge Ltd.), Pam Parker (on behalf of East Cambs Climate Action Network), Richard Wood (on behalf of Cambridge Area Bus Users), Roxanne de Beaux (on behalf of Camcycle), and Sarah Hughes (on behalf of Cambridge Sustainable Travel Alliance). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Elliot Tong, Cambridge City Councillor for the Abbey ward, was invited to address the Joint Assembly. Querying whether research had been carried out on the possible use of a council tax precept levied by the Combined Authority and any potential administrative cost savings it might have produced, Councillor Tong sought clarification on the figure for a band D property under £200 per annum. He expressed concern that a council tax precept had not been considered in more detail and queried whether it had been considered in conjunction with other alternative schemes, such as a workplace parking levy. It was clarified that while the Mayoral General Precept in place currently in place across Cambridgeshire and Peterborough, including a cost of £12 for band D properties, was raising £3.6m per year to help fund bus services, the proposed Sustainable Travel Zone (STZ) would raise £31m for the same purpose. This net revenue would be significantly above the administrative costs, although such costs were subject to further investigation if the proposals continued to be developed. The Combined Authority was continuing to consider wider reform of the bus network, and it was acknowledged that improving public transport required increasing road space by reducing traffic levels, as well as establishing a source of ongoing revenue.

The Director of City Access presented a report to the Joint Assembly which included the Making Connections Interim Outline Business Case, setting out various alternative scenarios for the STZ. The recommended scheme, Scenario 1A, would operate with peak hour only charging and would provide users with fifty free days a year, while an expanded package of discounts and exemptions would help to mitigate the impact on a wide range of users. Despite raising less revenue and leading to less reduction in traffic than the original proposal and other scenarios, Scenario 1A was considered to be the best balance between achieving the scheme's objectives and responding to concerns expressed during the public consultation. The Joint Assembly received a presentation on the Outline Business Case and possible scenarios, which was published on the [meeting website](#) and will be attached at Appendix B of the signed minutes.

While discussing the report, the Joint Assembly:

- Paid tribute to the professionalism and resilience of GCP officers in the complex work of developing the proposals and responding to the feedback received from the public consultation, as had been requested by the Joint Assembly and Executive Board. Members expressed concern that officers were required to defend the proposals instead of elected councillors, who were responsible for any decisions that were made.
- Emphasised the importance of finding a solution to reduce congestion and air pollution while improving the sustainable and public travel networks, noting that the expected levels of growth would exacerbate current challenges and inequalities across the Greater Cambridge region. It was acknowledged that opposition to the STZ did not equate to support for the status quo, and all members agreed that action was needed to achieve these underlying objectives. Members observed that the GCP had been established to resolve such issues and suggested that the lengthy process of consultations and development of the proposals that had been carried out was a testament to the democratic process. Notwithstanding, they expressed frustration at the complex decision-making process and suggested that a governance review would be beneficial.
- Suggested there was a lack of investment in public transport by the government and highlighted the continuous reduction of bus services, particularly in rural areas, which restricted educational and employment choices for people who did not have access to a car. Members expressed support for the Combined Authority's ongoing work considering bus reform and franchising, and emphasised the need to work with local, regional and national partners to develop a long-term vision and stable funding for improvements.
- Drew attention to the need for political consensus across the constituent councils in the Greater Cambridge region for the proposals to proceed and acknowledged that there was currently no such consensus, due to continued concerns about the impacts of the proposals. It was argued that the short-term nature of party politics had negatively impacted the development of the proposals and members expressed concern over levels of hostility and disrespect that had been displayed throughout the process.

- Acknowledged that Scenario 1A had sought to address many of the issues raised by the public consultation's feedback on the original proposals, with some members expressing support for it to proceed and others opposing it. Nonetheless, a majority of members concluded the Joint Assembly should not scrutinise the scenario at the meeting, based on a lack of the necessary consensus in support of the proposals. Members expressed frustration and disappointment that progress had been halted, although it was acknowledged that no decision could be made by the Joint Assembly on the proposals. Some members expressed concern that if the Executive Board decided to proceed with Scenario 1A, the Joint Assembly would not have carried out its role in pre-scrutinising the proposal.
- Expressed concern and disappointment about the Joint Assembly's failure to support the recommended proposals, with some members arguing that it demonstrated a lack of leadership that would negatively affect the Greater Cambridge region and future generations. It was suggested that a rejection of the Making Connections proposals could set the region back years, and officers were asked to provide the Executive Board with a strategic assessment of the risks and opportunities of not proceeding with the proposals, taking into account a variety of factors that could be impacted, including other GCP projects, future funding, bus reform, and the local plan. Members also expressed concern about the impact on the upcoming Gateway Review which would decide whether the GCP would receive a further £200m of funding.
- Requested that the Executive Board establish whether a political consensus could be achieved to support Scenario 1A and seek confirmation from the constituent authorities on their continued commitment to identifying and supporting solutions to reduce congestion and improve public transport and sustainable travel across the region.

In summarising the discussion, the Chairperson concluded that the Joint Assembly was frustrated and disappointed to have found itself unable to support the current proposals. Officers had been asked to provide the Executive Board with a strategic assessment on the threats and opportunities of not proceeding with the STZ, along with information on alternative sources of funding. The Joint Assembly had asked the Executive Board to establish whether a political consensus could be achieved on the proposals and for the constituent authorities to reaffirm their commitment to the scheme's underlying objectives. He also noted that members had requested a review of the decision-making process, and for members to relieve officers of the responsibility of being the face of the proposals.

## 7. Greater Cambridge Partnership Future Investment Strategy 3

Three public questions were received from Antony Carpen (read out by Sam Davies), Jim Rickard and James Littlewood (on behalf of Cambridge Past, Present and Future). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Chairperson noted that a written statement had been submitted by Councillor Susan van de Ven, Cambridgeshire County Councillor for the Melbourn and

Bassingbourn division, which had been published online and is attached at Appendix A of the minutes.

The Chief Executive presented a report to the Joint Assembly which set out a second update to the GCP's Future Investment Strategy (FIS3) in response to significantly higher than expected levels of inflation since the previous update in 2020. The report also included the current forecast cost for the programme, identified opportunities for alternative funding, and assessed the level of overprogramming. Based on the findings of the report, it was proposed to carry out a reprioritisation of the programme, which would include pausing two schemes (Cambridge South East Transport Strategy Phase 2 (CSET 2) and the Foxton Travel Hub) and making changes to others.

While discussing the report, the Joint Assembly:

- Welcomed the assessment of the GCP's overall financial viability to ensure projects were fully funded and completed to a high standard and expressed support for the prioritisation of schemes to enable this.
- Argued that the City Deal should receive additional funding because of inflationary pressures that had not been anticipated when the programme was first agreed. Members highlighted the region's importance in the science and technology sectors, and argued that recent proposals from the government for significant levels of population growth to Cambridge and its surrounding area would require additional funding to ensure the necessary infrastructure to support and facilitate such growth.
- Highlighted the importance of CSET2 for organisations along the scheme's corridor, with one member drawing particular attention to the need for improving cycle options between Babraham and Granta Park, suggesting that if CSET 2 was paused, the Babraham improvements could be extended to Granta Park. Attention was also drawn to the number of Haverhill residents who travelled along the corridor to work in the CBC, and argued that if CSET 2 was paused, consideration should be given to alternative support that could be provided. It was agreed to provide an update to the Joint Assembly at its next meeting on progress seeking alternative funding for the project.
- Expressed concern about the impact that pausing CSET 2 could have on transport issues that already existed at the CBC, particularly in relation to Cambridge South train station. Members were reassured that a pause would not impact the development of the train station and that conversations were ongoing with the County Council and the Combined Authority.
- Suggested that alternative route alignments or various smaller, separate alternatives could be considered during any time that CSET 2 was paused to increase the scheme's value for money, although members were informed that such changes to the scheme would involve further rounds of consultation and a repeat of the business case process to align with the requirements of the Department for Transport. Notwithstanding, it was acknowledged that if funding issues could not be resolved in the future, modifications to the scheme may need to be considered.



- Confirmed that the section of the CSET 2 scheme's route that passed through a retirement village would be safeguarded against other development if the scheme was paused.
- Noted that if projects did not progress, they could lose any Section 106 funding they had been awarded, although it was acknowledged that the CSET 2 project had attracted only a relatively small amount of such funding and that through close working with local planning authorities, it would not be lost from wider public infrastructure.
- Clarified that the £66m increase in forecast income for the programme was in relation to the forecast income that had been included in the previous update to the Future Investment Strategy in 2020. Members were informed that the increase was greater certainty over levels of Section 106 funding, although it was emphasised that there would continue to be a level of volatility to the projections.

In summarising the Joint Assembly's discussion, the Chairperson concluded that the recommendations were supported. Notwithstanding, members had highlighted the importance of CSET2 locally and nationally and the subsequent need to urgently seek alternative funding for the scheme. He also noted requests for the Executive Board to consider pursuing some of the active travel components of the scheme during any pause that it agreed to.

## 8. Cambridge South-East Transport Scheme

Two public questions were received from Stephen Partridge-Hicks, and John Latham (on behalf of Hobson's Conduit Trust, and read out by James Littlewood). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Sam Davies, Cambridge City Councillor for the Queen Edith's ward, was invited to address the Joint Assembly. Drawing attention to the CBC Transport Needs Review published in 2019, which investigated how the projected growth of the CBC to 2031 could be achieved while maintaining or even reducing vehicle trips to the site, Councillor Davies highlighted the importance of CSET 2 and other major transport infrastructure schemes in achieving this objective. She queried when the forecasts of the number of trips to the campus in the period to 2031 had last been revised, and what implications such revised forecasts should have on the continued growth of the CBC, while also questioning whether the forecasts reflected a possibility for the increased level of exemptions for trips to hospital that had been included in the revised STZ proposals being considered by the Joint Assembly and Executive Board. It was confirmed that the forecasts had not been revised.

The Transport Director presented a report to the Joint Assembly, which provided a response to the Stapleford consultation that had been carried out as part of the work to resolve the impact of the Stapleford Retirement Village planning application on the CSETS route. A minor route variation would be recommended to the Executive Board, which would also be asked to submit a formal request to the County Council to

prepare and submit a Transport and Works Act Order (TWAo) application, although it was noted that if the Executive Board agreed to pause the CSET scheme as part of the Future Investment Strategy, the request to submit a TWAo application would also be paused.

While discussing the report, the Joint Assembly:

- Sought clarification on why the forecasts of the number of trips to the CBC in the period to 2031 had not been revised. Members were informed that the GCP had carried out a piece of work, on the request of the Joint Assembly, to update in broad terms what the requirements would be for the planned growth of the CBC and then to consider all the transport schemes, which included CSET. The resulting report provided a strategic narrative around the CBC, while an updated Transport Needs Review had been carried out by the GCP in 2022 which included slight revisions to growth predictions of the CBC. It was suggested that an update to the forecasts, given the recent and planned developments on the CBC site, as well as the completion of Cambridge South train station, could help bolster the case for additional funding from the government.
- Expressed support for the route variation. Notwithstanding, one member argued that it could be prudent to develop an alternative option for the whole route, to ensure a scheme could still be implemented if funding for the current proposals could not be obtained. Members were informed that the process for developing a scheme to be submitted for a TWAo had been carried out in an open and transparent manner with extensive consultation, and the development of an alternative scheme would require a lengthy process and could potentially detract from the arguments for the proposed scheme.
- Sought clarification on the length of time the CSET scheme would be likely to be paused for, if agreed by the Executive Board, noting the impact that a pause would have for organisations on sites along the corridor, particularly the CBC. Members were informed that a clear plan would be developed for managing and determining the length of any pause, and if it exceeded 18 months, the data and consultations underpinning the scheme would potentially need to be reconsidered.

In summarising the discussion, the Chairperson indicated that the Joint Assembly supported the recommendations to the Executive Board.

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

Three public questions were received from James Littlewood (on behalf of Cambridge Past, Present and Future), Sarah Hughes (on behalf of Milton Cycling Campaign, and read out by Josh Grantham) and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented a report to the Joint Assembly 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.

While discussing the report, the Joint Assembly:

- Welcomed the ongoing joint working between the GCP, County Council and the Combined Authority on the various transport infrastructure schemes in the Waterbeach to Cambridge A10 corridor, noting the urgent need for progress given the imminent first occupations of Waterbeach new town. However, it was suggested that there could be better coordination of route alignments with the various projects in the Waterbeach to Cambridge corridor.
- Expressed concern that the development of the busway could risk the removal of current bus services in villages such as Landbeach, Waterbeach and Milton, with residents instead required to walk further due to a reduced number of bus stops, and requested that such a risk be assessed as part of the scheme's development.
- Highlighted the importance of future-proofing the busway for new or alternative forms of technology and transport. Members were reassured that the GCP was exploring updating the guidance technology for the busway to ensure future modes of transport would be able to use the infrastructure once it was in place, and it was noted that guidance technology and national regulations had both developed since the previous busways had been built.
- Noted that the number of planned homes for the new town in Waterbeach had increased from 8,000-9,000 homes to 11,000 homes and requested further information on the number of planned homes in Waterbeach village itself. Members were also informed that the high number of homes being built would lead to a significant amount of Section 106 funding be available towards the revised scheme budget of £109.4m.
- Noted the importance of archaeological considerations when selecting the location of the proposed park and ride site.
- Clarified that the park and ride site would be a travel hub with appropriate facilities to encourage and support active and multi-modal travel.
- Expressed support for the proposed location of the park and ride site, and sought clarification on its capacity to be expanded in the future if required by the level of demand. Members also observed that there was already a park and ride site within a few miles of the proposed new location, and queried whether the two would complement each other rather than reduce their effects and usage. Members were reassured that the impact of having two park and ride sites within close proximity

had been considered, and that it was considered beneficial. It would also reduce the likelihood of needing to expand either of them, although it was acknowledged that further growth could lead to this becoming necessary.

- Noted that a bridge being built by the developers of the new town would help provide access, although it was suggested that a path alongside Denny End Road to connect to the bridge would provide additional connectivity to the park and ride, as well as the new cycleway along the A10.
- Sought clarification on whether the current Waterbeach train station would close when the new station opened, suggesting that it would need additional connections to active travel networks if it continued to be used. Members were informed that the current station would close, although it was acknowledged that closing a train station was a complex process overseen by the rail authority, and it was agreed to seek confirmation on the closure.
- Suggested that it would be beneficial to extend the Waterbeach Greenway to the new town and Cambridge Research Park if additional funding was available.

Summarising the discussion, the Chairperson concluded that the Joint Assembly supported the recommendations that would be presented to the Executive Board, noting that he would convey the issues that had been raised.

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

Two public questions were received from James Littlewood (on behalf of Cambridge Past, Present and Future) and Josh Grantham (on behalf of Camcycle). A further question had been submitted by Mark Rison. As he was not present to ask his question, he would receive a written response. 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 Joint Assembly. Acknowledging the overall negative response to the proposed modifications to the A1134/A1303 roundabout, which she highlighted as an accident blackspot, Councillor Bennett suggested that were polarised views between local residents and people who only travelled through the area and highlighted the need for safety improvements. Noting that she had submitted a response summarising residents' feedback, she requested a written response from the GCP in advance of the Executive Board meeting

The Chairperson noted that a written statement had been submitted by Councillor Alex Bulat, Cambridgeshire County Councillor for the Abbey division, which had been published online and is attached at Appendix A of the minutes.

The Transport Director presented a report to the Joint Assembly on the Cambridge Eastern Access Project, which proposed a location for the new park and ride site based on the outcomes of the recent consultation, and which proposed progressing various aspects of the scheme to the detailed design stage. It was also suggested that pausing the scheme around the Elizabeth Way / Newmarket Road roundabout would

allow for the development of a wider strategy for the area, reflecting the emerging Grafton and Beehive developments.

While discussing the report, the Joint Assembly:

- Expressed concerns about the proposed location for the Park and Ride, noting that it was within the Greenbelt and arguing that it would not sufficiently resolve congestion issues caused by traffic approaching Cambridge from the A14 or the B1102. It was suggested that a location closer to the A10/B1102 roundabout could provide a better long-term solution, reduce congestion further, and allow for a bus lane to be installed along the A1303. Members also drew attention to nearby planning proposals, including a major development in Stow cum Quy and the relocation of the Cambridge Waste Water Treatment Plant. However, it was acknowledged that all the potential sites had positive and negative aspects, and that moving the location too far from the city centre could risk reducing its appeal as a hub for active travel, which could be increased by including connections to nearby Greenways.
- Noted the lack of a road bridge crossing the River Cam between Elizabeth Way and the A14, and suggested that connection services from the Park and Ride could travel towards Cambridge along Newmarket Road and also Milton Road, via the A14, to minimise the impact of an increased number of buses.
- Suggested it was unfortunate to be required to relocate a Park and Ride, and emphasised that the selection of a location for the new site should ensure that it was future proofed to avoid a similar situation reoccurring in the future.
- Suggested that water gardens and on-site trees could help minimise the impact of the relocated Park and Ride.
- Clarified that the proposals did not include the removal of any mature trees on Meadowlands Road. While some trees would need to be removed alongside Newmarket Road to the west of Meadowlands Road due to space constraints, members were informed that they were not classified as mature trees, and that they would all be replaced.
- Acknowledged the underlying issues of the Newmarket Road / Elizabeth Way roundabout and supported a pause in that section of the scheme to ensure it aligned with the wider strategy in the area. Notwithstanding, members highlighted the importance of resolving the issues and ensuring that the scheme maintained its objective of reducing the level of traffic using the corridor, rather than simply creating space for more vehicles.
- Suggested that the report to the Executive Board could differentiate between the consultation responses from local residents and people travelling through the area, in order to prioritise local feedback.

Summarising the discussion, the Chairperson concluded that the Joint Assembly supported the recommendations in the report, except for the proposed location of the Park and Ride, with various concerns raised that would be conveyed to the Executive Board.

## 11. Quarterly Progress Report

The Chief Executive presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme. The report also included a proposal for an £80k contribution to funding of the City Council's secure cycle parking scheme at Queen Anne Terrace car park, a proposal to fast track the detailed design for the Addenbrooke's Roundabout section from the A1134 Cycling Plus scheme, an update on the future maintenance of the GCP Active Travel infrastructure, and an update to the GCP Assurance Framework.

While discussing the report, the Joint Assembly:

- Welcomed the update on future maintenance of active travel infrastructure but suggested that it would be useful to include more information on the scope and scale of the forecast maintenance costs. Members drew attention to the County Council's reluctance to implement measures to resolve ongoing health and safety issues that would require costly maintenance, although they acknowledged the difficulty for the County Council in obtaining additional funding specifically for maintenance of active travel infrastructure. It was also noted that maintenance costs were not considered as part of the City Deal, and that such costs had been exacerbated by additional schemes such as the Greenways and busways. Members were informed that although future maintenance costs were a consideration during the design of schemes, it would be unreasonable to base designs on such potential costs. It was noted that bus service operators contributed to maintenance costs of fully segregated routes because of the significant operational benefits derived from the infrastructure.
- Suggested that the installation of benches alongside active travel routes such as the Chisholm Trail would provide additional support to potential users of the routes and emphasised that relatively small additional costs could provide disproportionately large benefits. Nonetheless, it was acknowledged that small costs multiplied across the extensive network often resulted overall in a large cost.
- Expressed support for the proposal to contribute funding to a secure cycle parking scheme but sought clarification on why funding had been proposed for this particular scheme when there were many other organisations that would also benefit from increased secure cycle parking. Members also suggested that the scheme could include a higher proportion of stands for non-standard bikes and established that there were no plans to redevelop the car park in the future. It was agreed to provide members with the City Council's Business Case for the scheme and information on previous work carried out by the GCP to fund secure cycle parking in the region.

- Established that, if approved by the Executive Board, the detailed design of the proposed modifications to the Addenbrookes roundabout would be presented at a future meeting once funding had been obtained and agreement reached with the County Council. Members were informed that a design for the whole scheme would be presented within the next year, and it was emphasised that care would be taken to ensure any earlier interventions, such as those at the Addenbrookes roundabout, did not undermine the plans for the rest of the route.
- Sought clarification on the GCP's future role around the electricity grid's reinforcement, noting its importance and that concerns had previously been raised about capacity in west Cambridge. Members were informed that UK Power networks was now responsible for the delivery of two new substations, and it was agreed to provide an update on the situation in west Cambridge.

## 12. Date of Next Meeting

The Joint Assembly noted that the next scheduled meeting was due be held on Thursday 23 November 2023.

Chairperson  
23 November 2023

Greater Cambridge Partnership Joint Assembly – 7 September 2023  
Appendix A – Public Questions Listed by Agenda Item

From	Question	Response
<b>Sara Lightowlers on behalf of Cambs Parents for Sustainable Travel</b>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>Many residents are concerned regarding the impact of the proposed sustainable travel zone on those who have disabilities. Disabled people are not necessarily car users: in fact, only 55% of disabled people in England aged 17-64 hold a full driving licence, compared with 83% of non-disabled people (though disabled people are much more likely to travel as passengers in a car or taxi). But research from the Motability Foundation has found that 30% of disabled people say that difficulties with public transport has reduced their independence. In the UK those with disabilities (as defined under the Equality Act) take 28% fewer trips than those without. While this ‘transport accessibility gap’ is driven by many factors, a significant proportion is due to the current provision of transport, both public and private, not adequately catering for the needs of disabled people. This in turn contributes to wide ranging socio-economic disadvantage: for example, disabled people are almost twice as likely to be unemployed as those without disability. Obviously, this is a complex area, so my question is: what assessment has been made of the impact of sustainable travel for disabled people and those with long term health conditions compared to the status quo?</p>	<p>The GCP is committed to making sure that the proposal does not disadvantage those with disabilities. You correctly point out that that includes those who are reliant on car but also those who do not have access to a car and are therefore isolated by the current situation.</p> <p>We have developed a Social Distributional Impact Assessment, a Health Impact Assessment and an Equality Impact Assessment to make sure that we are continually reviewing such considerations. These are living documents and are updated to reflect any scheme changes. The EqIA considers the protected characteristic groups covered by the Equality Act 2010, and we have also added care leavers, carers and armed forces veterans to our considerations.</p> <p>Overall, we anticipate:</p> <ul style="list-style-type: none"> <li>- Moderate beneficial impacts across the core elements of the assessment including increased physical activity, improved journey quality and improved accessibility arising largely from better investment in sustainable travel options which support those disabled people without access to a car.</li> <li>- Larger capacity buses and more frequent services could make travel easier/more comfortable for wheelchair users and people with other disabilities, who are more likely to rely on public transport to make independent journeys.</li> <li>- For those disabled people who are reliant on a car, those who qualify for a Blue Badge would receive a full discount for up to two vehicles. We have also expanded this measure in the latest proposals to cover those in receipt of the mobility component of Personal Independence Payments.</li> </ul>



		<ul style="list-style-type: none"> <li>- Those who may still not be eligible but have mobility issues, as well as those who help care for them, may qualify for the 50% Low Income Discount, which would provisionally be based on receipt of Universal Credit, Pension Credit, and Carer's Allowance.</li> <li>- The longer 'inter-peak' period and earlier close of charging at 6pm, included in response to feedback in the consultation, would also give more flexibility for trips by people with disabilities or those making caring visits during midday and evening periods.</li> </ul>
<b>Jennifer Williams and Alexander Blandford</b>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>We're a car-less family who cycle and walk with our pre-schooler across Cambridge and the surrounding villages. We don't have a car for a variety of reasons: firstly, due to Type 1 diabetes and the extra difficulties this creates for getting and keeping a license, my husband has never learnt to drive. Secondly, our last car broke down 2 and a half years ago and we couldn't easily afford to replace it, so we decided to see how long we could live without it.</p> <p>We recognise there are lots of benefits to our active travel, including increasing our daily exercise and exploring the outside world with our daughter. However, it also means dealing 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 the busy roads; as well as poor driving and aggressive attitudes from drivers desperate to get through congestion as quickly as possible. This can all make active travel with kids extremely nerve wracking. Additionally, the poor and potholed state of our city's roads and walkways has caused damage to our bike and tripped up our daughter numerous times.</p>	<p>Making Connections forms part of the wider City Access programme which also includes work to develop a new road classification for Cambridge which would change 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 nicer environment for physical activity.</p> <p>We have set out our illustrative package of sustainable transport measures and, subject to the agreement to proceed to the next stage, will explore these in more detail and finalise them as part of the Full Business Case. The intention is overall to generate around £5m annually to invest in the types of sustainable travel improvements that you ask about. We have published indicative suggestions for what this might cover. In the shorter term this could include better provision of apps and integrated travel ticketing and info; enhanced maintenance of the existing travel network; swipe card cycle parking, and enhanced cycle parking for example.</p> <p>In the medium term, in the early stages of the STZ we anticipate that the investment will extend to the provision of many operational and behavioural initiatives and also infrastructure improvements to improve the approach to specific junctions and segregated facilities, as well as in the maintenance of sustainable travel infrastructure.</p>

	<p>Less traffic on the roads is welcome, however, what further physical improvements to encourage and support active travel does the GCP intend as part of the Making Connections proposals?'</p>	<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.</p>
<p><b>Lilian Runblad</b></p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>The Histon Road Corridor Project, part of the City Deal, focusing on Walking, Cycling and Public transport, was finished about 2 years ago with new bus lane and “floating” bus stops accommodating the Guided Buses and promised improved public service. Especially the Guided Bus A direct service to the Station and Addenbrookes was of great importance. Schoolchildren travelling to the Long Road Area and personnel to the Biomedic campus, Addenbrookes, Papworth etc. have had a direct bus facility. This is in line with the 1.6, 1.29, 1.33 points.</p> <p>The new services should be delivered before any STZ charges, see e.g. 6.6,6.7, 6.10. In point 8.2 the GCP corridor schemes e.g. Histon Road, is included.</p> <p>But does GCP and partners really have the will and capability to enforce the necessary obligations from the bus service companies?</p> <p>On September 3, Stagecoach suddenly declared that it will no longer stop at the special bus stops by Brownlow Road and Carisbrooke Road, nor at Blackhall Road which is serving the new Franklin Garden/ Darwin Green area. There have been no discussions or consultation with the residents along the road.</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. This can lead to increased cutbacks which make it harder for our residents to get to school, work, and make other independent journeys. This is strongly echoed by the Making Connections consultation feedback. This slow decline of privatised public transport underlines the importance of this scheme as an opportunity to establish a securely funded, long-term, locally-controlled solution for bus services.</p> <p>As you reference, the scheme proposes to make improvements to bus service provision in advance of the implementation of road user charging, and we are setting aside £50m to invest in a suite of ramp-up interventions, although this could only be allocated if there were a guaranteed source of future funding. Under the Making Connections proposals, delivery of improved bus services will come under the responsibility of the CPCA, who we are working with closely. The CPCA is 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 year.</p>

	<p>The residents suddenly face changes in the city centre or Histon Village Station and almost twice the cost.</p> <p>What action will GCP and Partners take to reinstate the A Bus service at above bus stops?</p> <p>Depending on actions taken on the above question, which is challenging the trust we should have in the coming STZ projects' reliability and the GCP and partners.</p> <p>Can we trust that we will really have the bus service as outlined in 6.10 – 6.13 before the STZ?</p> <p>And will the service remain for the future and not suddenly stop on a whim of the bus company?</p>	<p>This greater level of control to get buses where they are needed, combined with the Making Connections funding to make it all happen, would be a once-in-a-generation opportunity for Greater Cambridge to safeguard our public transport system and make it work better for everyone now and in years to come.</p>
<b>William Bannell</b>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>Given the universal unpopularity of the proposed STZ, and the continued unworkableness of the adaptations that have been put forward, providing less income and limited effect, while still managing to inflict unprecedented hardship on the people of Cambridge and surrounding region, why is the GCP so seemingly reluctant to listen to reason and observe reality, when there are viable alternatives available which would avoid all this angst and fear and pain, what is the reason that the GCP is still refusing to explore alternate funding models for transport?"</p>	<p>The GCP and its partners have explored a number of alternatives to road user charging, with consultations in 2017, 2019, and 2021, and a Citizens' Assembly in 2019. We used these as opportunities to get public feedback on how best to address the issues of congestion and funding for public transport, and a range of options were explored, including pollution-based charging, a Workplace Parking Levy, increased parking charges, and physical measures such as experimental road closures.</p> <p>These alternatives were generally less popular than road user charging, with some form of vehicle charging being strongly preferred to increased parking charges. It is important to note that improving public transport requires not just funding, but also reduced traffic and increased roadspace otherwise service reliability and improved journey times cannot be delivered.</p> <p>Technical work found that other means of generating funding were less</p>

		<p>effective at fulfilling the objectives of reducing traffic and of generating sufficient revenue to make meaningful investments in our transport network. In particular, while alternatives such as a Workplace Parking Levy may raise revenue, they would have little impact on the increasing volume of traffic we are experiencing and would therefore do little to improve the effectiveness of public transport or the safety of walking, wheeling and cycling.</p> <p>A pollution-based charge would also have some issues, such as becoming ineffective over time as more and more people adopt electric vehicles, as well as potentially having a disproportionate impact on those on low incomes who would be less able to afford new compliant cars.</p> <p>Making Connections offers the potential to establish a stable, long-term funding source for public and sustainable transport in Greater Cambridge, while addressing congestion and promoting modal shift.</p> <p>The CPCA, through their bus reform work, will consider the wider funding mix for buses which would include but not be limited to STZ revenues.</p>
<p><b>David Stoughton</b>  <b>Chair</b>  <b>Living Streets</b>  <b>Cambridge</b></p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p><b>Young people are calling for change. They want independent travel: more walking and cycling, fewer cars on the road. They want a cleaner, greener environment.</b></p> <p><b>Research by Imperial College, London found much higher levels of concern among 16-24 year olds about climate change than about COVID, even though COVID had more immediate, disruptive impact. Young people reported “anger, disgust, guilt</b></p>	<p>You are correct to point out that younger respondents to the 2022 consultation were more likely to support the proposals, with a majority of under-25s supporting the proposed STZ. It is also true that despite our consultation achieving a record proportion of respondents under 25, they were still underrepresented relative to their proportion of the population. Younger people are also more likely to rely on public transport and active travel to make independent journeys rather than driving, and the proposed improvements in these modes are therefore particularly urgent for them.</p>

	<p><b>and shame” about inaction on the risky environmental future they will inherit</b>  <a href="https://www.thelancet.com/journals/lanplh/issue/vol6no9/PIIS2542-5196(22)X0009-0">https://www.thelancet.com/journals/lanplh/issue/vol6no9/PIIS2542-5196(22)X0009-0</a> .</p> <p><b>For young people, carbon reduction and active travel options are closely linked. Over 70% of under-24s who responded to the 2022 GCP consultation wanted better buses and improvements for walking and cycling. 61% of 16-24 year olds supported the creation of a sustainable travel zone for Cambridge along with 55% of under-15s.</b></p> <p><b>Living Streets asks the Assembly to reflect on these numbers. If young people had been as fully represented in the consultation as older people, it’s possible that the sustainable travel zone would have got majority support. Instead older people – who were significantly over-represented in the GCP consultation responses –might be allowed to continue polluting and congesting our streets.</b></p> <p><b>It is young people who will have to grapple with congestion, pollution and global warming. Surely, as floods and firestorms engulf the planet, it is time to ‘think globally and act locally’? 33.4% of carbon emissions across Cambridgeshire come from motor traffic. Will the Assembly now take a strong and principled stance that supports our young people in building a better future?</b></p>	<p>The Making Connections proposals were conceived with the long-term needs of Greater Cambridge in mind and attempt to address the long-term costs in carbon emissions, pollution, public health, and the resilience and effectiveness of our transport network of failing to take the necessary actions now. The feedback from young people is hugely important to us and Making Connections offers a once-in-a-lifetime opportunity to invest a substantial sum of money in Greater Cambridge on an annual basis without being reliant on central government funding (which we know is under continued pressure).</p>
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<p><b>Martin Lucas-Smith Petersfield Resident</b></p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p><b>The STZ compromise proposals remove a number of the elements of the scheme on which many people have been most critical. But in doing so, this has naturally reduced projected income significantly, from £60m to £33m per year.</b></p> <p><b>The report for the February 2020 Exec Board meeting stated that a Workplace Parking Levy (WPL) based on £400/year (lower than was consulted on subsequently) and a £5 increase in parking rates would raise ~£23m annually.</b></p> <p><b>At the previous 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'.</b></p> <p><b>That answer is now totally irrelevant. The proposed STZ income has been chopped in half. The income that would be raised is now in the same ballpark. So you now have a congestion charge proposal which would raise £33m but be subject to multiple difficulties in political deliverability and risk, vs a WPL scheme that both sides seem to agree on raising £23m public transport subsidy and which could be implemented in 2025.</b></p> <p><b>While it is true a WPL would require a further statutory consultation, this seems a poor reason to reject it. Wouldn't a massively modified STZ also need further consultation? 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.</b></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. Our city as a whole would become less healthy, and less attractive to spend time and money in.</p>
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	<b>I ask that the WPL be put back on the agenda. Not to do so would undermine your own argument given at the last meeting.</b>	
<b>Sarah Hughes on behalf of Milton Cycling Campaign</b>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>In the absence of a national road pricing scheme Milton Cycling Campaign remains convinced that the sustainable travel zone is the right way of pricing the road danger, pollution and congestion motor traffic generates, but we are concerned that the new proposals will reduce the amount of money available to active travel schemes specifically.</p> <p>In order to encourage more and more people to walk and cycle more infrastructure is needed, but with limited income streams is hard to see how this is going to happen.</p> <p>What additional funding streams are there available for walking and cycling schemes?</p>	<p>In addressing the feedback from the consultation we have adjusted the parameters of the scheme, which has reduced the amount of revenue which will be generated. At this stage of the proposals (Outline Business Case) there is, following the correct process set out by the DfT, a generous allowance of risk profiled into the Business Case. We are anticipating that as the technical work progresses that we will be able to reduce this allocation for risk and increase the total pot of funding available.</p> <p>Besides this, there are further improvements to active travel being funded through the Greater Cambridge City Deal, which include other elements of the City Access Programme such as the upcoming Road Network Hierarchy Review, as well as £80m of investment allocated to the Greater Cambridge Greenways, over £20m allocated for the Chisholm Trail, and £11m invested into Cross-City Cycling schemes, among other projects.</p> <p>There are additional funding streams for walking and cycling including - national government funding set out until 2025 in The Second Cycling and Walking Investment Strategy, S106 and CIL funding; funding through the County Council for Local Highway Improvements; and any future Active Travel Fund and City Region Sustainable Transport Settlement (through the Combined Authority).</p> <p>In addition to these, the DfT also funds a range of capital programmes which deliver walking and cycling infrastructure, beyond dedicated funding for active travel, which includes the CRSTS which was already mentioned, but also the National Highways designated fund, Integrated</p>

		<p>Transport Block and Highways Maintenance Block funding. There are a range of other government funding programmes that will also deliver active travel infrastructure schemes and some behaviour change programmes including the Levelling Up Fund, Future High Streets Fund and Towns Fund. There is also the opportunity to fund an improvement independently via the County Council's Privately Funding Highway Improvements (PFHI) initiative.</p>
<p><b>Neil Mackay Managing director Mackays of Cambridge Ltd.</b></p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>I invited the GCP Executive Board to visit Mackays of Cambridge to address concerns about the 'Making Connections' proposals as consulted on at the end of 2022. We held a 90-minute meeting, which included two members of the Cambridgeshire Residents Group, and discussed a public-generated document containing ideas and suggestions harvested from comments made on social media platforms that were not endorsed by Cambridgeshire Residents Group. I request the removal of any suggestion in the meeting agenda pack attributing the congestion charge idea to CRG. For the record, we view such a charge as unfeasible and urge the government to fund required infrastructure improvements needed to support the growth of the area, instead of taxing the less affluent. Please confirm the agenda pack will be corrected, and will you now scrap Congestion Charging as the funding mechanism for Cambridge's much needed improvements to its transport system?</p>	<p>The Greater Cambridge Partnership met with many stakeholders as part of the Making Connections consultation process, and the recently published proposals show revisions were made to the original plans following the feedback we heard. What we tried to do was strike the right balance based on what community groups, businesses and the people of Greater Cambridge have told us was important.</p> <p>Reducing the charge to peak times only was one of several ideas the GCP received from organisations. We did receive it from CRG although it certainly wasn't only from CRG. In this instance, following a meeting at your business in February, we received an email from Tom Davison on 22 February 2023 which contained:</p> <p>“ ... a (not exhaustive) list of some suggestions collated from the 10,000 or so social media members and the CRG committee brain storming sessions. Below.</p> <p>Carefully considered on a number of levels." These suggestions were shared to encourage "a positive and collaborative approach with the CRG.”</p> <p>The second suggestion on that list in the email was a "Peak Commute Time Charge" which would be "Active between 07.00 and 09.00 and 16.00 and 18.00 each weekday", so that "All goods and HGVs engaged in deliveries and collections are free to access the city off peak, but only</p>



		<p>between 10.00am and 3.00pm on weekdays.”</p> <p>Yours was just one of many responses which we took into consideration as we developed the amended proposals. We are keen to get this right for local people and that’s why we considered this idea carefully, and it became part of our revised proposals.</p> <p>We believe the latest Making Connections proposal strikes a balance and will deliver the improvements the city needs — reducing congestion, and financially supporting improved public transport we need, via the Sustainable Travel Zone.</p>
<p><b>Pam Parker on behalf of East Cambs CAN</b></p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>East Cambs CAN is broadly supportive of the Making Connections proposal. It is our understanding that not proceeding with the proposal jeopardises £50m in funding towards improvements to buses, walking and cycling and that the congestion charging element is a key part of the strategy to encourage a modal shift from cars to buses or active travel. Can the GCP say what would the impact on congestion, air quality and carbon emissions from transport be if the proposals (including the congestion charge) don't go ahead? And, secondly, are local politicians willing to put aside short term party politicking and put an end to the decades of back and forth over transport policy locally by supporting the new revised plan?</p>	<p>If the STZ were not to proceed the work undertaken to date demonstrates that the future situation will worsen compared to what it would be without the STZ. There would also be a significant negative impact on people from an equalities perspective, particularly regarding the bus network. Services are likely to continue to be removed on the basis of commercial viability without some means of intervening to reverse this trend.</p> <p>The overall impact of ‘doing nothing’ is assessed within the Outline Business Case, from Section 2.6.56 onwards. The potential traffic impact of not implementing Making Connections is summarised as:</p> <p>The CSR model forecasts significant increases in network delay and journey times (with corresponding significant decreases in journey average speeds up to 2041.</p> <ul style="list-style-type: none"> <li>• Journey times would increase by 19% (AM peak) and 39% (PM peak) in Greater Cambridge.</li> <li>• Network delay would increase by 30% (AM peak) and 75% (PM peak) in Greater Cambridge.</li> </ul>

		<ul style="list-style-type: none"> <li>• Average speeds would decrease by 9% (AM peak) and 20% (PM peak) in the STZ area.</li> </ul> <p>Further analysis on Air Quality and Carbon Impacts are due to be published shortly, but the Strategic Case confirms that the introduction of the STZ would lead to a net reduction in harmful air pollutants and a result of the significant reduction expected in motorised traffics. The revenue raised may also contribute towards funding the delivery of a zero and lower emission bus fleets.</p> <p>Over a ten-year period not proceeding with the STZ would equate to circa £310m of lost investment in sustainable transport.</p>
<b>Richard Wood</b> <b>Secretary,</b> <b>Cambridge</b> <b>Area Bus</b> <b>Users</b>	<b>Agenda Item 6 – Making Connections Outline Business Case</b> <p>Have Joint Assembly members considered the risk of losing a proportion of the City Deal funding, through such procrastination?</p> <p>Do Joint Assembly members agree that the revised package of measures announced recently are the best way forward to keep our city moving by reducing congestion, and also providing a reliable, sustainable, locally controlled funding source that is so urgently needed to deliver better sustainable transport options?</p> <p>Affordable, frequent, convenient bus services cannot rely solely on farebox revenue, nor on sporadic, precarious, central government grants.</p> <p>Over many decades, a variety of proposals to improve public transport and to tackle traffic congestion in the Cambridge travel-</p>	<p>One of the most important aspects of the Making Connections programme is the potential to establish a stable, long-term funding source for public and sustainable transport for Greater Cambridge.</p> <p>It is clear from the feedback from the consultation that there is a recognition of the transport issues facing our area, and a strong desire to see improvements to public transport and active travel.</p> <p>Whilst the updated figures in the OBC are not as large as those in the original consultation proposal, they still represent a transformational annual level of investment within the sustainable transport network. It would also be a more reliable, long-term, and locally controlled source of funding compared with the ad hoc funding opportunities which become available from central government.</p> <p>There is currently £50 million of the city deal notionally set aside to invest in in bus services in the ramp up to the STZ on the understanding that it would be released if there were a commitment to a longer term means of funding services once that money had been spent out in</p>

	to-work area, have been considered, then suspended and, ultimately, abandoned. There should be no more delays.	around two years. Without such an assurance it is unlikely that funding services that cannot be sustained could be justified.
<b>Roxanne De Beaux on behalf of Camcycle</b>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>The Outline Business Case celebrates the increase in cycling within Greater Cambridge in the last two decades. In 2021, 28.1 million cycle trips were made here.</p> <p>According to Sustrans these journeys, along with those which are walked, have saved 19,000 tonnes of greenhouse gas emissions, prevented 827 serious health conditions and created £215.6 million of economic benefit each year.</p> <p>They are just the tip of the iceberg: there’s a huge opportunity for growth in active travel if councillors decide to take it.</p> <p>Every additional journey that involves walking, cycling or public transport instead of driving would deliver huge benefits for our city and save the increasing costs of air pollution, carbon emissions, poor health and road danger imposed by motor vehicles. Children could be more independent, young people could have more work and educational opportunities, older people unable to drive could become less isolated.</p> <p>However, for that we need consistent, continuous investment in active travel infrastructure and we need reduced levels of motor traffic on our roads to free up space for safe routes.</p> <p>The revised STZ proposals would still deliver on both, but at a significantly reduced level compared with those consulted on. If they are to be approved as is, or watered down even further,</p>	<p>There are additional mechanisms for securing investment in walking, wheeling cycling and public space, however it is unlikely that these would generate the sustained level of investment that the revenue from the STZ would. In many cases these opportunities for funding are through a competitive bidding process. Alternatives include:</p> <ul style="list-style-type: none"> <li>- Active Travel Fund (should it continue) from Department for Transport - through the Combined Authority.</li> <li>- Any potential funding bid through the Combined Authority for the next round of City Region Sustainable Transport Settlement (should this continue into a second tranche).</li> <li>- Any future, and as yet unknown, competitive funding opportunities through the Department for Transport.</li> <li>- A scheme which is already programmed in the County Council's Capital Maintenance Programme or secured Local Highway Improvement (LHI) funding.</li> </ul> <p>All of the competitive funding streams cannot be guaranteed and therefore the STZ represents one of the most stable opportunities to invest in and maintain sustainable transport over the medium to long term.</p>

	<p>supplementary funding and demand reduction schemes will be essential to deliver high-quality networks for public transport and active travel. Local authorities cannot meet their commitments on the reduction of traffic and carbon emissions without them.</p> <p>Point 6.18 of the report and A.3.44 in the appendix say that additional funding options for buses would be looked at by the Combined Authority as part of its work on bus reform. What about income for walking, wheeling, cycling and public space – how would the shortfall resulting from the revised proposals be met?</p>	
<p><b>Cambridge Sustainable Travel Alliance</b></p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>This summer, we talked to 300+ bus users in Cambridge, Ely and Huntingdon. We found that much of the public is unaware of the benefits of the Making Connections proposals, mistakenly believing the scheme is all ‘stick’ and no ‘carrot’. Only 15% of those we polled recognised that the money generated by the road charge would be spent on improving bus services. 61%, however, had heard of the proposed road charge. We think that the lack of positive communication about the benefits of the proposals is leaving a void that is being filled with anti-STZ messaging, which further entrenches poor understanding and fear. Improving public understanding of the benefits of Making Connections will increase support for the scheme.</p> <p>When asked what the best thing was about the bus, the most common theme among Cambridge bus users (excluding Park&amp;Ride) was that the bus was affordable. Some people were taking the bus more due to the £2 fare cap. This is no surprise in a cost-of-living crisis: cars are expensive to own and run.</p>	<p>As we have already heard, there is key recognition of the transport issues facing our area, particularly regarding buses.</p> <p>We know that the commercial viability of bus networks outside of London has been in long term decline, catalysed in the last few years by patronage not having recovered post-COVID. Funding from central government cannot be guaranteed - they have highlighted this and that of 79 local transport authorities only 34 will receive central government funding to help deliver their local Bus Service Improvement Plans because the total amount needed to deliver the plans in full greatly exceeds the funding available (House of Commons Library Research Briefing). Therefore, it is important for us to be able to invest in public transport, and Making Connections is a way in which to do this in a stable manner.</p> <p>Not many areas are in a position to generate their own income to invest back in sustainable transport, so it is difficult to compare. However, Nottingham's Workplace Parking Levy is estimated to generate £9 million per year and has resulted in £6 million being invested in improved cycling routes - the STZ would have surpassed this after 18</p>

	<p>Our buses are in a poor state, however. The network in our region is 20% smaller than it was pre-pandemic, and, on average, more than 20% of bus services run late. We fear that without extra funding coupled with measures to reduce congestion, bus services will be stuck in a continuing spiral of decline.</p> <p>Our question is around the consequences of not proceeding. Please tell us how much our region - both in terms of one-off investment and annual funding - spends supporting buses and active travel currently, how much would be available to spend under Scenario 1A or what funding there would be in the future without a Sustainable Travel Zone; and explain how that compares to other English regions outside London.</p>	<p>months in operation. Within its first seven years, the cumulative revenue generated by Nottingham's WPL would be around £64m compared to £217m from the revised STZ proposal. There has also been £50m of city deal funding set aside to ramp up bus services over the next few years in advance of any charge. This would be likely to be reallocated if there is no guaranteed source of funding to sustain them beyond that initial investment. In total, after ten years, the region would have lost out on around £310 million in lost investment in bus services and sustainable travel if the decision is not to proceed with the STZ.</p>
Antony Carpen.	<p><b>Agenda Item 7 – Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>Over the summer I attended a number of Cambridge-based consultations on medium-large sci-tech park developments. These included Marshalls Airport, The Beehive Centre, and Capital Park Fulbourn. Developers and their consultants all told me they were willing to meet with the GCP, CPCA, and local councils to discuss co-operating on improving transport links to their sites, and making financial contributions.</p> <p>Both The Grafton Centre and The Beehive Centre have submitted planning applications that are out for formal consultation. Mindful of the request to pause CSET and Foxton due to inflation-related pressures and the inevitable impact this is having on Benefit-Cost-Ratios of the chosen and rejected projects, what conversations have GCP Officers had with</p>	<p>The GCP works closely with the planning authorities to ensure that appropriate financial contributions are sought from developers for the programme. It is the function of the planning authority to agree S106 contributions, but we ensure a proactive input to this. As set out in the paper, the amount of total income from S106 we are estimating that £187million can be reasonably assumed. This is an increase of £66million from the previous estimate of £121million. These numbers will continue to be updated within the yearly budget updates.</p>

	<p>developers of medium &amp; large developments in/around Cambridge in seeking financial contributions towards their transport plans, and what considerations have GCP officers made of any representations to re-evaluate BCP calculations given inflation - in particular seeking S106 contributions for new transport infrastructure from developers seeking planning permission?</p>	
Jim Rickard	<p><b>Agenda Item 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 and making public transport more</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 GCP has demonstrated that CSETS Phase 2 is the most suitable solution to the projected 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>Should the Executive Board agree with the recommendations, it is important to note that the expenditure will not be paused, CSETS Phase 2 as a project is paused with no further funding been requested to develop it from existing GCP funds. Therefore, at this time, no funding would be available to take forward other measures along the A1307 other than those that form part of the agreed CSETS Phase 1 programme.</p>

	<p>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, and which will be valid whatever else may happen in the future.</p>	
<p>James Littlewood Chief Executive Cambridge Past Present and Future</p>	<p><b>Agenda Item 7 – Greater Cambridge Partnership Future Investment Strategy 3</b></p> <ol style="list-style-type: none"> <li>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?</li> <li>2. In relation to the A1307, what will happen if the GCP is not able to secure £160m, given that no budget allocation is being proposed?</li> <li>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</li> </ol>	<p>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>The request is not about a small budget (£250k), 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> <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</p>

	harmful to ecology and the landscape. Please will the Assembly consider withdrawing this scheme in order to save budget, save ecology and save the well-loved landscape of the Gog Magog Hills?	and ecology effects, there is every reason to continue to deliver this scheme subject to approval.
Stephen Partridge-Hicks Resident of Sawston	<p><b>Agenda Item 8 – Cambridge South-East Transport Scheme and agenda Item 7 – Greater Cambridge Partnership Future Investment Strategy 3 and</b></p> <p>Now that the GCP has decided to "pause" CSET, 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 T&amp;WAO? Does this represent a good use of funds for a scheme that will cost at least £160m and has no funding available for it?</p> <p>Rather than continue to progress an unaffordable £160m scheme and further delay improvements to bus services from Haverhill, why won't you allocate a small budget, say £250k, to work up the alternative, based on the GCP's scheme from 2017/2018 which involves building a spur road into the biomedical campus and associated bus lanes for £100m less?</p> <p>If any money is going to be spent on continuing to progress CSET shouldn't at least an equal amount be spent on working up the much cheaper alternative that can be delivered without a T&amp;WAO so much more quickly, benefiting the travelling public and employers alike?</p>	<p>The pausing of CSET Phase 2 is subject to agreement by the Executive Board. However if the board agrees to this then approximately a further £300,000 will be required to ensure the scheme is 'shelf ready.' Significant money has already been spent on looking at alternatives to CSETS Phase 2 and given the overall situation of overprogramming it would not be appropriate to spend further GCP funds in looking at alternatives which the GCP does not have funding to deliver.</p> <p>As Mr Partridge-Hicks 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>The request is not about a small budget (£250k), 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>
John Latham Chairman Hobson's Conduit Trust	<p><b>Agenda Item 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</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>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 to reduce 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>I note the following. In the Papers for the Joint Assembly meeting (Agenda Item 8 page 401) I read:</p> <p>‘ 1.19 A full statutory, Environmental Impact Assessment was completed. ‘</p> <p>I am unable to locate this document on the GCP website, or evidence that the full EIA has been completed. I am aware of an earlier EIA consultation, which was not a full statutory EIA .</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</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 TWA0 application which will be examined by a Planning Inspector.</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>fact the alternative would not pass anywhere adjacent to Nine Wells and its surrounds, so would not impact water quality, wildlife or habitats, and would leave visitors undisturbed.</p> <p>Can you explain why your report does not refer to pursuing the alternative scheme ?</p>	
<p>James Littlewood Chief Executive Cambridge Past Present and Future</p>	<p><b>Agenda Item 9 – Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway</b></p> <ol style="list-style-type: none"> <li>1. 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. So please can you direct us to the evidence that shows that the option of providing bus lanes to bypass any queuing traffic has been considered, and a comparison of the costs and the benefits of such an option compared to that of a £110m scheme through open countryside?</li> <li>2. The recommended location for the Park &amp; Ride is on a site that has hidden archaeology. The Historic Environment Team at Cambridgeshire County Council have advised me that the area proposed for the park and ride is an area containing a significant level of cropmarks indicating Roman settlement and enclosures, as well as a clear trackway. There is no mention of this constraint in the report. Please can you say whether there would be any archaeological damage caused by building a park and ride in this location?</li> <li>3. The consultation material for the route options did not include any information about the likely ecological impacts</li> </ol>	<ol style="list-style-type: none"> <li>1. Provision of bus lane alongside the A10 was investigated in the previous project phase and ruled out by the Strategic Outline Case (SOC) for reasons including: <ul style="list-style-type: none"> <li>• significantly negative impact on general traffic.</li> <li>• A10 option more expensive to deliver.</li> </ul> </li> <li>2. A heritage assessment has been undertaken for all three P&amp;R options in discussion with CCC colleagues. Site A in particular, has constraints related to heritage and archaeology as it borders the site of Denny Abbey. The assessment showed that there was potential for impact on the historic structure and remains as a result of the Park and Ride. <p>As for Sites B and C, given the locations of the sites within the Fens and known medieval archaeological remains in proximity, the potential for archaeology as a constraint cannot be discounted. The impact will be assessed fully as part of the Environment Impact Assessment at the next stage of the project, as designs are developed.</p> </li> <li>3. There is no significant difference between the two route options in terms of Ecology. We have undertaken an Environmental Constraints Assessment, Ecology Walkover Surveys and Biodiversity Baseline Assessments of both routes and no significant differences were identified. Further surveys and</li> </ol>

	<p>of the two options and therefore any responses were made in ignorance of any ecological differences between the two. Please can you tell us if there are differences in the ecological impacts of the two route options?</p>	<p>assessment will be undertaken, as required, to inform the Environmental Impact Assessment and Environmental Statement.</p>
<p>Sarah Hughes on behalf of Milton Cycling Campaign</p>	<p><b>Agenda Item 9 – Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway</b></p> <p>Waterbeach Greenway - we welcome the news that a route has been chosen. We are still disappointed that it has taken the best part of six years to get there. Could you please provide more information on when the public consultation stage will open to residents and other interested parties?</p> <p>Waterbeach Busway we are pleased to hear that the central route has been chosen. It is the route which will provide the most benefits to potential active travel users.</p> <p>As part of the public consultation earlier this year there were a number of questions that were raised by Milton Cycling Campaign but we still have not a response to our comments and concerns. These questions relate, amongst others, to cycle parking security at the busway stops, LTN 1/20 junction compliance on Butt Lane, and other issues around connectivity with Milton and Impington. Could you please provide more information on when we can expect a response to the feedback provided during the consultation?</p>	<p>Waterbeach Greenway</p> <p>If agreement is reached, then an 8-week public consultation could be launched in October. The consultation period will include both an on-line meeting and an in-person meeting – where members of the public and stakeholders can ask questions. Separate meetings will also be arranged with Non-Motorised User Groups.</p> <p>Busway Question</p> <p>Your comments were welcome and will be taken on board for consideration at the next project stage subject to approval of the preferred route option.</p> <p>Once a preferred option is approved, the project team will start working on the details including junction design, bus stop design (including cycle parking security) etc. The team will look to involve stakeholders including Milton Cycling Campaign in this design process so that ideas can be discussed and developed.</p>

<p>Josh Grantham on behalf of Camcycle</p>	<p><b>Agenda Item 9 – Better Public Transport – Waterbeach to Cambridge and Waterbeach Greenway</b></p> <p>We are happy to see progress on the Waterbeach Greenway. The proposed alignment is an opportunity to correct the mistakes that were made in the A10 cycle project.</p> <p>However, the proposed route alignment presents a number of challenges that will require bold decisions if a satisfactory solution is to be achieved. We are glad to see reference to the closure of the A10 Ely Road slip in Milton; however, there is no mention of the issue of capacity on the Jane Coston Bridge, and we were concerned to read about the inclusion of Coles Road. This street is not on the desire line and its inclusion would strongly suggest that an unsatisfactory solution on the High Street in Milton is envisaged.</p> <p>We should be designing in accordance with the user hierarchy. Firstly, planning for pedestrians, then assessing the cycling demand and providing a suitable provision before finally looking at the remaining space and managing vehicular access.</p> <p>When you complete this process for the High Street in Milton, it is clear that there is simply not enough space to provide both enhanced walking and cycling facilities whilst maintaining two-way vehicular access. Therefore, the GCP should explore and consult on the option of a modal filter and a one-way vehicular loop running clockwise on the High Street and Coles Road. Of particular importance is the section between Edmund Close and Fen Road, which is the most space-constrained section of highway.</p>	<p>The consultation for the Waterbeach Greenway will present options for people to respond to.</p> <p>Proposals for the route through Milton Village would see the majority of the route widened to 3m with traffic calming measures and improved crossing facilities for both pedestrians and cyclists. It is correct that there will be some pinch-points on short lengths of the route on the northern section of Milton Village. To address this, areas of carriageway will seek to be reallocated accordingly.</p> <p>The route via Coles Road is an option presented for those who may want a quieter route from the High Street. It is important that the Greenways appeal to all people of all abilities.</p> <p>It is anticipated that if the closure of the Ely Road junction is acceptable then the numbers of vehicles travelling through Milton Village will be reduced, creating a better environment for walking and cycling.</p> <p>The Jane Coston Bridge is not included as part of this Greenway scheme, but improvements could be considered at a later date if funding is identified. For example there is a possibility that such improvements could be delivered through future developments.</p>
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	<p>Choosing not to explore these options and proceeding with a non-compliant design will devalue the travel opportunities of up to 30,000 future residents of Waterbeach New Town.</p> <p>Please can the GCP ensure that the consultation includes a range of options for Milton High Street and ensure that the needs of future residents of Waterbeach New Town are given a voice?</p>	
<p>James Littlewood Chief Executive Cambridge Past Present and Future</p>	<p><b>Agenda Item 10 – Cambridge Eastern Access</b></p> <ol style="list-style-type: none"> <li>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 scheme were to go ahead. Please can officers say what the impact on the road verges will be before a decision is made to proceed?</li> <li>2. The GCP is willing to compulsory purchase land for its schemes. Given that the main reason for relocating the Newmarket Road P&amp;R is because the owner does not wish to continue the lease, has the GCP considered compulsory purchase? The current site is closer to Cambridge and therefore much better for Park &amp; Cycle and it would not involve concreting over the countryside.</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> <li>2 The Newmarket Road site is too small and heavily constrained to accommodate future requirements of the corridor, when reflecting Local Plan growth. The proposed site enables traffic to leave Newmarket Road before it enters what will become an increasingly urbanised area.</li> </ol>

<p>Mark Rison</p>	<p><b>Agenda Item 10 – Better Public Transport - Cambridge Eastern Access Project</b></p> <p>Coldham's Lane in Romsey is a residential road that suffers from excessive traffic during the day and speeding and HGV traffic at night. It is actively hostile to active transport. It has been long neglected while all roads in the vicinity (Mill Rd, Newmarket Rd, Vinery Way, etc.) have been considerably improved by traffic moderation measures.</p> <p>As the GCP's Executive Board noted publicly in 2021, the Phase A changes to Newmarket Rd will divert 1000s of motor vehicles onto nearby unrestricted roads. A year ago, in September 2022, in response to a public question to the GCP regarding mitigation of the effects of the Eastern Access project on Coldham's Lane in Romsey, the Chair, Cllr Bick, identified GCP consensus that there was a "keenness for the problems in Coldham's Lane to be addressed as soon as possible".</p> <p>How has this "keenness" been translated into actual, specific action, now that there has been a year to work on it? The very least residents of Coldham's Lane in Romsey deserve and expect is a 20 mph limit and a night-time HGV ban, but consideration should also be given to at least a part-time modal filter at the railway bridge, and to a speed camera and/or speed cushions. This needs to be in place by the time the work on Newmarket Rd starts.</p>	<p>Since 2021, the GCP has been developing the Making Connections programme which, along with the Network Hierarchy Review, has the potential to significantly reduce traffic around the city.</p> <p>Officers will explore the 20mph, lorry ban and modal filter suggestions raised.</p>
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<p>Josh Grantham on behalf of Camcycle</p>	<p><b>Agenda Item 10 – Better Public Transport - Cambridge Eastern Access Project</b></p> <p>We note with concern that in the recent consultation, Camcycle’s response was absent from the consultation analysis. Whilst we accept that mistakes do occasionally occur and responses can be missed, it is worrying that neither the GCP, nor their consultants thought to question this and simply contact us. We would like to see the public consultation analysis revised to record missing responses.</p> <p>We are also extremely disappointed to note the proposal to pause works on the section from Elizabeth Way to Coldham’s Brook. The agenda pack references the uncertainty associated with the Grafton and Beehive Centre redevelopments.</p> <p>However, as neither of these sites are directly served from Newmarket Road and both schemes will reduce vehicular demand, it is unclear why these redevelopments should stop progress on the detailed design; however, we note it is sensible to phase the Eastern Access Project as proposed.</p> <p>We would also like to draw attention to the fact the existing scheme does not include a safe crossing of the McDonald’s access of Wadloes Road, something we have raised continually through the engagement process. Extending the scheme a mere 10 metres and providing a simple continuous cycle track over the junction (making it similar to many of the junctions within the scheme), will ensure the network ties into the existing cycle infrastructure. Failing to do so will greatly devalue the new, high-quality junction with Wadloes Road and Newmarket Road.</p>	<p>We can confirm that two anonymous responses classed by the system as being from the public matched the points made by CamCycle in their submission, received by email.</p> <p>CamCycle response was not summarised as an organisational response in the report, but we can confirm the comments they made to the consultation have been reflected in the consultation analysis which informed the report accompanying the paper. To avoid any confusion, we will update the report to note CamCycle’s input.</p> <p>We remain grateful to CamCycle for their direct involvement in the development of the scheme and the salient points from their consultation response will be taken forward to inform detailed design if approved by the Executive Board.</p> <p>Newmarket Road is a major access route for the traffic generated by the Grafton Centre and Beehive Centre uses Newmarket Road. Given the current planning submissions and public feedback through the consultation, there is a rationale for a pause to ensure our detailed designs reflect any changes of use for those two sites.</p> <p>With regards to the McDonald’s access, a number of options have been considered. We have already proposed to provide an active travel path as far as the McDonalds entrance, with an existing facility continuing along Wadloes Road on the other side of the entrance.</p> <p>As things stand, driver behaviour at the entrance is observed regularly to contravene conventional highway behaviours, so while the provision of a continuous cycle path across the junction might give the impression of a safe and continuous route, it could encourage cyclists to proceed without exercising the extreme caution needed at a location where drivers are likely not to be driving correctly. Clearly safety of all road</p>
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	<p>Please can the GCP identify why the scheme has not been extended a mere 10 metres along Wadloes Road, and why work on the detailed design cannot progress alongside the emerging Grafton Centre and Beehive plans?</p>	<p>users is paramount hence this option is felt to be unsafe and inappropriate.</p>
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**Partner Council Members – representations/questions**

From	Question	Response
<p>City Councillor Elliott Tong and City Councillor Naomi Bennett</p>	<p><b>Agenda Item 6 – Making Connections Outline Business Case</b></p> <p>1 Main funding method</p> <p>Please could officers confirm what work has been done on using a council tax precept levied by the Combined Authority instead of a congestion charge?</p> <p>In particular, please can you confirm the capital and revenue administrative cost savings for this funding method ( as opposed to the congestion charge)?</p> <p>In addition, please can you confirm the figure previously supplied for a band D property of under £200 p.a. for a Band D property?</p> <p>Finally, please could you state whether this option was formally considered by the GCP board and why it has not been considered in more detail?</p> <p>2 Small businesses</p> <p>We are pleased to see the first attempt at designing exemptions and discounts for local small and medium sized businesses., almost exactly 6 months after the formal proposals from the Green and Independent Group. We note that the proposed discounts only cover in house vehicles and not third party delivery vehicles Small independent shops are much more likely to depend on third party delivery vehicles. What work has the GCP done to assess whether this provides adequate protection for those businesses and the jobs and services they provide?</p>	<p>1 Main funding method</p> <p>The Mayor of the CPCA has this year introduced a council tax precept specifically to fund investment in buses. At its current level of £12 on a Band D it raises £3.6m per annum which is currently being used to sustain bus services that otherwise would have been cut last year. It is for the CPCA to consider the future existence and rate of the precept within its work on the wider funding for bus reform. But for scale, it is worth noting that the STZ proposal as set out in this paper raises a total of £31m per annum - a little under 10 times the current amount generated by the precept.</p> <p>Funding the entirety of sustainable travel investment via a Mayoral precept would be fairly blunt in terms of targeting those that put the most pressure on the road network. We know that people in the top income bracket drive about 50% more than those in the lower income bracket.</p> <p>Finally, it is important to note that improving public transport requires not only raising revenue, but reducing traffic and creating additional road space, to deliver the journey time and reliability improvements that will be necessary to make bus travel competitive with car.</p> <p>2 Small Businesses</p> <p>The programme assesses the possible impacts of the STZ on the logistics sector and, given its integral nature to supply chains that affect multiple sectors, the logistics sector is assessed to be potentially more negatively impacted by the STZ charge in the short term. Potential negative</p>

	<p>3 The safety net for our vulnerable residents</p> <p>Many local residents claiming benefits have not yet transitioned to Universal Credit from the older means tested benefits. Please can GCP confirm that both legacy and Universal Credit claimants will be treated equally?</p> <p>The national living wage does not reflect the proposed congestion charge and we are aware of residents on higher salaries making heat or eat decisions or with rent arrears. What steps have you taken to establish the increase in numbers of residents unable to pay basic living costs as a result of the congestion charge?</p>	<p>impacts may arise from the sector relying heavily on road transportation in the transportation of goods in and around Cambridge, and hence incurring the charge. On the other hand, industries such as logistics with constant road use may also benefit from reduced congestion over time – especially as key interventions in the Making Connections programme progress and improve alternative transportation, ultimately improving operational efficiency and potentially increasing the number of deliveries per trip. There is also potential for consolidation centres to be considered as part of the Freight Strategy.</p> <p>In terms of third-party vehicles, it is possible that third-party vehicles from local businesses that serve as suppliers to local businesses may also qualify for the SME discount. Where this is the case, it is anticipated that the focus of the SME discount being for locally-owned businesses will incentivise local partnerships between local businesses and local suppliers. The rationale is that the benefit of the SME discount to local suppliers will increase the likelihood that a smaller proportion, if any, of the STZ charge will be passed onto local businesses.</p> <p>Peak hour operation and finishing earlier also offers a significant concession for businesses, meaning that deliveries can be made without charge off peak, and customers can also visit by car without charge during these periods too.</p> <p>3 Safety Net for Vulnerable Residents</p> <p>The government has confirmed its intention to transition claimants to Universal Credit by the end of 2024, which will be two years before the likely implementation of any STZ (on the current programme). If this transition to UC is delayed then the Charging Authority will make provision to ensure legacy claimants are afforded equal access to any discounts or exemptions for the scheme charge.</p>
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		<p>It is important to note that the purpose of the STZ charge is to improve public transport, which will be disproportionately beneficial to those on lower incomes and those that share protected characteristics under Equalities legislation. Those in the lowest 40% by income travel 27% fewer miles overall, half as far by car and make 47% more trips by bus than those in the top 40% income bracket.</p> <p>As part of the technical work completed to support the STZ outline business case, a number of impact assessments have been undertaken. These include the Social Distributional Impact Assessment, Equalities Impact Assessment (and yet to be published) Health Impact Assessment. Although none of these documents quantitatively assess the number of residents who drive that then would be unable to afford basic living costs it does recognise that negative impacts that may be created for people on low incomes. There is a specific proposed discount for drivers on low incomes to mitigate against this impact. For those drivers who sit within the 'squeezed middle' but who do not qualify for LID, there is also the provision of 'free days' for those journeys which need to be made by car.</p> <p>However it should also be recognised that the funding from the STZ will significantly improve public transport and active travel which will include a reduction in fares on the bus network and will encourage a mode shift to using public transport and active travel. These modes are a lower cost option compared to driving due to the wider costs associated with car ownership and offer a lower cost option for travel especially for those in the least deprived quintile.</p>
City Councillor Sam Davies	<b>Agenda Item 8 – Cambridge South-East Transport Scheme and agenda Item 6 – Making Connections Outline Business Case and Next Steps</b>	The forecasts have not been revised. The questions are based on the supposition that the forecasts have been revised so there is no answer.

	<p>In 2019, the Biomedical Campus Transport Needs Review was published. This was an exhaustive investigation into how the projected growth of the Campus to 2031 could be achieved while maintaining vehicle trips to the site at levels equivalent to 2017 ('Target') or even reducing them to 10-15% below 2011 levels ('Stretch Target').</p> <p>The Review quantified the reduction in trips which would be required, as shown in this extract (Biomedical Campus Transport Needs Review, Part 3, Section 10.1)  <a href="https://scambs.moderngov.co.uk/documents/s110160/Biomedical%20Campus%20Transport%20Needs%20Review%20Part%203.pdf">https://scambs.moderngov.co.uk/documents/s110160/Biomedical%20Campus%20Transport%20Needs%20Review%20Part%203.pdf</a></p> <p>To maintain traffic at 2017 levels up to 2031, a reduction of <b>17,925 daily person trips</b> to 28,475 will be required. To achieve a Stretch Target of a reduction of 10% below the 2011 traffic levels by 2031 a reduction of <b>24,116 daily person trips</b> to 22,284 daily person trips will be required. This figure is equivalent to 81% of the 2017 traffic levels accessing the Site. To achieve a reduction of 15% below the 2011 traffic levels, the more ambitious end of the Stretch Target, a reduction of <b>25,354 daily person trips</b> to 21,046 daily person trips will be required; equivalent to 85% of the existing 2017 traffic levels accessing the site.</p> <p>It also quantified the contributions to achieving these targets which would be made by a variety of interventions, ranging from major infrastructure projects (Cambridge South Station, CSET busway, Cambridge Autonomous Metro) to smaller projects designed to encourage active and public transport use in a variety of ways.</p>	
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	<p>The conclusions of the Review (Part 3, p54) emphasised that "It is critical that GCP schemes are kept to programme (as identified in this Report) to address short-term continued highway traffic growth, mitigating negative impacts on Campus operation and quality of life".</p> <p>On behalf of Queen Edith's residents, I would like to ask GCP officers:</p> <ol style="list-style-type: none"> <li>1. When they last revised their forecasts of the number of trips to the Campus in the period to 2031;</li> <li>2. Whether those forecasts reflect: <ul style="list-style-type: none"> <li>• the increased exemptions for trips to the hospitals included in the revised STZ proposals presented today</li> <li>• the postponement of the CSET project presented today</li> <li>• the delays in completing smaller interventions identified in Appendices A and B, such as the wayfinding project started in June 2021</li> </ul> </li> <li>3. How the revised forecasts correspond to the 'Target' and 'Stretch Target'</li> <li>4. What implications the revised forecasts, relative to the 'Target' and 'Stretch Target', should have for the growth of the Biomedical Campus to 2031?</li> </ol>	
<p>City Councillor Elliott Tong or City Councillor Naomi Bennett</p>	<p><b>Agenda Item 10 – Better Public Transport –Cambridge Eastern Access</b></p> <p>We welcome the decision to pause the work on Elizabeth Way roundabout and up to the Leper Chapel. It was very clear from the resident feedback that (most)local residents want to keep the underpass and don't want their bus stops moved.</p>	<p>We have paused the work on the Elizabeth Way whilst we review the options for the area and the other changes which may influence design. We note, however, that whilst a majority of respondents opposed change, a significant number recognised the problems with the existing layout as set out in the response from the Abbey Ward Green Party which noted the need to change the junction to address the challenges it poses for disabled people, users of cargo bikes and women.</p>

<p>Residents have asked if the work is to be delayed whether early attention could be paid to the left-hand filter from Newmarket Road into Coldhams Lane which puts cars turning left in conflict with buses travelling straight on.</p> <p>We also welcome the decision to support the decision to proceed with the Barnwell Road / Newmarket Road roundabout improvements. The present accident record on this busy school route speaks for itself.</p> <p>Residents have asked for further information about the type of traffic lights and whether they will adapt to different traffic flows or adhere to a fixed schedule.</p> <p>Residents tell us they are perplexed at why the Park and Ride is being moved when it is only moving such a short distance. They would like to understand what the perceived advantages are. What does this cost and can such a small move justify the disruption and cost?</p> <p>Meadowlands residents have asked you to think again about felling their mature tree avenue to make way for a cycle lane rather than using the existing side road for cycles.</p> <p>We have already raised residents' concerns about the crossings near Jack Warren Green and explained why this is so important.</p> <p>Finally, we need to talk about floating bus stops. I have no problem with floating bus stops in principle. However, any decision to install them on existing roads with space constraints can mean that the bus stops are moved from where they are most needed to where they can most easily be fitted in. This is a huge disadvantage to residents who are elderly, have a disability or just have prams and heavy shopping. If you want to discourage car use in Abbey, leave our bus stops where they are.</p>	<p>Most traffic lights, including those proposed, will have the capacity to adapt to different traffic flows, sometimes as part of a sequence of lights which are programmed to interact. When roads are congested, lights tend to revert to an optimum cycle which is not demand responsive but which maximises capacity.</p> <p>The proposed relocation of the Park and Ride reflects the fact that the land is leased, and may not be available after 2026. The current site is also space constrained and cannot be expanded to accommodate another 30 years of growth.</p> <p>We presume the Meadowlands reference is refers to the trees west of Meadowlands on the south side of Newmarket Road as we are not proposing to fell an avenue of mature trees on Meadowlands Road. The need to avoid tree loss has significantly influenced and constrained scheme design. In this location up to 8 trees may need to be removed, but replaced with approximately 11 new trees. There is no existing side road at this location so the alternative would be not to provide a high quality end to end Active Travel route.</p> <p>The concern regarding the loss of the uncontrolled crossing adjacent to Jack Warren Green has been noted and will be considered at detailed design. The emphasis for the scheme is the aim to create safer signal controlled crossing suitable for use by all residents.</p> <p>With regards to bus stops, the relocation of stops is not simply to accommodate floating bus stops, but also improved active travel infrastructure which meets the design standards and also address the needs of residents referred to in the question whilst avoiding the loss of mature trees. As such there are some stops which are relocated but it is important to remember that the current stops are often less than ideal.</p>
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## Partner Body Written Statements

From	Statement
<p>County Councillor Susan van de Ven</p>	<p><b>Agenda Item 7 - Greater Cambridge Partnership Future Investment Strategy 3</b></p> <p>I'd like to express my appreciation to GCP officers and members for listening to the case for completing the Melbourn Greenway, which the local community has been advocating for over many years. Coming out on multiple occasions to see the area for themselves has meant understanding local dynamics and the very significant opportunities that a Melbourn-Royston link stands to bring.</p> <p>It is worth noting that the GCP funded link between Melbourn and Shepreth – the first City Deal spade in the ground – has been hugely successful and is in constant use for local and longer journeys. It has changed the way people get around in their daily lives. I hope that the Joint Assembly will see fit to support this prioritization proposal for the Melbourn Greenway.</p>
<p>County Councillor Alex Bulat</p>	<p><b>Agenda Item 10 - Better Public Transport - Cambridge Eastern Access Project</b></p> <p>My apologies I cannot be in person at the meeting today, but I would like to share my support for the recommendations for the Eastern Access Project discussed by the Assembly in my capacity as County Councillor for the Abbey division.</p> <p>Many Abbey residents have been involved in the various stages of consultation for this project long before I became a councillor in 2021. The busy and often dangerous Barnwell Road roundabout, the lack of intermediate crossings in key locations for residents and the state of the road and pavements on Newmarket Road have been issues constantly raised by my residents.</p> <p>It is really important the GCP delivers on this project and chooses options that are supported by Abbey residents, which would be mostly affected by the changes to Newmarket Road. While I understand there are objections to consider in the design decisions, I would like to highlight the paper's mention that within the postcodes containing Newmarket Road, including CB5 in Abbey, the level of support in the consultation was higher than the level of opposition.</p> <p>I am particularly pleased to see that Phase A will align with the development of the East Barnwell Community Centre, as it is key the different authorities involved try their best to minimise the disruption to residents during the construction phase.</p>

	<p>On the Elizabeth Way to Coldham's Brook section which is recommended to be paused, I hope that local councillors and resident groups will continue to be engaged with in future decisions and there will be no unnecessary delay to deliver a solution supported by local residents.</p>
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## Greater Cambridge Partnership Joint Assembly Public Questions Protocol

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

Notes: The Joint Assembly 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 by someone else they nominate 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 Joint Assembly. 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 Joint Assembly, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- 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 Wednesday 6 December 2023**

## Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 11 December 2023

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

### 1. Background

- 1.1 The Quarterly Progress Report updates the Joint Assembly on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Joint Assembly is invited to consider the progress to be presented to the Executive Board and in particular:

To note the update on the Programme wide work on Biodiversity Net-Gain.

### 2. 2023/24 Programme Finance Overview

- 2.1 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.

### 3. GCP Programme – Strategic Overview

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 The latest update shows that the strong performance of the Greater Cambridge corporate economy was driven by a buoyant KI 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-KI sectors, pointing to continued recovery amongst sectors that were severely hit by lockdowns and other Covid-related restrictions.
- 3.6 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.
- 3.7 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

- 3.8 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.

- 3.9 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.
- 3.10 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.
- 3.11 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).
- 3.12 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

- 3.13 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.
- 3.14 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

- 3.15 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.
- 3.16 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

- 3.17 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.

## 4. Workstream Updates

- 4.1 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

- 4.2 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).
- 4.3 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.
- 4.4 The full workstream report for Transport, including tables outlining delivery and spend information, is available at Appendix 1.

## **Biodiversity**

### Background and Context

- 4.5 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.
- 4.6 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

- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 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

- 4.11 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**

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

## Smart

- 4.13 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.
- 4.14 The full workstream report for Smart is available in Appendix 3.

## Housing

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

## Economy and Environment

### Sectoral Employment Analysis

- 4.16 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.
- 4.17 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

- 4.18 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.
- 4.19 The full workstream report for Economy and Environment is available in Appendix 5.

## 5. Strategic Risks

- 5.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 6.4.

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.	<p>Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed.</p> <p>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>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>
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>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>
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>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”

## 6. Transport Delivery Overview

6.1 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.

6.2 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.

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

6.4 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.

## 7. 2023/24 Transport Finance Overview

- 7.1 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.

- 7.2 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

- 7.3 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 is planned for commencement in Autumn/Winter 2023.

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

7.4 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.

7.5 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.

7.6 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 Joint Assembly and 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.

7.7 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.

7.8 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.

7.9 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).

7.10 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.

7.11 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.

7.12 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.

7.13 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.

7.14 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.

7.15 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.

7.16 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.

7.17 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.

7.18 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"

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

8.1 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.

- 8.2 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.
- 8.3 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.
- 8.4 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.
- 8.5 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.
- 8.6 Key points from this quarter’s performance against the contract KPIs are shown below.

#### Apprenticeship and training starts

- 8.7 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

- 8.8 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.

- 8.9 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

- 8.10 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.
- 8.11 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.
- 8.12 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

- 8.13 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.
- 8.14 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.

- 8.15 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

- 8.16 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

- 8.17 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.
- 8.18 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.
- 8.19 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.
- 8.20 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.
- 8.21 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”

### 9. 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.

9.1 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.

9.2 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

9.3 ‘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

9.4 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

- 9.5 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

- 9.6 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

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

### Guidance System Review

- 9.8 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

- 9.9 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

- 9.10 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)

- 9.11 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.
- 9.12 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)

- 9.13 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

- 9.14 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

- 9.15 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.
- 9.16 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

- 9.17 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

- 9.18 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

- 9.19 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.
- 9.20 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

- 9.21 Understanding the approaches taken in other cities and how these might be applied to the Greater Cambridge Travel for Work area.
- 9.22 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”

### 10. 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.

- 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 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.
- 10.3 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.
- 10.4 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*”.
- 10.5 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.

- 10.6 In the last quarter no eligible affordable dwellings were approved.
- 10.7 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.
- 10.8 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.
- 10.9 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

### 11. Greater Cambridge Sectoral Employment Analysis

- 11.1 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.
- 11.2 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.
- 11.3 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)
- 11.4 Key points from the presentation are summarised below:
- 11.5 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.
- 11.6 The strong performance of the Greater Cambridge corporate economy was driven by a buoyant KI 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-KI sectors. Non-KI 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.
- 11.7 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.
- 11.8 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 KI sector in Greater Cambridge, was the fastest growing sector during 2022-23 (12.8% compared with 12.6% during 2021-22). The second-largest KI sector in Greater Cambridge, 'Information Technology and Telecoms', saw strong employment growth of 10.3% (up from 6.5% in the previous year).
- 11.9 '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 KI sector that achieved the largest increase in employment growth over the past two years (8.9% and 1.3%).

- 11.10 Nearly all non-KI 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.
- 11.11 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 KI and non-KI companies included in this sample reported a marked increase in growth rates in the latest year. Employment growth was notably stronger among the KI companies, which grew their employment by over 10% in 2022-23 (up from 7.6% in 2021-22). Non-KI companies achieved positive yet lower growth in each year reflecting the worsening economic environment.
- 11.12 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.

## 12. Electricity Grid Reinforcement

- 12.1 As was reported during the last meeting cycle and in section 4 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.

## 13. Citizens' Assembly

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

## 14. Financial Implications

- 14.1 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 Joint Assembly

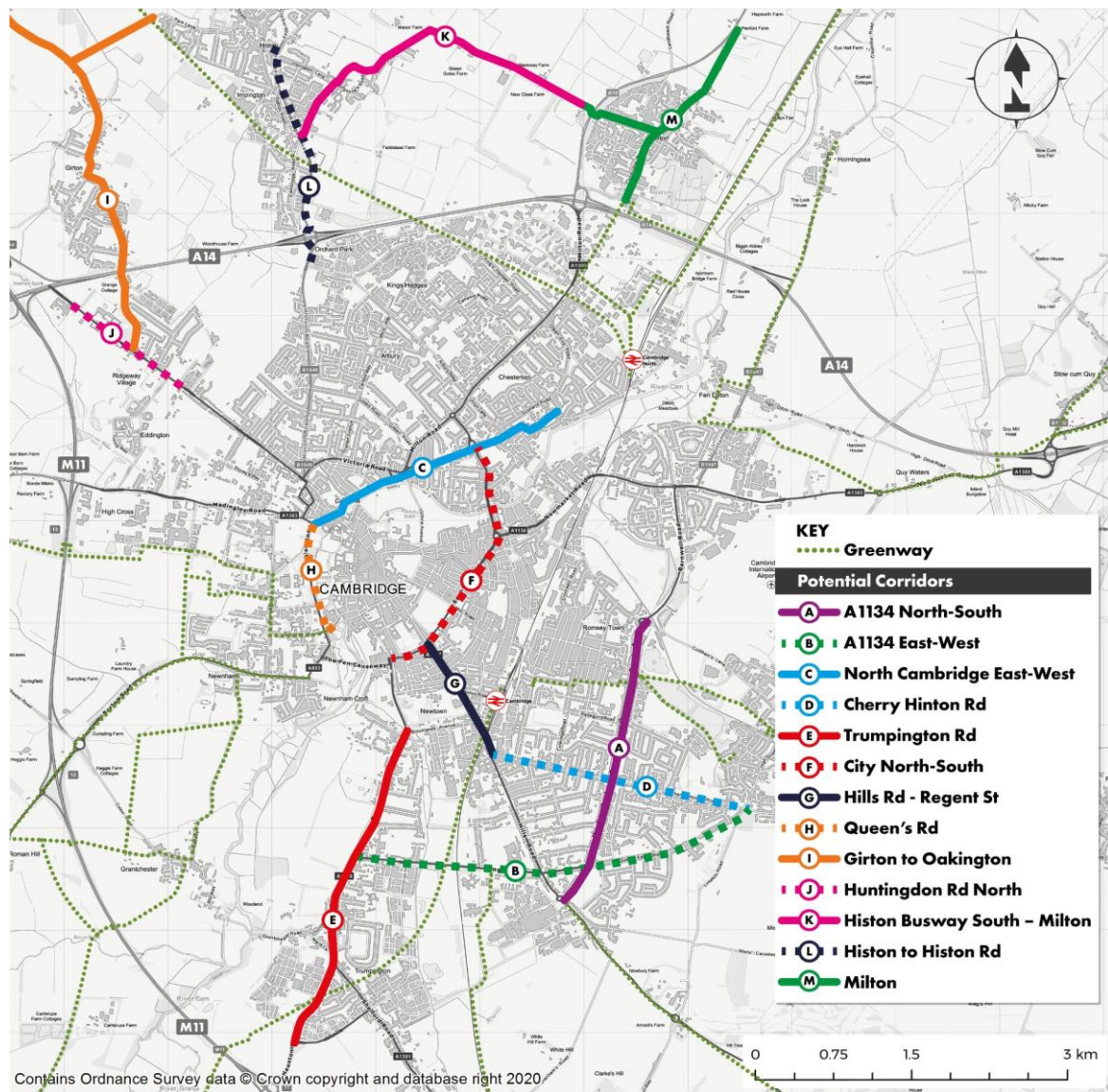
Date 11 December 2023

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.

#### Emerging Proposals

- 1.8 The Joint Assembly is invited to consider the emerging proposals to be presented to the Executive Board and in particular:
  - (a) Note the response from the recent consultation that presented options for the re-configuration of Hills Road between Gonville Place and Purbeck Road.
  - (b) Consider the preferred concept design for Hills Road which reflects and builds upon information gathered during the consultation process and has been developed in collaboration with the County Council, key stakeholders and local members. The design is presented in Appendix A, along with a further sub-option for the Hills Road/Lensfield Road junction.
  - (c) Note the Strategic Outline Case for Cycling Plus Hills Road as the basis to move to the next project stage, including a further public consultation.
  - (d) Note the response from the recent consultation that presented a concept design for Addenbrookes Roundabout.
  - (e) Consider the detailed design of Addenbrookes Roundabout shown in Appendix B that has been further developed with the County Council to address key issues that were raised during consultation and following further engagement with local stakeholders and Local Members.
  - (f) Note the proposed construction timeline and budget.

## 2. Issues for Discussion

- 2.1 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

- 2.2 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.
- 2.3 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.
- 2.4 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.
- 2.5 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.
- 2.6 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.
- 2.7 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.
- 2.8 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.

2.9 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

2.10 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.

2.11 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.

2.12 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.

### 3. Consultation and Engagement

#### Hills Road

3.1 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.

- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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.

- 3.6 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

- 3.7 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.
- 3.8 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.
- 3.9 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.

## 4. Options and Emerging Recommendations

#### Hills Road

- 4.1 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.

- 4.2 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).
- 4.3 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.
- 4.4 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.
- 4.5 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.
- 4.6 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.
- 4.7 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.
- 4.8 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.



- 4.9 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.
- 4.10 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.
- 4.11 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.
- 4.12 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.
- 4.13 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.
- 4.14 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.
- 4.15 The design will be subject to further public consultation.

### Addenbrookes Roundabout

- 4.16 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.
- 4.17 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.
- 4.18 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.
- 4.19 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.

## 5. Alignment with City Deal Objectives

- 5.1 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.
- 5.2 The proposed measures address existing barriers to growth represented by congestion of key routes into and out of the City Centre.
- 5.3 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.

## 6. Citizen's Assembly

6.1 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).

## 7. Financial Implications

### Hills Road

7.1 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.

7.2 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

7.3 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.

7.4 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

## 8. Next Steps and Milestones

### Hills Road

- 8.1 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.
- 8.2 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.
- 8.3 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

- 8.4 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

Delete this section if there are no appendices included.

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

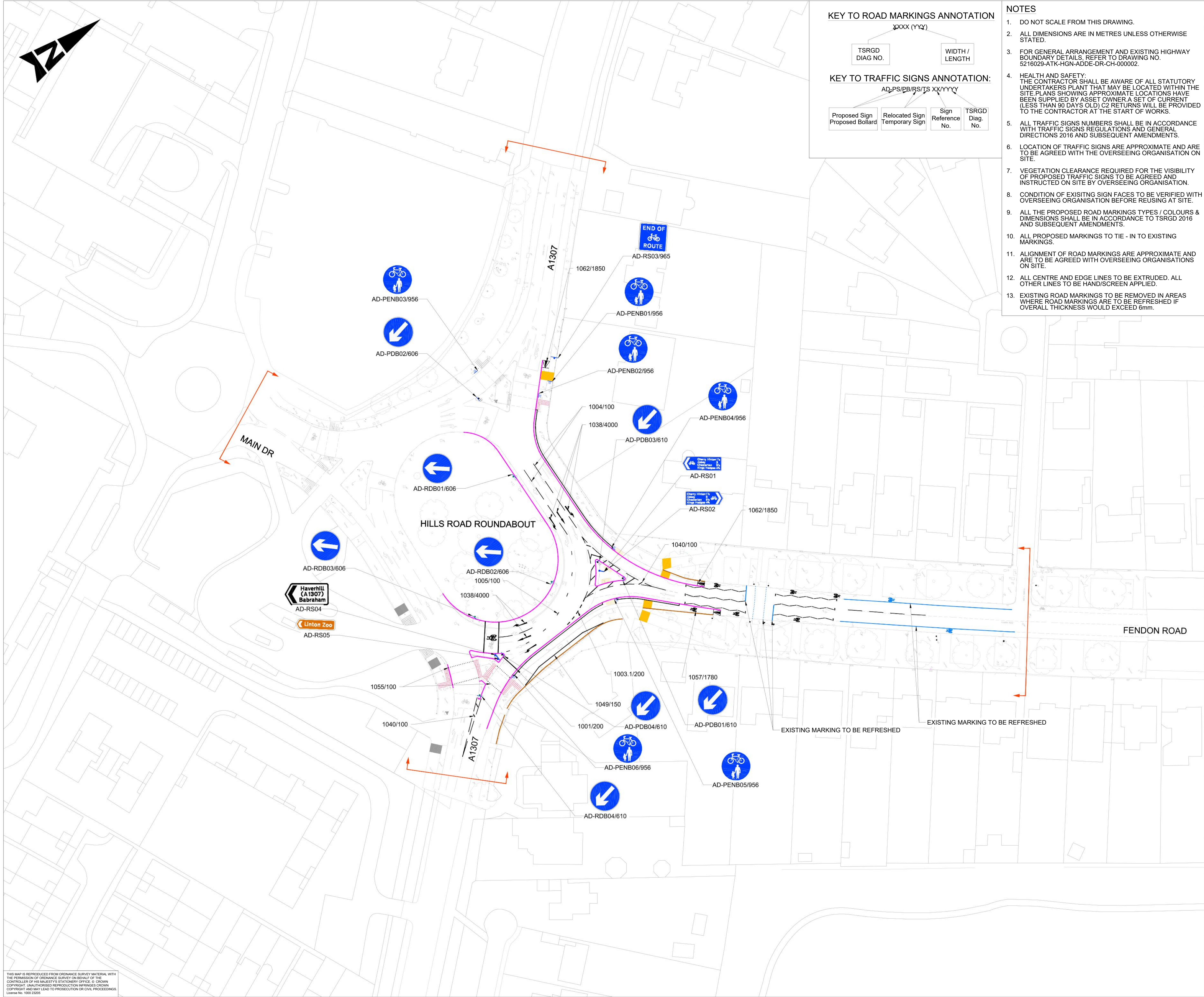
## Background Papers

Source Documents	Location
Cycling Plus Hills Road Consultation Report	<a href="https://www.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="https://www.greatercambridge.org.uk">Addenbrooke's roundabout (greatercambridge.org.uk)</a>
Cycling Plus – Dec 2021 Executive Board Papers	<a href="https://cmis.uk.com">Document.ashx (cmis.uk.com)</a>

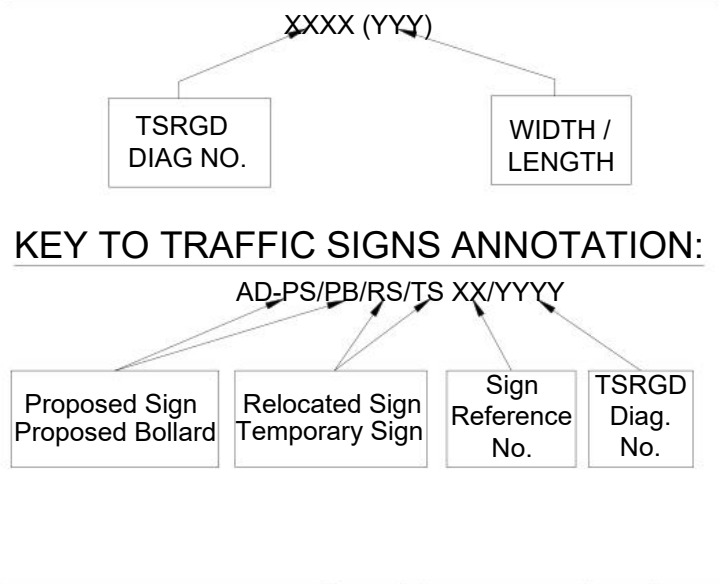








KEY TO ROAD MARKINGS ANNOTATION



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
Proposal on Fendon Road Updated				
P02	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 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	Originator	Volume	Job No.	Revision
5216029	ATK HSN	ADDE 000001	5216029	
DR	CH			P02
Location	Type	Role	Number	

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## Greater Cambridge Greenways – Fulbourn and Haslingfield Greenways

Report to: Greater Cambridge Partnership Joint Assembly

Date 11 December 2023

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.



# Greenways network

Summer 2021

**Key**

- Greenway network
- Connecting route
- Chisholm Trail
- Other route (Sustrans)
- Planned railway station
- P&R Park & Ride
- Planned Travel Hub

- 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

- Page 117 of 150

- 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;
- Agree to the use of Compulsory Purchase Powers for land where Section 26 Highways Act 1980 powers cannot be used;
- Agree the programme of delivery for Fulbourn and Haslingfield Greenways; and
- Agree to finalise schemes for construction and complete Full Business Cases for the Fulbourn and Haslingfield Greenways.

## 2 Issues for Discussion

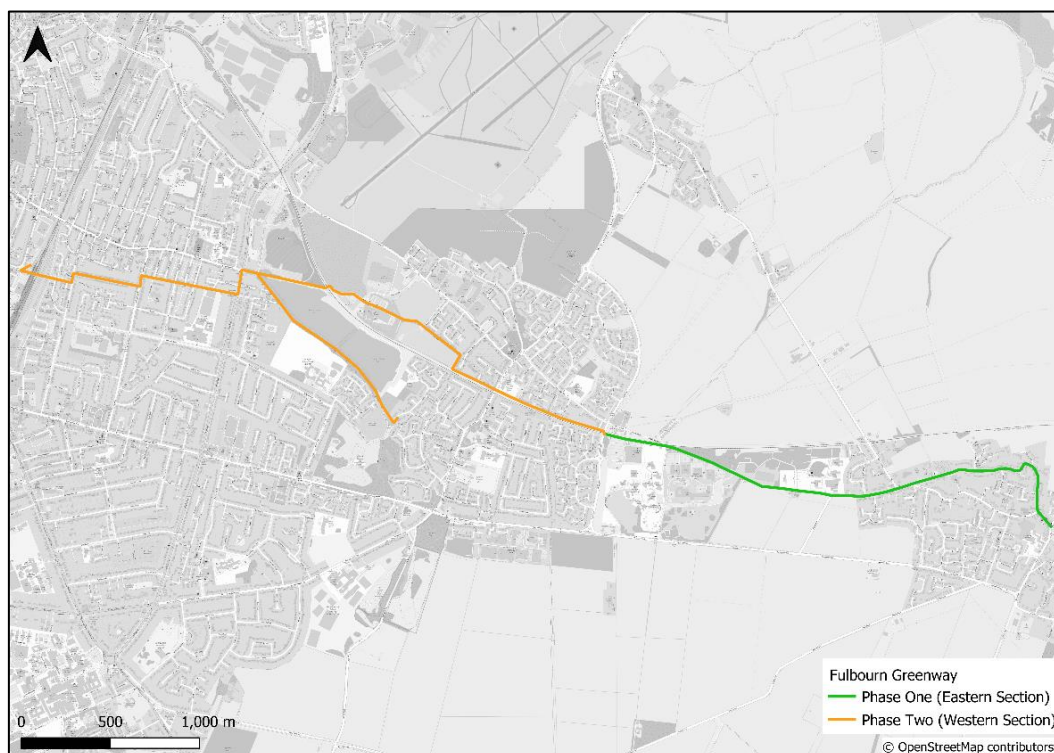
### **Fulbourn Public Engagement**

- 2.1 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.

- 2.2 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.
- 2.3 A full summary report of the findings from the public engagement is included at **Appendix 1**.
- 2.4 The most significant issues and the proposed response to these are set out in Tables 1 and 2 below.



2.5 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>

2.6 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>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 planned for Cow Lane to improve the footways</li> </ul>



<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

- 2.7 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.
- 2.8 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.

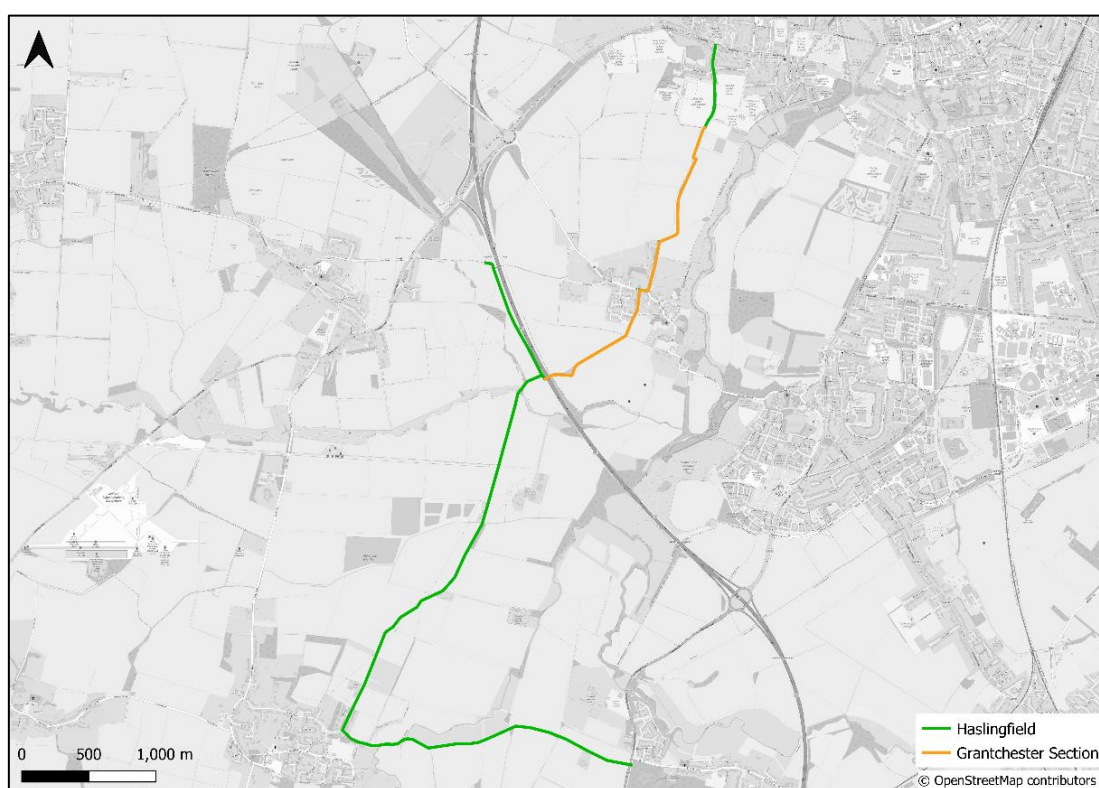
2.9 The consultation period ran for eight weeks from 5 June 2023 to 28 July 2023, and included the following events:

- Online event on Tuesday 20th June; and
- In-person event on Thursday 22<sup>nd</sup> June.

2.10 A full summary report of the findings from the public consultation is included at **Appendix 2**.

2.11 The most significant issues and the proposed officer response to these are set out in Tables 3 and 4 below.

### **Haslingfield Greenway – Grantchester Section**



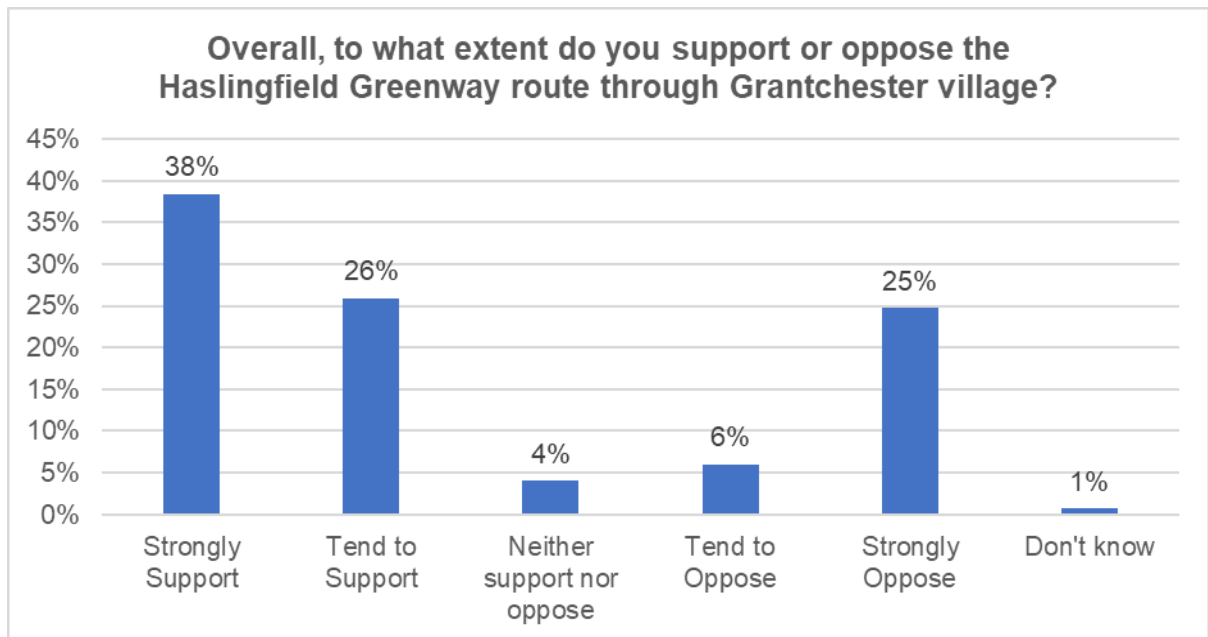
2.12 In addition to questions on the design proposals for the Grantchester section, respondents were also asked about their level of support or opposition for this section to proceed.

2.13 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.

2.14 Respondents were asked "Overall, to what extent do you support or oppose the Haslingfield Greenway route through Grantchester village?". 416 respondents answered this question.

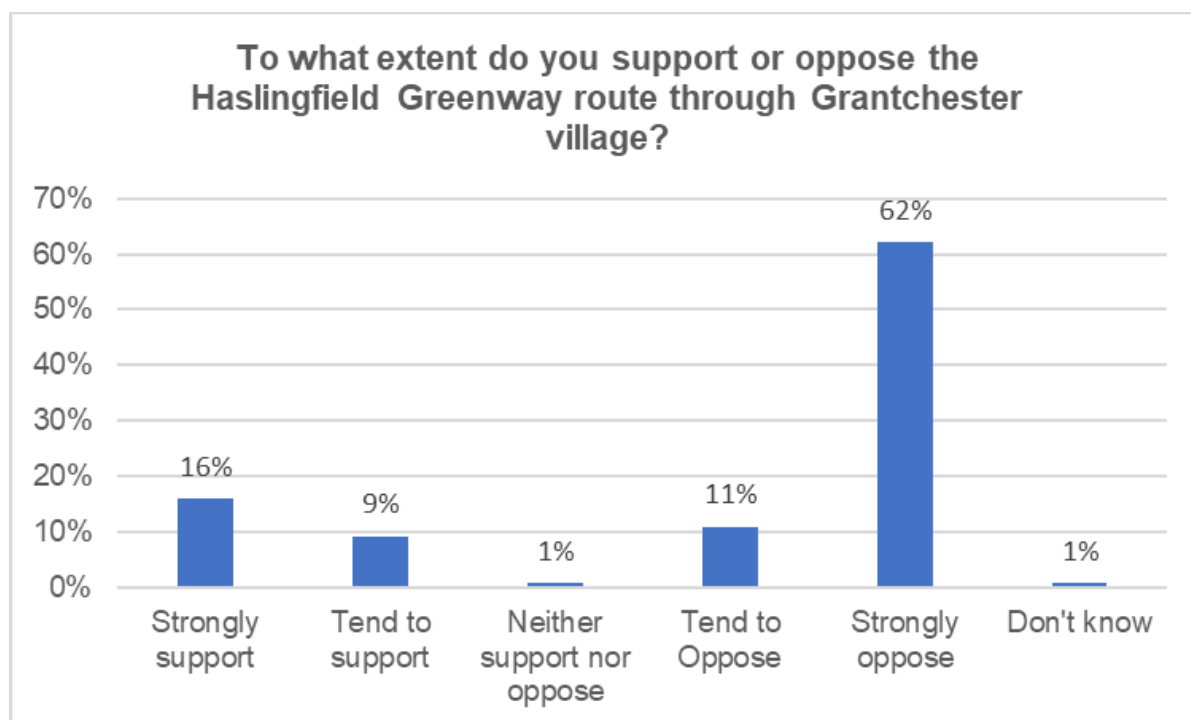
- 2.15 As shown in the graph below, a total of 267 respondents (64%) are in support of the route through the village, in which 158 respondents (38%) strongly support and 109 respondents (26%) tend to support it.
- 2.16 Overall, 128 respondents (31%) oppose the route through the village, in which 103 respondents (25%) strongly oppose, and 25 respondents (6%) tended to oppose.
- 2.17 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)**



- 2.18 This question was broken down further to understand how residents of Grantchester felt about the route through the village.
- 2.19 A total of 119 residents in Grantchester provided feedback on the Haslingfield Greenway route through Grantchester village.
- 2.20 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.
- 2.21 Overall, 87 respondents (73%) oppose the route through the village, in which 74 respondents (62%) strongly oppose, and 13 respondents (11%) tended to oppose.
- 2.22 One respondent (1%) neither supported nor opposed the proposed route through Grantchester.
- 2.23 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)**



- 2.24 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.
- 2.25 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.
- 2.26 Based on the overall feedback, it is recommended that the Grantchester section of the Haslingfield Greenway is taken forward.
- 2.27 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.
- 2.28 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>

2.29 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***

2.30 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.

2.31 Each scheme will require a combination of the following consents:

- Planning applications where permitted development is not sufficient, for example on any key structures or in environmentally sensitive areas.
- Permitted Development Applications which will apply for the majority of each scheme.

- 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.
- 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.
- 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
- were unable to acquire land under negotiation.
- Traffic Regulation Orders (TRO's)

2.32 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**

2.33 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.

2.34 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.

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

### **Risks**

2.35 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.

## **3 Consultation and Engagement**

3.1 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).

- 3.2 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

- 3.3 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.
- 3.4 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.
- 3.5 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.

## 4. Options and Emerging Recommendations

- 4.1 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.
- 4.2 It is recommended that the Outline Business Case for the Fulbourn Greenway is agreed and progressed to Full Business Case development.
- 4.3 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.

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

## 5. Alignment with City Deal Objectives

- 5.1 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.

## 6. Citizen's Assembly

- 6.1 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.
- 6.2 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.

## 7. Financial Implications

- 7.1 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
- 7.2 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

## 8. Next Steps and Milestones

- 8.1 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.
- 8.2 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.
- 8.2 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

Report to: Greater Cambridge Partnership Joint Assembly

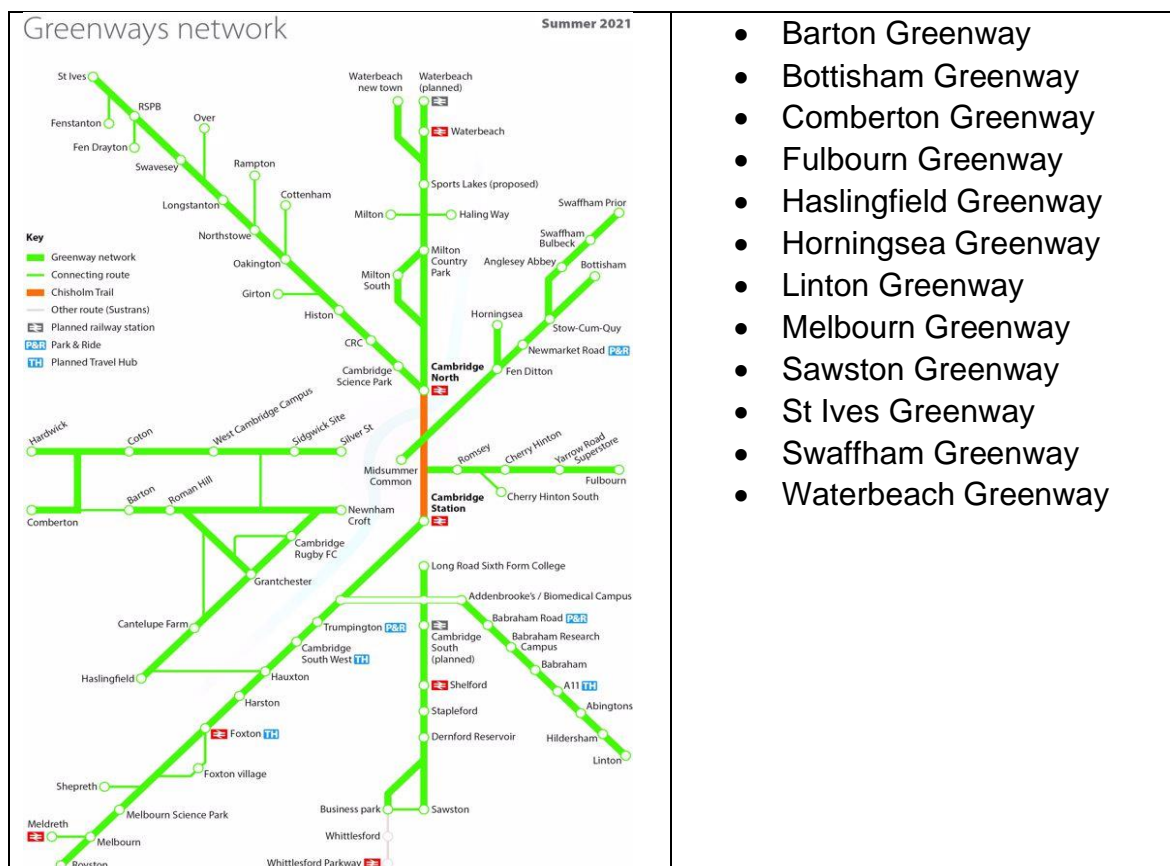
Date 11 December 2023

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 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.

1.6 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular the following recommendations for the Executive Board:

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



## 2 Issues for Discussion

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

- 2.1 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.
- 2.2 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
- 2.3 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.
- 2.4 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.
- 2.5 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.
- 2.6 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.

- 2.7 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***

- 2.8 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.
- 2.9 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 this advances. 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	<p>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> <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>	
<p>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.</p>	<p>Comberton Greenway:</p> <ul style="list-style-type: none"> <li>• Comberton Village (in construction)</li> </ul>
	<p>Haslingfield Greenway:</p> <ul style="list-style-type: none"> <li>• Junction with Barton Road to Cambridge Rugby Club section (subject to TRO)</li> </ul>
	<p>Barton Greenway:</p> <ul style="list-style-type: none"> <li>• Barton Road to Cambridge</li> </ul>
	<p>Horningsea Greenway:</p> <ul style="list-style-type: none"> <li>• Fen Ditton Primary School to Horningsea Village</li> <li>• Horningsea Village</li> </ul>
	<p>Linton Greenway</p> <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>
	<p>Melbourn Greenway</p> <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>
	<p>Sawston Greenway (subject to approvals)</p> <ul style="list-style-type: none"> <li>• Genome Path - widening of the existing PROW.</li> <li>• Section through Stapleford Village</li> </ul>
	<p>Waterbeach Greenway</p> <ul style="list-style-type: none"> <li>• Section south of Jane Costin Bridge / Cowley Road</li> </ul>

<b>2024/25</b>	
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>

- 2.10 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***

- 2.11 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***

- 2.12 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.
- 2.13 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.
- 2.14 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.

2.15 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	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. 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.
No justification for raised tables at side road junctions as speeds already low and may cause problems for cyclists. The number of raised tables is too high.	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
Other village roads should be included in 20mph speed limit zone	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>
A zebra crossing is already planned for West Street outside village college	We are working with the applicants for this crossing to ensure only one is put in.
An additional crossing should be provided at Barton Road/Harbour Avenue area	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. 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. 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 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

- 2.16 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.
- 2.17 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.

- 2.18 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.
- 2.19 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.
- 2.20 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.
- 2.21 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.

### 3 Consultation and Engagement

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.



- 3.5 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).

## 4. Alignment with City Deal Objectives

4.1 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.

## 5. Citizen's Assembly

5.1 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.

5.2 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.

## 6. Financial Implications

6.1 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

## 7. Next Steps and Milestones

- 7.1 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>