

Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Wednesday 23rd November 2022
2:00 p.m. – 4:25 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 Alex Beckett	Cambridgeshire County Council
Cllr Claire Daunton	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Paul Bearpark	South Cambridgeshire District Council
Cllr Annika Osborne	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Heather Richards	Business Representative
Claire Ruskin	Business Representative
Karen Kennedy	University Representative
Kristin-Anne Rutter	University Representative
Helen Valentine	University Representative

Officers:

Peter Blake	Transport Director (GCP)
Debbie Bondi	Head of Innovation and Technology (GCP)
Michelle Burdett	Growth and Strategy Manager (GCP)
Daniel Clarke	Strategy and Partnerships Manager (GCP)
Thomas Fitzpatrick	Programme Manager (GCP)
Niamh Matthews	Assistant Director: Strategy and Programme (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 Christopher Walkinshaw.

2. Declarations of Interest

Karen Kennedy declared a non-statutory disclosable interest in relation to the Quarterly Progress Report item (agenda item 6), as an employee of the University of Cambridge.

3. Minutes

The minutes of the previous Joint Assembly meeting, held on 8th September 2022, were agreed as a correct record and were signed by the Chairperson.

4. Public Questions

The Chairperson informed the Joint Assembly that two 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 both questions related to Agenda Item 7 (Greater Cambridge Greenways: Haslingfield and Comberton).

5. Petitions

The Chairperson notified the Joint Assembly that two petitions had been submitted. One petition related to Agenda Item 7 (Greater Cambridge Greenways: Haslingfield and Comberton), and it was confirmed that it would be discussed at the beginning of that item.

The Joint Assembly also noted the receipt of a 624-signature petition relating to the Cambourne to Cambridge Project, presented by Cambridge Past, Present and Future, and supported by an alliance of organisations. It was confirmed that following discussions with the petitioner, it had been agreed that the most appropriate route for the petition was for it to be formally presented to the County Council meeting at which it considered the Transport and Works Act Order in 2023.

6. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme, and which also included a proposal to appoint a consultant to support the GCP's Gateway Review process. Although the Department for Levelling Up, Housing and Communities (DLUHC) had confirmed the appointment of SQW as its consultant for all Gateway Reviews due to be carried out across the country in 2025, it was suggested that additional support would provide the GCP with independent review, scrutiny and expertise. The report also included a proposal to continue funding for the Centre for Business Research for the next twelve months.

While discussing the report, the Joint Assembly:

- Observed that the term 'Knowledge Intensive' (KI) could be easily misconstrued, and suggested that future reports that referred to the KI sector could include a definition of the term. It was argued that the majority of the workforce in KI businesses were non-KI workers, with only a small proportion of KI workers at the top of each workforce, and it was emphasised that the GCP valued and appreciated all levels of knowledge. Members acknowledged that KI businesses were dependent on non-KI businesses, and it was suggested that the Centre for Business Research could be asked to analyse whether some parts of the non-KI sector were performing better than others.
- Clarified that the proposed appointment of a consultant to support the Gateway Review process was not a requirement of the DLUHC, but had been identified as advisable following the previous Gateway Review.
- Noted the launch of the Making Connections consultation on 17th October 2022, and welcomed the significant level of discussion and debate that it had inspired.
- Observed that Section 7.1 of the report indicated that £941k was scheduled to be spent on phase 2 of the Chisholm Trail in 2022/23, and sought clarification on whether individual sections of the route would open before the whole route had been completed, such as alongside the railway line under the Mill Road bridge. Members were informed that feedback from consultations carried out in 2022 was still being considered, while agreement was still being sought with National Rail. Nonetheless, it was anticipated that some short-term progress would be possible in this area, and that a significant portion of the £941k would be for that section of the route.
- Observed that target dates for the completion of some projects had changed from those in the previous Quarterly Progress Report, and suggested that the target dates should remain fixed, with only the forecast completion dates being changed if required. It was also suggested that it would be helpful and more accurate for target and forecast dates to indicate the quarter of the year when a project would be completed, rather than the whole year. However, it was acknowledged that the complexity of many of the projects meant that such specific dates would require

frequent changes, and specifying the quarter would therefore not necessarily improve the oversight or accountability of projects.

- Expressed concern that local residents were unsure whether or not the Whittlesford Station Transport Infrastructure Strategy was proceeding. Members were informed that although the project had been paused due to the ongoing A505 study, local residents had expressed support for delivery of some of the smaller elements, such as active travel. It was these elements that were now being reviewed by the GCP, rather than the wider scheme that affected the A505.
- Suggested that given the scale of challenges locally, alongside the levels of predicted growth in the region, the GCP could consider expanding its work in the skills sector. It was emphasised that the GCP aligned its work to that of the Combined Authority, the lead authority for skills in the region.
- Highlighted the shortage of skilled workers in the construction industry to carry out retrofitting as part of the wider decarbonisation programme, and queried whether the GCP could support and promote more apprenticeships in the construction industry. Attention was also drawn to the importance of agricultural apprenticeships, particularly given current issues related to the cost-of-living and food security, and the difficulties faced by some potential learners accessing them due to their rural location. Nonetheless, it was acknowledged that a holistic skills strategy needed to focus on wider, long-term needs, rather than short-term shortages.
- Suggested that the GCP could link recruitment and training to its procurement processes, in order to promote the development of skills within its wider delivery of projects. It was also observed that different organisations and authorities used different data and figures, and suggested that the GCP promoted the use of its own data as widely as possible within the local community and by local authorities.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there had been no objections to the proposals set out in the report.

7. Greater Cambridge Greenways: Haslingfield and Comberton

Two public questions were received from Simon Webb (on behalf of Martin Grant Homes), and Gabriel Fox. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Chairperson notified the Joint Assembly that a petition had been submitted by Highfield Farm Touring Park in relation to the Comberton Greenway, calling for the Greenway to use the west side of Long Road instead of the proposed east side. It argued that the current proposals would affect a higher number of houses and businesses along Long Road, cause flooding, and encourage rural crime by facilitating access to properties, whereas moving the Greenway to the west side of Long Road would improve safety and access for cyclists, pedestrians and horses. The Transport Director noted that the current proposed route would ensure a direct link to an existing bridleway, while avoiding residential properties and side roads on the west side of

Long Road. Taken alongside the work being undertaken to reduce traffic speeds and improve the general environment on Long Road, access to the caravan park would become safer with the current proposals, so officers were therefore recommending not to change the proposed route.

The Transport Director presented the report, which set out the Outline Business Cases for the Comberton and Haslingfield Greenways, as well as a proposed programme of delivery, with the construction of early works to commence in 2023. Following a public engagement, various changes were proposed for the schemes, as set out in Sections 2.3 and 2.4 of the report. Attention was drawn to the action taken in response to issues raised with the Bourn Brook crossing and Grantchester section of the Haslingfield Greenway, with a further public consultation proposed for the latter issue in 2023.

While discussing the report, the Joint Assembly:

- Welcomed the report and supported the officer recommendation to continue with the current proposed route for Long Road on the Comberton Greenway. Members suggested increasing the number of dropped curves along the routes in order to provide additional opportunities for access and egress, and highlighted the importance of ensuring safety for equestrians, particularly in the more isolated, rural sections of the Greenways. It was observed that the County Council was developing a surface design guide, and suggested that it would be beneficial for the Greenways' surfaces to align with the guide.
- Expressed concern over the significant number of shared use sections of the routes, and requested the installation of clear signage in each section, noting that pedestrians were not generally accustomed to reading road signs. It was clarified that shared use was not a policy objective of the GCP, and was only implemented when required by limitations to the highway or available land.
- Expressed concern about the lack of lighting on some shared use sections of the Greenways, arguing that it would be dangerous for users without sufficient lighting during dark hours, which were extended during winter. It was also suggested that as lighting technology continuously evolved, it would be beneficial to collaborate with the Combined Authority and the County Council to improve consistency across the region. However, it was acknowledged that lighting was not universally accepted, and therefore a balance had to be established between safety and excessive lighting, particularly in rural areas.
- Welcomed the level of engagement with local communities, noting the widespread support for the Greenways, and paid tribute to officers for adapting the schemes on the basis of issues raised during such engagement and consultation. It was observed that a significant number of issues related to materials, signage and lighting were raised for both Greenways, and welcomed the proposal to develop a general strategy on these issues across the whole Greenways programme. It was agreed that the Joint Assembly and Executive Board would be provided with an opportunity to consider the strategy.

- Confirmed there was a commitment to achieving a 20% biodiversity net gain across the Greenways programme, and highlighted the importance of ensuring this process included ensuring nature was supported in its recovery, rather than just improving biodiversity.
- Requested further information on how the Greenways schemes aligned to cycling infrastructure standards and guidance, such as the Local Transport Note (LTN) 1/20, and whether the schemes tended to deviate away from or towards such guidance when amendments were made to the scheme designs as a result of consultation and engagement.
- Queried whether byelaws could be implemented and enforced on the Greenways, in a similar way to busways in the region. Members were informed that the GCP was currently ensuring the legality of the Greenways through mechanisms such as public rights of way and bridleways, although it was acknowledged that byelaws could be considered in the future.
- Noted that the Comberton and Haslingfield Greenways would be connected by the Barton Greenway, which was currently undergoing a public engagement before presentation of the Outline Business Case to the Joint Assembly and Executive Board in February and March 2023.
- Emphasised that Compulsory Purchase Orders should only be used as a last resort, and argued that such decisions should be made by the Executive Board, rather than through a delegation to officers.
- Noted that the County Council would be responsible for maintenance of the Greenways once they were completed, as established by the City Deal. A maintenance strategy was being developed in collaboration with the County Council and would be agreed prior to completion of the project. Members highlighted the importance of making it easy to identify which authority or organisation was responsible for maintenance of the Greenways, and other cycleways, and when such a responsibility was transferred.
- Sought clarification on the County Council's involvement in the design of the Greenways, noting that concern over future maintenance costs could negatively impact their design and thus reduce the quality of the infrastructure. The Joint Assembly was informed that the County Council did not receive any funding to maintain active travel routes, and its involvement in the design process was therefore important, although it was emphasised that the materials used for the Greenways would be of high quality.
- Emphasised the importance of communicating the benefits of the Greenways, such as the accompanying 20mph zones along the routes, to local communities.

The Chairperson concluded that the Joint Assembly supported the proposal to prepare Full Business Cases for the two Greenways, and make the various applications necessary for that to happen. He also highlighted the importance of developing a general strategy for materials, signage and lighting.

8. Smart Cambridge Update and Forward Programme

The Head of Innovation and Technology presented the report, which outlined the contribution of Smart Cambridge to support delivery of the GCP's overall aims and objectives. Underlying key themes included improving the quality of data, making sustainable transport easier, improving operation of the highway, enabling the next generation of public transport, and enabling smart communities. The Joint Assembly received a presentation on the Smart Cambridge programme, which was published on the meeting website and is attached at Appendix B of the minutes.

While discussing the report, the Joint Assembly:

- Highlighted behavioural change as being central to the GCP's wider objectives, and emphasised the importance of considering how it could be promoted and supported, through the use of technology and data, throughout the planning and delivering of individual schemes and projects. Members welcomed that consideration was increasingly being given when designing schemes to possible future behavioural change, such as low-car communities and alternative uses for busways.
- Drew attention to concerns that had been raised about the quality and reliability of bus data, and expressed concern that such issues undermined confidence and trust in the wider programme, although it was acknowledged that recent and ongoing changes to bus timetables and routes had exacerbated the problem. Members were informed that bus operators and the Combined Authority were responsible for real-time data, although Cambridge Smart had previously provided support to overcome issues, and it was acknowledged that improvements were necessary.
- Acknowledged ongoing efforts to resolve resource problems with a scheme to provide businesses with smart panels that provided updates on public transport, travel and other issues. Further work was being carried out on developing a commercial alternative, which would cost more to implement but which would include more robust support and maintenance.
- Noted that a competitive procurement process would be undertaken to improve the data and management of the totem outside Cambridge train station, which had also experienced difficulties due to construction work in the surrounding area.
- Welcomed ongoing work looking at integrating tickets across the local transport network, and suggested that it should also consider aligning timetables across the different modes of public transport.
- Paid tribute to the innovative methods and technology that were being trialled by Smart Cambridge, acknowledging that was important to develop new ways to collect and provide reliable and accurate data. However, it was suggested that it would be beneficial to increase public awareness of whether data came from trials or established mechanisms, in order to maintain support and minimise frustration.

It was also suggested there should be greater publicity on the work to reduce traffic and congestion through smart technology, as well as Smart Cambridge's wider work.

- Welcomed the deployment of traffic sensors across Cambridge and requested a map of their locations. It was suggested that it would be beneficial to allow open access to the data collected by the sensors.
- Observed that the technology provided by the Centre for Connected and Autonomous Vehicles was restricted to companies from the UK, and queried whether companies from other countries were being consulted. Members were informed that Smart Cambridge was engaging with Zenzic, an organisation created by the government and automobile industry, which also provided contact with operators and companies outside the UK.
- Clarified that Connecting Cambridgeshire had established a joint venture with the University of Cambridge, called Light Blue Fibre, which made its ducting and fibre infrastructure commercially available.

In summarising the Joint Assembly's discussion, the Chairperson noted the importance of connecting Smart Cambridge's work to the GCP's other workstreams and highlighted suggestions that its work should be more widely disseminated and publicised.

9. Developing the GCP Approach to Biodiversity Net Gain

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which detailed the work being undertaken by the GCP to achieve up to 20% biodiversity net gain across its programme.

While discussing the report, the Joint Assembly:

- Noted that increasing biodiversity was more complex than planting a few species, and drew attention to the expertise and local knowledge of officers in local authorities, as well as specialists across the region, and suggested that the GCP should work with them whenever it was possible and appropriate. Members highlighted the impact of wildlife displacement, and argued that there should be an emphasis on preservation, rather than just gain.
- Welcomed that the GCP was exceeding statutory requirements, but expressed concern that the objective to achieve "up to 20%" biodiversity net gain was unambitious and non-committal, and suggested replacing the target with "at least 10% and ideally 20% or higher".
- Expressed concern that projects' red line boundaries were unable to identify the varying levels of importance of the nature through which they passed, and suggested that maps should indicate areas of high natural importance.

- Sought clarification on how baseline data had been obtained for biodiversity net gain calculations, and whether projects that had already been completed were also being taken into consideration as part of the overall GCP programme. Members were informed that although a number of completed schemes had performed biodiversity net gain calculations, guidance and metrics had evolved over time, and work was currently being undertaken to establish a baseline in a consistent way.
- Queried whether resources for biodiversity net gain would be provided separately for each project or as part of a unified package.
- Considered whether biodiversity improvements should be as close as possible to the areas affected by projects or whether they should be offset to established biodiversity projects. Some members argued that improving biodiversity in an off-site location failed to adequately address the negative impact on the biodiversity in the area adjacent to a project, noting that community support for projects was sometimes subject to such local mitigation. However, others cited examples of less effective and sustainable efforts to improve on-site biodiversity, such as the planting of trees alongside the A14 improvement scheme, and suggested that dedicated biodiversity projects were easier to maintain and achieved better results in the long-term.

In summarising the Joint Assembly's discussion, the Chairperson identified widespread support for the ongoing work, although he highlighted a desire for biodiversity net gain to exceed 20%. He also drew attention to members' varying opinions on the mitigation hierarchy and where to locate biodiversity improvements to maximise their sustainability, effectiveness and local support.

10. Date of Next Meeting

The Joint Assembly noted that the next meeting was due be held on Thursday 16th February 2023.

Chairperson
16th February 2023

Greater Cambridge Partnership Joint Assembly – 23rd November 2022
Appendix A – Public Questions Listed by Agenda Item

	From	Question	Answer
1.	Lynda Warth County Access & Bridleways Officer - Cambridgeshire British Horse Society (BHS)	<p>Agenda Item No. 7: Greater Cambridge Greenways</p> <p>We appreciate GCP confirmation that the Assembly is being asked to approve hard top paths created alongside bridleways not on them.</p> <p>The M11 bridge at Coton is already a bridleway. The surface ‘improvements’ have changed the perception of its status and created conflict. Cyclists, and apparently the GCP, believe it now to be a cycle path. Please can bridleways on the Greenway routes be clearly marked including the right of way hierarchy which protects pedestrians and equestrians?</p> <p>The section to the north of Cantelupe Road is already a bridleway. Design approval for this section must be suitable for equestrians.</p> <p>Barton / Long Rd junction – we appreciate inclusion but without design drawings there is lack of clarity of what is to be approved. Please could approval be ‘subject to BHS agreement’? Signage for quiet roads should include pedestrians, cyclists and equestrians.</p> <p>With cyclists on their inside, for safety horse riders will migrate towards the centre of the carriageway. Current plans to narrow carriageways will reduce and even remove, the opportunity for vehicles to overtake. Travelling at ± 4 mph in walk, and Highway Code requirement for traffic to slow to 10 mph when ‘they see a horse’, horses in the</p>	<p>As a general design principle, the existing bridleway sections will be left as they are, as far as reasonably practicable, with the multi-user path built alongside it. At locations where the width of the existing bridleway is less than 3m, subject to land availability, the bridleway would be widened to make the route more amenable to users.</p> <p>The status of the M11 bridge as bridleway is known and noted. The Greenway does not propose significant changes to this section of path.</p> <p>The section of bridleway north of Cantelupe Road will be designed to be suitable for equestrians.</p> <p>BHS feedback on the junction of Barton Road and Long Road has been received, along with other stakeholder feedback and will be considered further as the design develops.</p> <p>Equestrians are not excluded across these projects; the aim of the Greenways is: <i>“to provide safe, well-connected active travel links within Cambridgeshire for walkers, cyclists and where possible horse riders.”</i></p>

		<p>traffic flow risk queues quickly forming with attendant driver frustration and potential danger. Have these impacts have been given consideration in the decision to exclude horses from safe cycling provision?</p> <p>Equestrians, as highway non-motorised users, have equal legal rights to cyclists. Exclusion is discriminatory and at odds with the Highway Code and Road User Hierarchy. Inclusive signage and crossing design which has space and facilities for tandem, trike, recumbent, cargo and child-trailed bicycles will allow inclusion for horses.</p> <p>Please consider the consequences on traffic flow, the safety of horses, their riders and other road users when making your decisions today.</p>	<p>The recent engagement results have all been treated in an equitable manner and the top themes for each section of Greenway identified and reported. GCP also have a log of stakeholder comments and feedback provided to date, including through the Active Travel User Group, which BHS is a part of.</p> <p>The Greenways are subject to risk assessment for all users, including concept design, detailed design, and post-completion road safety audit.</p>
2	<p>Anna Williams Communications and Community Officer CAMCYCLE</p>	<p>Agenda Item No. 7: Greater Cambridge Greenways</p> <p>We thank members and officers for their work on the Greenways; we know these schemes are very popular and local people are impatient to see these routes completed so they have safe routes from/to and between Cambridge and surrounding villages.</p> <p>We'd like to make the point that modal filters are an effective low-cost way of building essential links along – and connecting to – the Greenways. For example, the report states that “the scope for the Comberton Greenway along Sidgwick Avenue is limited” but this is only the case because through-traffic is still being prioritised over people walking, cycling and wheeling. This road is proposed to be filtered as part of the GCP’s own Road Classification project: with University support for change here, why not do it now? Introducing restricted access for vehicles between Grange Road and Ridley Hall Road would free up space to</p>	<p>The Comberton Greenway has looked to rationalise parking along the West Cambridge route sections to better prioritise for pedestrians and cyclists.</p> <p>This includes limiting parking along Adams Road with planters and placemaking improvements.</p> <p>Some parking has been retained to allow for deliveries and servicing whilst maintaining free-flow movement for cyclists in the carriageway.</p> <p>Sidgwick Avenue is proposed as a one-way street under the Comberton Greenway, with discussions and consideration of parking ongoing with local stakeholders including the University. If further changes are brought forward through the Road Classification project, the Greenway will look to</p>

		<p>create a shared street for cycling and walking which would particularly benefit disabled people who suffer the most from the current uneven and narrow footways. We believe the whole street should be a pedestrian and cycle zone except for disabled access, loading and local access (which should be reduced as much as reasonably possible). All pay and display parking should be removed.</p> <p>With active travel movements predicted to grow and the expansion of the West Cambridge site, Sidgwick Avenue is an important link. Let's make it a better street for everyone and a valued part of the Greenway.</p>	<p>incorporate and maximise any opportunities this may bring.</p>
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Greater Cambridge Partnership Joint Assembly – 23rd November 2022
Appendix B – Slide Presentation

Please note that the image on the title slide has been changed from the version used in the presentation at the meeting, at the request of the owner of the original image.



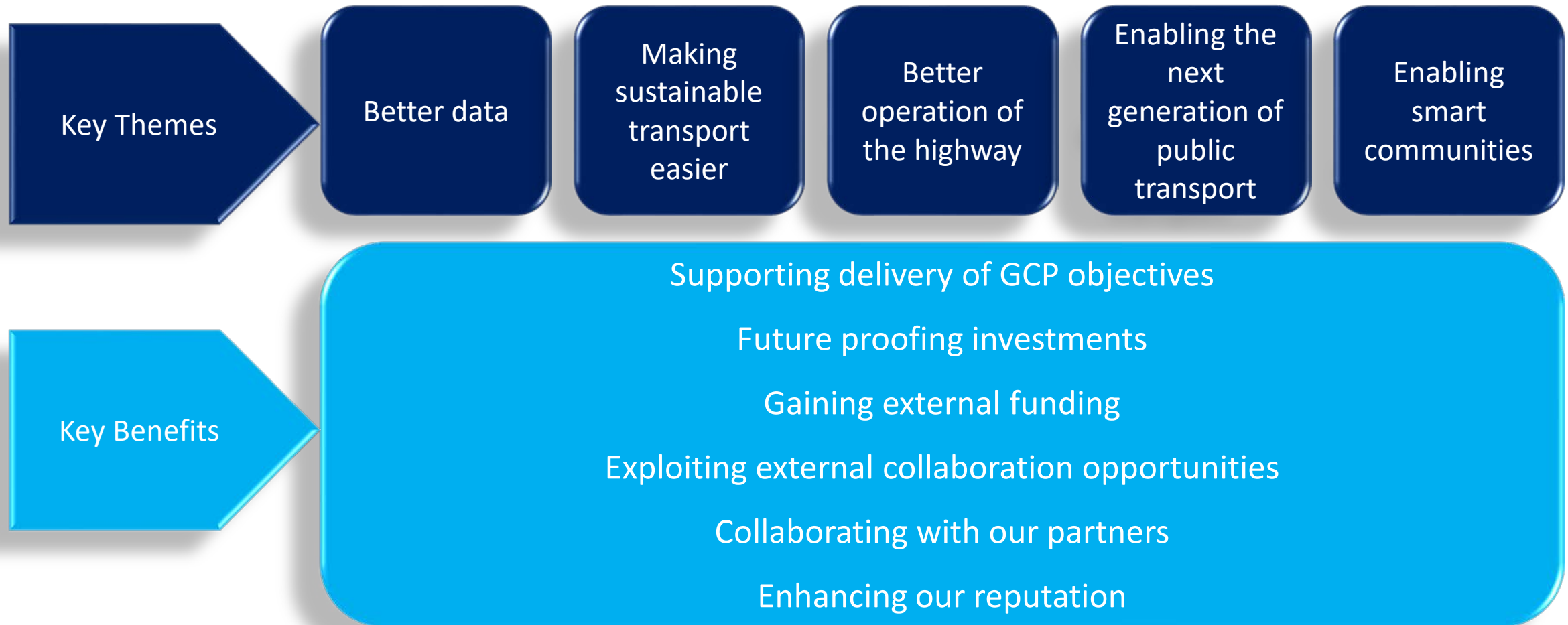
Smart Cambridge

Update and forward programme

23 Nov 2022



Smart Cambridge – high level view



Fibre Ducting in Infrastructure Schemes

Deploying fibre ducting at the same time as delivering infrastructure schemes brings many other benefits as well as better digital connectivity

BENEFITS

Saving time & money by integrating ducting at the same time as infrastructure schemes are built

Achieving carbon savings by reducing the need for repeat work and retrofitting

Minimising disruption to roads, pavements or cycleways, and reducing congestion

Solving civils challenges such as crossing rail lines and road junctions and encouraging telecoms providers to extend fibre networks further

CARBON SAVINGS
>20 tonnes CO²

emissions for materials use over 2 years, equivalent to the carbon emissions of driving nearly half a million miles in an average car*

FIBRE DUCTING
IN
INFRASTRUCTURE

Approximately
21.6km
OF FIBRE DUCTING
installed/planned in roads
and cycleways by 2025

OUTCOMES

Ensuring future facing connectivity is available to support next generation technology

Facilitating sustainable economic growth and increased productivity - including remote working, digital skills and opportunities for businesses

Contributing to community wealth building and health & wellbeing with better access to public services, education, training and digital inclusion

Supporting climate change mitigation/adaptation and moving towards Net Zero

CAMBRIDGE AUTONOMOUS SHUTTLE TRIAL

PASSENGER TRIALS

3
SHUTTLES

2 SAFETY
OPERATORS
ON BOARD

304
passengers
carried

5 CCTV
CAMERAS
inside and out

106
JOURNEYS

3 hazard perception cameras

5 LiDAR
sensors

Distance travelled
1,014
KILOMETRES

31.8TB
of journey
data processed



34 million
data points in the
PointCloud model



97
local, national
and international
media stories



SOCIAL MEDIA



Twitter
11,917 impressions,
674 engagements,
633 video views



LinkedIn
3,043 impressions,
1,721 video views



YouTube
12,669
video views



9 TV AND RADIO BROADCASTS

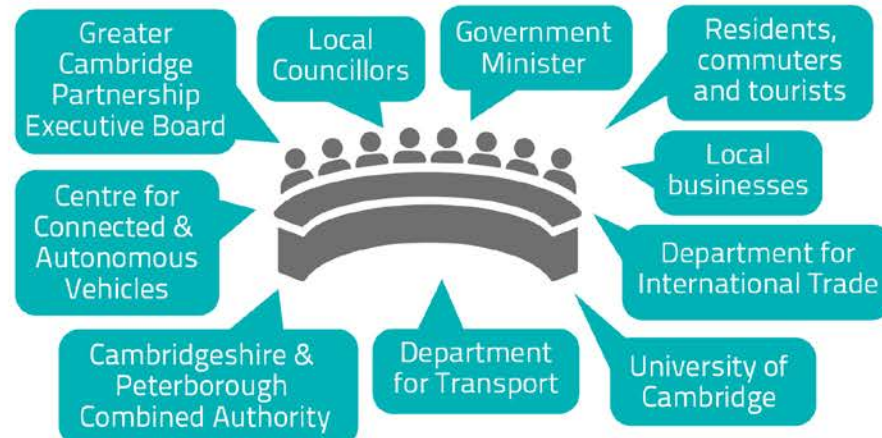


115
surveys
completed



97.4%
of people who
completed the survey
said they would ride
an autonomous
shuttle again

Engagement with organisations and authorities:



Key features of the Smart Cambridge programme to Mar 2024

Ongoing activities *including*

- Engagement
- Data challenges
- Supporting sustainable new communities

Concluding activities *including*

- Initial trials – smart signals and junctions
- Permanent sensor network Phase 1
- Current phase of guidance trials

City Access workstream lead

- Systems, tech and operations
- Behaviour change including MaaS, integrated ticketing etc

Autonomous vehicles *including*

- Trial delivery (if bid successful)
- Engagement with successful bidders

Maintaining agility in response to new opportunities

Thank you



**GREATER
CAMBRIDGE
PARTNERSHIP**