



25 November 2015

To: Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Ray Manning	South Cambridgeshire District Council (Vice-Chairman)
John Bridge	Greater Cambridge Greater Peterborough Enterprise Partnership
Councillor Steve Count	Cambridgeshire County Council
Professor Jeremy Sanders	University of Cambridge

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**, which will be held in the **SWANSLEY ROOM AT SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **THURSDAY, 3 DECEMBER 2015** at **2.00 p.m.**

AGENDA

	PAGES
1. Apologies for absence To receive any apologies for absence.	
2. Minutes of the previous meeting To confirm the minutes of the previous meeting held on 3 November 2015 as a correct record.	1 - 12
3. Declarations of interest To receive any declarations of interest from Members of the Executive Board.	
4. Public questions To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	13 - 14
5. Reports and recommendations from the Joint Assembly Councillor Tim Bick, Chairman of the Joint Assembly, will be in attendance to present the recommendations from the meeting of the Joint Assembly held on 13 November 2015.	15 - 18
6. Western orbital - options and approval to consult To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council).	19 - 26

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| 7. | Initial prioritisation of schemes for tranche 2 - report on further economic appraisal
To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council). | 27 - 32 |
| 8. | Workstream update
To consider a report by Tanya Sheridan, City Deal Programme Director. | 33 - 38 |
| 9. | Six-monthly report on skills
To consider a report by Graham Hughes, Executive Director (Cambridgeshire County Council). | 39 - 44 |
| 10. | Greater Cambridge City Deal Forward Plan
To consider the City Deal Executive Board's Forward Plan, as attached. Changes made to the Forward Plan are purposely highlighted in the document using 'tracked changes'. | 45 - 50 |

Future meetings of the Executive Board are schedule to be held as follows:

15 January 2016 – 2pm
3 March 2016 – 2pm
8 April 2016 – 2pm
16 June 2016 – 2pm
22 July 2016 – 2pm
8 September 2016 – 2pm
13 October 2016 – 2pm
17 November 2016 – 2pm
15 December 2016 – 2pm

Agenda Item 2



GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

Minutes of the Greater Cambridge City Deal Executive Board held on
Tuesday, 3 November 2015 at 2.00 p.m.

PRESENT:

Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Ray Manning	South Cambridgeshire District Council (Vice-Chairman)
Councillor Steve Count	Cambridgeshire County Council
Mark Reeve	Greater Cambridge Greater Peterborough Enterprise Partnership
Professor Jeremy Sanders	University of Cambridge

Members of the Greater Cambridge City Deal Joint Assembly in attendance:

Councillor Dave Baigent	Cambridge City Council
Councillor Tim Bick	Cambridge City Council and Chairman of the Joint Assembly
Councillor Roger Hickford	Cambridgeshire County Council and Vice-Chairman of the Joint Assembly
Councillor Noel Kavanagh	Cambridgeshire County Council

Officers/advisors:

Alan Carter	Cambridge City Council
Antoinette Jackson	Cambridge City Council
Andrew Limb	Cambridge City Council
Graham Hughes	Cambridgeshire County Council
Brian Stinton	Cambridgeshire County Council
Noelle Godfrey	Connecting Cambridgeshire Partnership
Aaron Blowers	Greater Cambridgeshire City Deal Partnership
Tanya Sheridan	Greater Cambridgeshire City Deal Partnership
Alex Colyer	South Cambridgeshire District Council
Graham Watts	South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

John Bridge, representing the Greater Cambridge Greater Peterborough Enterprise Partnership, submitted his apologies for absence. Mark Reeve, Chairman of the Enterprise Partnership, was in attendance as Mr Bridge's substitute.

2. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 1 October 2015 were confirmed and signed by the Chairman as a correct record.

3. DECLARATIONS OF INTEREST

No declarations of interest were made.

4. PUBLIC QUESTIONS

Questions asked or statements made, together with any responses from Members of the Executive Board or officers, were noted as follows:

Question by Lynn Heiatt

Lynn Heiatt presented the Executive Board with a petition, which had received 3,568 signatures to date, objecting to one of the City Deal proposals to build a two-way bus road across the Coton corridor and through the West Fields of Cambridge. She said that this was being submitted as evidence of public opinion on option 1(c), now referred to as 'option 1 South', as part of the 'Better Busways' consultation process.

Mrs Heiatt pointed out that the petition demonstrated, despite early assumptions and public statements to the contrary, that the majority of petitioners did not live in one particular area of the City as responses had been received from all over the United Kingdom and from 33 countries abroad. She referred to the Board's 'call for evidence' and the sentiment that the public were being urged to come forward with their views. She therefore asked whether this petition and the signatures and comments contained within it against Option 1 South would be counted in the consultation process.

Councillor Lewis Herbert, Chairman, thanked Mrs Heiatt for the petition and welcomed the fact that so many people had shared their views. He gave an assurance that the petition and any comments included as part of it would be taken into full account as part of the consultation exercise.

Councillor Herbert emphasised that the Board had not made any decisions on a scheme at this stage. A report analysing the responses to this initial consultation process would be considered by the Board and he made the point that variations to the options published as part of the consultation documentation, or any other additional options, would be welcomed. These would be subject to deliverability and assessment and would also be considered by the Executive Board Joint Assembly.

Question by Dr Gabriel Fox

Dr Gabriel Fox referred to the consultation document circulated for 'Better Bus Journeys' and claimed that it was materially inaccurate in four respects. He believed that these inaccuracies would have such a significant impact on the response of consultees as to render the entire consultation exercise worthless. These were noted as follows:

- the potential impact on Coton was misrepresented;
- journey times were inaccurate and misleading;
- the potential for cycleway improvements had been mis-stated;
- specific environmental impacts had been ignored.

Dr Fox believed that if consultees were properly informed on the above issues, they would form a different view on the relative strength of options and therefore felt that responses obtained from the current consultation would be unreliable and would not be able to be used to guide decision-making. He asked whether the Board would agree to distribute additional material to consultees to correct these inaccuracies and allow additional time for

responses to be submitted. Dr Fox also asked if the Board would agree to be more collaborative with other stakeholders, such as Coton Parish Council, in the development of such additional material and in further consultations on transport issues to the West of Cambridge.

Graham Hughes, Executive Director of Economy, Transport and Environment at Cambridgeshire County Council, said that it had been made clear that this was a conceptual consultation which included broad principles and that any lines on plans included as part of the documentation were not precise. He reminded the Board that there were likely to be two further consultation exercises in relation to this scheme as part of its development, with each stage becoming more detailed.

Mr Hughes confirmed that recommendations on this conceptual consultation would be submitted to the Board following analysis of the responses received. The consultation, in view of its solely conceptual status at this stage, was written in a way which balanced the need for detail against the need for simplicity in order to achieve the maximum number of responses possible. Mr Hughes accepted that this balance was difficult to achieve, but emphasised that much more detail would follow in the later consultation stages. He added that people may wish to submit much more detailed submissions in response to this conceptual consultation, which was something he would welcome.

Councillor Lewis Herbert did not think it was necessary to issue additional material at this stage in view of the conceptual nature of the consultation and the further consultation processes planned for this scheme that would themselves contain much more detail.

Question by Antony Carpen

Antony Carpen made reference to a statement Heidi Allen MP had issued on Twitter regarding her concerns about the pace and direction of the City Deal. He put forward his own concerns that the City Deal Joint Assembly was not functioning as well as it could do and may not be value for money for the people that attended the meetings. He suggested that presentations by officers be uploaded onto YouTube in order that they could be viewed before meetings themselves.

Mr Carpen felt that publicity and engagement for the City Deal had so far been weak, with no substantial open or safe spaces facilitated by the City Deal structures being put in place for people to work collaboratively to develop and improve ideas for the City or Region's future. He encouraged systematic engagement with large educational organisations and employers in and around the City, as well as taking advantage of state-funded programmes such as the National Citizen Service launched by the Cabinet Office. Mr Carpen had also heard nothing from the City Deal in terms of how best to use social and digital media and asked what was going to change, and when.

Councillor Herbert explained that City Deal partners continued to have a close working relationship with all local Members of Parliament. He was of the opinion that the public dialogue and the call for evidence scheduled to take place in November in respect of congestion in Cambridge met a lot of the concerns that Heidi Allen MP referred to on Twitter. This call for evidence on transport and congestion was further evidence of a consultative and listening approach by City Deal partners.

In terms of engagement in the wider context, Councillor Herbert said that Board Members would be pleased to attend community meetings or events whenever invited to do so in order to promote and discuss the City Deal programme.

Councillor Herbert confirmed that the Executive Board and Joint Assembly structure had been established in agreement with Government. He added that the City Deal itself now had its Programme Director in post to support and implement delivery of the programme, with a communications lead scheduled to be appointed shortly.

Question by Edward Leigh

Edward Leigh listed seven consultations of major strategic significance for transportation in the region, together with a further four that were shortly scheduled to be launched. He asked whether the Executive Board had considered the capacity of the general public, residents associations, businesses, special interest groups and Councillors to make considered and meaningful contributions to these consultations, together with the capacity of officers to present, collate responses and report on so many consultations.

Mr Leigh was of the opinion that the Board was already convinced that dedicated bus lanes were necessary because a smarter, more forward-looking and evidence-based solution was politically too challenging to contemplate. He named cities throughout Europe that had been pioneering and innovative and asked why bus lanes were the top priority when there were so many other strategically critical projects that more obviously needed investment and did not depend on how congestion in the City was tackled. These included:

- train stations at the Biomedical Campus, Harston, Soham and Fulbourn;
- new Park and Ride sites around the City;
- transport hubs serving rural centres;
- bridges over the railway at Foxton and Yarrow Road in Cherry Hinton;
- an all-ways junction at the Girton interchange;
- a three-way junction at the A11-A14;
- a southern relief road.

Further to his suggestion to the Joint Assembly, Mr Leigh asked whether anyone had approached the relevant Government Minister to sound out his request to pause the transport workstream of the City Deal.

Councillor Herbert highlighted that of the consultations Mr Leigh referred to, only four were City Deal consultations. He said that innovative or 'smart' solutions would not be ruled out and were very much welcomed. He reminded Mr Leigh that one of the key principles of the City Deal transport workstream was to address modal shift within the Greater Cambridge area.

Reflecting on the list of suggested projects put forward by Mr Leigh, Councillor Herbert said that Park and Ride facilities were part of the City Deal agenda and would be considered as part of specific schemes as they were developed. Network Rail had initially offered to pay for the Foxton railway crossing, hence it not being included in the list of City Deal priority schemes for tranche one and Councillor Herbert emphasised that the City Deal Executive Board did not have the funding or responsibility to address roads such as the A14 or southern relief road.

Councillor Herbert reported that dialogue had been ongoing between City Deal partners, senior Civil Servants and Ministers over the last year and at no stage had there been any indication that they were expecting and wanting anything different from the City Deal programme to what was being proposed. The key priority was to ensure that objectives in tranche one set by Government were delivered by 2019 to secure the next tranche of City Deal funding.

Question by Stephen Coates

Stephen Coates reported that the Save the West Fields campaign had serious concerns that consultation statements were based on a number of material inaccuracies, resulting in an imbalanced presentation that appeared to many readers as favouring one option over another. He was of the opinion that this could lead to a flawed appreciation of the options presented and was even likely to be seen as misleading. Mr Coates referred to a number of examples where such deficiencies, in his opinion, could render the consultation process defective and open to legal challenge. These were noted as follows:

- a claim that area 1 South only took 7 minutes when area 1 Central took 14 minutes was potentially misleading. The Atkins report set out very basic data which suggested that these two areas had not been presented on a like for like basis;
- a claim that area 1 South could lead to major improvements for cyclists was incorrect;
- the 'high quality' bus route only label given to area 1 South and the green designation of the route presented an obvious bias to anyone filling in the questionnaire.

Mr Coates asked whether the public could expect these problems to be addressed immediately given that the Atkins data indicated the consultation as presented was misleading.

In response to the suggestion that the consultation sought to lead people to respond in a certain way, Mr Hughes made it absolutely clear that this was not the case. As a conceptual consultation, there were very outline details attached to each option in the consultation documentation and everyone was welcome to submit their views which would be very carefully considered and analysed. He reiterated the point that the consultation at this stage looked to achieve a balance between simplicity and providing enough detail so that people could understand what each option consisted of in order that they would engage and submit their views.

In terms of the Atkins data, Mr Hughes explained that the timings illustrated the relative differences between the different types of solution available and were very broad indications of estimated journey times. More detailed information would be factored into subsequent consultation processes relating to this scheme as part of more in-depth work that would take place when developing a preferred route. He reminded Mr Coates that the preferred route would be shaped by responses received as part of this conceptual consultation stage.

Question by Sarah Street

Sarah Street asked why no ecological and visual impact statements had been provided in the leaflets for the A428 bus proposals and stated that several highly respected ecologists and historians had objected to the option 1 area South route, claiming that their concerns were not being addressed. As Cambridge was an important historic City, she felt that understanding the impact of the routes on the setting of Cambridge was critical. Mrs Street therefore asked how the consultation could be credible without taking these two vitally important aspects into consideration.

Mrs Street also highlighted that the draft proposed route of Option area 1 South went directly against the ruling of the High Court in 2008, which stated that the Cotton corridor was critical for the setting of Cambridge and asked why this had not been taken into account.

Mrs Street also reported that a number of people, particularly in the Newnham area, had not received a copy of the consultation leaflet.

Councillor Herbert reiterated that the three options contained within the consultation were conceptual at this stage, with further detail on preferred routes scheduled to be included in subsequent consultations which would include findings of ecological and visual impact studies. Mr Hughes added that until a detailed scheme had been worked up these studies could not be undertaken but gave an assurance that, at the relevant stage of the process, ecology and other such studies would be very seriously considered as part of developing the scheme.

Referring to the High Court judgement, Mr Hughes confirmed that he was aware of the judgement but the option set out in the consultation documentation in relation to this was something that had to be considered at a later stage as more details were developed.

Mr Hughes thanked Mrs Street for reporting the issue of leaflet distribution and agreed to ask his team to liaise with her outside of the meeting to confirm those areas where copies had not been delivered and arrange for copies to be distributed.

Question by Richard Taylor

Richard Taylor, in respect of the proposed consultation on changes to Milton Road, put forward the following suggestions to the Board:

- give Cambridge's area committees the opportunity to take a role in the consultation, offering them the same standing as Milton Parish Council;
- place notices advertising the consultation on trees which may be felled as a result of the work;
- publish relevant traffic modelling data and conclusions;
- run the consultation in a manner which enables deliberation, publishing responses as they were submitted, allowing replies to others' submissions;
- point to the City Deal Joint Assembly's planned work on landscaping options from the consultation materials.

Mr Hughes responded to these points as follows:

- officers would be very pleased to attend area committee meetings as a means of engagement, highlighting, however, that they were different bodies from a governance perspective to Parish Councils;
- it would not be possible to place notices on individual trees due to the fact that there was not a specific scheme in place whereby individual trees had been identified as requiring felling. At this stage the consultation consisted of a range of options for consideration and the scheme was likely to go through two more periods of public consultation, which were highly likely to result in modifications to proposals going forward. It would only be when details of the scheme had been approved that information such as which trees requiring felling would be known. Any proposals would be contained on scheme plans at that time and publicised widely;
- the publishing of traffic modelling data and conclusions generally already took place as part of developing schemes;
- the process to be followed for the consultation followed best practice for transport scheme consultations and was the normal way that these would be carried out, in terms of everyone having an equal opportunity to put forward their views. It was therefore not proposed to run the consultation in the manner suggested by Mr

- Taylor;
• officers welcomed the Joint Assembly's planned work on landscaping options.

Question by Stacey Weiser

Stacey Weiser said that Cambridge Past, Present and Future agreed with the 'consultation overload' impression that Edward Leigh had raised. She said that City Deal consultations were running at such a pace that it came across as desperation and uncertainty over how to resolve the traffic congestion issues and added that consultation surveys, in her opinion, were poorly conceived, misleading and a long way from providing the opportunity for alternatives to be suggested.

Mrs Weiser questioned the timing of the call for evidence in relation to congestion and said that this should have been carried out much earlier in order to inform a wider transport and congestion policy strategy. Specific matters arising from such an exercise would highlight priorities and individual pinch points that could then be focussed on.

Mrs Weiser closed by saying that the process to date, in her view, had been piecemeal, rushed and disjointed.

Councillor Herbert reminded Mrs Weiser of the process that had been followed to assess and identify prioritised schemes for the City Deal programme as part of the first tranche of funding. He emphasised that there was significant pressure to deliver the Government's objectives by 2019 in order to secure the next tranche of City Deal funding and transport schemes, in particular, also had to meet strict business case criteria set by the Department for Transport in order to be implemented. Councillor Herbert said that the call for evidence was also a timely opportunity for contributions given the links to other consultations.

Question by Robin Heydon

Robin Heydon asked how the Cambridge Cycling Campaign could be involved earlier in the process such that the proposed junction designs could provide safer conditions for cycling whilst also doubling the motor traffic capacity and significantly reducing bus delays over those that were proposed to be consulted upon.

Mr Hughes responded by saying that the County Council had always had a good relationship with the Cycling Campaign, acknowledging that they did not always agree but explaining that the Council had to consider the balance of all users' views. Engagement had taken place with the Cycling Campaign on the Histon Road and Milton Road options and Mr Hughes agreed to arrange further discussions with the Campaign should they be necessary, although he reiterated that the process needed to be fair with regard to other user groups. He suggested that these discussions should focus on how best to use the Cycling Campaign's resources to move schemes forward effectively.

5. REPORTS AND RECOMMENDATIONS FROM THE JOINT ASSEMBLY

Councillor Tim Bick, Chairman of the City Deal Joint Assembly, presented his report on the key issues and recommendations following the meeting of the Joint Assembly held on 7 October 2015.

He reported that the Assembly endorsed the proposal from the Executive Board to co-own the investigation or call for evidence in relation to leading models of traffic management to address congestion in the City of Cambridge, which the Assembly had resolved to conduct at its previous meeting.

It was agreed that Councillor Bick would introduce recommendations relating to items on the agenda for this meeting at the relevant part of the meeting.
The Executive Board **NOTED** the report.

6. HISTON ROAD BUS PRIORITY, WALKING AND CYCLING MEASURES: APPROVAL TO CONSULT

Councillor Lewis Herbert, Chairman of the Executive Board, agreed to facilitate the consideration of this item and the following item at minute number 7 in respect of Milton Road as one debate.

Two reports were considered which set out a range of measures that had emerged from an initial technical study of Histon Road and Milton Road. The reports explained the background to the development work in each case and sought approval to carry out a public consultation on these measures to inform the development of preferred proposals.

Councillor Tim Bick, Chairman of the Joint Assembly, reported that the Assembly had considered both reports at its meeting on 7 October 2015 in relation to Histon Road and Milton Road and made the following points further to discussion by Assembly Members:

- an amendment to recommendation (b) of both reports was agreed to capture the commitment that ideas other than those offered in the consultation would be properly considered. This sought to add the words 'and encourages all other ideas to be properly considered' at the end of recommendation (b) in respect of both schemes;
- in terms of the impact of anticipated loss of trees and vegetation, the Joint Assembly resolved to invite an expert or consultant on landscaping in urban transport infrastructure schemes to a future meeting in order to orientate and inform Members of what could be possible in situations such as the potential changes to Histon Road and Milton Road by way of greening;
- officers had agreed that further clarity needed to be provided in the consultation documentation, including the meaning of dotted lines on maps relating to potential bus routes, definitions of 'advisory', 'mandatory' and 'segregated' cycleways, and that the focus of the projects was for cycling as well as bus use.

Councillor Bick confirmed that, subject to the above comments, the Joint Assembly had agreed that the options defined were appropriate to release for public consultation and supported the recommendations contained within both reports, taking into account the suggested amendment to recommendation (b) in both cases.

Councillor Lewis Herbert, Chairman of the Executive Board, supported the amendment to recommendation (b) and, as he had pointed out in answer to public questions earlier at this meeting, reiterated that alternatives to the options published as part of the consultation would be welcomed. He therefore proposed adding the words 'and encourages other ideas and options suggested to be considered' to recommendation (b) on both reports, which was agreed by the Board.

Councillor Herbert also supported the proposal from the Joint Assembly to seek more information on landscaping in urban transport infrastructure schemes and agreed that further clarity should be added to the consultation around the points identified by the Assembly.

In discussing costings, it was noted that at this stage of project development it was difficult to give a precise idea of the cost of delivering each set of proposals. Very high-level

costings had occurred to date and at this stage there was no certainty over how much each option could cost. A full assessment would be carried out, which would factor in a range of significant aspects including land purchases, compensation claims and the relocation of public utility apparatus.

The Executive Board:

- (a) **NOTED** the findings from the initial assessment and technical study.
- (b) **APPROVED** public consultation on the illustrative measures as set out in the report and as shown on the accompanying plans, and encourages other ideas and options suggested to be considered.
- (c) **AGREED** to receive a report on consultation in the Spring of 2016 on a preferred set of measures.

7. MILTON ROAD BUS PRIORITY, WALKING AND CYCLING MEASURES: APPROVAL TO CONSULT

This item was considered and debated as part of the previous item at minute number 6.

The Executive Board:

- (a) **NOTED** the findings from the initial assessment and technical study.
- (b) **APPROVED** public consultation on the illustrative measures as set out in the report and as shown on the accompanying plans, including consideration of further walking and cycling improvements at Mitcham's Corner, and encourages other ideas and options suggested to be considered.
- (c) **SUPPORTED** the consideration of changes to the Science Park-Cowley Road junction following the completion of a wider A10 corridor transport study.
- (d) **AGREED** to receive a report on consultation in mid-2016 on a preferred set of measures.

8. SMARTER CAMBRIDGESHIRE UPDATE AND INVESTMENT PROPOSAL

Consideration was given to a report which provided the Executive Board with an update on the progress of the Smarter Cambridgeshire workstream and outlined a proposal for the implementation of a 'smart' technology platform to facilitate the Smart Cities approach within the City Deal programme.

Noelle Godfrey, Connecting Cambridgeshire Programme Director, presented the report and highlighted the following updates from the workstream:

- the Smarter Cambridgeshire Project Board, comprising officers representing the five participating organisations, had been established and was now overseeing the multiple strands of the Smarter Cambridgeshire work stream;
- the wider Smarter Cambridgeshire Advisory Group, with representation from both Universities and local technology companies, had met and further workshops were planned;
- a successful 'hack' event, to encourage wider community engagement in the Smart Cities agenda, was held over the weekend of 31 October and 1 November. The

event included talks and demonstrations as well as teams coming together to work on solutions to City challenges using digital technology. There were more than 50 participants overall, with 8 potential solutions pitched to judges at the end of the event;

- work was progressing in support of a number of demonstrator test bed work packages, including:
 - a planning workshop for identifying the key components for a 'Smart A14';
 - outline agreement for station gateway way finding improvements;
 - enabling work packages to support the development of a dynamic journey planner;
- a collaborative joint bid had been submitted for the 'Innovate UK Internet of Things' competition, which involved joint working with Milton Keynes and Leeds City Councils with support BT and the involvement of several other commercial organisations, and had reached the second round in the process.

In terms of the Smart City technology platform, it was reported that an outline proposal had now been developed for the implementation of a platform to support the delivery of the Smarter Cambridgeshire workstream within the City Deal programme. This comprised a city management network, a data hub and sensor deployment plan and was the result of work undertaken to create a smart architecture blueprint. Further details relating to the platform were set out in the report. The £280,000 of further investment being sought was to set up the foundations in order to allow the platform and related aspects of the workstream to develop further.

Councillor Tim Bick, Chairman of the Joint Assembly, provided the Board with an update following consideration of this report by the Assembly on 7 October 2015. The Assembly had welcomed the report but Members requested that future reports specified what the requested funding would actually be spent on, noting that in this case it was for the procurement of necessary hardware and software.

Noelle Godfrey acknowledged the comments and reported that a detailed proposal would be submitted to the Joint Assembly and Executive Board for consideration in February and March 2016, respectively.

Councillor Herbert thanked Noelle Godfrey and her team for the work that had gone into preparing the joint bid, which had now reached the last six submissions, together with the work that went into holding the successful 'hack' event.

The Executive Board:

- (a) **NOTED** the progress of the Smarter Cambridgeshire workstream to date.
- (b) **AGREED**, in principle, to support the investment of up to £280,000 to implement a Smart Technology Platform subject to a more detailed investment proposal in early 2016.

9. 2015/16 QUARTER 2 FINANCIAL MONITORING REPORT

A report was considered which set out the City Deal's financial monitoring position for the period ending 30 September 2015.

Councillor Lewis Herbert, Chairman of the Executive Board, reminded Board Members that a comprehensive budget report for 2016/17 would be submitted for consideration in the New Year.

Councillor Tim Bick, Chairman of the Joint Assembly, provided the Board with an update following consideration of this report by the Assembly on 7 October 2015. The Assembly had requested that future reports included the additional locally-sourced capital funding, such as developer contributions, that had been committed in principle to supplement the Government's City Deal grant. A commitment had been made by officers to include this information in the 2016/17 budget report.

The Executive Board **NOTED** the financial position, as at 30 September 2015.

10. **SIX-MONTHLY REPORT ON HOUSING**

The Executive Board considered a report which provided an update on progress with the Housing workstream.

Alan Carter, Head of Strategic Housing at Cambridge City Council, presented the report which outlined governance around the Housing Development Agency that had been established, together with information on schemes and anticipated numbers of new housing. A supplementary report was also considered, setting out the latest developments with regard to affordable housing in light of radically changing national housing, planning and welfare policy.

It was reported that the requirement for registered providers and stock retaining local authorities to reduce rents by 1% per annum each year for four years was in the Welfare Reform and Work Bill going through Parliament, with a view for the rent reductions to be implemented from April 2016. Other government proposals, such as the extension of the Right to Buy to tenants of housing associations funded by the sale of high value Council housing, would either be introduced by Regulation or in a Housing Bill scheduled to be published in October 2015. Mr Carter explained that the consequence for Cambridge City Council and South Cambridgeshire District Council was dramatic, with significant projected losses for both authorities from their long-term housing business plans.

It was noted that the Shadow Officer Board for the Housing Development Agency had recently met for the first time. It had concluded that a 'soft' approach to the establishment of the Housing Development Agency as a shared service would be favourable at this stage. This would entail current employees remaining with their respective employers with a view to moving direct to a company model by the end of 2016. The Officer Board had welcomed the establishment of a Member Reference Group to oversee development of the Housing Development Agency.

Discussing the target of delivering 1,000 additional affordable homes as part of the City Deal programme, Mr Carter said that officers were already confident of securing immediate schemes and pipeline schemes that would contribute to achieving this objective. He reminded Members that Cambridge City Council and South Cambridgeshire District Council had their respective housing programmes in place, the County Council had its aspirations and land assets with regard to housing development, on top of the establishment of the Housing Development Agency.

Councillor Tim Bick, Chairman of the Joint Assembly, provided the Board with an update following consideration of this report by the Assembly on 7 October 2015. He reported that the Assembly had noted the changed environment for local authority social housing provision, together with the revised and more cautious approach to the establishment of the Housing Development Agency. It had also requested more information in future reports, which had been agreed by officers.

Discussing the short-term risks set out in the report under paragraph 15, Members felt that the risk should be highlighted as significant in view of the consequences of the Government's latest announcements regarding welfare reform and housing. Mr Carter accepted these sentiments but said that the current environment was testing and stretching the thinking of officers even further to ensure sustainable delivery of affordable housing provision.

Councillor Lewis Herbert, Chairman of the Executive Board, fully supported the work and determination of officers in such difficult circumstances and the progress that had been made.

The Executive Board **NOTED** the report.

11. GREATER CAMBRIDGE CITY DEAL FORWARD PLAN

The Executive Board considered and **NOTED** the Greater Cambridge City Deal Forward Plan.

The Meeting ended at 3.50 p.m.

Agenda Item 4

Questions by the public and public speaking

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

- (a) notice of the question should be given to the Democratic Services team at South Cambridgeshire District Council (as administering authority) by 10am the day before the meeting;
- (b) questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, nor any matter involving exempt information (normally considered as 'confidential');
- (c) questioners cannot make any abusive or defamatory comments;
- (d) if any clarification of what the questioner has said is required, the Chairman will have the discretion to allow other Executive Board members to ask questions;
- (e) the questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote;
- (f) the Chairman will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting. Normally questions will be received as the first substantive item of the meeting;
- (g) individual questioners will be permitted to speak for a maximum of three minutes;
- (h) in the event of questions considered by the Chairman 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.

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Agenda Item 5

Chairman's report of the Greater Cambridge City Deal Joint Assembly meeting held on 13 November 2015

1. General Report

We received no questions from the public and have no general points to raise with the Board, except those related to the agenda items reported below.

2. Recommendations on reports to the Board

2(a) Western Orbital – options and approval to consult

Progress with this scheme was welcomed by members, but some criticism was expressed with the difficulty of understanding the very small maps and the differences between them, even for this early conceptual stage.

In the course of our discussion a number of points were agreed with officers in relation to their report:

- It was confirmed that the prospect of agreement to use the accommodation bridge over the M11 at J11 for buses would be confirmed prior to any initial public consultation
- Officers agreed to consider how they could explain in the consultation the constraints which exist on varying individual traffic management measures solely to support traffic flow on and off the M11, as they each had a role to play within the broader system
- A study of home addresses of commuters to the Biomedical Campus had been carried out by employers, showing a concentration in the CB23/CB24 postcodes, implicitly strengthening the case for a western orbital bus route; this would be shared with officers
- A suggestion for the bus operators to be invited by the Assembly to discuss their approach to orbital routes of the kind proposed was supported by officers
- The potential contribution of a Park & Ride site on Huntingdon Road to intercept southbound traffic from the A14 would be evaluated alongside the options identified in the report.

In addition, a number of members expressed support for encouraging cycling from Park & Ride sites or providing additional, specific Park & Cycle points. A plea was also made to highlight environmental issues at the earliest possible stage.

Members felt that even for the initial, conceptual stage of consultation, they would like to be satisfied that the above issues had been addressed beforehand and that they could be confident that what was sent out to the public was clear and well explained. This would cause a slight delay to the start of the consultation, but it was considered that this should be tolerable, given that the project was expected to be delivered only in tranche 2 and that there would still be ample time for development work during tranche 1. This which was accepted by officers. When the item was brought back to the Assembly and Board in the spring, members requested that it should be accompanied by a further update report on the investigation into standalone project at J11 on the M11 which had been agreed by the Board on 1 October 2015.

Accordingly, the Assembly recommended to the Board that it:

- (a) Notes the findings from the early Western Orbital technical report.
- (b) Approves the development of further work on the scheme.
- (c) Notes the progress made on assessing standalone bus priority options for M11 Junction 11.
- (d) Amends the public consultation's timetable so that it commences in the Spring 2016, in order that a draft of the consultation document can be considered by the Joint Assembly and Executive Board at their February and March meetings respectively.

2(b) Initial prioritisation of schemes for tranche 2 – report on further economic appraisal

Susan van de Ven, County Councillor for the Meldreth division, who had given prior notice, reported to the Assembly on the progress of the Cambridge to Royston A10 cycle scheme which had not been included in the final programme of schemes for tranche 1 funding from the City Deal. She welcomed that with the support of the County Council, funding had meantime been obtained through Cycling Ambition grant to create a cycle and pedestrian link between Foxton and Harston. However the southern part of the route, between Royston and Melbourn, remained unfunded. This southern stretch was regarded as a key missing link to a corridor of communities and businesses which had integrity as a whole and was already participating in work to achieve behaviour change and modal shift. Community fundraising was now going on to try and realise an offer of match funding to financial support which was still hoped for from the City Deal to complete the corridor.

The Assembly noted that the overall Cambridge to Royston cycle link remained on the long list of schemes not prioritised for tranche 1 funding and that the unfunded part of this would be assessed along with other schemes for inclusion in tranche 2. It agreed to convey to the Board Cllr van de Ven's appeal.

In discussing the officers' report, the Assembly agreed to recommend the addition of two schemes to the long list of schemes which would be subject to assessment for inclusion in tranche 2:

- A city centre bus and coach capacity management scheme, which would clearly be necessary to accommodate the increase in bus and coach access to the centre, given both the projected population growth of Greater Cambridge and the modal shift to public transport that other City Deal schemes were seeking to achieve. Such a scheme had to recognise the important environmental constraints within the centre, the potentially increased pollution and the need to enable sharing of available space with cyclists and pedestrians which was safe and congenial.
- A Huntingdon Road Park & Ride site, which had been advanced earlier as a consideration in relation to the Western Orbital strategy. Such a scheme had been previously regarded by the City Council as a potential means of mitigating the traffic impact in the city of the improved A14. It could also serve to "intercept" city-bound traffic from the north, which could not exit the M11 from J13 and would otherwise have to travel as far as J11 before reaching an intuitively located Park & Ride.

The Assembly recognised that the tranche 2 schemes at this stage constituted only a long list, but it considered that these two additional projects should be added to it at this point so that they could be subject to the assessment process at the same stage as the other schemes.

The Assembly also proposed a modification of the definition of a project already on the list: "Newmarket Road to Cambridge Science Park", so that it was not limited to the new rail station.

Accordingly, the Assembly recommended to the Board that it:

- (a) Approves the process and timescales for agreeing the tranche 2 prioritised infrastructure improvement programme.
- (b) Approves preparatory work to support and inform tranche 2 decisions, including scheme assessment and interim work for the Local Plans regarding Cambridge Northern Fringe East, and approve funding from the prioritised 'tranche 2 programme development' budget to cover one third of the Cambridge Northern Fringe East work (estimated at £70,000) as part of the pipeline work.
- (c) Agrees to make the following amendments to the list of schemes set out in paragraph 8 of the report:
 - the removal of the word 'Station' in respect of the Newmarket Road to Cambridge Science Park Station bus priority scheme;
 - the addition of a city centre bus and coach capacity management scheme;
 - the addition of a Huntingdon Road Park and Ride scheme.

2(c) Workstream update

On this report a number of points were registered by members:

- Anxiety about the continued delay in appointing a Strategic Communication Manager and a suggestion that the twice-failure to recruit be analysed for underlying causes which should be urgently addressed, given the importance of communications to the current phase of the City Deal.
- Concern over the postponement of the A1307 transport scheme being brought to the Assembly and Board early in 2016 and questions over whether the work officers were doing on this addressed the entirety of the scheme the Board had approved. Officers agreed to ensure that the originally approved specification was being addressed.
- A request for an update to the Assembly on progress in the formation of a Greater Cambridge Combined Authority, embracing the City Deal, and its relationship to the other current agenda for a Cambridgeshire & Peterborough Combined Authority.

The Assembly noted the workstream update.

2(d) Six-monthly report on skills

The Assembly welcomed the award of the Skills Service contract to 'Form the Future' and agreed to invite it to present to a future meeting.

Members looked forward to the convening of the Assembly sub-group to fulfil its advisory and reporting role with the Skills Service. It would expect that group to discuss with the Skills Team their key performance indicators in more detail, including consideration of some measure of outcomes in terms of supply meeting demand, to supplement the measures of activity.

Officers agreed to quantify the baseline number of apprenticeships, which the City Deal was aiming to increase by 420, and communicate it outside our meeting.

2(e) Greater Cambridge City Deal Forward Plan

This was noted by the Assembly.

Agenda Item 6



Report To: Greater Cambridge City Deal Executive Board

3 December 2015

Lead Officer: Graham Hughes, Executive Director of Economy, Transport and Environment, Cambridgeshire County Council

Western Orbital

Purpose

- 1 The list of priority schemes for Tranche 1 of the City Deal was agreed at the Executive Board meeting of 28 January 2015. The Western Orbital was not in the list of prioritised schemes but was approved for early development as a Tranche 2 scheme.
- 2 There are strategic links between the Western Orbital and the A428/A1303 scheme. This suggests a case for bringing forward work for the Western Orbital so that full consideration is given to the preferred option for each scheme.
- 3 This paper reports on the early development work for the Western Orbital project and recommends a timetable for further work to link with the emerging A428/A1303 scheme.
- 4 The Board has asked officers to assess options for bus priority around Junction 11 of the M11. This is a stand-alone project and an update is provided as a background paper.

Recommendations

5. The Board is asked to:-
 - a) Note the findings from the early Western Orbital technical report;
 - b) Approve the development of further work on the scheme for public consultation in February and March 2016 on the basis of the options set out in Appendix 1.
 - c) Note the progress made on assessing stand alone bus priority options for M11 J11.

Recommendations from the Joint Assembly:

The Joint Assembly **RECOMMENDED** to the Executive Board that it:

- (a) Notes the findings from the early Western Orbital technical report.

- (b) Approves the development of further work on the scheme.
- (c) Notes the progress made on assessing standalone bus priority options for M11 Junction 11.
- (d) Amends the public consultation timetable so that it commences in the Spring 2016, in order that a draft of the consultation document can be considered by the Joint Assembly and Executive Board at their February and March meetings respectively.

Reasons for Recommendations

- A) The Western Orbital is an important proposal within the Local Transport Plan (LTP) 2011-2026. The objective is to provide orbital bus movements to the west of Cambridge linking key sites for housing and growth. It specifically supports the following City Deal objectives:
 - Support the delivery of new homes
 - Support access to key employment locations and job creation
 - Enhance local public transport infrastructure and potentially support additional investment from third parties
- B) In January 2015 the Executive Board agreed that work on the Western Orbital Project should proceed. This work has generated 4 initial options.
- C) The Western Orbital has a direct link with developing Tranche 1 schemes in particular the A428/A1303 project.
- D) The housing and employment sites along the western corridor and the A428/A1303 City Deal scheme are progressing at a rapid pace. There is a risk that if project planning lags behind then opportunities for the Western Orbital scheme may no longer be deliverable because of potential development constraining route selection. This may impact on the overall effectiveness of this scheme to deliver its objectives.
- E) As such it is advisable to progress work on the Western Orbital, including public consultation, to ensure it supports the related schemes.
- F) At the technical level there is a risk of unnecessary costs being incurred if the Western Orbital is not developed further as the work to date may be superseded by implementation of City Deal and other developments. There is also some potential for shared costs between the A428 and Western Orbital schemes in terms of development, design and future implementation of the projects. The City Deal as a programme should seek to capture these shared benefits.
- G) Separately in September 2015, the Board requested an evaluation of potential bus priority measures at J11 of the M11. Given that the Board wishes to see specific consideration of J11 it is essential to ensure that the Western Orbital project is also taken forward.

Background

- 6 Figure 1, taken from the LTP, shows the key locations within the Western Orbital study area:

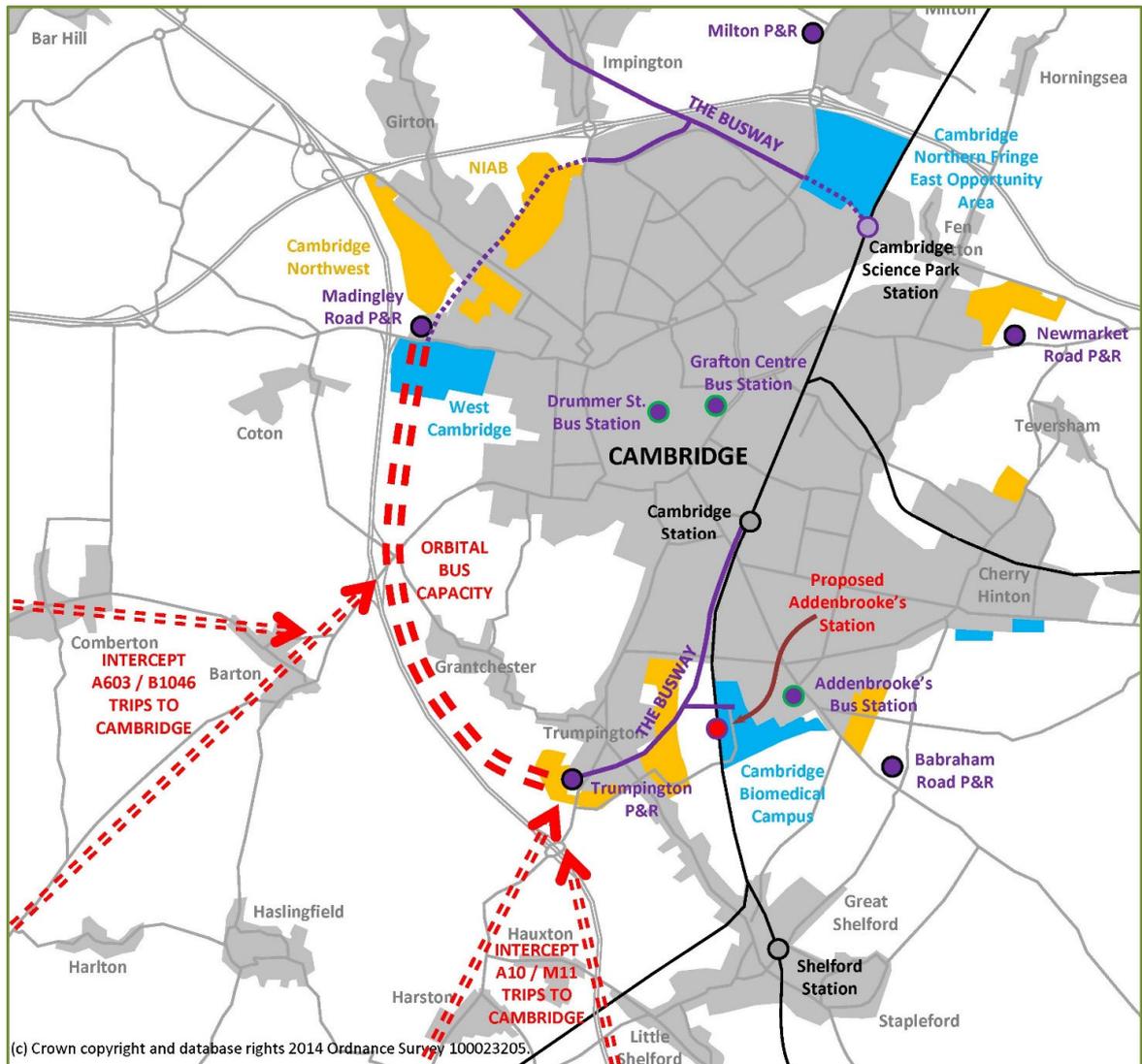


Figure 1: Key locations in the Western Orbital Study Area

- 7 This corridor is currently experiencing considerable growth, particularly in relation to development at Trumpington Clay Farm (housing), Addenbrookes Biomedical Campus (employment), Cambridge West (employment and education) and North West Cambridge (housing and employment).
- 8 Currently the most congested sections of the study area are exiting the M11 in the AM peak at Junction 11 and 13 and the PM peak at Junction 13. At present the journey north from J12 and along the off slip road at Junction 13 takes approximately 50% longer in the morning peak. This also causes unsafe queuing back onto the M11. This issue is mirrored exiting at J13 in the AM peak and PM peak.
- 9 The Draft Local Plan envisages levels of growth that will increase the traffic using the Western Orbital route by up to 21% in the AM period, with similar levels expected in the PM period.

Considerations

- 10 Early work has identified 4 short listed options (A to D) that are considered suitable for further investigation. These are summarised in Appendix 1.

- 11 Detailed feasibility assessment would form part of the next stage including a consultation on the principles of the scheme and further stakeholder engagement. It should be noted that at this early stage consultation will be on the principles of the need for the proposals, not the specifics, such as whether the buses will utilise the M11 or a new link. The outcome of this consultation would be reported to the Board in September 2016.
- 12 All of the options include a new Park and Ride at J11. The study also assumes that both the existing Madingley and Trumpington P&R sites are retained. The A428/A1303 project envisages an additional P&R close to Madingley Mulch roundabout. The next stage of Western Orbital work will need to consider how to optimise the existing and proposed P&R sites within both study areas.
- 13 At this stage it is not possible to give an idea of the cost of each set of proposals but an initial assessment based on typical engineering costs is provided in the 'Option Summary Table' in Appendix 1.
- 14 Separately the Executive Board requested that officers investigate the business case for improvements to Junction 11 of the M11 as soon as possible with an update at the December Board meeting. Given the short time scale between Board's decision and the time of writing report Officers have agreed a methodology of assessment and proposed a brief to consultants (see Background Paper).
- 15 There are clear overlaps with the Western Orbital project with the work that has been requested at Junction 11 in particular the link between the alignment of the Western Orbital and how it intersects with J11 and also the impact of any new P&R on how buses may wish to use J11 in the future.
- 16 There is a close geographical link between the Western Orbital project and the A428/1303 project and there could therefore be potential for a 'linked construction' programme at the start of City Deal Tranche 2 where the construction of the A428/A1303 could be rolled on to the Western Orbital. This may result in savings in terms of procurement, timescales and financial costs.

Options

- 17 The recommended option is as follows:
- To undertake the next stage of the Western Orbital project in more detail and in particular to more fully assess costs and benefits.
 - To undertake a consultation on the options within this paper.
- 18 Appendix 2 sets out a revised development timetable for the Western Orbital project. This timetable proposes completion of all development work including statutory permissions during Tranche 1 to allow for immediate implementation at the start of Tranche 2 of City Deal.
- 19 Figure 2 below sets out a summary flow chart of the short and long term project development steps.

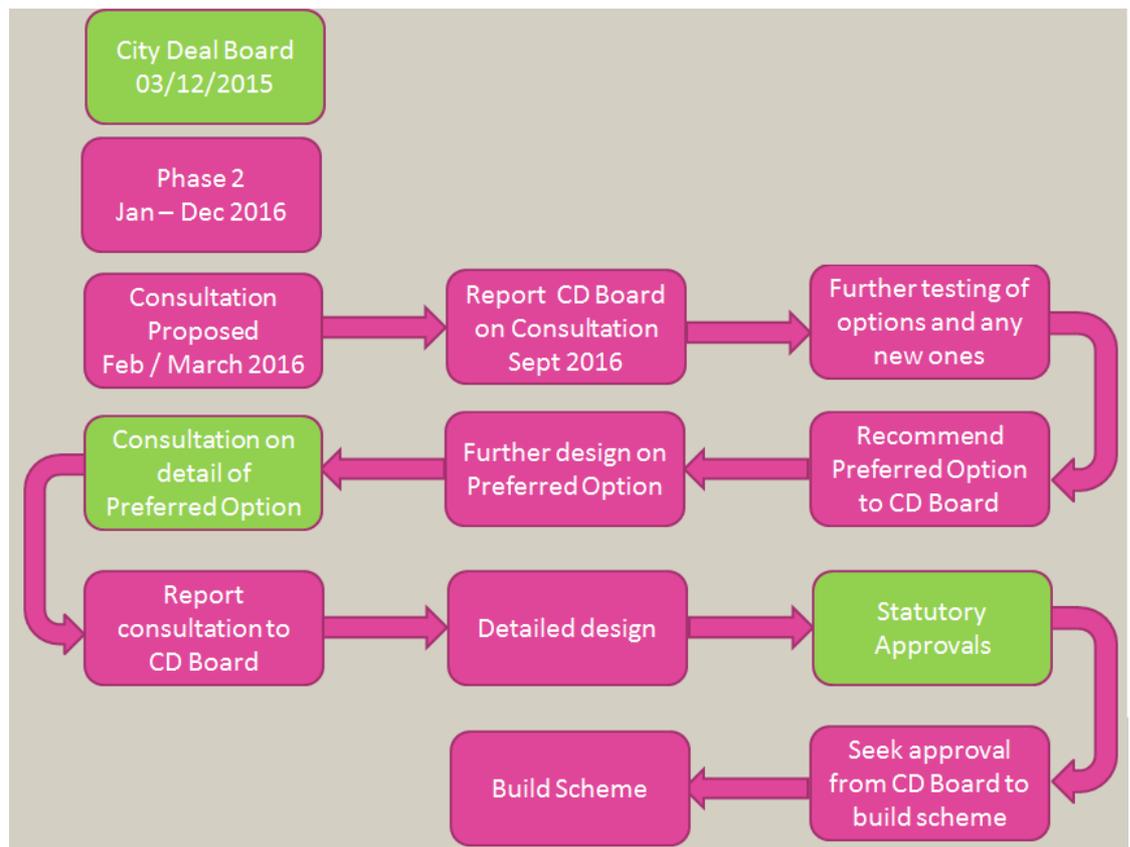


Figure 2: Summary of Scheme Development Process

- 20 An alternative approach would be to now stop any further project development until further decisions have been made on the Tranche 2 delivery priorities. This would avoid any abortive scheme development expenditure should the Western Orbital not be determined a priority scheme. However, it could result in a restricted set of options for an eventual Western Orbital scheme as other key decisions on the corridor would have been already made. In addition it possible that some of those the other projects and development e.g A428/A1303, would be better informed by agreement of a preferred option for the Western Orbital.

Implications

- 21 In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -
- Financial: The Board has already agreed to release £9m funding from Tranche 1 for the early development of Tranche 2 projects including the Western Orbital
 - Legal: There are no legal implications in this report.
 - Staffing: Project management is undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.
 - Risk; A full project risk register has been developed.
 - Equality & Diversity There are no equality or diversity implications in this report.
 - Climate Change: There are no climate change implications in this report.
 - Community Safety: There are no community safety implications in this report.

APPENDICES

1: Option Summary Table

2: Scheme Development Timetable

Background Papers

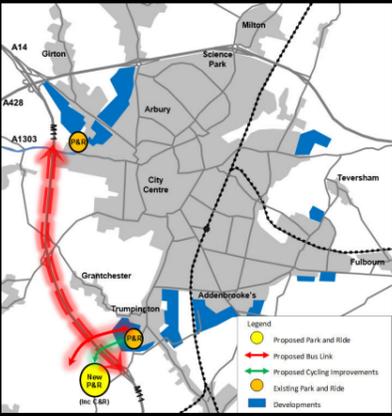
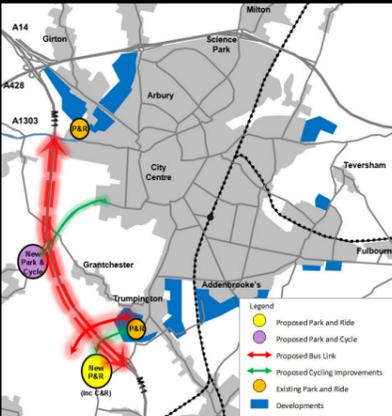
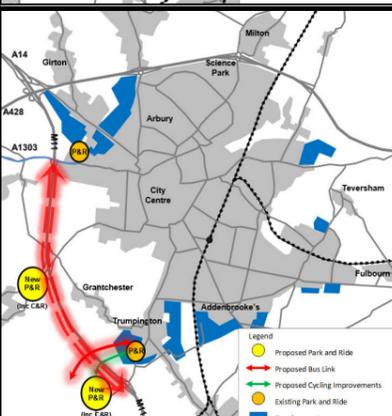
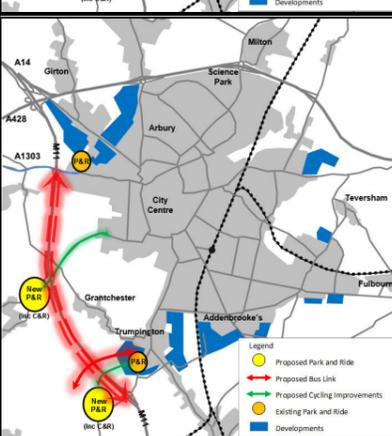
M11 J11 Brief to Consultants and business case assessment method

Western Orbital Study – Phase 1 End Stage Report

<http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport/11>

Report Author: Ashley Heller - Team Leader, Public Transport Projects, Major Infrastructure Delivery, Cambridgeshire County Council.
Telephone: 01223 728137

Appendix 1: Option Summary Table (for a more detailed description and larger plans see Technical Report)

Plan	Option Description Summary:	Key Benefits	Early Estimated indicative Costs
<p>A</p> 	<ul style="list-style-type: none"> • New Park & Ride west of M11 Junction 11. • This new P&R will be linked across the M11 with the new busway at Trumpington. • Bus link between J11 and J13 of the M11 which may be online or offline (further work is required to determine journey time reliability forecasts for the M11) 	<ul style="list-style-type: none"> • Traffic from M11 northbound and A10 would not have to cross M11 Junction 11 to access P&R • Traffic would be removed from the M11 before reaching the junction. Uncongested bus travel between J11 and J13 on the M11 (exact infrastructure required to be determined). • Connection to existing Busway enables journeys to Addenbrookes and City Centre. Cycle link connects proposed Park and Ride to existing busway, providing a cycle route which starts west of the M11. • Provides orbital bus connection between peripheral employment hubs. • Potential to run some services from Madingley Mulch P&R to the Science Park and Cambridge North station via new developments. • Potential to link all three peripheral employment sites through a circular bus service. 	<p>Estimated between £7m and £45.5m.</p> <p>Infrastructure required for lowest estimate only includes new J11 Park and Ride provision.</p> <p>Infrastructure required for upper estimate includes new J11 Park and Ride, new bus only route alongside the M11, New structure over M11 and slip roads off M11.</p>
<p>B</p> 	<ul style="list-style-type: none"> • This option has all the improvements included in Option A. • Park & Cycle at Junction 12, • Cycling improvements on Barton Road. • However, no bus improvements are proposed on Barton Road at present as early forecasts suggest that it would be more expedient to continue on the bus to Trumpington 	<ul style="list-style-type: none"> • As Option A plus: • Park and Cycle at J12 will intercept some traffic bound for Barton Road by encouraging travellers to cycle for the last part of their journey into the City. Bus services using the M11 would not stop at J12, hence journey times would not be affected. • Providing a Park and Cycle at J12 may encourage travellers to cycle for the last part of their journey into the City, reducing congestion on Barton Road • Locating Park and Cycle to the east of the M11 would reduce the distance to travel by cycle from the P&C to the city centre, while locating it to the west may abstract traffic from the road earlier, and reduce queues on approach to Junction 12 from Barton. 	<p>Estimated between £10m and £50m.</p> <p>Infrastructure required for lowest estimate only includes new J11 Park and Ride and J12 Park and Cycle provision.</p> <p>Infrastructure required for upper estimate includes new J11 Park and Ride and J12 Park and Cycle, new bus only route alongside the M11, New structure over M11, slip roads off M11 and Barton Road improvements.</p>
<p>C</p> 	<ul style="list-style-type: none"> • This option has all the improvements included in Option A. • P&R at Junction 12 (which includes cycle provision). • Bus services would include a stop at the P&R at J12 and passengers using this stop would be able to travel to the employment hubs in the north west and south of the City using the bus. • There could be a potential link between a P&R at J12 and a southern route of the A428/A1303 scheme should this be taken forward to provide a segregated bus route through to the city centre. 	<ul style="list-style-type: none"> • As Option A plus: • Intercepting journeys from A603/B1046 (although the additional stop at J12 may increase journey times). • Intercepts south bound M11 traffic which cannot access Madingley Rise P&R. • This would allow traffic approaching the City from Barton to be intercepted before adding to the congestion on the approach to J12 and on Barton Road. 	<p>Estimated between £14m and £48.5m.</p> <p>Infrastructure required for lowest estimate only includes new J11 and J12 Park and Ride provision.</p> <p>Infrastructure required for upper estimate includes new J11 and J12 Park and Cycle, new bus only route alongside the M11, New structure over M11 and slip roads off M11.</p>
<p>D</p> 	<ul style="list-style-type: none"> • This option has all the improvements included in Option A and C. • Cycle improvements along Barton Road. 	<ul style="list-style-type: none"> • As Option A and C plus: • users which may not find it convenient to travel to the City Centre via an orbital route will have the option of cycling using a more direct, radial, route along Barton Road. 	<p>Estimated between £14m and £50m.</p> <p>Infrastructure required for lowest estimate only includes new J11 and J12 Park and Ride provision.</p> <p>Infrastructure required for upper estimate includes new J11 and J12 Park and Cycle, new bus only route alongside the M11, New structure over M11, slip roads off M11 and Barton Road improvements</p>

Appendix 2: Scheme Development Timetable

Target Completion Date	December 2015	September 2016 ¹	May 2017 ²	October 2017	April 2018	December 2019	April 2020 ³	August 2022
Stage								
Approval City Deal Board for outline options in Phase 1(Key Decision 2)	☑							
City Deal Board report on Public Consultation as Part of Phase 2		☑						
Approval City Deal Board for preferred option at end of Phase 2 (Key Decision 3)			☑					
City Deal Board report on further Public Consultation on detailed proposals				☑				
Approval City Deal Board for final scheme (Key Decision 4)					☑			
Completion of all necessary statutory approvals						☑		
Approval City Deal Board for commencement of works (Key Decision 5)							☑	
Possible Completion of Construction								☑

Planning Phase

Construction Phase



Notes:¹ It is intended to bring a report on the Preferred Option for the A428/1303 to this Board
² It is intended to bring a report on the full business case for the A428/1303 to this Board
³ This approval would be dependent on agreement to proceed with Tranche 2

Agenda Item 7



Report To: Greater Cambridge City Deal Executive Board 3 December 2015

Lead Officer: Graham Hughes, Executive Director: Economy, Transport and Environment, Cambridgeshire County Council

The process for Tranche 2 prioritisation

Purpose

1. This paper outlines the proposed process and timescale for making decisions on priority schemes for Tranche 2 of the City Deal Infrastructure Programme. The proposed process will enable schemes to be progressed and implementation to commence without delay in the Tranche 2 period from April 2020.

Recommendations

2. The Executive Board is recommended to:
 - (a) Approve the process and timescales for agreeing the Tranche 2 prioritised infrastructure investment programme.
 - (b) Approve preparatory work to support and inform Tranche 2 decisions, including scheme assessment and interim work for the Local Plans regarding Cambridge Northern Fringe East (CNFE), and approve funding from the prioritised 'Tranche 2 programme development' budget to cover 1/3 of the cost of the CNFE work (estimated at £70,000) as part of the pipeline work.

Recommendations from the Joint Assembly:

The Joint Assembly **RECOMMENDED** to the Executive Board that it:

- (a) Approves the process and timescales for agreeing the tranche 2 prioritised infrastructure improvement programme.
- (b) Approves preparatory work to support and inform tranche 2 decisions, including scheme assessment and interim work for the Local Plans regarding Cambridge Northern Fringe East, and approve funding from the prioritised 'tranche 2 programme development' budget to cover one third of the Cambridge Northern Fringe East work (estimated at £70,000) as part of the pipeline work.
- (c) Agrees to make the following amendments to the list of schemes set out in paragraph 8 of the report:
 - the removal of the word 'Station' in respect of the Newmarket Road to Cambridge Science Park Station bus priority scheme;

- the addition of a city centre bus and coach capacity management scheme;
- the addition of a Huntingdon Road Park and Ride scheme.

Reasons for Recommendations

3. Many schemes in the City Deal programme aim to support growth at specific sites included in the Cambridge and South Cambridgeshire Local Plans. The process and timescales proposed for agreeing the Tranche 2 prioritised infrastructure investment programme represents the best balance between waiting for further Local Plan information to emerge and moving at a pace that allows delivery from early on in the Tranche 2 period. It would ensure that the programme was capable of allowing implementation of any Tranche 2 scheme to commence from April 2020.
4. On the CNFE a number of options for potentially very high levels of growth need to have their transport impacts tested. The CNFE is on the southern end of the A10(N) corridor between Ely and Cambridge, where the City Deal prioritises investment to support the proposed new town to the north of Waterbeach.
5. The scale of work involved means that it is considered prudent to bring forward Tranche 2 development work for the A10(N) corridor earlier than for the rest of the Tranche 2 candidate schemes, alongside and integrated with the transport study to inform the Area Action Plan for CNFE. This would allow the A10(N) schemes to be included in the proposed prioritisation exercise in autumn 2017 on the same basis as all of the other schemes.

Background

6. The City Deal indicative programme was developed based on the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), which is aimed at supporting planned growth in the Local Plans to 2031, and the continued economic prosperity of the Greater Cambridge area. The programme includes a £1 billion long list of high-level proposals for new and improved transport infrastructure to support growth. The following processes were used to produce a ranked list of priority schemes, which was considered by the Executive Board in January 2015:
 - Initial assessment of the programme using the Department for Transport's Early Assessment and Sifting Tool (EAST), which assesses and ranks schemes on the basis of their performance against five business cases – economic, commercial, management, deliverability and value for money. This approach is required to comply with the Assurance Framework that was agreed with Government.
 - An independent economic prioritisation was also undertaken to assess which schemes best support the City Deal objectives.
 - County Council officers separately assessed the deliverability of each of the transport infrastructure schemes.
7. From the ranked list, the Executive Board agreed to prioritise £180 million worth of projects in the Tranche 1 period (2015/16-2019/20) of the City Deal programme for the £100 million of grant funding available over that time. This includes £24 million to support 'year 1 to 5 pipeline development', 'year 6 to 10 programme development', programme management and early scheme development.
8. The schemes that remain from the initial long list that were not prioritised for investment in Tranche 1 are:

- A10 dualling and junctions
- A14/A10 Milton Interchange
- Addenbrooke's to Newmarket Road bus priority
- Bourn Airfield / Cambourne busway (being developed alongside the two Tranche 1 schemes on the A428 corridor, but not prioritised for delivery in Tranche 1)
- Bourn Airfield/Cambourne pedestrian/cycle route programme
- Cambridge to Royston cycle link
- Foxton Level Crossing and Interchange
- Hauxton Park & Ride
- Hauxton-Trumpington busway
- Newmarket Road bus priority phase 1 – Elizabeth Way to Abbey Stadium
- Newmarket Road bus priority phase 2 – Abbey Stadium to Airport Way
- Newmarket Road bus priority phase 3 – Airport Way Park & Ride
- Newmarket Road to Cambridge Science Park Station bus priority
- Saffron Walden/Haverhill corridor pedestrian/cycle route programme
- Waterbeach Barracks to North Cambridge busway
- Waterbeach new station
- Waterbeach Park & Ride
- Waterbeach pedestrian/cycle route programme
- Western Orbital

9. In addition to the schemes listed above, other proposals or schemes may come forward from work underway looking at city centre capacity (Cambridge Access Study) or from Smart Cities work. Any such proposals will be assessed alongside the rest of the programme and assessed against the five EAST business cases.

Considerations

10. A key aim of the City Deal is supporting the delivery of planned growth. Therefore in order to take decisions on the Tranche 2 investment programme, it will be necessary to have clarity on the adopted growth strategy for the Greater Cambridge area. This will ensure that the agreed priority schemes are those that best support the delivery of the planned growth, and help to mitigate its impacts and support the area's continued economic prosperity.
11. The Cambridge and South Cambridgeshire Local Plans are not yet adopted and work is currently underway to respond to the Examination Inspector's requirements. Consultation is planned in December, and the Examination into the plans is expected to resume in the summer of 2016. Provided that all issues are resolved, and the Inspector is content, it is thought the plans could be adopted in the summer of 2017.
12. Additional work related to the Local Plans is also being commissioned to support the Cambridgeshire Northern Fringe Easy (CNFE) Area Action Plan. The CNFE is a key area where a significant uplift in housing and employment numbers is being considered, and the transport implications of this need to be better understood.
13. A transport study is being commissioned to provide clarity on the likely impacts of CNFE and measures required to help mitigate its impacts. This work will also consider the Tranche 2 schemes associated with the proposed new town north of Waterbeach, which addresses the same parts of the strategic transport network as the CNFE. The results will be used to both inform the Area Action Plan and update the list of candidate schemes for Tranche 2 investment. This work is expected to be finished by mid-2016.

14. Since the work links heavily to the City Deal's objectives around supporting and driving economic growth in Greater Cambridge, Executive Board approval is sought for funding to cover the costs of 1/3 of this work (estimated at £70,000), with the remainder covered by the Local Authorities and developers.
15. At the same time, it will be important to ensure momentum is maintained so that schemes are ready for implementation from 2020. In addition, the prioritised Tranche 2 programme will need to fit with the Tranche 1 schemes, and to be planned and delivered in a sequence that allows decisions to be made in a timely manner and on the basis of all relevant information. It is therefore proposed to undertake an initial assessment of the long list in autumn 2016, which will enable preparatory work to develop schemes through their 'options assessment' stage. For reference, this is the stage that Tranche 1 schemes have been through recently, with initial options being developed before public consultation.
16. It is then proposed to undertake a 'stock take' in autumn 2017 to review progress and current funding commitments, and to assess the schemes' fit with City Deal and Local Plan objectives and timescales. This would then inform recommendations on the prioritised Tranche 2 investment programme, for Executive Board approval in winter 2017, and help to ensure that the prioritised schemes can be progressed for consultation and implementation from 2020.

Options

17. The proposed approach and timeline for Tranche 2 programme prioritisation is shown in Table 1.

Table 1: Proposed approach and timeline for tranche 2 programme prioritisation

Autumn 2015 – Summer 2016	Undertake Local Plans-related work (CNFE/A10(N)) to assess the likely implications of growth and identify the transport requirements to support and mitigate impacts.
Summer 2016	Review study outputs/recommendations for infrastructure, and review and update the long list of candidate schemes for the Tranche 2 investment programme.
Autumn 2016	Initial sift and assessment of the long list of schemes, and ranking using EAST and a re-run of the economic impacts model that was used for Tranche 1 prioritisation.
Winter 2016	Results of assessment and recommendation of initial priorities for preparatory work to develop to 'Options Assessment' stage.
Autumn 2017	Re-run assessment of schemes in relation to fit with City Deal objectives, adopted Local Plans and deliverability consideration, in light of the information available following options assessment work.
Winter 2017	Results of assessment and recommendation of priorities for progressing to public consultation on options, and further development to preferred option status.

18. Alternative options for the Executive Board, and a brief summary of their implications are:
 - (a) Earlier prioritisation of tranche 2 schemes may lead to aborted work should that prioritisation not reflect the Local Plans, given that they will not have been adopted by this time. This could lead to wasted resource and public perception to be skewed. -

- (b) At the other end of the scale we could wait until the Local Plans have been adopted before prioritising schemes for options assessment – This would mean that the initial decision is taken with the benefit of complete knowledge of the Local Plans, ensuring that the work is not in anyway misdirected. However, it would mean that programme and scheme development work does not begin in earnest until 2018, which would mean that most of the candidate schemes may not be in a position in April 2020 for the Executive Board to approve implementation.

Implications

19. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial and other resources

20. The recommendations would see around £70,000 spent on the CNFE/A10(N) transport study work, alongside funding from the Local Authorities and developers. This would come from the Tranche 1 programme's 'Tranche 2 programme development' budget.

Consultation responses and Communication

21. The proposed approach has been developed in collaboration by officers from all three partner Local Authorities.

Background Papers

None.

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Greater Cambridge City Deal Executive Board

3 December 2015 – Workstream update

Workstream	Update	Upcoming milestones
INFRASTRUCTURE PROGRAMME		
Create and deliver an infrastructure investment programme that draws together national and local funding streams to invest in infrastructure that will drive economic growth in the area.		
<p>A1307 corridor to include bus priority / A1307 additional Park & Ride Achieve faster and more reliable bus journey times between Haverhill, Cambridge and key areas in between, through bus priority at key congestion points on the A1307 and provision of an outer Park & Ride site on the corridor.</p>	<ul style="list-style-type: none"> Initial options assessment study work has looked into all transport mode options in the corridor and identified those that are likely to be of most benefit –this is being developed into a full range of options for consideration by the February Assembly and March Board. Although consultation was originally envisaged in February/ March 2016, it is now planned for after the May elections, in late Spring: this does not delay the planned consideration of results by the November Board and has ensured the Call for Evidence work can deliver at pace. It has also been identified that some of the options that may be most effective will not be deliverable within tranche 1, although could be delivered early in tranche 2. 	<ul style="list-style-type: none"> 12 February/ 3rd March: Joint Assembly / Executive Board to review the outcome of options development work and agree next steps.
<p>A428-M11 segregated bus route / A428 corridor Park & Ride / Madingley Road bus priority Ensure that bus journeys between Cambourne and Cambridge are direct and unaffected by congestion by providing high quality bus priority measures between the A428/A1303 junction and Queen’s Road, Cambridge and one or more Park & Ride or rural interchange sites on the corridor.</p>	<ul style="list-style-type: none"> Public consultation initial route options took place from 12th October to 23rd November. Responses currently being considered. 	<ul style="list-style-type: none"> 12th February Assembly/ 3rd March Executive Board to consider the outcomes of public consultation on the initial options and agree further work.

<p>Chisholm Trail cycle links A high quality strategic cycle route from Cambridge Station in the south of the city through to the new [Cambridge North] Station, providing connections between the Science and Business Parks in the north and the commercial hub around Cambridge Station and the Biomedical Campus.</p>	<ul style="list-style-type: none"> Public consultation on the preferred route proposal took place from 19th October to 30th November. After that, responses to be considered. 	<ul style="list-style-type: none"> 12th February Assembly/ 3rd March Executive Board to consider consultation outcomes, decide whether to approve the recommended route for detailed design and development and to progress the scheme to a planning application.
<p>City centre capacity improvements Improve the reliability of, and capacity for public transport, cycling and walking movements in the city centre through a variety of potential measures to relieve congestion and manage the city's transport network.</p>	<ul style="list-style-type: none"> The Cambridge Access and Capacity Study is currently being undertaken. Call for evidence on tackling congestion in Cambridge took place during November. 	<ul style="list-style-type: none"> 17 December / 15 January: Joint Assembly / Executive Board to receive feedback from call for evidence hearings and session with traffic generators, and consider next steps.
<p>Cross-city cycle improvements Facilitate continued growth and an increased proportion of cycling trips in Cambridge, lifting cycling levels to around 40% by enhancing the connectivity, accessibility and safety of the cycling network.</p>	<ul style="list-style-type: none"> Public consultation on options for the programme of improvements is due to take place in January and February. 	<ul style="list-style-type: none"> Early-January 2016: Public consultation opens. Mid-February 2016: Public consultation closes.
<p>Histon Road bus priority / Milton Road bus priority Ensure that bus journeys along Histon and Milton Roads are direct and unaffected by congestion through the provision of high quality on-line bus priority measures between the Histon and Milton Interchanges and Cambridge city centre.</p>	<ul style="list-style-type: none"> Board has agreed to consult on the illustrative measures for Histon and Milton Roads. 	<ul style="list-style-type: none"> Consultation 14th December 2015 to 1st February 2016.

<p>Tranche 2 programme development Develop a prioritised programme of infrastructure investments, informed by an analysis of their anticipated economic impacts, to be delivered during the tranche 2 period (2020/21-2024/25).</p>	<ul style="list-style-type: none"> • A timeline and approach for prioritising and developing the tranche 2 programme has been developed. • It had been envisaged that initial scheme choices would be made at this point. However, in the light of delays on the Local Plans, it is considered too early to recommend particular schemes at this stage. • The proposed timetable would still allow for tranche 2 schemes to start construction in 2020 if the funding is available and the Executive Board agrees the timing. 	<ul style="list-style-type: none"> • Executive Board on 3rd December to decide on the proposed approach. • Local plan consultation expected December 2015- January 2016, depending on 30th November Council decisions.
OTHER WORKSTREAMS		
<p>Communications Communicate the vision and aims of the City Deal to a range of audiences</p>	<ul style="list-style-type: none"> • Recruitment is ongoing for the Strategic Communications Manager. • There has been a delay in filling this post due to the previous recruitment exercise being unsuccessful. 	<ul style="list-style-type: none"> • December 2015: Recruit Strategic Communications Manager. • Refresh and further develop communications strategy once the post is filled.
<p>Economic development and promotion Enhance the alignment of public and private sector partners in Greater Cambridge to enhance the attractiveness and promotion of the Greater Cambridge economy to high-value investors around the world, and align appropriate activities that support existing businesses to develop.</p>	<ul style="list-style-type: none"> • Cambridge Promotion Agency (CPA) director appointed. • Sponsorship has been raised for the first two years of the CPA. • A Steering Group has been established for the CPA. • The 'Case for Cambridge' was launched on 9 October. 	<ul style="list-style-type: none"> • January 2016: Steering Group to meet to review progress on milestones due by year end.

<p>Finance Manage and monitor the delivery of the infrastructure investment programme and relevant City Deal-related expenditure, and bring together appropriate local funding streams to complement and enhance the delivery of City Deal objectives.</p>	<ul style="list-style-type: none"> • Work is ongoing to define potential areas for the investment of outstanding pooled New Homes Bonus contribution, as per the Executive Board decision in October. • The future of New Homes Bonus, and therefore the extent of future City Deal revenue funding, remains uncertain – this is likely to be addressed in the upcoming Autumn Statement. 	<ul style="list-style-type: none"> • 25 November 2015: Autumn Statement. • 3rd March Executive Board to set budget for 2016/17
<p>Governance Create a governance arrangement for joint decision making between the local Councils that provides a coordinated approach to the overall strategic vision, including exploring the creation of a Combined Authority to allow the Councils to collaborate more closely to support economic development.</p>	<ul style="list-style-type: none"> • The Cities and Local Government Devolution Bill, which contains among others a provision to allow a County Council to join a Combined Authority for a part of its area, is currently going through Parliament. • Discussions around a prospective devolution deal, which could have significant implications for City Deal governance, are ongoing. • In this context, different models of City Deal governance are being considered. 	<ul style="list-style-type: none"> • End December 2015: Cities and Local Government Devolution Bill is anticipated to receive Royal Assent.
<p>Housing Explore the creation of a joint venture to drive quicker delivery of 2,000 of the affordable new homes envisaged in the draft Local Plans, potentially drawing in land holdings from the partners and external investment to deliver more affordable housing, and deliver 1,000 extra new homes on rural exception sites.</p>	<ul style="list-style-type: none"> • Work is ongoing to implement the Housing Development Agency. • Shadow Officer Board has been established. • Government announcements of rent caps and requirements to sell high-value Council housing to fund the Right To Buy for social housing tenants will have an impact on the HDA – this is still being worked through. 	<ul style="list-style-type: none"> • By end March 2016: Establish a Member Reference Group and produce a business plan for the HDA for 2016/17 that indicates the number of schemes that the HDA will delivery and its operational costs.
<p>Payment-by-results mechanism Implement a payment-by-results mechanism where Greater Cambridge is rewarded for prioritising and investing in projects that deliver the greatest economic impact over 15 years, commencing in 2015-16.</p>	<ul style="list-style-type: none"> • Officers are working with counterparts from Glasgow/Clyde Valley, Greater Manchester and West Yorkshire to undertake a combined procurement exercise for the economic assessment panel, which will serve all four city-regions' payment-by-results mechanisms up to 2020. • 	<ul style="list-style-type: none"> • December 2015: Anticipated launch of tendering period. • January 2016: Anticipated closure of tendering period.

<p>Skills Create a locally responsive skills system that maximises the impact of public investment, forges stronger links between employers and skills providers, and drives growth across Greater Cambridge, including delivering 420 additional apprenticeships in growth sectors over five years.</p>	<ul style="list-style-type: none"> • ‘Form the Future’ have been commissioned to deliver the Skills Service. 	
<p>Smart/digital Explore, in partnership with academic and business expertise, technological opportunities to complement the aims of the infrastructure investment programme and improve the functioning of the Greater Cambridge economy, finding smart solutions to a series of issues constraining the economic growth potential of the area and positioning the area as a Smart Cities leader.</p>	<ul style="list-style-type: none"> • #hackCambridge on 31 October 2015 looks to engage residents and businesses in looking at how technology can help address city challenges. • A14 workshop held and agreed to hold a series of more focussed workshops to look at different elements – these are due to take place in December 2015. 	<ul style="list-style-type: none"> • By end January 2016: Anticipated completion of work to develop the data and communications plan to inform the request for City Deal funding.
<p>Strategic planning Underpin and accelerate the delivery of the Cambridge City and South Cambridgeshire Local Plans, including undertaking an early review of the Local Plans beginning in 2019 to take into account the anticipated changed infrastructure landscape, and work towards developing a combined Local Plan that includes other relevant economic levers.</p>	<ul style="list-style-type: none"> • Local Plans’ Examinations have been suspended until March 2016. • Further work ongoing to address the Inspectors’ comments. • Delays in the Local Plans’ Examinations, and the need to undertake further work, has delayed the adoption and implementation of the Local Plans. This will not necessarily impact upon the undertaking to start to review the Local Plans in 2019. 	<ul style="list-style-type: none"> • 30 November: South Cambridgeshire District Council and Cambridge City Councils to decide on proposed Local Plan modifications. • December 2015-January 2016: Anticipated public consultation on proposed modifications as a result of the further work being undertaken. • March 2016: Councils to submit the further work and proposed modifications to the Inspectors and examination resumes.

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Agenda Item 9



Report To: Greater Cambridge City Deal Executive Board 3 December 2015

Lead Officer: Graham Hughes, Executive Director: Economy, Transport and Environment, Cambridgeshire County Council

Six monthly report on the City Deal Skills Service

Purpose

1. This report outlines progress towards a Skills Service for the Greater Cambridge area. The Skills Service will help to achieve the City Deal objective of promoting at least an additional 420 apprenticeships in key areas of need over the first five years of the deal and generally increase the employability of young people.

Recommendations

2. The Executive Board is recommended to review the progress towards the establishment of a Greater Cambridgeshire Skills Service.

Recommendations from the Joint Assembly:

The Joint Assembly **NOTED** the six-monthly report and progress towards the establishment of a Greater Cambridgeshire Skills Service.

Background

3. The Executive Board agreed at its meeting on 18 June 2015:
 - (a) To adopt the model of the Skills Service and its governance described in the report at that meeting; and
 - (b) To request that officers establish it so that it can start work at the beginning of the next academic year (September 2015).

Considerations

Progress

4. At the end of July the LEP published a Tender Opportunity for the delivery of the skills Service and that process concluded with the issuing of a contract to the bid winners at the end of September.
5. The tender applicants were interviewed by a panel on the 2nd September, the panel included representatives from the LEP, the City Deal Assembly, Cambridgeshire Business and a local authority.

6. The successful applicants, “**Form the Future**”, are preparing to launch the service now that the contract has been signed. Work has already begun supported by the LEP through Cambridge Area Partnership (CAP) to fulfil the requirements of the Skills Service until the new organisation can take over.

Appointment of City Deal Skills Service – Background Information

7. Form the Future is a newly established Social Enterprise set up by the team that ran the Employer Links Programme for the Cambridge Area 14-19 Partnership in Cambridge, South Cambridgeshire and East Cambridgeshire. The directors are Anne Bailey and Michaela Eschbach.
8. The new work will be expanded to include activities beyond the secondary and sixth form schools into primary schools and other post 16 providers.
9. Form the Future is also supported by two non-executive advisors. Professor Alan Barrell visiting Professor of Enterprise at the Judge Business School and Chris Bunney, a recently retired director of Marshall Aerospace and Defence Group and now a mentor and coach for Social Incubator East and the Associate Programme at the Judge Business School.
10. The required roles for this contract are filled as follows:
 - Senior Business Manager: Anne Bailey
 - Primary Business Development Manager: Michaela Eschbach
 - Second Business Development Manager: to be recruited within 3-6 months
 - Administrator: to be recruited within 3-6 months
11. Form the Future has been successfully running a similar programme to that of the City Deal Skills Service for the last 2.5 years. The Employer Links Programme worked with 450 business volunteers at over 50 events with schools in Cambridge in the last academic year.

Mechanisms for engagement

12. As Form the Future grew out of the Cambridge Area Partnership it has a strong relationship with the staff in the schools in the area. It has also built an extensive network of business supporters ranging from leading companies such as ARM, Marshal Aerospace and Astra Zeneca to small start-ups as well as public sector bodies and the Universities.

Delivering against Key Objectives

13. Form the Future is well placed to deliver the key objectives of the skills service. Examples of current activity include:
 - A mentor programme for sixth formers.
 - Developing a web based “virtual” platform for learners and employers to share knowledge about jobs.
 - 40 careers events have been developed for 2015/16 with apprentice employers being key clients at these events.
14. Key performance indicators are built into the contract that has been signed.

Key Performance Measures and Operational Objectives

15. The project will facilitate an increase in apprenticeships linked to the growth in key sectors currently determined as being in the STEM subject areas and particularly focussed on the growth of the smart city and its technology skills requirements. The skills service activity needs to escalate the growth of apprenticeships and this will be measured through the apprenticeship starts data. The target escalation being 420 new apprentices by 2018. Increase of 105 new apprentices in this year to September 2016.
16. This will be achieved by a combination of the work described in more detail in the Key Performance Indicator table attached as Appendix 1. This includes activity that will shape young peoples' career choices and better match skills supply with demand, such as careers events and work experience. The key performance indicators and activities have been designed to ensure the service achieves its performance goals. These KPIs form a part of the contract with the LEP.

Governance

17. As agreed at the June Board meeting the Service will be managed by the LEP.
18. It was also agreed that overall accountability for the service will sit with the Executive Board which will receive regular reports on progress and set overall objectives. Routine monitoring of the progress of the service against the achievement of the core purposes will be undertaken by an Advisory Group comprising the City Deal Assembly sub-group.

Implications

19. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Risk Management

20. To ensure that there are is no loss of momentum in the work with schools and businesses the LEP has agreed to fund the CAP (Cambridge Area Partnership) work until the Skills Service can take over.

Equality and Diversity

21. The Skills Service will aim to increase the life and employment chances of youngsters and so will have a positive impact on equality.

Background papers

No additional background papers were relied upon in the writing of this report.

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Appendix 1

Key Performance Indicator Table

Activity	KPI	Output per annum	Outcome Evidence
Careers exploration activities: careers fairs, carousels, speeches, site visits	<ol style="list-style-type: none"> 1. No. of events run pa at secondary schools 2. No. of events run pa at primary schools 3. No. of events run pa at post 16 4. No. of student employer contacts (only counted once per student and type of event) 5. No. of schools involved 	<ol style="list-style-type: none"> 1. 25 2. 5 3. 10 4. 5,000 5. 15 	<p>Each student involved has at least:</p> <ol style="list-style-type: none"> 1. Seen 3 careers in depth or 10 more briefly. 2. Gained an understanding of academic and other requirements 3. Increased careers awareness 4. Started thinking of own future career prospects
Employability events: Intro to application process, Mock Interviewing, CV writing etc.	<ol style="list-style-type: none"> 1. No. of events run pa at secondary schools 2. No. of events run pa at post 16 3. No. of student-employer contacts (only counted once per student and type of event) 4. No. of schools involved 	<ol style="list-style-type: none"> 1. 25 2. 5 3. 5,000 4. 15 	<p>Each student involved has at least either:</p> <ol style="list-style-type: none"> 1. Understood the main principles and elements of an application process including production of a c.v. or 2. Had a mock interview practising the necessary skills for a real life interview and started to understand how to match personal experiences and achievements to job descriptions
Work Experience	<ol style="list-style-type: none"> 1. No. of schools working with FtF to secure placements 2. No. of students successfully placed 	<ol style="list-style-type: none"> 1. 8 2. 750 	<ol style="list-style-type: none"> 1. Each student placed has had a chance to understand the workplace and started the process of personal reflection. 2. It has increased the student's employability skills
Partnership Brokerage	No. of Employer – School partnerships established	2 per quarter	Enhances mutual understanding of schools and businesses, enabling schools to better prepare their students for careers and businesses to understand the pressures on schools. This enables them to find solutions to increase employer engagement together.
Step Up	1. No. of employers using site to promote opportunities	1. 100	Users report satisfaction with site and increased school-business interactions as a

	2. No. of schools using site to access employers	2. 30	result.
Apprenticeships	<p>No. of new apprenticeship starts in economically important sectors.</p> <p>Final sector list to be agreed with SFA but will include:</p> <ul style="list-style-type: none"> • Life Sciences • Biotechnology • Information Technology • Human Health • AgriTech • CleanTech • Cross cutting occupations 	420 by 2018	<ol style="list-style-type: none"> 1. Apprenticeships promoted to students alongside other progression routes e.g. all post 16 and post 18 events and at all careers exploration activities 2. Proactive education of careers advisors and other school staff on the benefits of apprenticeship route 3. Employers' apprenticeship recruitment efforts supported
Labour Market Intelligence	No. of communications including information about current Labour Market information in general or in specific areas	We will provide one newsletter per quarter to all schools, including current LMI	<ol style="list-style-type: none"> 1. All schools briefed on local LMI to inform CEIAG and course provision 2. Schools CEIAG and course provision reflects current LMI trends

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Greater Cambridge City Deal Executive Board Forward Plan of decisions

Notice is hereby given of:

- Decisions that that will be taken by the Greater Cambridge City Deal 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:

- a) to 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; or
- b) to be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
Meeting date: 15 January 2016		Reports for each item to be published: 7 January 2016	
Congestion in Cambridge	To receive feedback on discussions held with key traffic generators in Cambridge and to consider next steps.	Graham Hughes	No
A1307 corridor to include bus priority—options and approval to consult	To review the outcome of options development work and to agree next steps.	Graham Hughes	Yes
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 3 March 2016		Reports for each item to be published: 24 February 2016	
Consultation results for schemes along the A428 corridor and coming in to western Cambridge:	To consider the outcomes of the public consultation on the initial options. These options will be subject to further work over the summer to incorporate the consultation outcomes, and will be	Graham Hughes	No

<ul style="list-style-type: none"> • Madingley Road • A428-M11 • Bourn Airfield / Cambourne busway 	brought back to the Executive Board for the selection of a preferred option in September.		
Chisholm Trail – consultation results and approval to progress detailed design of selected route	To consider the outcomes of the public consultation, to approve the recommended route of the Trail for further detailed design and development, and to approve progressing the scheme to a planning application. Give approval for Compulsory Purchase Order powers to secure the land needed.	Graham Hughes	Yes
<u>A1307 corridor to include bus priority – options and approval to consult</u>	<u>To review the outcome of options development work and to agree next steps.</u>	<u>Graham Hughes</u>	<u>Yes</u>
Cambridge Access and Capacity Study—Progress Report	To consider the results of the initial work of the Cambridge Access and Capacity Study, and to consider the future programme.	Graham Hughes	No
Smarter Cambridge investment business case	To consider the business case that has been developed for investment into the Smarter Cambridge programme and approve funding for the delivery of the detailed schemes proposed.	Graham Hughes	Yes
<u>2016/17 budget setting and 2015/16 Quarter 3 financial monitoring report</u>	To note financial information from October-December 2015. To agree the City Deal's 2016/17 budget from the pooled New Homes Bonus allocations and to note financial information from October-December 2015.	Chris Malyon	No
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No

Meeting date: 8 April 2016		Reports for each item to be published: 31 March 2016	
Cross-city cycling – scheme detail and approval to deliver	To consider detailed schemes informed by public consultation, and to approve delivery of the schemes.	Graham Hughes	Yes
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 16 June 2016		Reports for each item to be published: 8 June 2016	
Histon Road – consultation results and selection of preferred measures	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Milton Road – consultation results and selection of preferred measures	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Annual skills review	To note progress made in 2015/16 on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Annual housing review	To note progress made in 2015/16 on delivering the housing workstream and consider any issues arising.	Alex Colyer	No
2015/16 end of year financial monitoring report	To note financial information from the 2015/16 financial year.	Chris Malyon	No
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No

Meeting date: 22 July 2016		Reports for each item to be published: 14 July 2016	
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 8 September 2016		Reports for each item to be published: 31 August 2016	
Selection of preferred options for schemes along the A428 corridor and coming in to western Cambridge: <ul style="list-style-type: none"> • Madingley Road • A428-M11 • Bourn Airfield / Cambourne busway 	To select a preferred option for each of the three schemes for Full Business Case preparation and detailed design, to be subject to further consultation once prepared before being brought back to the Executive Board.	Graham Hughes	Yes
Western Orbital – consultation results	To consider the outcomes of the public consultation on the initial options.	Graham Hughes	No
2016/17 Quarter 1 financial monitoring report	To note financial information from April-June 2016.	Chris Malyon	No
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 13 October 2016		Reports for each item to be published: 5 October 2016	
Chisholm Trail – approval of construction	To approve construction of the scheme.	Graham Hughes	Yes
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No

Meeting date: 17 November 2016		Reports for each item to be published: 9 November 2016	
A1307 corridor to include bus priority – consultation results and selection of preferred option	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Six-monthly report on skills	To note progress on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Six-monthly report on housing	To note progress on delivering the housing workstream and consider any issues arising.	Alex Colyer	No
2016/17 Quarter 2 financial monitoring report	To note financial information from July-September 2016.	Chris Malyon	No
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No
Meeting date: 15 December 2016		Reports for each item to be published: 7 December 2016	
City Deal progress report	To note and discuss progress across the City Deal workstreams.	Tanya Sheridan	No

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