



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board

Thursday 9th March 2023

4:00 p.m. – 4:50 p.m.

Present:

Members of the GCP Executive Board:

Cllr Dave Baigent	Cambridge City Council
Cllr Elisa Meschini (Chairperson)	Cambridgeshire County Council
Cllr Bridget Smith (Vice-Chairperson)	South Cambridgeshire District Council
Andy Williams	Business Representative
Andy Neely	University Representative

Officers:

Peter Blake	Transport Director (GCP)
Daniel Clarke	Strategy and Partnerships Manager (GCP)
Thomas Fitzpatrick	Programme Manager (GCP)
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

There were no apologies for absence.

2. Declarations of Interest

Councillor Dave Baigent declared a general non-statutory disclosable interest as a member of the Cambridge Cycling Campaign (Camcycle).

3. Minutes

The minutes of the previous Executive Board meeting, held on 15 December 2022, were agreed as a correct record, and were signed by the Chairperson.

4. Public Questions

The Chairperson informed the Executive Board that two public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes.

It was noted that both questions related to Agenda Item 6 (Greater Cambridge Greenways – Barton, Horningsea, Melbourn, and Sawston).

5. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 16 February 2023.

6. Greater Cambridge Greenways – Barton, Horningsea, Melbourn, and Sawston

Two public questions were received from Iris Bostanci and Yunus Bostanci. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Programme Manager presented the report, which set out the Outline Business Cases for the Barton, Horningsea, Melbourn, and Sawston Greenways, as well as a proposed programme of delivery, with the construction of early works to commence in 2023. Following a public engagement, various changes were proposed for the schemes, as set out in Sections 4.4 to 4.11 of the report, while an additional proposal

supported by the Joint Assembly to prioritise the Meldreth Link section of the Melbourn Greenway was set out in Section 3.12 of the report.

Emphasising members' overriding support for the Greenways schemes, the Chairperson of the Joint Assembly welcomed the proposal to prioritise the Meldreth link, and noted that a number of other concerns had been raised specific to the individual routes being considered, including a review of the possibility for a purpose built crossing at Baits Bite Lock on the Horningsea Greenway, and a reconsideration of certain sections of the Sawston Greenway that it had been suggested were duplications of alternative cycleways. Members had suggested greater emphasis could be made on modal shift being the main strategic purpose of the Greenways, with a more nuanced measure for establishing appropriate targets for this objective across the various routes. The Joint Assembly had welcomed assurances from officers on the underlying goal for the routes to align with LTN 1/20 guidance, although there had also been discussion about requiring some leeway in certain areas where perfection was either very difficult or impossible. The Joint Assembly had also highlighted the need to improve communication with members of the public and local members of affected areas, and the Chairperson welcomed the GCP's agreement to hold a half-day session with local members.

While discussing the report, the Executive Board:

- Supported the Joint Assembly's suggestion for greater emphasis on modal shift, noting that this could be demonstrated by the reduction in car journeys, rather than just the increase in bicycle journeys.
- Highlighted the need to involve local businesses in engagement exercises, given their support for the Greenways and their encouragement to staff to use the cycleways, and emphasised the importance of collaborative working with partner authorities, given the multiple levels of interaction involved in the Greenways.
- Welcomed the proposal to prioritise the Meldreth Link section of the Melbourn Greenway, noting the importance of connecting active travel users to the train network, and suggested that the members of the public who addressed the Executive Board be invited to the formal opening of the Melbourn Greenway.
- Highlighted the need to ensure that the Greenways routes ended appropriately, and did not simply finish on unsafe, busy roads on the edge of large towns. It was also highlighted that cyclists were less likely to use the Greenways at night if they were concerned about the lighting.

The Executive Board resolved unanimously to:

- (a) Note the results from the Public Engagement exercise and agree any changes to the scheme design resulting from the engagement;
- (b) Agree the Outline Business Cases for each Greenway;

- (c) Agree to the submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary;
- (d) Agree to the use of Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used;
- (e) Agree the programme of delivery for the Barton, Horningsea, Melbourn and Sawston Greenway;
- (f) Agree to finalise schemes for construction and complete a Full Business Case; and
- (g) Agree to the construction of Early Works in 2023.

7. Electricity Grid Reinforcements: Update and Next Steps

The Assistant Director of Strategy and Programme presented the report, which informed the Executive Board that Ofgem had approved the inclusion of the Greater Cambridge substations within UK Power Network's (UKPN) RIIO ED-2 bid. As a result, the infrastructure would now be built without the requirement of significant financial support from the GCP. Given that the GCP would therefore no longer be able to influence the process as much, it was proposed to establish a formal arrangement with UKPN that would allow the GCP to maintain a facilitatory role in the project's delivery, and to continue to provide support where possible.

Welcoming the announcement of funding from UKPN and the subsequent removal of the requirement for the GCP to provide significant financial support to the project, the Chairperson of the Joint Assembly confirmed that the Joint Assembly had supported the proposal to maintain a facilitatory role in the process. He also noted that some members had suggested the Executive Board consider whether that would be sufficient or whether further action was required.

While discussing the report, the Executive Board:

- Noted that the GCP's committed and successful work on helping to overcome local electricity grid capacity constraints had been recognised across the country, with other regions now looking to replicate the achievement in their areas.
- Requested further information on reinforcements to the grid capacity in western Cambridge, and it was confirmed that the consultants working on the project would provide such information.

The Executive Board resolved unanimously to:

- (a) Note and welcome the decision by UKPN to fund the required additional grid capacity to support the continues growth of Greater Cambridge; and

- (b) Agree a new approach to this project; that the GCP now maintains a facilitatory role in project delivery and supports local planning colleagues and UKPN to initiate project delivery, where appropriate and useful. It will also support, where useful and appropriate, planning for cable routing.

8. Smart Cambridge Innovation Prospectus

The Head of Innovation and Technology presented the report, which proposed the development of an innovation prospectus that would formalise how new and emerging technology could support the GCP's wider programme, strengthening collaboration with other organisations and businesses, as well as the GCP's reputation for innovation.

Noting that the Joint Assembly had supported the proposal to develop an innovation prospectus, the Chairperson of the Joint Assembly emphasised the importance of the GCP's relationship with the private sector in driving innovation for public benefit.

While discussing the report, the Executive Board established that the GCP would maintain a record of the companies that made approaches and the subsequent process of engagement and deployment, along with any monitoring and further developments that may occur.

The Executive Board resolved unanimously to:

- (a) Note the development of an 'innovation prospectus'; and
- (b) Approve the approach of engagement with the market, to support Innovation as part of the wider GCP programme.

9. Quarterly Progress Report and GCP Budget Strategy

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme, and which also included the 2023/24 budgets and the multi-year budget strategy. It was highlighted that a prudent approach had been taken to the budgets in anticipation of the forthcoming review on the impact of inflation on the GCP's programme, which would be presented to the Executive Board in the Autumn. Members were informed that the first presentation of work compiling annual data on corporate company performance, which was being carried out by Cambridge Ahead with the support of the GCP and other organisations, would be held the following week.

Highlighting concerns that had been raised by the Joint Assembly in relation to the impact of inflation on the GCP's overall programme, the Chairperson of the Joint Assembly welcomed that a report on the issue would be presented in the Autumn, and noted the commitment made by officers to not make further changes to project target completion dates in reports without explicit consent from the Executive Board. The Joint Assembly had also discussed what would happen at the end of the City Deal in

2030, with some members suggesting that the GCP should consider when it would be appropriate to start preparing a case for a second iteration of the deal.

While discussing the report, the Executive Board expressed concern that the lack of progress towards building 1000 affordable homes, as set out in Section 11 of the report, could be misinterpreted as a failing on behalf of the GCP, and suggested it that it would be beneficial to include some additional clarity and information. It was emphasised that although the target was included as part of the City Deal, the housing responsibility sat with the relevant local authorities rather than the GCP itself, and it was noted that the feasibility of exception sites and the wider housing climate had both changed significantly since 2015. Members also acknowledged that some of the GCP's projects, such as the busway schemes and relocation of Waterbeach train station, fed into the Local Plan for the region and supported the development of thousands of new homes.

The Executive Board resolved unanimously to:

- (a) Note the progress across the programme; and
- (b) Agree the multi-year budget strategy as outlined, including the detailed GCP budgets for 2023/24. The budget strategy will continue to be updated annually.

10. Date of Next Meeting

The Executive Board noted that the next meeting was scheduled to be held on Thursday 29 June 2023.

Chairperson
29 June 2023

Greater Cambridge Partnership Executive Board – 9 March 2023
Appendix A – Public Questions Listed by Agenda Item

	From	Question	Answer
1.	Iris Bostanci	<p>Agenda Item No. 6: Greater Cambridge Greenways – Barton, Horningsea, Melbourn, and Sawston</p> <p>I came to a GCP meeting in this room four and a half years ago to ask about a safe active travel route between Melbourn to Royston, our local town. This needs to include a bridge over the A505 to keep people safe. I was really glad when this route was included in the official Melbourn Greenway.</p> <p>Many people travel between Melbourn, Meldreth and other villages and Royston every day, for work, shopping, or after school activities. A safe path would allow many people to walk or cycle this short distance, and it could also be used by scooters and mobility scooters. At the moment it's just not safe, so it's no wonder people feel they have to drive. And the whole distance is just over one mile!</p> <p>When I came to the GCP before, I was seven years old and in Year 4 at Meldreth Primary School. I am now eleven years old and in Year 7 at Melbourn Village College, and there is still no safe path.</p> <p>I was disappointed when the GCP's application for government funding for the bridge to Royston was not successful earlier this year. But I am really glad that you have chosen to keep the Melbourn to Royston link as part of your plans for the Melbourn Greenway as it's so important.</p>	<p>Officers welcome Iris's question and understand the need for such an important route. We are working to ensure that Iris does not have to wait too much longer for the Greenway schemes to be delivered.</p> <p>The Executive Board signed off the Outline Programme for delivery of all of the Greenways in September. This included delivery of the Melbourn Greenway by 2025 (when Iris will be 13-14 years old). At this stage, no change to those dates are being put forward. All of the Greenways are being delivered in packages, so sections of the Melbourn Greenway will be delivered earlier with some planned works in 2023 within Melbourn itself.</p> <p>As highlighted by Iris, we require a bridge over the A505 to complete the link to Royston, we continue to explore opportunities for that which including a bid to the Transforming Cities fund which was unfortunately unsuccessful. We are working with partners including Hertfordshire County Council to look at S106 and other funding opportunities.</p>

		<p>More and more people agree with the aim of building environmentally friendly and healthy transport options, so on behalf of them I want to ask you: How old do you think I will be by the time a safe cycle link from Meldreth to Royston is built and ready to use?</p>	
2.	Yunus Bostanci	<p>Agenda Item No. 6: Greater Cambridge Greenways – Barton, Horningsea, Melbourn, and Sawston</p> <p>My name is Yunus. I also came to the GCP meeting with my sister Iris and my friend Alfie four and half years ago. We are all really impatient to see safe and environmentally friendly local travel options for the places we need to get to every day. My family doesn't own a car so we go everywhere by bike, train or on foot.</p> <p>I want to ask about the link from Meldreth train station to Melbourn. Together with my sister and friends from school, I walk between our house near Meldreth train station and Melbourn Village College every day. This takes us along a narrow footpath that is in constant use every day, by students, commuters, and others.</p> <p>The only permitted option at the moment for bicycles to travel between Meldreth Station and Melbourn is Station Road, over a railway bridge together with all the cars and lorries that make it a very busy place. This bridge has a "pinch point" that is very unsafe for cyclists when cars and lorries overtake near the blind peak of the bridge. This route is also not safe for pedestrians, because the pavement is so narrow and not continuous - so you have to cross the road multiple times. With Station Road so unsafe, everyone is forced to use the tiny footpath.</p>	<p>Officers want to thank Yunus for the question. We certainly want to provide sustainable transport links that support green travel modes. We at GCP want to get on with delivering the Meldreth link from the train station to Melbourn by 2024 – however this will be subject to landowner agreements and the appropriate approvals coming forward. In the paper we have committed to trying our best to deliver in 2023.</p>

		<p>We are glad to see that plans exist to widen this footpath in order to provide a safe and direct link for cyclists to Meldreth train station as part of the Melbourn Greenway. How soon will this be completed?</p>	
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