

Greater Cambridge Partnership Joint Assembly

2 00 pm
Thursday 19th November 2020
Virtual Meeting

During the Covid-19 pandemic GCP Joint Assembly and Executive Board meetings will be held virtually. These meetings will take place via Zoom and Microsoft Teams (for confidential or exempt items). Meetings will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#).

Agenda

	Page Number
1. Apologies for Absence	(-)
2. Appointment of Vice Chairperson	(-)
3. Declaration of Interests	(-)
4. Minutes	(3-19)
5. Public Questions	(20-21)
6. Petitions	(-)
7. Quarterly Progress Report	(22-63)
8. GCP Future Investment Strategy	(64-140)
9. Public Transport Improvements and City Access Strategy	(141-162)
10. Greater Cambridge Citizens' Assembly: One-Year On Report	(163-183)
11. Greenways: Haslingfield	(184-192)
12. Date of Future Meetings	(-)

- 2:00 pm Wednesday 24th February 2021

Membership

The Joint Assembly comprises the following members:

Councillor Dave Baigent	-	Cambridge City Council
Councillor Tim Bick (Chairperson)	-	Cambridge City Council
Councillor Mike Sargeant	-	Cambridge City Council
Councillor Noel Kavanagh	-	Cambridgeshire County Council
Councillor Lucy Nethsingha	-	Cambridgeshire County Council
Councillor Tim Wotherspoon	-	Cambridgeshire County Council
Councillor Ian Sollom	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Councillor Eileen Wilson	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Dr Andy Williams	-	Business Representative
Karen Kennedy	-	University Representative
Lucy Scott	-	University Representative
Helen Valentine	-	University Representative

During the Covid-19 pandemic GCP Joint Assembly and Executive Board meetings will be held virtually. These meetings will be held via Zoom and Microsoft Teams (for confidential or exempt items). Meetings will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#).

For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services) via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 10th September 2020
2:00 p.m. – 5:10 p.m.

PRESENT:

Members of the GCP Joint Assembly

Councillor Tim Bick (Chairperson)	Cambridge City Council
Councillor Mike Davey (Vice-Chairperson)	Cambridge City Council
Councillor Mike Sargeant	Cambridge City Council
Councillor Lucy Nethsingha	Cambridgeshire County Council
Councillor Tim Wotherspoon	Cambridgeshire County Council
Councillor Ian Sollom	South Cambridgeshire District Council
Councillor Heather Williams	South Cambridgeshire District Council
Councillor Eileen Wilson	South Cambridgeshire District Council
Heather Richards	Business Representative
Christopher Walkinshaw	Business Representative
Helen Valentine	University Representative

Officers

Jo Baker	Project Manager (GCP)
Peter Blake	Transport Director (GCP)
Debbie Bondi	Project Manager Smart Cambridge (GCP)
Sarah Heywood	Strategic Finance Business Partner (CCC)
Niamh Matthews	Head of Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Paul Van de Bulk	Project Manager (GCP)
Grant Weller	Project Manager (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Noel Kavanagh and Andy Williams.

2. MEMBERSHIP

The Chairperson noted that there were currently two vacancies for University representatives following the resignations of Jo Sainsbury and Dr John Wells. Expressing thanks for their contributions as members of the Joint Assembly, he informed members that the University was in the process of selecting replacement representatives to nominate to the Executive Board at its meeting on 1st October 2020.

It was observed that the membership listed on page 2 of the agenda incorrectly listed Councillor Nicky Massey as a member and it was confirmed that she had been replaced by Councillor Mike Sargeant.

3. DECLARATIONS OF INTEREST

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to 'Greenways – Barton, Bottisham, Horningsea, Sawston and The Swaffhams' (agenda item 7) due to being a Swaffham Resident.

Councillor Heather Williams declared a non-statutory disclosable interest in relation to 'Better Public Transport - Waterbeach to North East Cambridge' (agenda item 8) due to being a member of the South Cambridge District Council's Planning Committee.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to 'Better Public Transport - Cambridge Eastern Access Project' (agenda item 9) due to his employment at Marshall of Cambridge.

4. MINUTES

The minutes of the previous meeting, held on 4th June 2020, were agreed as a correct record, subject to clarifying that the Chairperson expressed thanks to Councillor 'John' Williams in paragraph 3 of minute 1 (Election of Chairperson) and were signed by the Chairperson.

5. PUBLIC QUESTIONS

The Chairperson informed the Joint Assembly that nine public questions had been submitted, of which four had been accepted under the Public Questions Protocol as they related to an item on the agenda. The remaining five questions were of a general nature and as they did not specifically relate to an item on the agenda and would receive a written response from officers. The four questions that had been accepted all related to agenda item 7 (Greenways – Barton, Bottisham, Horningsea, Sawston and The Swaffhams) and would be taken at the start of that item, with details of the questions and a summary of the responses provided in **Appendix A** of the minutes. The Chairperson confirmed that the

public questions had been published online and informed members that public speakers had been offered the choice of either presenting their question themselves or having it read out by an officer.

One member queried whether the five questions that had been submitted and not accepted for the meeting would also be published, along with the GCP's responses to them. The Chief Executive agreed to make the questions and responses available to the Joint Assembly.

6. PETITIONS

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

7. GREENWAYS – BARTON, BOTTISHAM, HORNGINGSEA, SAWSTON AND THE SWAFFHAMS

Four public questions were received from Jim Chisholm, Sue Rogers (on behalf of Swavesey and District Bridleways Association) and Lynda Warth (on behalf of Cambridgeshire British Horse Society). The questions and a summary of the responses are provided at **Appendix A** of the minutes.

The Transport Director presented the report, which included an update on progress with developing the Greenways, outcomes from recent public consultations, and an outline of scheme details and budget proposals for the Barton, Bottisham, Horningsea, Sawston and Swaffhams Greenways. It was noted that final proposals would be presented in 2021 following the completion of the detailed design process, while delivery times of the various schemes would be reduced whenever it was possible and reasonable to do so.

While discussing the report, the Joint Assembly:

- Highlighted the importance of maintaining cycle paths to deter cyclists from reverting to on-road routes. The Transport Director acknowledged that the issue had also been raised on other projects and explained that it was factored in to the design process when selecting the quality of materials. He also informed the Joint Assembly that the GCP was working with the County Council to establish agreed maintenance regimes to ensure adherence to a high standard.
- Queried whether the Greenways 'Quick Wins' would be compatible with other interventions announced by the County Council in response to Covid-19. Noting that the GCP had been asked to deliver some of the Council's response measures, the Transport Director emphasised that they were working together closely to ensure that all the various interventions complemented each other.
- Expressed concerns about negatively affecting people who already used existing facilities along the routes, particularly horse-riders, given the scarcity of bridleways. It was queried whether people would be able to participate further through consultations, with one member noting that section 2.4 of the report suggested that public consultation had been completed. The Transport Director noted that there had been consensus in support of the measures in general, although he recognised that specific concerns would inevitably be raised during the detailed design stage. That design process would involve land-owners, road safety experts and other affected people, and while it could not be

guaranteed that every element of the enhancements would benefit every potential user, there would not be any degradation for current users. The schemes would be presented again to the Joint Assembly and Executive Board following the design stage to reassure members that all had been done to incorporate the views expressed by such stakeholders.

- Raised concerns over the onward connections for cyclists travelling in to Cambridge on the Greenways, noting that some of the routes ended abruptly on roads that were dangerous for cyclists, such as the A603. Although it was acknowledged that inner-city cycling was not part of the Greenways project, members argued that cyclists would be discouraged from using the routes if they did not consider their onward travel to be safe. The Transport Director agreed with the concerns and the need to ensure safety beyond the end of the Greenways routes, although he emphasised that the projects had a specific scope by which they were constrained.
- Suggested that there should be coordination between the road safety objectives of the Greenways and Local Highways Improvement (LHI) initiatives put forward by parish and village councils. Working together in such a way, as was the case with the Comberton Greenway, could help resolve local issues that would perhaps not otherwise be picked up in the design of the Greenways.
- Suggested that there should be clear communication on why timelines reached four years for projects that received such widespread support. The Transport Director acknowledged that the timescales seemed lengthy but informed members that the timelines included the provision for land acquisition through compulsory purchase orders (CPOs). The GCP had already commenced discussions with landowners to seek land access through agreement in a non-judicial or adversarial manner, and when that was successful it could reduce the timeline by up to 18 months, although he clarified that they were willing to use CPOs on any of the Greenways if required.
- Commented that an initial breakdown of costs for the schemes would have been helpful to assess delivery, given that there were significant constructions involved, including two potential underpasses on the Barton Greenway. The Transport Director noted that although the schemes had gone through a high level of assessment, further technical assessment would be carried out in the next stage on features such as the underpasses. Clarifying that the report was not seeking approval of budgets for the routes, he informed members that the budgets would be calculated as part of the design process and included in the subsequent reports to the Joint Assembly and Executive Board.
- Observed that sections of the Sawston Greenway passed through areas that were dark and unlit at night, and that officers would need to consider how to give people confidence to use the route.
- Requested that consultation documents be made more accessible by including clear keys and explanations of why different colours were used.
- Welcomed the Greenways as a form of supporting people using alternative modes of transport, as well as the fact that it developed a network of routes.

In summary, the Chairperson concluded that the Joint Assembly endorsed the schemes, notwithstanding the comments and concerns that had been raised, which would be reflected in the report to the Executive Board.

8. BETTER PUBLIC TRANSPORT – WATERBEACH TO NORTH EAST CAMBRIDGE

The Transport Director presented a report which provided an update on progress with the Waterbeach to North East Cambridge project, including feedback from pre-engagement with stakeholders and outline proposals for a series of integrated packages which would be the subject of consultation and further analysis, if supported by the Joint Assembly and Executive Board. Referring to the Public Engagement Report attached as Appendix 3 to the report, he informed the Joint Assembly that responses had been broadly positive and in support of improvements. Smarter Cambridge Transport had suggested that the project should focus on the rail corridor and cycling links at both ends, although the next stage of technical work would establish whether such an approach was appropriate or whether further cycling interventions would be necessary. Attention was drawn to the list of potential quick wins on page 106 of the agenda, which required further exploration and consideration before it could be decided whether they were achievable.

While discussing the report, the Joint Assembly:

- Expressed support for moving on to the consultation phase of the scheme and recognised the need to improve transport options for Waterbeach and Milton.
- Observed that the figures relating to potential new homes and new jobs in the North East Cambridge area were incorrect in section 3.2 of the report, although they were correct in section 3.2.2 of Appendix 1. It was also noted that the North East Cambridge Area Action Plan was predicated on the principle of no increase to levels of traffic using Milton Road and the surrounding roads and local planning authorities had indicated that they would not allow new developments that failed to address this issue.
- Commented that the report did not provide clear information on the anticipated onward trips in to Cambridge, as users of the route would need to reach other parts of the city beyond areas in the North East. It needed to demonstrate how the project interacted with other projects, such as the guided busway, for such onward journeys. The Transport Director acknowledged the importance of establishing onward connections and assured the Joint Assembly that would be assessed during the design stage.
- Expressed concern that the Eastern route didn't serve the Science Park and suggested that this would be of great detriment to that option.
- Suggested that it would be complicated for the route to cross the A10, especially if the road was converted into a dual carriageway, with one member expressing concerns that traffic lights or even a level crossing might be required in order to further accommodate the Cambridge Autonomous Metro (CAM).
- Observed that Table 5 on page 105 of the agenda rated the A10 route as negative with regard to journey speed and reliability, whereas a later section of the report scored the same route with the highest indicative score.

- Clarified that the selection was not restricted to one route and that a variety of alignments could therefore be implemented if appropriate. However, the Transport Director noted that they might not necessarily all be included in this particular scheme, citing the cycling improvements on Madingley Road that had arisen during the consultation phase of a separate project.
- Argued that rail improvements were a slow process and to focus solely on the rail corridor would therefore ignore the more immediate requirement for additional capacity.
- Queried whether the consultations would align with other similar consultations due to be held in the area on issues including other A10-related projects, but particularly one regarding the relocation of the sewage works given that two of the proposed routes could affect potential sites for the sewage works. The Transport Director informed members that the GCP was working closely with local planning authorities to align consultations, and he undertook to provide members with a more detailed response.
- Expressed concern that the proposed routes failed to serve many villages along the corridor, with one member noting that the map on page 67 of the agenda demonstrated a tendency for major projects to follow linear routes along corridors, with little connectivity branching outwards. The Transport Director noted that the GCP's strategy and overall package of interventions included large scale infrastructure projects but also smaller access projects that sought to connect villages and communities otherwise not served by public transport facilities, and emphasised the need to consider the project alongside other schemes.
- Commented that the map on page 67 of the agenda suggested that East – West Rail would not pass through Cambourne, although it had been confirmed that the route would pass through the town.
- Observed that without access to a structured transport system that included a reliable train station, people would continue to be limited to using the Park and Ride service, which required both car ownership and usage, and the modal shift sought by the GCP would remain unattainable.
- Noted that there had been an issue of ransom between developers in Waterbeach in a recent planning application, and queried whether any of the proposed quick wins would be affected by the issue. The Transport Director confirmed that the quick wins were not reliant on either of the developers involved in the dispute.
- Acknowledged that in line with an earlier decision, there would not be a Local Liaison Forum (LLF) set up for this project. LLFs had previously served as a constructive and unified way for various stakeholders to have the views expressed to the Joint Assembly and Executive Board through feedback from the respective LLF chairperson, rather than being required to submit individual responses. Acknowledging the importance of such engagement the Transport Director undertook to provide members with further information on how place based engagement would work in practice.
- Remarked that all of the routes appeared to be predicated on the destination being Cambridge North rail station, and sought clarification on the reasoning behind this approach. The Transport Director suggested that the final destination would be

established following public consultation and deliberation of the options, of which there were a number.

- Observed that the potential expansion of the A10 would improve road travel along the corridor to the detriment of the project, thus reducing the level of modal shift that it could achieve. The Transport Director acknowledged the concern and informed members that the GCP was liaising with the Cambridgeshire and Peterborough Combined Authority (CPCA), who were responsible for the A10 improvements. He also noted that further research was required to establish how much of the traffic along the A10 was heading to alternative destinations to Cambridge.

The Chairperson concluded that the Joint Assembly endorsed the direction as laid out in the report, and undertook to convey a summary of the comments and queries to the Executive Board.

9. BETTER PUBLIC TRANSPORT – CAMBRIDGE EASTERN ACCESS PROJECT

The Joint Assembly received a report that provided an update on progress with the Cambridge Eastern Access (CEA) project, including feedback from pre-engagement with stakeholders, and outline proposals for a series of integrated packages which would be the subject of consultation and further analysis, if supported by the Joint Assembly and Executive Board. Referring to the Engagement Summary Report attached as Appendix 1 to the report, he informed the Joint Assembly that there had been general consensus supporting interventions in the area to promote alternatives to private car travel, although attention was drawn to some of the main issues that had been raised, as laid out in section 3.9 of the report.

While discussing the report, the Joint Assembly:

- Noted the observation on page 283 of the agenda that during peak hours Coldham's Lane carried a similar number of vehicles to Newmarket Road, and suggested that it should therefore receive a greater level of attention. The Project Manager acknowledged the observation but argued that a greater proportion of traffic on Coldham's Lane came from the surrounding residential area and was therefore more of a local issue, while Newmarket Road was the main strategic route coming from outside the city. He noted that a meeting was due to be held with the Local Residents Association to discuss the matter.
- Queried whether CPOs were being considered as part of the project, with one member recalling that a potential widening of Newmarket Road had been previously discarded because it would have required land acquisition from adjoining properties. The Transport Director informed the Joint Assembly that CPOs were not considered by the GCP as a starting point on projects due to the fact that there were other alternatives available, although he acknowledged that they could not be ruled out completely.
- Identified the Newmarket Road / Elizabeth Way roundabout as a particularly difficult feature for cyclists to navigate and argued that cyclists would be deterred from using any new route if it were to end at the roundabout. The Project Manager acknowledged the concerns that had been raised about the roundabout during the public engagements and confirmed that options were being considered to resolve the safety issues.

- Observed that although the report discussed the issue of double tracking the Cambridge to Newmarket line, it failed to mention the Cambridge Corridor Study's estimated cost of £140m, which significantly exceeded the GCP's budget for the project. One member queried why it would be included in consultations if it was not a feasible option on which the GCP held influence. The Transport Director recognised that the double tracking was not within the remit of the GCP, but given that East West Rail was investigating possibilities to the east of Cambridge, he argued that it would be remiss to omit such considerations.
- Suggested that slip roads could be used to improve traffic flow on the A1303 between the A14 and the Airport Way roundabout, instead of the traffic lights that were proposed in the report, as they would allow traffic to flow more freely. The Transport Director acknowledged the suggestion but noted the importance of balancing the various traffic, cycle and pedestrian movements in the urban realm.
- Expressed support for considering improvements to Mill Road as part of the project. One member suggested that the purpose of recent and current interventions on Mill Road had been misunderstood by local residents and that the GCP should learn from such issues to avoid conflict in the future. The Transport Director noted that the project could not expand indefinitely, although he confirmed that any such issues or proposals raised during the consultation stage would be considered and explored appropriately.
- Observed that a high proportion of the issues raised during the public engagement were related to cycling and it was suggested that this could be due to the fact that the area was close to the city centre and therefore a popular route for cyclists. It was also noted that the boundary for improvements had been drawn close to the edge of Cambridge, whereas congestion issues started from further out, so the consultation should therefore also reach a wider area to better represent the actual usage. Noting that interventions could not extend further down the A14 as they would then correspond to national agencies, the Transport Director acknowledged the concerns over limited involvement in consultations and reassured the Joint Assembly that it would be considered as part of the development of the consultation process.
- Suggested that the interdependencies of the GCP's various schemes should be better promoted and emphasised during the consultation stage.
- Queried how public consultations would be carried out given current restrictions to public gatherings, and whether the level of engagement and effectiveness of consultations would be monitored. The Transport Director informed the Joint Assembly that online consultation events had led to higher levels of attendance and participation. The Chief Executive recalled a previous report that had been presented to the Executive Board which recognised that the engagement approach would need to evolve as the GCP programme developed. While it was possible to have Local Liaison Forums when there were a small number of schemes, as the network of schemes expanded it was increasingly important to recognise how they interacted and complemented each other, which required a more place-based approach to engagement with communities. Noting that consultation responses would continue to be captured, logged and reported, she informed members that the Head of Communications would provide them with a briefing note on current and future consultation plans.

- Suggested that it would be beneficial to include an explicit commitment to maintaining the green spaces on Ditton Meadows and Coldham's Common in the proposals, to allay fears that they would be affected.
- Observed that the project would have knock-on effects in different areas of city, such as Cherry Hinton Road, and it was argued that such interdependencies should be built in to the project early on so that it could be considered during consultations.
- Emphasised the importance of improving the environment of Newmarket Road, as well as the traffic efficiency.
- Acknowledged the potential developments of Cambridge City Airport, noting that although it had not yet been included in the Local Plan, future decisions on the airport would potentially be influenced by the Eastern Access project and vice versa. The Transport Director assured members that the GCP worked closely with local planning authorities on such matters, given the fact that they were responsible for the local planning framework.

The Chairperson acknowledged broad consensus for the report's proposals and assured members that a summary their comments and questions would be shared with the Executive Board.

10. COVID-19 – SKILLS AND EMPLOYMENT

The Head of Strategy and Programme presented a report which included proposals for a package of measures to address the medium to long term impacts that Covid-19 was likely to have on the local skills base and labour market. Engagement with private sector partners and providers had identified four broad themes as key areas for intervention: supporting young people into employment, support for adults who need to retrain, preventing NEETS (Not in Education, Employment or Training), and ensuring employers could find the skills and talent they needed locally. A core set of activities had been established to support these themes, as set out in section 4.2 of the report.

Building on the work currently being carried out by Form the Future and Cambridge Regional College, it was proposed to procure a new GCP skills contract that would be more targeted and significant in scale. Local providers and businesses had indicated a desire for greater sustainability and continuity, leading to a proposal for a four-year contract which would run until the end of the current Gateway period in 2025. This would entail doubling the GCP's work in the skills and training field, which would require the contract to double in annual cost, leading to an estimated value of £2m, although the Head of Strategy and Programme noted that this figure would be tested with the market and adjusted if appropriate. The Joint Assembly was informed that in order to avoid a gap in provision when the current contract expired at the end of March 2021, the procurement process would need to commence in October 2020.

While discussing the proposals laid out in the report, the Joint Assembly:

- Recognised that the activities being carried out under the current contract had developed capacity, and the Head of Strategy and Programme indicated a desire to incorporate them in to the new, wider scope.

- Welcomed the proposal to support adults, given that many workers had lost their job security as a result of the impacts of Covid-19.
- Supported the development of a 'Cambridge Curriculum' and suggested that if it was successful, it could lead to similar schemes in other areas of the country.
- Noted the difficulty in attracting people into industries such as farming and agriculture, although it was argued that it was important for the GCP to do so.
- Observed that the best way for the GCP to support people in the current climate was through education and skills. One member, while acknowledging that the work needed to be carried out, questioned whether the GCP was the right body to do so. Another member argued that if the GCP did not do the work, then nobody would, suggesting that no other body locally had acted with such speed and efficiency on the issues as the GCP, which benefited from extensive connections to colleges and employers that were not easily available to local authorities. The Head of Strategy and Programme recognised that the Joint Assembly and Executive Board would decide the level of involvement and steer the programme, although she noted that the City Deal included commitments on skills. The underlying purpose of the City Deal was to sustain the local economy, and she argued that this area was currently fundamental to achieve that.
- Proposed the development of a local task force to provide assistance in situations of mass unemployment, such as the closure of a business and subsequent loss of dozens or hundreds of jobs in one locality. One member suggested that when faced by largescale unemployment, employers were often willing to invest to assist their former workers in securing new employment, and argued that this disposition could be supported by the GCP through some form of project funding basis. The Head of Strategy and Programme welcomed the proposal and agreed to consider it.
- Argued that greater focus should be placed on deprived areas in and around Cambridge. The Head of Strategy and Programme agreed with the observation and undertook to place a greater emphasis on targeting deprived areas if the proposals were accepted.
- Welcomed a proposed focus on the relationship between employers and colleges to encourage a resumption of apprenticeships that had dropped significantly in number over recent months. It was noted that employers were largely currently unable to employ additional people due to the risks involved, which meant that young people were being excluded from employment and education.
- Argued that the United Kingdom's withdrawal from the European Union would also lead to a skills shortage that would affect the Greater Cambridge area.
- Highlighted the importance of supporting employers in their role of managing the concurrent work element and learning element of apprenticeships.
- Observed that there were multiple colleges in the GCP area and that the programme should be expanded from working through only one college. One member also noted that employers within Greater Cambridge also hired people from outside the area and therefore consideration should be given to colleges in surrounding areas.

- Suggested that it would be difficult to monitor the impact of the proposed focus on career activities at a primary school level, given that the contract was only for a four-year period. The Head of Strategy and Programme acknowledged the concern and informed the Joint Assembly that the procurement process would require applicants to demonstrate how they would carry out monitoring and evaluation on all the key areas.
- Argued that the list of proposed activities was too broad for the money that was being made available and would therefore need to be either slimmed down or supported by a greater level of funding. One member suggested that the list should be more targeted and focused on a smaller number of specific sectors, issues and measures. The Head of Strategy and Programme emphasised that early testing of the market would establish whether further funding would be necessary, while further discussions would be held with businesses and providers to establish whether it would be appropriate to refine the list of activities.
- Observed that the CPCA should be closely consulted on the proposals, given that they would also provide funding, although it was suggested that such funding was unlikely to be focused specifically on the Greater Cambridge Area. It was confirmed that detailed discussions had been held with CPCA officers, and the Joint Assembly was informed that the CPCA would deliver in the skills area through its Growth Service, which was going through the final stages of procurement. She assured members that the intention was not only to avoid duplication of the CPCA's work, but to maximise the effect of efforts by both bodies.
- Emphasised that the emerging labour market and skills requirement would change significantly over the coming months and years, and it was therefore vital to continuously monitor and assess the evolving dynamics to ensure that correct and up-to-date careers advice was provided to people. The Head of Strategy and Programme recognised the concern and noted that it would be explicitly included as part of the work.

The Chairperson concluded that the Joint Assembly supported the proposals, although it had raised a number of concerns which would be reflected to the Executive Board.

11. GCP QUARTERLY PROGRESS REPORT

The Head of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP programme and which also sought endorsement for three separate proposals. Members were informed that the skills working group had requested short-term opportunities to accompany the more long-term approach in tackling the impacts of Covid-19, which had led to the first proposal, which was for two additional careers advisors in the Greater Cambridge area for an initial 12-month period. The constrained capacity of the local power network continued to represent a barrier to growth in the Greater Cambridge area and initial research over the past two years had developed various scenarios which now required to progress to a more detailed stage, as proposed and laid out in section 15 of the report.

Following on from the development of a Local Economic Recovery Strategy with the CPCA and other local authorities, along with other research carried out by organisations such as Hatch Generis, it had been identified that there was a lack of Greater Cambridge-specific

sectorial data available. A proposal had been discussed with the Centre for Business Research (CBR) to produce a quarterly analysis that would allow the GCP to deliver interventions in a more focused and targeted way. The Head of Strategy and Programme noted that the data would be shared with other partners and therefore the cost of the research could potentially be shared as well.

While discussing the report, the Joint Assembly:

- Suggested that the offer of a 12-month contract might not be particularly attractive for potential career advisors, although the Head of Strategy and Programme informed members that it was a buoyant market for recruitment and that Form the Future had expressed confidence in being able to attract suitable candidates. She also noted that the contract could be extended at the end of twelve months if that was considered appropriate and beneficial.
- Queried whether an evaluation had been carried out on the impact of the inbound-lane closure on Histon Road for student journeys in to Cambridge, and also whether the reduction in public transport had affected such journeys. The Transport Director informed the Joint Assembly that discussions were being held with Stagecoach on the impact to their network and whether any extra provision was considered necessary. Schools and colleges had only recently reopened following the lockdown and the situation would continue to be monitored for as long as necessary.
- Expressed concern that the City Access project remained in the design stage, given the Citizens' Assembly's call for action, and sought clarification on whether there would be any practical developments over the coming months. The Transport Director acknowledged the concern, although he observed that modal filters and road closures had been progressively introduced on an experimental basis and were going through a process of consultation. He noted that the transport situation had changed significantly as a result of Covid-19 and data was still being captured for analysis. It was already evident, for example, that movements had changed and although levels were rising again, there was a wider spread of journeys throughout the day than previous peak concentrations. Public transport travel was returning at a slower rate to private car travel and such profound implications would inevitably affect the GCP's larger strategy and policy decisions.
- Queried whether it would be possible to implement short-term measures to alleviate problems on Madingley Hill following the pause to the Cambourne to Cambridge scheme. The Transport Director confirmed that temporary measures were not being planned, although he indicated that dialogue with the CPCA continued to try and resolve the issues that had led to the pause of the Cambourne to Cambridge scheme.
- Established that grid reinforcement could include upgrading current infrastructure or enhancing its connectivity.
- Welcomed the proposal to advance the project for improving the local energy grid, noting that various renewable energy projects had been discarded due to the inability of the energy grid to absorb the level of energy that they would have created. It was argued that the project would therefore support growth and assist progress towards becoming zero carbon.

- Recognised the need for improvements to the energy grid but expressed concerns that such improvements could be the statutory responsibility of another body and that therefore the GCP should aim to recover all of its costs related to the project. The problem was not simply caused by new connections in an expanding network, but also by an increase in usage by those already in the network. The Chief Executive acknowledged the concern and drew attention to section 15.6 of the report, which explained the reasoning behind the GCP's involvement. She also agreed that the business case would need to be explicit about recovering the project costs. The Project Manager Smart Cambridge also informed the Joint Assembly that discussions were being held with UK Power Networks as to whether they would provide funding.

The Chairperson concluded that the Joint Assembly endorsed the three proposals contained with the report.

12. DATE OF NEXT MEETING

The Joint Assembly noted that the next meeting was due be held at 2:00 p.m. on Thursday 19th November 2020.

Appendix A - 10th September 2020 Greater Cambridge Partnership Joint Assembly
Public Questions, Listed by Subject

Questioner		Response
<p>Sue Rogers Cycling Representative, Cambridgeshire Local Access Forum Secretary, Swavesey & District Bridleways Association</p>	<p>Agenda Item 7 – Greenways: St Ives Greenway</p> <p>Why have local equestrians and local bridleway groups and British Horse Society County Access officers not being consulted with ahead of GCP Greenway proposals being drawn up for the St Ives Greenway? The documentation indicates that consultation has taken place.</p> <p>There has been no communication to date with the local equestrian sector in the St Ives Greenway area. As a result, the GCP proposals shown are less than ideal in some cases and may seriously disadvantage equestrians.</p> <p>For example, raising the section of busway embankment alongside the stretch of guided bus Public Bridleway which floods between Swavesey and Fen Drayton to provide a 2m path for walkers and cyclists. Equestrians are legal and frequent (daily) users of this section which can flood to a depth of 1-2m. Any flood mitigation to this route must include all legal users of this Public Bridleway and that includes equestrians. Equestrians should not be disadvantaged by design or designed out of existence.</p>	<p>The St Ives Greenway was considered at the Joint Assembly meeting on the 4th June 2020 and approved at the Executive Board meeting on the 25th June 2020.</p> <p>The officer report to the board was clear: <i>“The St Ives Greenway has been treated differently to the other Greenways ...rather than holding a full public consultation on the whole route a localised approach was taken, with engagement on each link leading to the development of proposals. This has included discussions with Parish Councils, landowners and other stakeholders.”</i></p> <p>As with all Greenway schemes there will be plenty of further opportunities for all stakeholders to engage and shape the schemes as we move into the detailed design stage. This dialogue will include local bridleway groups and the British Horse society.</p>
<p>Lynda Warth County Access & Bridleways Officer – Cambridgeshire British Horse Society</p>	<p>Agenda Item 7 – Greenways: General</p> <p>Whilst we acknowledge the importance of encouraging active travel commuting, Greenways must be planned with equal importance given to both leisure use by all non-motorised users (NMUs)(walkers, cyclists, equestrians, disabled people, and commuter-cycling use).</p> <p>The UK’s obesity crisis and Covid-19’s disproportionate effect on obese people needs good policy to improve the nation's health, wellbeing and fitness. Providing welcoming, encouraging, pleasant and safe to use ‘gold standard’ Greenways for all NMU groups is an important step towards this policy's delivery. Page 16 of 192</p>	<p>The GCP has made a commitment that the Greenways will enhance routes for all users and not disadvantage existing users.</p> <p>There will be opportunity for further engagement and discussion over design issues including surface and signage as the projects move forward.</p>

Appendix A - 10th September 2020 Greater Cambridge Partnership Joint Assembly
Public Questions, Listed by Subject

	<p>The appropriation of Public Rights of Way to function as high-speed commuter cycling corridors is only acceptable where mitigation is in place to ensure that leisure use of such routes by other non-motorised user groups is not disadvantaged in any way. For example, if a right of way is hard-surfaced to provide a velodrome-like environment for the commuting cyclist who will then attain high speeds, a regularly-topped, parallel grass verge of equal width must be available and maintained to provide comfortable conditions for walkers, runners, dogwalkers and horse riders. Appropriate signage to remind cyclists of the need always to slow down and give way to walkers, equestrians and slower-moving cyclists (eg families with young children on bikes) would reduce the opportunity for conflict.</p> <p>Will the GCP undertake as a matter of principle, not to diminish the amenity benefit of existing rights of way for other users in the rush to provide for commuting cyclists on all the Greenway schemes?</p>	
<p>Lynda Warth County Access & Bridleways Officer – Cambridgeshire British Horse Society</p>	<p>Agenda Item 7 – Greenways: Barton Greenway</p> <p>Traffic calming schemes in Barton Village must include provision for horse riders. The quick win path on the Comberton Road where Barton PC has recorded speed in excess of 90 mph, did not include horse riders. Horse riders are not being safe guarded in the same way as other users but are being put at increased risk by cyclists speeding past on their inside as well as traffic on their outside. Traffic accidents have been reported by equestrians on this road which links two PRowS.</p> <p>Approval of the New Road junction crossing linking to the bridleway must include horse riders. At Haggis Farm Stables alone there are 60 horses who need safe access to the bridleway.</p> <p>Approval of the Underpasses must include access for horse riders. The horses from Haggis Farm, Barton, Coton and Grantchester all need safe places to cross the M11N slip road and Grantchester Road. The recent NMU fatality on the slip road near the</p>	<p>As the BHC is aware the Greenways project team proposed that the quick win scheme in Barton would cater for all users including equestrians as the scheme would provide a useful link between two bridleways. Every effort was made to achieve this within the available time and budget, but specific constraints were identified by road safety auditors and the quick win, whilst significantly widening the existing path, was not able to provide an off-road path for equestrians at that time.</p> <p>The GCP has already committed to the principle of inclusion for all users and embedding access for horse riders along the Greenway routes. Thus scheme proposals include;</p> <ul style="list-style-type: none"> • The New Road junction crossing linking to the bridleway proposed does include horse riders • The underpasses proposed include access for horse riders

Appendix A - 10th September 2020 Greater Cambridge Partnership Joint Assembly
Public Questions, Listed by Subject

	<p>repeated.</p> <p>Approval of the Bridge route over M11 must include horse riders. Local horse riders already use this path and need a safer route across the M11 bridge.</p> <p>Approval of the Barton Road route must include horse riders.</p> <p>The principles of equestrian inclusion set out above for the Barton Greenway, should be replicated on all the other Greenway schemes. To date, no useable equestrian access has been delivered on any of the Greenways or Quick Wins although these schemes are proposing to utilise part of the existing, inadequate and fragmented bridleway network for the creation of commuter cycling routes to the detriment of existing legal users.</p> <p>Will the Assembly approve</p> <ul style="list-style-type: none"> • Barton Greenway scheme only if all these changes to include equestrian access are accepted? • Other Greenway routes only if the principles of equestrian inclusion are embedded in the schemes? 	<ul style="list-style-type: none"> • The bridge route over M11 proposed does include horse riders <p>These proposals all rely on overcoming challenges and satisfying requirements of third parties, including Highways England.</p>
<p>Jim Chisholm</p>	<p>Agenda Item 7 – Greenways: General</p> <p>“Over my dead body...”</p> <p>Not mine I hope.</p> <p>I must start by saying that there is lots of good stuff proposed.</p> <p>In 1995 I first became involved with the development of possible cycleways in Cambridgeshire through Sustrans and the sterling work of Nigel Brigham. I’ve some of those papers here (wave papers). Nigel rolled up the basic planning, land negotiations, and initial design in one project. Other similar consultants are available.</p>	<p>On the 19th February 2020 the GCP Executive Board approved the use of compulsory purchase powers to secure land, if required, should this not prove possible and/or timely through negotiation.</p>

Appendix A - 10th September 2020 Greater Cambridge Partnership Joint Assembly
Public Questions, Listed by Subject

	<p>Some sections of those proposed routes were never delivered.</p> <p>This was because unlike road improvements, there was no commitment to use Compulsory Purchase Orders. Negotiations with Trusts on the other side of the Pond, farmers, and for small parcels of land with development potential stalled. On the Appendices to these documents I see, to my limited knowledge, at least two such sections that were never delivered.</p> <p>One became known as ‘over the farmer’s dead body’, and later ‘over the farmer’s son’s dead body’.</p> <p>It is paramount that this Assembly, and then the Board, give at this stage, a commitment, where required, to use CPO for these so valuable projects.</p> <p>I see no such commitment.</p> <p>For the Sawston Greenway some linked to Cambridge South station must wait, and 2kms has been vastly improved under the “Quick Wins” program. But an extremely substandard section within Stapleford, with an effective width of under a metre, carried on Monday morning over 250 bikes in little over an hour, with 150 being to Sawston Village College! A Sustrans agreement still exists for part for the proposed 2km improved route, and under 500m remains where commitments now, to use CPO would accelerate progress. Under current plans, all those I counted would have left school, before this route would open!</p> <p>Let us commit to using CPO, and to delivering what is possible now, don’t say ‘Four more years’.</p>	
--	--	--

Greater Cambridge Partnership Joint Assembly
Public Questions Protocol

Please note that during the Covid-19 pandemic Executive Board and Joint Assembly meetings will be held virtually via Zoom. The meetings will continue to be live streamed via the GCP YouTube Channel - [Link](#). As a result there will be some temporary changes to arrangements for handling public questions. These will be kept under review and amended if necessary. Amended wording is shown in bold text below.

At the discretion of the Chairperson, members of the public may ask questions at meetings of the Joint Assembly. This standard protocol is to be observed by public speakers:

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Joint Assembly, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- **Where meetings are held virtually, the expectation is that questions will be read out by an officer on behalf of the questioner. This is the preferred approach in the interests of efficiency as it reduces the likelihood of technical difficulties. However, should they wish to do so, questioners will retain the right to temporarily join the virtual meeting to ask their question (see below).**

- Details of the public questions accepted by the Chairperson will be circulated to members and published on the website along with other agenda papers in advance of the meeting.
- Individual questions will be read out at the relevant point in the meeting, usually at the start of the agenda item to which the question relates.
- The question will be answered at an appropriate point in the debate, usually as part of the introduction of the relevant item.
- Details of the questions asked at each meeting and a summary of the response given will be published online after the meeting and will included as an appendix to the minutes.
- In circumstances where the questioner has decided to ask their question virtually:
 - Individual questioners will be permitted to speak for a maximum of **two** minutes.
 - If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
 - The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
 - **In the event of technical difficulties the Chairperson reserves the right to determine that in the interests of efficiency, questions will be read out on behalf of the questioner.**

PLEASE NOTE FROM 1st MAY 2019 THE E-MAIL ADDRESS FOR SUBMISSION OF PUBLIC QUESTIONS IS 'public.questions@greatercambridge.org.uk'

Quarterly Progress Report

Report To: Greater Cambridge Partnership Joint Assembly

Date: 19th November 2020

Lead Officer: Niamh Matthews – Head of Strategy and Programme, GCP

1 Background

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

2 2020/21 Programme Finance Overview

- 2.1 The table below gives an overview of the 2020/21 budget and spend as of 30th September 2020:

Funding Type	**2020/21 Budget (£000)	Expenditure to Sep 20 (£000)	Forecast Outturn (£000)	Forecast Variance (£000)	Status*		
					Previous	Current	Change
Infrastructure Programme	38,476	13,559	39,148	+672	A	A	↔
Operations Budget							

Key: R = Red, A = Amber, G = Green – see end of paper for RAG explanations.

* Please note: RAG explanations are at the end of this report.

** 2020/21 Budget includes unspent budget allocations from the 2019/20 financial year, in addition to the allocations agreed at the February 2020 Executive Board.

3 Impact of Covid-19 on the GCP Programme

- 3.1 As discussed by the Joint Assembly and Executive Board in June and October 2020, it is difficult to predict the full impact that Covid-19 will have on delivery of the GCP programme, as significant uncertainties remain e.g. around the impact that any further social distancing measures may have on scheme delivery.

3.2 However, the table below identifies new emerging impacts (e.g. delays, and anticipated changes) on the programme and provides references to further discussion throughout this paper, where applicable.

Workstream	Project	Impacts	Paragraph Reference
Housing	N/A	N/A	N/A
Skills	Greater Cambridge Apprenticeship Service	Risks around job market stability, student disengagement in career planning activities, collecting destination information for 2020 school leavers.	6.6
		Limited apprenticeship opportunities in some sectors.	6.6
Smart	T-CABS (C-CAV3 Autonomous Vehicle Project)	3 month delay to project end date; decrease in number of vehicles being manufactured; relocation of vehicle trials. Lockdown 2 means mapping activity is put on hold until 03/12.	10.1
	Mill Road Bridge Closure: Ongoing Data Analysis	Analysis of data made more difficult by the impacts of the pandemic.	10.4
Transport	Waterbeach to Cambridge	Consultation underway in line with Government restrictions.	13.5
	Eastern Access	Consultation underway in line with Government restrictions.	13.6
	Histon Road	Work continues. Potential delays if measures tightened.	13.9
Economy and Environment	Greater Cambridge implementation of the Local Economic Recovery Strategy (LERS)	Officers working with local partners to align delivery of local action to the pillars of the LERS.	14

Housing and Strategic Planning

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Housing Development Agency (HDA) – new homes completed	250	2016 - 2018	301	Scheme Complete		
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	840 (approx.)	A	A	↔

Key: R = Red, A = Amber, G = Green – see end of paper for RAG explanations.

****** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2020) and new sites permitted or with a resolution to grant planning permission at 30 September 2020 on rural exception sites, on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

4 Housing Development Agency (HDA) Completions

- 4.1 The indicator for “Housing Development Agency (HDA) – new homes completed” has now been marked as complete. This reflects that the new homes directly funded by the Greater Cambridge Partnership have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.
- 4.2 Both Cambridge City Council and South Cambridgeshire District Council are continuing to deliver more new homes in Greater Cambridge over the next five years. This delivery is funded by various sources, including £70m funding via the Cambridgeshire and Peterborough Devolution Deal for the City Council programme. The GCP will continue to work with partners to explore additional opportunities to unlock further affordable housing.

5 Delivering 1,000 Additional Affordable Homes

- 5.1 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 5.2 The Greater Cambridge housing trajectory published in April 2020 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2021-2022. Until 2021-2022, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.

- 5.3 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 5.4 The table above shows that on the basis of known sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council’s Planning Committee, approximately 840 eligible affordable homes are anticipated to be delivered between 2021 and 2031 towards the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 84% of the target on the basis of currently known sites.
- 5.5 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2020) or from the Councils’ typical assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 5.6 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 37,970 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,470 dwellings more than the housing requirement of 33,500 dwellings. There are still a further 11 years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target. Historically there is good evidence of rural exception sites being delivered (around 40 dwellings per year) and therefore we can be confident that the target will be achieved.

Skills

“Inspiring and developing our future workforce, so that businesses can grow”

Indicator	Target (to March 2021)	Progress (30/09/20)	Status		
			Previous	Current	Change
Number of people starting an apprenticeship as a result of an Apprenticeship Service intervention.	420	310	G	G	↔
Number of new employers agreeing to support an apprenticeship scheme.	320	327	G - Met		↔
Number of schools supporting new, enhanced apprenticeship activity.	18	25	G - Met		↔
Number of students connected with employers.	7,500	10,078	G - Met		↔

Key: R = Red, A = Amber, G = Green – see end of paper for RAG explanations.

Progress data from the start of the contract in March 2019, up to 30th September 2020.

6 Update on the GCP Apprenticeship Service

- 6.1 The GCP Apprenticeship Service, delivered over two years, has now been operating for seven quarters.
- 6.2 Monitoring data for the four service KPIs is outlined in the table above. Data was reported as of September 2020. However, Q7 figures (i.e. including September 2020) will not be reported until later in 2020. This is due to the higher number of apprenticeship starts typically seen in September, which take longer than usual to collate and check. It shows that:
 - Three targets for the whole contract have been met within the first 18 months of delivery.
 - The service has delivered 74% of its target for people starting an apprenticeship as a result of its interventions, with data up to and including September 2020 not yet included in that figure.
- 6.3 Form the Future's (FtF's) careers advice team has been actively monitoring the availability of apprenticeship jobs in order to accurately inform young people and their parents about the labour market in light of Covid-19. Since the resumption of the school year in September, FtF has held six events facilitating an additional 723 student-employer engagements and the service continues to offer one-to-one services to candidates.
- 6.4 FtF continue to adapt service delivery in light of the pandemic. This includes operating virtual meetings with employers; 97 meetings were held with potential apprentice employers over August and September 2020 and a further 42 are scheduled for October 2020. In addition to these meetings, FtF has been

providing support to small employers with registering to claim additional incentive payments for apprenticeships (in light of the Government response to Covid-19), with 81 employers having received this support to date.

- 6.5 The Service is currently working with 25 schools who have agreed to support enhanced apprenticeship activity. Schools have welcomed the blended approach taken by the Service, including online live delivery, resources to be used in lesson planning and other independent working resources. FtF has also recently created a website to provide post-16 options for students and parents and will be holding an apprenticeships event in November, supported by 12 different apprenticeship employers including Amazon, Aveva, the NHS and WSP.
- 6.6 FtF has observed that the profile of opportunities available has been affected by Covid-19, citing that some industries (e.g. catering and hospitality and Early Years) appear to be reluctant to take on the usual number of apprentices for this time of year. In addition to this specific insight, previous risks around re-engaging students who are at risk of disengaging in careers guidance activities and the general instability in the labour market remain significant.

7 Additional Careers Advisors

- 7.1 In the September/October 2020 meeting cycle, the Executive Board agreed an extension to the GCP Apprenticeship Service which will see an additional two careers advisors being recruited as part of the GCP Apprenticeship Service. Evidence for this additional support was presented as part of a RAND Europe report ¹(part funded by the GCP) which outlines a lack of good quality careers advice locally. In light of the evidence in the report and the likelihood that these issues will be exacerbated by the impact of Covid 19 the Skills Working Group were particularly keen that the Joint Assembly and Executive Board were presented with this option for decision.
- 7.2 FtF has now recruited to both the additional careers advisor posts. The Career Advisors will be working to support those in the greatest need, through 1-2-1 provision of careers guidance as well as a series of group training sessions covering various topics such as producing a CV, interviewing and using social media to assist in job searching.

8 Investment in Skills Project led by the New Meaning Foundation

- 8.1 At the October 2020 Executive Board, the Board agreed to fund a proposal submitted by the New Meaning Foundation which would support the following:
- 8.2 **A. Immediate training of 12 people** – £76k funding request from the GCP to support the immediate training, in Waterbeach, of 12 trainees in basic construction skills with the potential to gain qualifications in English, Maths, ICT and Employability up to level 2. The New Meaning foundation plan to start the trainees in Late November and already have enough orders/work to provide 12 months of work to the 12 trainees. This could be increased if there is further

¹ https://www.cambridgeahead.co.uk/media/1877/rand_career-guidance-in-schools-full-report.pdf

demand. As presented to the Executive Board in October, skills and training of this nature is not currently available within Greater Cambridge

- 8.3 **B. A dedicated training centre** – Start-up funding of £105k to set up a dedicated training scheme and construction centre in Greater Cambridge. The Centre will support those with special needs and who would otherwise not be considered work ready. The purpose is to ensure the training model remains sustainable and can continue to be rolled out following the completion of training by the initial 12 trainees. Beyond the initial phase of operation the centre has the capacity for up to 24 trainees per annum. After start-up costs are met, the training centre will be sustainably funded through the production and sale of the Modern Methods of Construction units the Centre is designed to construct. There are also a number of other local projects currently underway that will help to sustain the viability of the Centre.
- 8.4 Following the approval from the Executive Board, officers have been working with the New Meaning Foundation to progress a formal grant agreement which has now been signed. As above, the trainees are expected to start at the end of November.

9 Future Skills Contract

- 9.1 The GCP's current contract with FtF and Cambridge Regional Colleague is due to end at the end of March 2021. In the September/October 2020 meeting cycle, the Executive Board agreed to go out to procurement for a new contract, to begin in April 2021, with a wider and revised scope than the existing contract. As reported, the wider scope for this new work was drawn up as a response to the currently known impacts of Covid 19. It was agreed that the value of the contract will be up to £2m and the period of the contract be four years. This effectively doubles both the time and investment that the GCP offers in its current work on skills.
- 9.2 Following this approval, officers have been working to progress a procurement process which will be launched w/c 9th November. Should the response from the market be adequate, the new work will be operational by April 2021. Given the current contract comes to an end in March 2021, this will avoid a gap in GCP skills provision.
- 9.3 Officers will report back to the Joint Assembly and Executive Board on progress with the procurement during the next meeting cycle.

Smart Places

“Harnessing and developing smart technology, to support transport, housing and skills”

10 Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
T-CABS (CCAV3 Autonomous Vehicle Project)	Dec 2020	Mar 2021	A	A	↔
Digital Wayfinding – Procurement and Installation	Jun 2021	Jun 2021	G	G	↔
ICP Development – Building on the Benefits	Mar 2021	Mar 2021	G	G	↔
Mill Road Bridge Closure: Ongoing Data Analysis	Oct 2020	Oct 2020	G	A	↓
Data Visualisation – Phase 2	Mar 2021	Mar 2021	G	A	↓
Digital Twins Phase One	Complete				
New Communities Phase One (<i>Extended</i>)	Jun 2020	Mar 2021	G	G	↔
Smart Signals – Phase One	Mar 2021	Mar 2021		G	-
Strategic Sensing Network – Phase One	Mar 2021	Mar 2021		G	-

Key: R = Red, A = Amber, G = Green – see end of paper for RAG explanations.

Progress reported up to 20th October 2020

10.1 T-CABS (C-CAV3 Autonomous Vehicle Project)

This quarter has seen significant progress towards the start of the trial. Approval of the revised route at West Cambridge has been granted by the relevant University committees and storage facilities for the vehicles have been identified and secured. Final arrangements to bring the first shuttle down to Cambridge from Coventry are expected to be clarified in the coming days, ensuring that the shuttle is onsite before the end of October 2020 (note: since preparation of this report, the vehicle has been delivered to site).

The Model Site Specific Safety Case (MSSSC) which looked at the regulatory frameworks and legislation around autonomous vehicle trials and the risk assessments of the trial sites, has been completed by our consultants at WSP. The Risk Management Group has been provided with copies of these documents as well as a short presentation highlighting the findings. The MSSSC has also provided the basis against which the vehicle and operating domain safety cases provided by RDM have been reviewed. This meeting took place remotely in early October, with experts from WSP attending to provide the project team with confirmation that the safety case documents were of a satisfactory standard. The safety cases have been signed off, meaning that the first stage of the trials has approval to start.

The first stage is to map the route. This will be carried out under manual driver control. RDM Group have made the decision that the engineers required to carry out this task should not travel from their home locations in Coventry to attend site during this lockdown period and therefore the mapping work will not now be completed until after lockdown. When the mapping has been completed, the vehicle will begin travelling along the route in autonomous mode. A two person safety team will be on-board at all times, with the ability to immediately take manual control of the vehicle if required. Stakeholders at the site have been made aware of the trials starting and further information will be made available in November and December 2020 as the trials are re-planned as a result of the lockdown.

10.2 Digital Wayfinding – Procurement and Installation

A number of quick win solutions have been identified and their feasibility is being investigated, with implementation planned by December 2020. Potential quick wins include updated signage on the wayfinding totem and a new map identifying walking routes to the city centre via either Station Road or Mill Road. Discussions are ongoing regarding Section 106 funding and once completed a clearer timeline for delivery will be available.

Engagement with Cambridge Biomedical Campus regarding wayfinding remains a topic of work as the delivery of their services begins to stabilise. Work will be re-established as and when it is appropriate via the Travel and Transport Group.

10.3 ICP Development – Building on the Benefits

The team continue to review and undertake a range of activities to build on the benefits of the ICP Development, including:

- Exploring the possibility of Smart Panels being available via the desktop.
- Extension of APIs to accommodate future datasets.
- Investigation of the energy panel.
- Improving quality of bus data and journey time predictions.
- Continuing the support and maintenance of Smart Panels and the Pocket Panel.

In addition, an interactive tool has been developed during the last quarter. Final testing is currently being completed after which it will be published at smartcambridge.org. The tool provides a map from which users can select a zone within the city and identify the average speed at which vehicles within that zone are travelling. It is then possible to identify the average speed being achieved between two specific sensors within that zone. As the tool makes use of real-time data from our Bluetooth sensors, it is possible to view speed information for the current day, or to select a date in the past and view historic information.

10.4 Mill Road Bridge Closure: Ongoing Data Analysis

Work on the final report to close out this project has been initiated, however as previously highlighted the considerable change in travel patterns as a result of the pandemic means the extraction of comparisons and analysis are not as straight

forward as originally anticipated. The team will continue to work on the report, but have agreed with the communications teams (GCP and Cambridgeshire County Council) that publication will be delayed until the end of December 2020 so as not to interrupt the engagement and consultation regarding the Mill Road through route closure, which starts 9th November.

10.5 Data Visualisation – Phase 2

As reported last quarter, the GeoSpock platform has been upgraded, with a number of interfaces being more readily available. In order to achieve the best value from this, training in PowerBI has been arranged for officers (including colleagues in the Cambridgeshire County Council Business Intelligence team) to ensure they are able to analyse, visualise and share insights from our data more effectively. This took place in October. Further training on the use of the new features in the GeoSpock platform will then be provided in November.

Once these two training courses have been completed, the work packages for the remainder of the year will be revisited and updated as appropriate.

10.6 Digital Twins Phase One

The report summarising the findings from our study and secondment with the Centre for Smart Infrastructure and Construction (CSIC) has now been published on our website. This report focuses on different groups of stakeholders and what value and uses they perceive for a digital twin. The study also investigated the feelings of stakeholder groups towards data collection, sharing and analysis. The importance of understanding these topics increases with the recognition that data capture is critical to understanding the impact of schemes and movements around the city.

The secondment with CSIC has now completed and the outcomes of this work will continue to be used to provide input to strategy and implementation decisions across the GCP partners. This is already in progress, as we are currently working with colleagues in the Greater Cambridge Shared Planning Service (GCSPS) looking at the use of digital twins to support the NE Cambridge development.

10.7 New Communities Phase One (Extended)

In addition to work with Urban and Civic and discussions with partners in the GCSPS regarding a digital twin for North East Cambridge (see section 10.6), we have also engaged with the Northstowe development, exploring how smart technology can help to deliver, monitor or enhance the coming stages of the development. Discussions covered both residential solutions and those that could be of particular benefit to the Enterprise Zone planned for the town. Areas of focus have included connectivity of the area, both digitally (through solutions such as fibre provision and 5G) and physically (by investigating the potential that micro-mobility solutions could offer to residents, improving their first/last mile travel choices and providing a feasible alternative to the private car).

10.8 Smart Signals – Phase One: Procurement and Installation

Smart Officers are leading a project to trial an innovative traffic signal control method utilising the latest sensor technology, to optimise traffic signal timings. The intelligent sensors are capable of classifying and counting multiple types of road users, using an algorithm to process this information and feed it in to the traffic signal controller to improve responses to changing traffic flows.

Amongst other objectives, the trial will look to understand the ability of such a solution to prioritise and reduce delays for various sustainable modes of transport at individual or multiple junctions, and how traffic flow through junctions can be improved.

The project will produce a final report detailing a number of results, including: the performance of this solution against traditional methods; the benefits of deploying the solution; guidance on the appropriate use of the technology.

This report will also allow the GCP to better understand the coordination and flow of the wider network and potentially to prioritise sustainable modes (such as public transport and cycling), reducing delays and leading to a better service, encouraging modal shift.

Phase one of the work is in progress and will lead to the procurement and installation of the trial solution at four junctions in Cambridge by the end of March 2021.

10.9 Strategic Sensing Network – Phase One: Scoping and Procurement

Smart are leading on the procurement of a strategic sensing network that would provide classified vehicle counts, cycle counts and pedestrian counts to support the wider GCP programme. To ensure maximum value from the network, we are engaged with Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority (CPCA) to ensure the network meets their data requirements and to develop a co-funding model. Work is also ongoing looking at the data infrastructure and tools needed to ensure that officers can access and use the data.

Transport

“Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity”

11 Transport Delivery Overview

11.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 1.

Project		Current Delivery Stage	Target Completion Date	Forecast Completion Date	Status		
					Previous	Current	Change
Cambridge Southeast Transport Study (formerly A1307)		Construction / Design	2024	2024	G	G	↔
Cambourne to Cambridge / A428 Corridor		Paused	2024	2024	R	R	↔
Waterbeach to Cambridge		Early Design	2027	2027	G	G	↔
Eastern Access		Early Design	2027	2027	G	G	↔
Milton Road		Design (Reprofiled)	2023	2023	G	G	↔
City Centre Access Project		Design	2020	2021 (Design only)	A	A	↔
Chisholm Trail Cycle Links	Phase 1	Construction	2020	2021	A	A	↔
	Phase 2	Construction	2022	2022	G	G	↔
Cross-City Cycle Improvements	Fulbourn / Cherry Hinton Eastern Access	Construction / Complete	2019	2020	A	A	↔
	Links to East Cambridge and NCN11/ Fen Ditton	Construction / Complete	2019	2020	A	A	↔
Histon Road Bus Priority		Construction	2022	2021	G	G	↔
West of Cambridge Package		Design	2021	2022	A	A	↔
Residents Parking Implementation		Implementation / Paused	2021	2021	R	R	↔
Waterbeach Greenway		Project Initiation	2024	2024	G	G	↔
Fulbourn Greenway		Project Initiation	2024	2024	G	G	↔
Comberton Greenway		Project Initiation	2025	2025	G	G	↔
Melbourn Greenway		Project Initiation	2025	2025	G	G	↔
St Ives Greenway		Project Initiation	2023	2023	G	G	↔
Barton Greenway		Project Initiation	2025	2025		G	-
Bottisham Greenway		Project Initiation	2025	2025		G	-

Horningsea Greenway	Project Initiation	2025	2025		G	-
Sawston Greenway	Project Initiation	2025	2025		G	-
Swaffhams Greenway	Project Initiation	2025	2025		G	-
Madingley Road (Cycling)	Design	2022	2022	G	G	↔

Key: R = Red, A = Amber, G = Green – see end of paper for RAG explanations.

- 11.2 Whilst the forecast completion dates captured above include the likely impacts of Covid-19 to the extent which they are currently known, it should be noted that considerable uncertainty remains e.g. over the length and extent of social distancing measures over the rest of 2020 and the impact of those on construction works.

12. Cambourne to Cambridge Better Public Transport and Active Travel Scheme

- 12.1 The Cambourne to Cambridge scheme was paused by the Executive Board in February this year following assertions that the CPCA was developing alternative proposals for the route. The CPCA Transport and Infrastructure Committee considered a CAM Programme update paper at their meeting on 4th November, attached as appendix 3-5. The report included a recently developed CPCA northern alignment. Officers at the meeting confirmed they had undertaken a technical comparison of the alternative routes in recent weeks and the paper confirmed that the CPCA had developed a “preferred indicative route corridor” as outlined in the map attached at Appendix 5.
- 12.2 The report’s recommendations were not supported and therefore the CPCA has no mandate to continue further work on these proposals.
- 12.3 In light of the CPCA’s decision the Executive Board will now have to consider the next steps on the Cambourne to Cambridge scheme.

13 2020/21 Transport Finance Overview

13.1 The table overleaf contains a summary of the expenditure to September 2020 against the budget for the year.

Project	Total Budget (£000)	2020-21 Budget (£000)	2020-21 Forecast Outturn Sep 20 (£000)	2020-21 Forecast Variance Sep 20 (£000)	2020-21 Budget Status		
					Previous	Current	Change
Cambridge Southeast Transport (formerly A1307)	147,935	12,945	12,945	0	A	G	↑
Cambourne to Cambridge / A428 corridor	157,000	4,500	2,000	-2,500	G	G	↔
Waterbeach to Cambridge	52,600	236	236	0	G	G	↔
Eastern Access	50,500	532	532	0	G	G	↔
West of Cambridge Package	42,000	1,817	5,465	+3,648	A	A	↔
Milton Road Bus, Cycle and Pedestrian Priority	23,040	116	300	+184	G	A	↓
Histon Road Bus, Cycle and Pedestrian Priority	10,000	7,209	7,209	0	G	G	↔
City Centre Access Project	9,888	2,290	1,600	-690	G	G	↔
Travel Hubs	700	100	50	-50	G	G	↔
Residents Parking Implementation	1,191	350	150	-200	G	G	↔
Chisholm Trail	14,269	3,710	3,710	0	G	G	↔
Greenways Quick Wins	3,079	0	0	0	G	G	↔
Developing 12 Cycling Greenways*	68,611	743	743	0	G	G	↔
Cross-City Cycle Improvements	11,266	306	306	0	G	G	↔
Madingley Road (Cycling)	170	170	450	+280	G	A	↓
Cambridge South Station	1,750	749	749	0	G	G	↔
Programme Management and Scheme Development	3,350	343	343	0	G	G	↔
Total	597,349	36,116	36,788	+672	A	A	↔

Key: R = Red, A = Amber, G = Green – see end of paper for RAG explanations.

* Figure for "Total Budget" includes 10 Greenways, up to and including those agreed on 1st October 2020, as outlined in 12.15. However, the profile of spend for those Greenways agreed in October 2020 is currently being developed. Therefore, all other columns only include data for the 5 Greenways agreed prior to October 2020.

13.2 The explanation for any variances is set out in the following paragraphs.

13.3 **Cambridge South East Transport Study (A1307)**

The current overall planned spend for 2020/21 for Cambridge South East is on budget at £12.945m.

13.4 **Cambourne to Cambridge (A428)**

The project is currently on hold. A report on it was withdrawn from the GCP Executive Board meeting for 25th June 2020, to give more consideration to an alternative route alignment as suggested by the CPCA. An underspend of £2.5m is forecast this year.

13.5 **Waterbeach to Cambridge**

The Strategic Outline Business Case for Waterbeach to Cambridge will be considered by the GCP Executive Board in June 2021. Current work involves identifying and evaluating options. Pre-consultation engagement has now been completed and consultation is underway. The spend profile is currently on target.

13.6 **Eastern Access**

The Strategic Outline Business Case for Eastern Access is currently due to be completed by the end of March 2021, with a view to consideration by the GCP Executive Board in June 2021. Current work involves identifying and evaluating options. Pre-consultation engagement has now been completed and consultation is underway. Further planning work is ongoing and once this has been completed, the spend profile will be updated.

13.7 **West of Cambridge Package**

As previously reported, this spend, relating to land purchase, was expected to occur in 2019/20; however, the exchange of funds was in fact completed in June 2020.

The scheme submitted a planning application in June. A decision is expected by the end of 2020. Workload associated with the project will increase as it progresses towards procurement of detailed design and construction.

13.8 **Milton Road**

To manage network capacity, construction of Milton Road has been delayed to coincide with the completion of the Histon Road works. The scheme remains in Detailed Design stage. As certain preparatory works (coring surveys and Ground Penetrating Radar surveys) have been brought forward, the outturn spend for this financial year is expected to be higher than originally forecast.

13.9 **Histon Road**

The scheme on Histon Road is under construction and is due to be completed in Summer 2021. The project remains on schedule to meet this timeline and therefore on target to spend against the budget profile for this year.

13.10 City Centre Access Project

This year's City Centre Access budget is being revised to take account of the experimental traffic management measures that are to be delivered by GCP in response to the Covid-19 pandemic. These will be funded from within this year's budget allocation.

13.11 Travel Hubs

Initial work on designing better bus access to Whittlesford Station has been paused until the initial findings from the strategic review of the A505 (Royston to Granta Park) study are available later in the year. Consequently, expenditure this year is expected to be concentrated in the second half of the financial year.

13.12 Residents' Parking Implementation

As the implementation of further Residents' Parking Schemes has currently been suspended, the focus this year is on the implementation of schemes approved prior to this suspension and reviewing previously installed schemes.

As a result of the suspension, an underspend of £200k is forecast this year.

13.13 Chisholm Trail

GCP officers are working with County Council officers to finalise apportionment costs associated with both Phase One of the project and the Abbey Chesterton Bridge.

13.14 Greenways Quick Wins

The programme of works for Greenways Quick Wins is substantially complete, with some minor works (at Rampton and Stourbridge Common/Riverside) due for completion as soon as possible within current government guidelines.

13.15 Developing 12 Cycling Greenways

The development work for the 12 Cycling Greenways is substantially complete. All consultations have been completed and no further spend is expected in the development phase.

The status of the 12 Cycling Greenways that have been developed through this work is as follows:

Status	Greenway	Agreed Budget (Overall)
Agreed February 2020	Waterbeach	£8m
	Fulbourn	£6m
Agreed June 2020	Comberton	£9m
	Melbourn	£6.5m
	St Ives	£7.5m
Agreed October 2020	Sawston	£9m
	Barton	£10m
	Swaffhams	£4.5m
	Bottisham	£5m
	Horningsea	£2.5m

In Forward Plan – December 2020	Haslingfield
Progressed Through CSETS	Linton

13.16 **Cross-City Cycle Improvements**

The 2020/21 budget for this project is £306k, for completion of works in Fen Ditton and on Fulbourn Road. The expenditure is anticipated to be on target.

13.17 **Madingley Road**

The 2020/21 budget for this project is £170k. Due to pre-design work on this scheme progressing quicker than originally expected, the outturn spend for this financial year is expected to be higher than originally forecast.

In June 2020, the Executive Board approved Option 2 through to final design. A detailed design process is ongoing to inform the future cost profile and overall project budget. A final scheme proposal will be presented to the Executive Board in 2021 for consideration.

13.18 **Cambridge South Station**

The 2020/21 budget for Cambridge South Station is £749k. The Department for Transport will draw down this contribution to the development phase within their project timescales.

13.19 **Programme Management and Scheme Development**

The 2020/21 budget for this project is £343k and the expenditure is anticipated to be on target.

Economy and Environment

14 Greater Cambridge Implementation of the Local Economic Recovery Strategy (LERS)

- 14.1 As discussed in the previous report to the Joint Assembly and Executive Board, the GCP has been working closely with partners to understand and address the economic impact of Covid-19. This includes significant work in partnership with the CPCA, including on the development of the LERS, the first draft of which was approved by the CPCA in September 2020. Officers have been working with local partners since to identify the elements of the LERS which can be addressed by local action and implement actions to address emerging challenges.
- 14.2 Firstly, in October 2020, the Executive Board allocated funding to the Centre for Business Research at the University of Cambridge to provide three sets of quarterly sectoral analyses across 2020 and 2021. These analyses will use employment and turnover data to give an in-depth insight into the strength of Greater Cambridge's unique local sectors. This approach will allow the GCP to effectively understand, represent and address the challenges posed to specific sectors within the local economy across the next 12 months, at a depth that far exceeds national-level projections. These insights will be fundamental to enable local partners to successfully deliver the 'pillars of delivery' in the LERS in Greater Cambridge.
- 14.3 The first data capture and analysis will be completed by the end of November. This will provide a clear baseline of the growth trajectory of sectors in Greater Cambridge using available company data up to June 2020 (where available), aiding our understanding of the resilience of different sectors in the local economy. We may also begin to evidence some early indications of sectoral impacts. The November analysis will lay the groundwork for further data draws in May 2020 and August 2020 which will provide a more accurate review of the impact of Covid-19 specifically on the company employment and turnover data. These two data draws will be in addition to the February 2020 release of the annual Cambridge Cluster update.
- 14.4 More immediately, officers have engaged with colleagues at the Greater Cambridge local authorities to map local actions to respond to Covid-19 to the five 'pillars of delivery' in the LERS. The mapping exercise will be reviewed on a monthly basis and the resultant local implementation plan will be discussed at the next meeting of the Economy and Environment Working Group, as well as in other local member groups.
- 14.5 In particular, the GCP can have a significant impact on delivering the mission of the LERS against the "accelerating upskilling and retraining" pillar (including through the procurement of the new package of Skills interventions agreed by the Executive Board in October 2020) and the "accelerating a greener and more

sustainable economy” pillar (including through the delivery of the GCP programme and realisation of mode shift and environmental objectives).

- 14.6 Officers understand that the LERS will be subject to further review by the CPCA in January 2021, in particular to more clearly outline the evidence base associated with the objectives contained within the first version. Officers will continue to engage with colleagues across Cambridgeshire and Peterborough to support the development and delivery of the LERS.

15 Citizens' Assembly

- 15.1 The contributions of individual projects to the GCP's response to the Citizens' Assembly are contained in reports relating specifically to those items.
- 15.2 No new proposals are contained in this Quarterly Progress Report. However, the GCP continues to actively contribute to the Greater Cambridge approach to implementing the Covid-19 Local Economic Recovery Strategy (LERS) for Cambridgeshire and Peterborough. The LERS contains five 'pillars of delivery', including pillars which relate to a "greener and more sustainable economy". As identified in 13.5, the delivery of the GCP transport programme and its objectives around sustainable transport will support the delivery of this pillar, which in turn aligns with environmental aspects of the Citizens' Assembly's vision for transport in the area.

16 Financial Implications

- 16.1 This report includes an overview of the in-year financial forecasts against budgets.
- 16.2 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. The current over-commitment is £101m (and will increase to £121m if the Executive Board approves the Future Investment Strategy, Haslingfield Greenway and City Centre Access reports). This also assumes that GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200m).

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

List of Appendices

Appendix 1	GCP Completed Transport Projects
Appendix 2	Executive Board Forward Plan
Appendix 3	CPCA Transport and Infrastructure Committee report - Cambridgeshire Autonomous Metro Programme Update
Appendix 4	Annex 1 to the CPCA Transport and Infrastructure Committee report - CPCA/Jacobs' Review of Cambourne to Cambridge
Appendix 5	Annex 2 to the CPCA Transport and Infrastructure Committee report – 'Preferred Indicative Route' map

Note to reader – RAG Explanations

Finance Tables

- **Green:** Projected to come in on or under budget
- **Amber:** Projected to come in over budget, but with measures proposed/in place to bring it in under budget
- **Red:** Projected to come in over budget, without clear measures currently proposed/in place

Indicator Tables

- **Green:** Forecasting or realising achieving/exceeding target
- **Amber:** Forecasting or realising a slight underachievement of target
- **Red:** Forecasting or realising a significant underachievement of target

Project Delivery Tables

- **Green:** Delivery projected on or before target date
- **Amber:** Delivery projected after target date, but with measures in place to meet the target date (this may include redefining the target date to respond to emerging issues/information)
- **Red:** Delivery projected after target date, without clear measures proposed/in place to meet the target date

Appendix 1: GCP Completed Transport Projects

Project		Completed	Output	Related Ongoing Projects	Outcomes, Monitoring and Evaluation
Ely to Cambridge Transport Study		2018	Report, discussed and endorsed by GCP Executive Board in February 2018.	Waterbeach to Cambridge	
A10 Cycle Route (Shepreth to Melbourn)		2017	New cycle path, providing a complete Cambridge to Melbourn cycle route.	Melbourn Greenway	
Cross-City Cycle Improvements	Hills Road / Addenbrookes Corridor	2017	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
	Arbury Road Corridor	2019	Range of improvements to cycle environment including new cycleway.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to Cambridge North Station and Science Park	2019	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
Greenways Quick Wins		2020	Range of cycle improvements across Greater Cambridge e.g. resurfacing work, e.g. path widening etc.		
Greenways Development		2020	Development work for 12 individual Greenway cycle routes across South Cambridgeshire.	All Greenways routes	

Cambridge South Station Baseline Study (Cambridgeshire Rail Corridor Study)	2019	Report forecasting growth across local rail network and identifying required improvements to support growth.	Cambridge South Station	
Travel Audit – South Station and Biomedical Campus	2019	Two reports: Part 1 focused on evidencing transport supply and demand; Part 2 considering interventions to address challenges.	Cambourne to Cambridge; CSETS; Chisholm Trail; City Access; Greenways (Linton, Sawston, Melbourn)	

Appendix 2: Executive Board Forward Plan of Key Decisions

Notice is hereby given of:

- Decisions that will be taken by the GCP Executive Board, including key decisions as identified in the table below.
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A 'key decision' is one that is likely to:

- a) Result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; and/or
- b) Be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Executive Board: 10th December 2020	Reports for each item to be published 30th November 2020	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Better Public Transport: Cambourne to Cambridge	To provide an update on the CPCA's alternative route proposals and agree next steps.	Peter Blake	Yes	CA Local Transport Plan
Public Transport Improvements and City Access Strategy	To provide an update on the city access project, and to consider options for long-term packages of measures in the post-covid context.	Isobel Wade	Yes	CA LTP Passenger Transport / Interchange Strategy
Future Investment Strategy	To consider a revised Future Investment Strategy.	Isobel Wade	Yes	CA LTP Passenger Transport / Interchange Strategy
Citizens' Assembly	To consider a report on the GCP's response, one-year-on from receiving the Citizens' Assembly report.	Isobel Wade	No	CA LTP Passenger Transport / Interchange Strategy

Greenways Schemes: Haslingfield	To consider plans for the next phase of Greenway Schemes.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Executive Board: 18th March 2021	Reports for each item to be published 8th March 2021	Report Author	Key Decision	Alignment with Combined Authority
Whittlesford Station Transport Infrastructure Strategy	To receive an update on further stakeholder engagement, early outcomes from the A505 multi-modal study and discussions on future bus services, and consider initial design work and costings for improved bus access infrastructure.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information and a recommendation to appoint a new provider to deliver additional work on skills and training in Greater Cambridge.	Niamh Matthews	No	N/A
Executive Board: 1st July 2021	Reports for each item to be published 21st June 2021	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Cambridge South West Travel Hub	To consider the full business case and request permission to progress to the construction phase.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Cambridge South East Transport Scheme	To endorse the Environmental Impact Assessment and proposed planning and consents process for the scheme and agree to submit the relevant applications.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Better Public Transport: Waterbeach to North East Cambridge Project	To note consultation feedback, consider and approve a Strategic Outline Business Case and agree to commence the Outline Business Case process.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Better Public Transport: Eastern Access Project	To note consultation feedback, consider and approve a Strategic Outline Business Case and agree to commence the Outline Business Case process.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Executive Board: 30th September 2021	Reports for each item to be published 20th September 2021	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Corresponding Meeting Dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
10 th December 2020	30 th November 2020	19 th November 2020	9 th November 2020
18 th March 2021	8 th March 2021	24 th February 2021	12 th February 2021
1 st July 2021	21 st June 2021	3 rd June 2021	21 st May 2021
30 th September 2021	20 th September 2021	9 th September 2021	27 th August 2021



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.4
04 NOVEMBER 2020	PUBLIC REPORT

CAMBRIDGESHIRE AUTONOMOUS METRO PROGRAMME UPDATE

1.0 PURPOSE

- 1.1. The purpose of this report is to provide an update to the Committee on the advancement of the Cambridgeshire Autonomous Metro (CAM) programme and the establishment of the Special Purpose Vehicle (SPV) that will deliver the programme.
- 1.2. The report also seeks to provide details as to alternative general areas for the C2C route.
- 1.3. Finally, the report seeks to set out a proposed change to the scope of the Transport and Infrastructure Committee, to support the Mayor in his role as representative of the Cambridgeshire and Peterborough Combined Authority, the Local Transport Authority for the area.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Kim Sawyer, Chief Executive Simon Wright, Technical & Engineering Advisor
Forward Plan Ref: n/a	Key Decision: No
<p>The Transport and Infrastructure Committee is recommended to:</p> <ol style="list-style-type: none"> a) Note the updates set out in this report. b) Support the Mayor in his representative role on the Greater Cambridge Partnership Executive Board by recommending that the Combined Authority expand the Terms of Reference of the Transport and Infrastructure Committee to enable it to consider and comment on key business items for the Greater Cambridge Partnership (GCP) related to CAM schemes by amending Chapter 8 of the CPCA Constitution (Transport and 	<p>Voting arrangements</p> <p>A simple majority of all Members</p>

<p>Infrastructure Committee), Section 3, to include:</p> <p>3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters.</p>	
---	--

2.0 BACKGROUND

- 2.1. The Cam Concept Design Procurement was launched on the 5th October with interested organisations needing to submit their completed SSQs by 4th November. So far there has been a phenomenal level of interest from a very diverse range of organisations. In response to the expected high level of returns, the CPCA is currently identifying a number of evaluators to support the process and ensure the procurement timetable is adhered to.
- 2.2. The Cam Business Case requirements is being procured under a 5-lot structure to facilitate project requirements over the next 4 years.
- **Lot 1** – Programme and Project Management – this will be a direct award, from an OJEU compliant framework, in November 2020 to facilitate the time critical procurement of Lots 2 & 3.
 - **Lot 2** – Engineering, transport planning, EIA
 - **Lot 3** - funding & finance, business case writing, Strategic Advice – these will be procured on the open market through a Restricted OJEU Procedure to ensure an award by mid-March 2021.
 - **Lot 4** – Land Referencing – this will be a direct award from an OJEU compliant framework.
 - **Lot 5** – Legal support & Advice – this is currently out to tender, as a further competition, from an OJEU compliant Framework

SPV Establishment

- 2.3. The CAM SPV, One CAM Ltd, has been incorporated. A first board meeting, convened of the interim directors, has been arranged. This meeting will enable various key administrative steps (confirmation of bank account etc), to be completed. Key items of business will be the recommendation to the CPCA Board meeting in November of the appointment of Chief Executive and the non-executive directors following interview processes being conducted by the CPCA.
- 2.4. Company documents, including a shareholder and subscription agreement, together with a Service Level Agreement (which will provide for support

services for the One CAM Ltd) are in an advanced state of preparation and are expected to be entered into in the early part of November.

SPV Chief Executive Officer Recruitment

- 2.5. Recruitment is also advancing for key leadership roles in the SPV. Shortlisted candidates for the SPV Chief Executive Officer will be interviewed on 2 November, with the preferred candidate expected to be presented to the CPCA Board on 25 November. Additionally, recruitment for the SPV Director of Strategy is also underway with a shortlist of candidates expected in November and interviews to be scheduled in December to identify a successful candidate before the end of the calendar year. Recruitment is also progressing for the SPV Non-Executive Directors with candidate interviews scheduled for 5 and 6 November with a recommendation for appointment of the successful candidates to the CPCA Board meeting in November.

CPCA and GCP Joint Working

- 2.6 Following on from the attendance by the Mayor at the Greater Cambridge Partnership Executive Board, the CPCA and the GCP continue to progress their joint working arrangements. Improved arrangements will present a unified approach to delivery of the CAM, enabling the CPCA to promote the CAM work being delivered by the GCP, enabling the Mayor to actively engage in CAM work across the entire network and support GCP decision making as part of the GCP Board. To progress the CAM programme in an integrated fashion, officers at the CPCA and GCP have also been working closely to ensure all components of the programme achieve the objectives of the scheme. Joint working has focused on how to integrate the programme in the development of one or more business cases that show alignment across the programme and properly capture the benefits of the overall scheme, with some engagement on potential alternative routes for the Cambridge to Cambourne (C2C) project.
- 2.7 Over the last month, GCP and CPCA officers have discussed how best to bring forward the CAM to central Government through the potential creation of a programme-wide business case, whilst removing or minimising any delay in the progress of component projects already in development. Several options are under consideration that will allow for a more joined up approach and presentation of the CAM as a programme without causing unnecessary delays, but options are still under evaluation and in discussion with key government departments. Following further work to evaluate these options and engagement with central Government, an update will be provided to this Committee for agreement on a recommended path forward that is reflective of a more integrated approach required to deliver the CAM.

C2C Route – Alternative Proposals

- 2.8 The Mayor has previously stated that “collaboratively working between the Combined Authority and GCP will ensure that the collective transport infrastructure investments in the region will work to become more than the sum of their parts. Joint working and alignment is important so that we ensure the

future delivery of transport schemes which will improve connectivity across Cambridgeshire and Peterborough as a whole.”

- 2.9 The Combined Authority has previously reviewed the GCP C2C proposals against the LTP CAM Sub-strategy. A previous report to this Committee on 8 July 2020 found that the proposed C2C route by GCP was not compliant with the emerging Sub-Strategy and asked the GCP to formally comment on the proposals. A response from the Chief Executive of the GCP is attached at Appendix 1.
- 2.10 As a result of concerns raised by local residents with the Mayor as chair of the Local Transport Authority and following the independent report on compliance with the CAM sub-strategy referred to above, a number of high-level alternative route proposals have been considered by the CPCA. GCP officers were asked to take part in technical workshops with the CPCA to consider alternative route alignments. From those workshops CPCA officers have developed a preferred indicative route corridor and have recently shared this preferred route corridor with GCP colleagues. In response GCP officers have raised some initial concerns and asked for further investigations on the additional cost of a northern alignment, an assessment of the impact on the environment and the potential construction complexity and risk associated with the preferred corridor. A plan showing a broad corridor for the potential alternative route is attached at appendix 2. It should be recognised that this is a proposal for an alternative route which will require considerable further exploratory work and consultation with the public before the route can be approved. It is provided to give some transparency on the discussions between the CPCA and the GCP.
- 2.11 More detail on the preferred northern corridor will be brought back to the CPCA Transport & Infrastructure Committee and GCP Executive Board regarding the further investigatory work and timescales as this emerges from the continued officer working arrangements. In addition to the above preferred route corridor the CPCA will continue to explore other potential options to the north of the A428 in seeking to overcome the initial concerns raised by the GCP officers.
- 2.12 To ensure the project has effective internal oversight, an officer executive steering group has been established to ensure continued coordination between the CPCA and GCP on their component projects of the CAM programme.

Transport and Infrastructure Committee: Terms of Reference

- 2.13 In order to support the Mayor in his role as representative of the Local Transport Authority on the GCP Executive Board, it is proposed that the role of the CPCA Transport and Infrastructure Committee be expanded, through a change to its Terms of Reference, to review and comment upon matters to be considered by the GCP. Meetings of the Transport and Infrastructure Committee could be timetabled to allow for consideration in a timely fashion to enable the Mayor to actively engage with the GCP on matters related to the CAM network.

2.14 Further, and to support those discussions at the Transport and Infrastructure Committee, officers of the GCP would be invited to present and discuss relevant items of business. The GCP officers have already been invited to present on the Cambridge South East CAM route consultation as a separate item on this agenda for the Transport & Infrastructure Committee.

2.15 The following changes to the terms of reference of the Transport and Infrastructure Committee would enable it to consider GCP business cases:

a) Amendment to Chapter 8 of the CPCA Constitution (Transport and Infrastructure Committee), Section 3, to include:

3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters.

SIGNIFICANT IMPLICATIONS

3.0 FINANCIAL IMPLICATIONS

3.1. There are no financial implications to be notified in this report: a separate Budget and Performance paper will be presented to this Committee which will include an update on this project.

4.0 LEGAL IMPLICATIONS

- 4.1. Changes to the terms of reference of the Transport and Infrastructure Committee is a matter for the Combined Authority Board, which is responsible for the constitution.
- 4.2. Other legal implications of significance are noted in the body of this report.

5.0 OTHER SIGNIFICANT IMPLICATIONS

5.1. None.

6.0 APPENDICES

- 6.1. Appendix 1 – Response from the Chief Executive of the GCP.
- 6.2. Appendix 2 - Indicative Plan – Northern C2C Route Alignment

<u>Background Papers</u>	<u>Location</u>
None	

CPCA/Jacobs' Review of Cambourne to Cambridge

Introduction

This paper provides a response from the Greater Cambridge Partnership (GCP) to the paper produced by Jacobs on behalf of the Cambridgeshire and Peterborough Combined Authority (CPCA) in order to assess the compliance of the Cambourne to Cambridge scheme (C2C) with the Cambridgeshire Autonomous Metro (CAM).

GCP considers that all of the Jacobs' recommendations are already addressed or will be addressed appropriately at later stages of scheme development. There are no issues that justify a conclusion that the scheme is not compliant.

The basis of the assessment is to consider C2C against the objectives of draft "Cambridgeshire and Peterborough Local Transport Plan: Cambridgeshire Autonomous Metro (CAM) Sub-Strategy" namely, to promote economic growth and opportunity, support the acceleration of housing delivery, promote equity and promote sustainable growth and development.

These objectives align to the LTP objectives. The Sub-Strategy is a 'daughter document' to the LTP – it cannot alter the LTP – so in considering conformity it is important to consider both documents. It should be noted therefore, that the C2C scheme is clearly consistent with the Cambridgeshire & Peterborough Local Transport Plan which states:

"Delivery of the CAM in collaboration with the Greater Cambridge Partnership will provide a reliable, high frequency metro service between the employment hubs and high-tech clusters of Greater Cambridge, with the city centre and surrounding market towns and new settlements. Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership's programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach.

CAM will provide a step-change in public transport connectivity across the region, with services being segregated from other motor traffic within Cambridge. It will enable residents and visitors to travel quickly and easily across Greater Cambridge, providing better access to employment and education, broadening labour markets, and thereby supporting our dynamic economy. The scheme, including segregated links to Cambourne, Granta Park and Waterbeach, will also significantly improve the accessibility of new settlements (such as Bourn Airfield and Waterbeach New Town), supporting the delivery of much-needed homes, and major employment clusters Each CAM route – outside of the tunnelled city centre section – will include segregated parallel infrastructure for pedestrians, cyclists and horse riders, opening up new commuting opportunities on foot or by bike, similar to that already achieved by the Cambridgeshire Guided Busway"

The purpose of the LTP Sub-Strategy for CAM was to provide further detail on CAM requirements. The fact that the LTP outlines the requirement for C2C and that GCP is the body taking it forward should be a material consideration, but not one mentioned in the Jacobs' report or the CPCA's covering report.

It also needs to be recognised that an LTP is a strategic document, and it is unlikely that any scheme would systematically achieve every objective fully – compliance is more a matter of

principles and Jacobs seem to have identified no fundamental principles that are not met by the C2C scheme.

A detailed response has been prepared and is attached, whilst this paper responds to the main recommendations of the Jacobs' paper. In particular, it should be noted that:

- The CPCA has previously reviewed the Cambourne to Cambridge route and the A428 corridor. This process was informed by a high level review of route options undertaken by ARUP which concluded in November 2018¹ that:
 - *"The process undertaken to date to determine the route is robust and the optimal solution for the corridor is confirmed;*
 - *The route is reclassified as a CAM route to serve the wider network, and not an independent guided busway corridor;*
 - *Options for mitigating the impact of the scheme at West Fields and Coton will be incorporated into scheme design for the SOBC".*
- The most frequently raised concern from Jacobs is about integration with East West Rail, yet these do not appear to be shared by East West Rail who raise no such concerns and state² of their preferred route option that *"It also connects the growing population of Cambourne with environmentally sustainable transport and could integrate with proposed improvements to the local transport network in south Cambridgeshire such as the busway extension and Cambridgeshire Autonomous Metro".* GCP has previously committed to ensuring Interchange with EWR at Cambourne subject to EWR route confirmation and design development – until such confirmation C2C will run through Cambourne on existing routes rather than new segregated infrastructure whilst EWR finalises its choice of station location over the coming 24 months.
- The only Red flagged issues in the Jacobs assessment, which are deemed to indicate that C2C fails to meet a CAM objectives, relate to the commitment to electric/zero emissions vehicles. As well as being incorrect this is also irrelevant as the C2C scheme is an infrastructure development project – and that infrastructure can convey electric and clean diesel vehicles.
- As such, the Jacobs report clearly demonstrates that C2C is compliant with the Sub-Strategy.

Response to the Jacobs assessment

A detailed response to Jacobs' assessment is appended.

The response to the recommendations of the Jacobs assessment is as follows:

- C2C be designed to connect to East West Rail Station at Cambourne and a segregated route around Cambourne be examined.

1

https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=Hi4JkrJb8%2bAC%2bKJmBGUWINQVhEDCyzIQFmLnM3Bv7rDlis3M5P1E2w%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNIh225F5QMaQWCTPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSffXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJff55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qji0ag1Pd993jsyOJgFvmyB7X0CSQK=ctNJff55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJff55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJff55vVA%3d

² Connecting Communities: The Preferred Route Option between Bedford and Cambridge Executive Summary, 2020

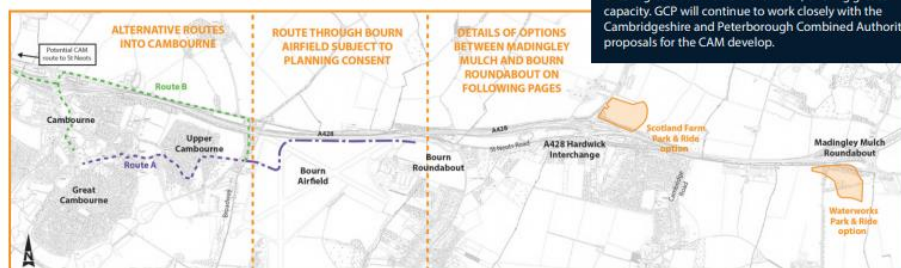
GCP agreed with ARUP in 2018 that CAM would ultimately require a segregated route around Cambourne. A consultation on options for a Phase 2 route running from Madingley Mulch roundabout and on to Cambourne was undertaken in February/March 2019. Phase 2 consultation materials³, which CPCA Officers contributed to, presented what a future, CAM-compliant, Phase 2 route continuing to Neots would look like (Route B) – see Figure 1.

Figure 1 - Phase 2 public consultation brochure page 3

PHASE 2 – MADINGLEY MULCH ROUNDABOUT TO BOURN AIRFIELD AND CAMBOURNE

The area presented for consultation runs west of Madingley Mulch roundabout to Cambourne. We are asking for your views on three options for the link between Madingley Mulch roundabout and Bourn roundabout, presented on pages 4, 5 and 6. Option 1 is entirely off-road, only interacting with other traffic at junctions. Option 2 is entirely on-road, with public transport mixing with general traffic and basic junction improvements. Option 3 is entirely on-road, but with dedicated public transport lanes.

The section from Bourn roundabout to Broadway forms part of a major planning application for approximately 3,500 homes at Bourn Airfield and is the same across all options. All options show two alternatives for entry to Cambourne: travelling with general traffic through the village (Route A), or going up Broadway and along St Neots Road (Route B) and entering Cambourne from the north.



Cambridgeshire Autonomous Metro (CAM)

Plans for the wider, regional Cambridgeshire Autonomous Metro (CAM) are at an early stage and action is needed now to tackle worsening congestion and accommodate growing communities west of Cambridge. A future CAM network proposes electric, rubber-tired vehicles that can run on existing roads and, for best performance, use dedicated, off-road routes to bypass congestion.

A Metro network running on-road or off-road needs enough space to provide the best service. Options 1 and 3 offer more road capacity due to greater separation from general traffic. Option 2 offers less capacity, as the route is shared with general traffic.

To facilitate the future CAM network, these proposals demonstrate alternatives for entry to Cambourne: sharing road space with general traffic through the village; or entering Cambourne from the north, offering greater capacity. GCP will continue to work closely with the Cambridgeshire and Peterborough Combined Authority as proposals for the CAM develop.

C2C is, however, developed as a free-standing scheme and no detailed off-line alignment around Cambourne has been proposed as yet because:

- 1 There is no agreed location for the East West Rail Station at Cambourne
- 2 There is no clarity as to the likely onward CAM alignment to St Neots

As and when the above issues are resolved GCP can agree an alignment around Cambourne. In the meantime the proposed alignment does not impede eventual delivery of CAM.

The recurrent reference to the need to connect to EWR in the Jacobs report is incorrect as it implies that there is a proposed station location that C2C could connect to. Specifically, Jacobs states “the route does not currently connect into the planned East West Rail Station south west of Cambourne” whereas East West Rail simply show an area where such a station might lie – potentially this could even be to the west of the A1198 in which case connectivity would presumably be provided via the extension of C2C to St Neots.

The current C2C proposals follow an on-line alignment into Cambourne but the scheme would be readily adapted to link to EWR and onto the CAM alignment to St Neots once there is clarity as to the requirements of EWR and CAM.

- A commitment to use of electric / zero emission vehicles, with appropriate infrastructure included within the scheme.

³ https://www.greatercambridge.org.uk/asset-library/imported-assets/Phase%2020leaflet_Finalv2_Optimized.pdf

This point is fundamentally incorrect because C2C is an infrastructure project and not an operational project. Vehicles would be operated by private operators subject to any operating requirements. GCP is committed to the use of electric / zero emission vehicles.

The current proposals for C2C do not specify specific charging infrastructure because this level of detail of design of the Travelhub and other potential charging locations was planned for the next stage of work, and because operational requirements will need to reflect the level of development of battery and charging technology closer to scheme opening. Battery range continues to improve and so the likely requirement for charging cannot at this stage be stated for certain.

This issue is a particular concern because of the need to adopt CAM vehicles. Operators may prove reluctant to invest in a bespoke vehicle fleet when a further technology refresh might be imminent to ensure CAM compliance. Similarly, the design of charging facilities will also need to reflect the needs of CAM. Without confirmation of CAM vehicle type, the GCP cannot provide further detail of vehicles or required charging facilities. There is, however, no aspect of the proposed C2C scheme which in any way impedes the deployment of electric vehicles.

- Route and vehicle stops future proofed to cater for CAM City Tunnels vehicles within the constraints imposed through the TWAO process.

Route and vehicle stops are future proofed to cater for CAM City Tunnels vehicles within the constraints imposed through the TWAO process. As there is at this stage no clarity as to the detailed requirements for CAM it is recognised that further modification may be required as part of a CAM “overlay” but it is unclear what CPCA expect at this stage given the lack of certainty as to their eventual requirements.

- Alternative or amended routes around Coton continue to be reviewed, along with potential routes north of the A1303.

The concerns expressed by Coton residents are well understood. GCP is committed to further refinement of the route around Coton in dialogue with CPPF, National Trust and landowners. However, the various alternatives have all been considered, assessed, and discounted over the last 6 years. Full evidence of assessment of alternatives in line with DfT Transport Analysis Guidance has been detailed throughout Option Appraisal Reports 1, 2 and 3.

The conclusions drawn by ARUP on behalf of the CPCA in November 2018 are notable, namely:

The process undertaken to date to determine the route is robust and the optimal solution for the corridor is confirmed.

- Whilst maintaining an acceptable alignment the route through Westfields is amended to minimise environmental impacts and mitigations are developed.

GCP has already modified the route to minimise environmental impact. This is at the expense of some operational performance. Any further modification would significantly impact performance.

This is a specific example of where the Jacobs report does not appear to reflect the reality of the work undertaken.

- It is also recommended that a review be provided on the current Bus Strategy service patterns to understand whether it provides an adequate Metro service.

The Bus Strategy has been developed to be a robust indication of service levels to address potential demand within the strategic context of C2C and as a supplement to the OBC. As such this recommendation is irrelevant to the choice of a preferred route for C2C as it deals with the subsequent service levels which are not constrained by the proposed alignment.

As the CAM LTP Sub-Strategy provides no specific service level requirements C2C cannot confirm whether the Bus Strategy complies with the proposed Metro service. However, as indicated in the Strategy and in the Jacobs review of Policy CAM-E20 there is recognition that there is, in reality, ample scope within the infrastructure to increase service frequency to meet increased demand.

Conclusion

GCP officers' views are that all of these recommendations were already addressed or will be addressed at later, appropriate, stages of scheme development. There are no fundamental issues that justify a conclusion that the C2C scheme is not compliant with the LTP or CAM.

Appendix A – Comparison Table of C2C against CAM objectives - with GCP response

CAM Objective	CAM sub-objective	Degree C2C meets objective (Jacobs' assessment)	Jacobs' Sub-Objective RAG rating *	Amendments proposed by Jacobs	GCP Response
<p>CAM 1: Promote economic growth and opportunity</p> <p>CAM 2: Support the acceleration of housing delivery</p>	CAM-E1: Promote agglomeration	Provides stops /transport hubs at key development sites and new developments in Cambourne. Does not currently connect to East West Rail (EWR) station proposal in West Cambourne. Connection to central Cambridge and Biomedical Centre via existing road network and journeys to the Railway Station and other destinations requires changes at Grange Road onto other bus services, until CAM City Tunnels Section is constructed.		Link to EWR to be developed and review of demand to provide additional services to central Cambridge and Biomedical Centre and direct services to the destinations across Cambridge including the Railway Station.	Currently there is no EWR station proposal. GCP have been in ongoing dialogue with EWR and reviewed options for short term delivery of the C2C scheme. C2C will follow an on-line alignment to avoid abortive investment. Technical discussions continue with EWR and a segregated solution to the station will be developed once there is an EWR proposal. Routes to City Centre and CBC are also on-line to avoid investing in infrastructure rendered redundant by CAM tunnels.
	CAM-E2: Support new employment by enhancing access to and attractiveness of key designated employment areas by specifically enabling, serving and supporting: <ul style="list-style-type: none"> New settlements and enterprise zones already included in existing adopted Local Plans New Garden Village settlements Existing settlements with anticipated employment growth New settlements being brought forward by any future development corporations created in the Oxford-Cambridge corridor. 	Direct link to employment at Cambridge West Campus and Cambourne. Connection to employment in central Cambridge and Biomedical Centre via existing road network and to Northern Cambridge via interchange with other services. Links provided to A428 corridor which is the road highlighted for the Oxford-Cambridge Expressway in this area. Currently no connection to EWR station or proposed development of new settlements in West Cambourne.		Segregated link to EWR and West Cambourne to be developed. Suggested a north or south segregated route around Cambourne with transport hubs serving developments, EWR station and the town via local bus services, and improved cycling and walking routes is reviewed.	As above, C2C will be adapted to follow a segregated route around Cambourne but only when the location of the EWR station and the alignment of the onward CAM route have been confirmed. Technical discussions with EWR continue.
	CAM-E3: Increase labour market catchment	Increased catchment for West Cambridge Campus from Cambourne and planned developments Scotland Farm P&R, Bourn Airport and Upper Cambourne. May provide increased wider catchment for UoC Campus from Oxford-Cambridge Expressway but currently would not provide increased catchment from EWR. It is expected that workers within central Cambridge using EWR would change at Cambridge South then use Guided Busway services.		Link to EWR and West Cambourne to be developed and connections across Cambridge reviewed / improved.	As above, link to EWR can only be defined once the station location is known. Technical discussions with EWR continue. Scheme offers strong access to West Cambridge. Access across Cambridge would be provided by CAM tunnels.
	CAM-E4: Serve and support new areas for sustainable housing development	Serves new housing developments at Scotland Farm P&R, Bourn Airport and in Upper Cambourne, but not currently West Cambridge.			
	CAM-E5: Provide overall transport capacity to enable and accommodate future growth	Scheme designed for 263% increase in capacity and to link into CAM City Tunnels network.			
	CAM-E6: Improve transport connectivity	Improved connectivity between Cambourne, proposed developments and West Cambridge UoC Campus and West Cambridge, and city centre and Biomedical Campus via existing road network. Currently no direct link to EWR and reliant on existing road network in Cambridge.		Link to EWR to be developed and connections across Cambridge reviewed / improved.	As above, link to EWR will be developed but can only be defined once the station location is known. Technical discussions with EWR continue. Scheme offers strong access to West Cambridge. Access across Cambridge would be provided by CAM tunnels.

	CAM-E7: Improve journey time reliability	Improved and more reliable journey times along A1303 although concern on Journey Times within Cambourne and Cambridge Road Network.		Review route through / around Cambourne to EWR and connections across Cambridge	As above, link to EWR can only be defined once the station location is known. Technical discussions with EWR continue. Scheme offers strong access to West Cambridge. Access across Cambridge would be provided by CAM tunnels.
	CAM-E8: Direct high-quality public transport access to key housing sites (existing designations)	Direct high-quality transport provided for new housing developments at Scotland Farm P&R, Bourn Airport and Cambourne including Upper Cambourne developments.			
	CAM-E9: Directly serve and link into transport hubs including existing and planned rail stations	Serves Scotland Farm Park and Ride and existing stops on bus networks. But due to National government's commitment to an EWR route C2C should aim to serve proposed station development at West of Cambourne		Link to EWR to be developed	As above, link to EWR will be developed but can only be defined once the station location is known. Technical discussions with EWR continue.
	CAM-E10: At transport hubs, support easy and rapid mode changes and transfers	It is assumed the detail of specific hubs is under development but C2C appears to be integrated into Scotland Farm P&R and easy transfer at West Cambridge Campus and existing bus stops.			
	CAM-E11: At transport hubs facilitate first and last mile connectivity to the local area	There are links to existing buses but generally C2C seems to be provide direct connectivity rather than using hubs. It is assumed hubs and stops will be high quality and include ticketing and provide passenger information.			
	CAM-E12: Support the development of demand responsive modes	Service provides up to 10 buses an hour (6 to the city centre and 4 to the Biomedical Campus) with capacity to increase services to meet demand.		Review this service to understand whether it provides an adequate Metro service.	The OBC provides infrastructure capable of carrying a more intensive service if demand is there. The proposed bus strategy is a conservative estimate to enable development of business case. Full Metro type provision will be developed as part of the CAM proposal
	CAM-E13: Integration with other modes, including bus.	Integration with P&R and bus services on route but not EWR and no direct services to Cambridge Railway Station		Link to EWR be developed with segregated route around Cambourne using transport hubs for developments, town via local bus services, and improved cycling and walking routes. Connections across Cambridge including to the Railway station to be reviewed / improved	EWR issue addressed above. Fully segregated pedestrian and cycling solutions form part of the C2C proposals. Services following the U route would serve Cambridge station and connectivity would be further improved through CAM tunnels.
	CAM-E14: Integrated with main arterial corridors, including the projected East West Rail route and the upgraded A428, and key LTP infrastructure projects	Not currently integrated with EWR but runs along and aims to integrate with A428		Link to EWR to be developed.	As above, link to EWR will be developed but can only be defined once the station location is known. Technical discussions with EWR continue.
	CAM-E15: Dedicated segregated routes as default assumption.	Provided except through Cambourne, on Charles Babbage Way through UoC and reliant on road network through Cambridge and to Biomedical Campus.		Review route through / around Cambourne to EWR.	As above, link to EWR will be developed but can only be defined once the station location is known. Technical discussions with EWR continue.
	CAM-E16: CAM will use technology, infrastructure and concepts of operations that deliver safe, reliable, regular, resilient and inclusive transport	It is understood C2C will use modern reliable, safe and inclusive vehicles and route			
	CAM-E17: CAM must be deliverable within the current decade	Scheme involves standard highway construction and can operate with existing technology so is deliverable in this timeframe.			

	CAM-E18: CAM must be future proofed and flexible in terms of capacity and technology.	Designed for future capacity but may require minor modifications to route and platform extensions at stops, and may require CAM City Tunnel section to install charging facilities for electric vehicles to run on the longer routes.		Route and vehicle stops to be future proofed to cater for CAM central tunnels vehicles.	Until recently there has been regular between CPCA and GCP team on design details. Unclear why there is any concern as surface level sections are unconstrained and design details have been incorporated. No design details of CAM vehicle currently available. GCP designs will be updated when they become available.
	CAM-E19: CAM will utilise sustainable, highly flexible, zero emission vehicles	No commitment to zero emission vehicles can be found and there is no evidence of charging facilities for electric vehicles being provided. The C2C Paper presented at the GCP joint assemble 4th June 2020 says the scheme will need to deliver <i>'environmentally friendly low emission vehicles such as electric/hybrids or similar.'</i> From this and other information it is expected that C2C vehicles could be Euro 6 diesel, which are low but not zero emission.		Commit to use zero emission vehicles.	OBC is for physical infrastructure which can serve electric or diesel vehicles. The project is committed to the use of clean, green vehicles. Without a CAM vehicle specification, the GCP cannot provide further detail but there is no aspect of the proposed C2C scheme which in any way impedes the deployment of electric vehicles.
	CAM-E20: CAM will be designed to maximise passenger trips in both directions and across the whole day.	Use of segregated route for majority of route will enable trips to be maximised. It is questioned whether 6 bus services to the city centre and 4 to the Biomedical Campus is sufficient for potential demand, although it is recognised there is flexibility within the busway design to increase this.		Review this service to understand whether it provides an adequate Metro service.	As above, this is a Bus Strategy developed to enable the production of the OBC. The scheme is capable of carrying a greater frequency if demand is there. Full Metro type provision will be delivered when the CAM network is completed.
CAM 3: Promote Equity	CAM-S1: Provision of safe and secure CAM network – safe by design, safe in construction and safe in operation – to meet all standards and global best practice	Understood to be safely designed to all applicable design and security standards			
CAM Objective	CAM sub-objective	Degree C2C meets objective (Jacobs' assessment)	Jacobs' Sub-Objective RAG rating *	Amendments proposed by Jacobs	GCP Response
	CAM-S2: CAM will meet all planning and environmental requirements	Scheme designed to do meet these and requirements for TWAO application			
	CAM-S3: Affordable and fair fare structure.	Fair Structure to be confirmed but understood this aims to be affordable	N/A		
	CAM-S4: Compatible with county wide future integrated ticketing	Not highlighted within the documents	N/A		
	CAM-S5: Promotes seamless connectivity between regional settlements, major city fringe employment sites and key satellite growth areas across Cambridgeshire and Peterborough	C2C link to new developments and new park and ride and link to Cambridge West Campus and local employment in Cambourne, and through existing networks the City centre and Biomedical Campus.			
	CAM-S6: Facilitates seamless cross country and city journeys to outlying regional settlements, urban fringe employment sites and key satellite growth areas	Linked to fringe employment sites but not to east west rail for Oxford- Cambridge corridor.		Link to EWR to be developed.	As above, link to EWR will be developed but can only be defined once the station location is known.
	CAM-S7: Improve opportunities for all residents and communities	Improved opportunities through links to Cambridge West Campus and local employment in Cambourne, City centre and Biomedical Campus.			
	CAM-S8: Promotes high quality public realm at stations	Provides high quality urban realm at stops.			

	CAM-S9: Reduces adverse impacts of public transport provision on city, urban and village centre mobility for pedestrians and cyclists	Reduces impacts on congested A1303 and provides cycle / walking routes/network			
	CAM-S10: Support and be complimentary to walking and cycling.	Secure cycle parking provided at stops and provides cycle / walking routes/network.			
	CAM-S11: Improve air quality	Slight improvement through moving people onto public transport and reducing congestion but no commitment to zero emission vehicles.		Commit to use of zero emission vehicles	As above GCP is committed to use of zero emission vehicles but OBC is for physical infrastructure which can serve electric or diesel vehicles. Without a CAM vehicle specification, the GCP cannot provide further detail but there is no aspect of the proposed C2C scheme which in any way impedes the deployment of electric vehicles.
	CAM-S12: Promote low carbon economy	Supported through use of low emission public transport vehicles and encouragement for cycling and walking but use of diesel vehicles would not support this objective.		Commit to use of zero emission vehicles.	As above GCP is committed to use of zero emission vehicles but OBC is for physical infrastructure which can serve electric or diesel vehicles. Without a CAM vehicle specification, the GCP cannot provide further detail but there is no aspect of the proposed C2C scheme which in any way impedes the deployment of electric vehicles.
CAM 4: Promote sustainable growth and development	CAM-EV1: Support environmental sustainability Minimises adverse impacts on conservation areas, heritage and natural community assets, including protecting the character of villages and avoiding encouraging unsustainable village fringe development. Meets net gain requirements and where possible offers additional visual and environmental enhancements.	Environmental impacts on West Fields and Coton highlighted.		Review of Alternative or amended routes around Coton and Westfields to minimise impacts and develop mitigations.	Alignment is consistent with that endorsed in 2018 by ARUP on behalf of CPCA. This was agreed by the CPCA Board. Alternatives north of A428/A1303 and on-line have been considered, assessed, and discounted over the last 6 years. Full evidence of assessment of alternatives in line with DfT Transport Analysis Guidance has been detailed throughout Option Appraisal Reports 1, 2 and 3. The challenges are as follows: <ul style="list-style-type: none"> • On-line routes could not be segregated and would not be CAM sub-strategy compliant. • Routes via the A428/M11 on the basis that Girton Interchange will become all-movements are speculative and would be unsegregated and not CAM compliant. • A route to the north of Madingley Hall would divert completely off the line of the scheme and create an entirely new corridor of disturbance. • The LLF has proposed a route that follows the north side of the A428. Land-take along the A428 would be likely to create concerns in Madingley. The section through Girton Interchange and Eddington would either be unsegregated and non-compliant or segregated and high-cost. Either would be significantly longer than the proposed route, undermining the business case. • Potential routes between the A428 and the A1303 have also been previously reviewed, but these routes directly impact on the most sensitive environmental and heritage constraints in the corridor: namely the Madingley Wood SSSI and the American Cemetery.

	CAM-EV2: CAM infrastructure will utilise zero emission vehicles; other public transport zero emissions vehicles should be able to use sections of the CAM infrastructure if they are CAM compatible	No committed to zero emission vehicles has been found and there is no evidence of charging facilities being provided.		Commit to use of zero emission vehicles.	As above, there is a commitment to zero emission vehicles. Without a CAM vehicle specification, the GCP cannot provide further detail but there is no aspect of the proposed C2C scheme which in any way impedes the deployment of electric vehicles. There is no specific provision of charging facilities at this stage as it is not clear what vehicles CAM may specify. Facilities will be specified as design develops.
--	---	---	--	--	--

Table 1: Summary of C2C Comparison against CAM Objectives and Sub-Objectives

RAG Key

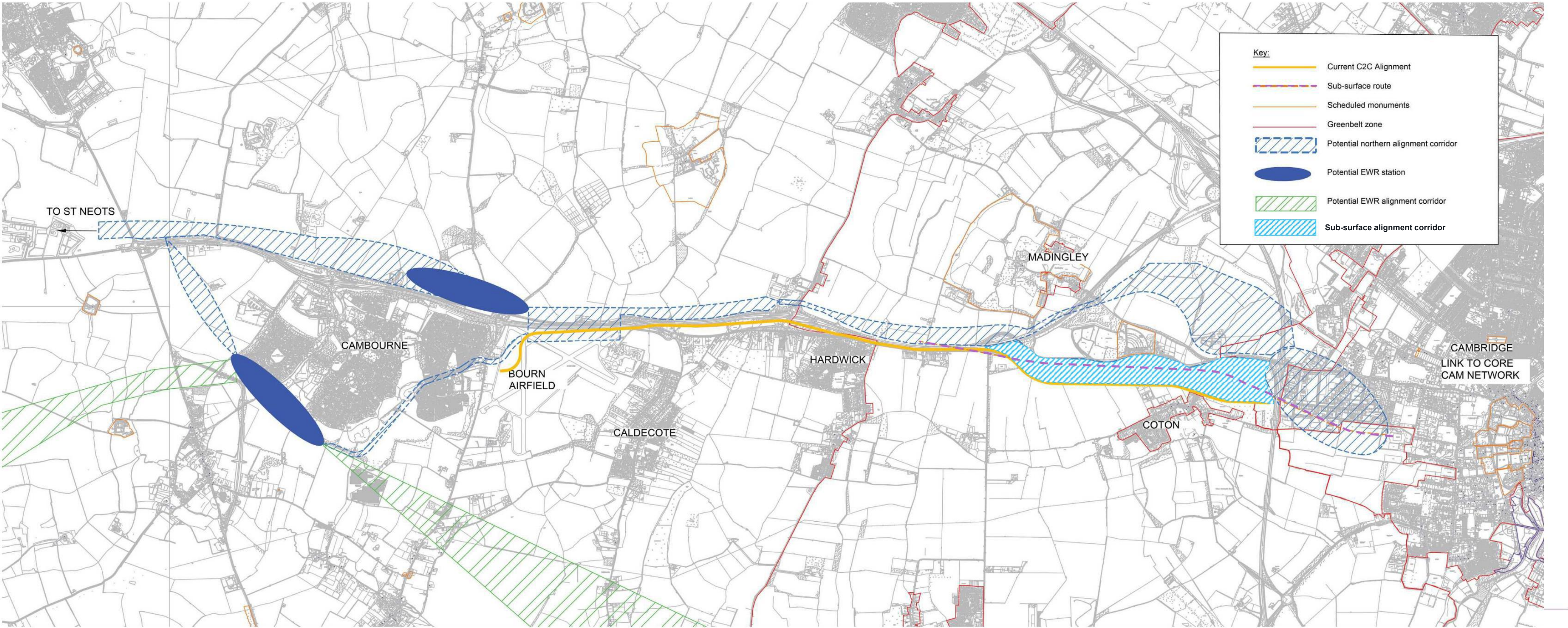
Meets CAM Objective

Could be strengthened to better meet CAM sub-objectives

Does not fully meet CAM Sub-Objective

Fails to meet CAM Sub-Objective

Indicative northern route corridor options



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR



Greater Cambridge Partnership Future Investment Strategy

Report To: Greater Cambridge Partnership Joint Assembly

Date: 19th November 2020

Lead Officer: Rachel Stopard – Chief Executive, Greater Cambridge Partnership

1. Purpose

- 1.1. In March 2019, the Executive Board agreed the Greater Cambridge Partnership's (GCP's) Future Investment Strategy (FIS). The purpose of the FIS is to outline how the GCP will invest in order to maximise the benefits realised by residents and businesses in Greater Cambridge through the delivery of the City Deal. In particular, the 2019 FIS was developed to support preparations for the first Gateway Review.
- 1.2. When discussed in 2019, it was noted that the FIS "will continue to evolve as projects develop and additional funding... is identified and secured". Therefore, in light of the successful Gateway Review outcome earlier this year, as well as the impact of Covid-19 on the GCP's strategic context, officers have updated the FIS for 2020. The aim of the update was to assess the Strategy agreed in 2019 and identify gaps or opportunities to intervene in light of new evidence.
- 1.3. The Joint Assembly is invited to consider the updated FIS and in particular to:
 - a) Note the updated evidence base, which demonstrates that the programme agreed in 2019 remains vitally important to the future success of Greater Cambridge and the wider area.
 - b) Comment on the identification of additional areas for potential further investment, and the suggested new projects (as outlined in section 3.4-3.12).
 - c) Comment on the updated criteria for prioritisation of future investment (as outlined in sections 3.13-3.17).
 - d) Note that allocations in the FIS take the programme total to £744m, of which £20m is identified as recoverable investment, and the proposed approach to over-programming against the projected income of £603m.
 - e) Note that projects prioritised by the updated FIS are prioritised in principle, with further work to be undertaken by officers in line with usual project development processes and the City Deal Assurance Framework, before funding is committed.
 - f) Endorse the updated FIS to the Executive Board.

2. Key Issues and Considerations

Background

- 2.1. The first draft FIS was agreed by the Executive Board in March 2018. It was developed on the basis of a range of evidence including evidence collected through the GCP's "Our Big Conversation" engagement campaign. Throughout 2018 and early 2019, officers reinforced the draft FIS in light of further evidence, including that produced by the Cambridgeshire and Peterborough Independent Economic Review (CPIER) in September 2018.¹ The final FIS was agreed by the Executive Board in March 2019.
- 2.2. The 2019 FIS highlighted a number of key factors:
- Poor transport connectivity continues to be a key challenge, impacting on the labour market and economic growth, with analysis showing that infrastructure and service provision on key corridors will provide the greatest impact.
 - The 2018 CPIER notes that "the single most important infrastructure priority" facing the region is a package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge.
 - Public engagement evidences that traffic congestion and a lack of sufficient, reliable public transport, are key issues for residents in Greater Cambridge.
- 2.3. Key evidence produced since the 2019 FIS was agreed reinforces these key factors. Firstly, two major local policy documents have further reinforced the importance of delivering the programme set out by the 2019 FIS. In July 2019, the Government and Cambridgeshire and Peterborough Combined Authority (CPCA) published the Cambridgeshire and Peterborough Local Industrial Strategy (LIS).² The LIS commits local partners to the delivery of the Greater Cambridge City Deal to improve infrastructure in the area and notes the importance of the GCP's FIS in delivering the transformative infrastructure needed in the next decade.
- 2.4. In early 2020, the CPCA published the Cambridgeshire & Peterborough Local Transport Plan (LTP).³ The LTP identifies the unique transport challenge of supporting growth in Greater Cambridge and explicitly refers to the importance of GCP investments and initiatives in addressing those transport challenges.
- 2.5. Taken together, the LIS and the LTP are central documents setting out how growth will be enabled across Greater Cambridge (and the wider region). The inclusion of the programme set out in the 2019 FIS in these two documents

¹ <https://www.cpier.org.uk/final-report/>

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818886/Cambridge_SINGLE_PAGE.pdf

³ <https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/LTP.pdf>

indicates that the prioritisations and allocations made by the 2019 FIS remain credible as the foundation of the GCP's approach to investment over the coming decade.

- 2.6. Additionally, further detailed public engagement has reinforced residents' concerns around congestion, air pollution and poor public transport connectivity. The GCP's 'Choices for Better Journeys' public engagement campaign in early 2019 found that a significant majority (82%) of respondents were in favour of the GCP's vision to improve public transport, with reliability and frequency of services the most important element to residents.⁴ Other key themes emerging from the engagement included the need for improvements to cycling infrastructure and ensuring public transport improvements provide a viable alternative to driving. The findings of 'Choices for Better Journeys' align with the key factors and prioritisation made by the 2019 FIS.
- 2.7. Subsequently, the Greater Cambridge Citizens' Assembly in autumn 2019 set a clear vision for transport in Greater Cambridge, prioritising: affordability; speed and reliability of public transport; an environmentally conscious, zero-carbon transport system; restricting the city centre to clean and electric vehicles; taking a people-centred approach; prioritising pedestrians and cyclists.⁵ The Citizens' Assembly was clear that action and ambition is required to address the issues they considered. The GCP responded to the Citizens' Assembly in June 2020, and the recommendations have supported the development of the City Access project.⁶

Reviewing the FIS

- 2.8. Emerging issues and considerations since March 2019 have meant that it is now appropriate to review the 2019 FIS against emerging evidence, to assess any gaps or opportunities for new interventions that have emerged since it was agreed and to ensure that it delivers the greatest possible benefits for residents in Greater Cambridge and the wider region. Those emerging issues and considerations are discussed below, drawing on a wide evidence base including local and national data and technical work undertaken across the programme, in particular through the City Access strategy (see paper at item 9).

2020 Gateway Review

- 2.9. In May 2020, the Government confirmed that the GCP passed the first Gateway Review, securing the next tranche of investment into the GCP's programme. The Gateway Review saw the Government offer praise for the GCP's "significant progress" to date and support for the GCP's plans through its allocation of further funding.

⁴ <https://consultcambs.uk.engagementhq.com/1836/widgets/6649/documents/2464>

⁵ <https://www.greatercambridge.org.uk/asset-library/imported-assets/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20PEP%20final%20version.pdf>

⁶ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf>

- 2.10. The 2019 FIS was a central part of the GCP's submission to Government for the Gateway Review. However, when the 2019 FIS was agreed, it was noted the FIS "will continue to evolve as projects develop and additional funding... is identified and secured".

Covid-19

- 2.11. The onset of the Covid-19 pandemic has already had significant impacts on the economy and local travel and working behaviours, and the full impact of Covid-19 across various dimensions remains unclear. In particular, the longer-term impact on transport patterns and travel preferences and behaviours could vary widely, dependent on a range of factors. Furthermore, the full economic impact of the pandemic (including on businesses and the labour market) will not be understood for some time, particularly depending on the extent to which the pandemic affects economic activity over the winter.
- 2.12. Close monitoring of economic indicators is underway. Data suggests that the pace of the economic recovery locally is mixed; whilst mobility data indicates that movement across Greater Cambridge has recovered since April 2020, footfall remains down on pre-lockdown levels in many parts of the geography and in particular for visits including to "Retail and Recreation", "Workplace" and "Grocery and Pharmacy" destinations. Whilst the risk of future restrictions on economic activity remains, there are good signs that many (though not all) kinds of activity recovered well when they were loosened over the summer.
- 2.13. However, there has already been an impact on the labour market that is likely to be further impacted with additional restrictions over the winter. A range of evidence was considered by the Joint Assembly and Executive Board in September and October 2020 relating to the immediately clear impact of Covid-19 on the labour market, including specific impacts on young people and those in certain job types, and further action agreed. Evidence collected by the ONS shows a rapid increase in the claimant count in Greater Cambridge from March to August 2020; rising by 163% in Cambridge and 226% in South Cambridgeshire. There were a total of 7,115 residents claiming across the GCP area by the end of August 2020.
- 2.14. In terms of job postings, these remain below usual levels but have recovered above the national average. Data made available to the GCP by the Cambridgeshire and Peterborough Combined Authority shows that total job postings across Greater Cambridge in Q2 (July-September) 2020/21 are 16.6% below the level seen in Q2 2019/20. Some sectors have faced much harder impacts than others, particularly hospitality. The number of vacancies in September 2020 is lower than in September 2019 across all sectors bar "Human Health and Social Work"; in some sectors, the number of vacancies is down more than 60% (including "Accommodation and Food Service" and "Real Estate").
- 2.15. Data on transport across Greater Cambridge is also being monitored closely, and Appendix 1 sets out the latest information. There have been significant changes to the way people work and travel in the area, and this is likely to continue to be the case during the pandemic. The longevity and future impact of these is difficult to predict, and the FIS will need to recognise that

uncertainty as well as the significant role the City Deal has to play in shaping recovery through investment to support the achievement of its key objectives, particularly around supporting sustainable growth and addressing environmental issues.

2.16. As well as uncertainty over travel patterns, public transport has been hit particularly hard by the pandemic and government funding is currently in place to keep buses and trains in operation. Recognising that significant uncertainty remains, the following are key considerations for the FIS:

- People moving in and around Greater Cambridge are so far returning to private motor vehicles quicker than they are to other modes. Morning and afternoon travel peaks had returned at monitored locations by September for motor vehicles, with similar peaks re-emerging for active travel modes. The growth in traffic levels is disproportionately high compared to current levels of home working.
- Whilst there is potential for significant future uptake of home-working in Greater Cambridge, the vast majority of workers remain likely to continue to go into the workplace at least some of the time in future. This is particularly the case for some of Greater Cambridge's growth sectors where access to laboratories or other facilities is essential.
- It therefore remains highly likely that a high quality public transport network will be crucial to the success of Greater Cambridge and the wider area in the long term.
- The impact of the pandemic on public transport has been more severe than other modes, with journey numbers still significantly below usual levels. The government is currently funding bus and railway operations, and public subsidy is likely to be needed for some time unless circumstances enable patronage to recover back to near pre-pandemic levels. With government deferring big spending and policy decisions until next year, the regulatory, operational and funding environment for public transport remains very uncertain.
- In terms of sustainable travel, active travel has recovered faster than public transport. Findings from the National Travel Attitudes Study (October 2020) show that many people who have started walking and cycling more, hope to do so after restrictions are removed.⁷
- The lockdown has demonstrated clear correlation between traffic levels and bus journey times and reliability, both key factors in the attractiveness of public transport.
- Even with changes to travel, it is clear that air quality remains a concern. Since restrictions eased, Cambridge has seen NO₂ levels increase towards pre-pandemic averages. Analysis suggests correlations between both reduced bus numbers and better air quality, and reduced overall traffic levels and better air quality.

2.17. It is clear that investment in transport will be important to recovery. Initial evidence suggests that accelerating delivery of GCP investments will help to

7

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/924959/national-travel-attitudes-study-wave-4-provisional.pdf

support the local economic recovery and 'lock-in' transport benefits for residents during the recovery, including lower air pollution, reduced journey times and traffic congestion. Particularly, evidence from the International Energy Agency (based on reviewing public behaviours after past crises internationally) finds that infrastructure investments are crucial to make public and active transport more attractive in the wake of a crisis such as the pandemic.

2.18. In the autumn the GCP ran a survey in collaboration with Cambridge Ahead asking employers about changes to working practices and how this might impact things like travel, location and skills. The survey was circulated by business networks, GCP and our partner councils to hundreds of businesses. Employers were asked about current changes, as well as changes they anticipated would be in place in 3-5 years' time. Appendix 2 sets out the findings of the survey in full, but key points include:

- The survey had unexpectedly low take-up, despite being widely circulated and promoted. Initial feedback suggests that, whilst some level of survey fatigue may have played a part, a key reason for this was that employers did not feel able to predict some of the longer term changes that the survey was looking to understand. The survey coincided with a tightening of restrictions and increase in Covid-19 cases, and many businesses may have felt the renewed and potentially lengthy uncertainty made answering the survey difficult. This uncertainty is also reflected in the survey results themselves.
- The survey should therefore be seen as a 'snapshot in time' rather than a definitive view of possible future trends. It gives an indication of current business thinking but cannot be considered comprehensive. A key point is that, whilst businesses anticipate there will be some long-term changes to how they work, they remain uncertain as to the nature and scale of these.
- The majority of respondents indicated that there was likely to be more working from home in their organisations in 3-5 years' time than prior to Covid-19. Conversely, there was little difference in the number of predicting workforce arriving outside of rush hour, suggesting an expectation of more home working rather than flexible hours.
- The majority of respondents indicated that 'business ability to adapt' and 'staff flexibility' had 'improved', and that their digital connectivity had successfully supported their ways of working during the Covid-19 pandemic.
- When asked if they were anticipating a change in the way employees travel, over a third of respondents indicated that they were anticipating 'more cycling'. However, a third of respondents indicated they were 'not anticipating any changes'.
- The majority of respondents indicated that, 'no', they were not considering changing their primary location/floorspace in the next 3 to 5 years.
- The majority of respondents indicated they were not envisioning different skill needs in the future.

- 2.19. In discussion with partners in the business community, we will consider running a follow-up survey in 2021 when businesses may have more certainty about their future plans and expectations.
- 2.20. The FIS will need to balance investment to support recovery and the achievement of the City Deal objectives, with this current uncertain climate. Retaining flexibility is important in this context.

Greater Cambridge Local Plan

- 2.21. The 2019 FIS was designed conscious of delivering against the growth objectives that are fundamental to the purpose of the GCP. In particular, a key City Deal objective is to deliver infrastructure that will “enable accelerated delivery of 33,480 new homes” in the existing Local Plans for Greater Cambridge.
- 2.22. Cambridge City Council and South Cambridgeshire District Council are currently in the process of developing a joint Local Plan for the whole of Greater Cambridge, which is currently planned to be submitted to the Secretary of State by spring 2024. Therefore, the 2020 FIS should be as complementary as possible with the emerging aims and principles underpinning the new Local Plan, whilst recognising that the City Deal enables delivery of the current Local Plan.
- 2.23. The public response to the first ‘First Conversation’ consultation on the Local Plan indicates that Climate Change was most frequently ranked as the most important theme for members of the public. Additionally, the consultation made clear that most respondents felt that continuing economic growth was important.

Climate Emergency and Environmental Objectives

- 2.24. Each of the local authorities in Greater Cambridge have declared a climate emergency since the 2019 FIS was agreed, making commitments around reducing carbon emissions in the coming years. These commitments provide a clear strategic imperative for the 2020 FIS.
- 2.25. Interventions delivered by the GCP will be essential to delivering the commitments of each of the local authority partners. Transport is the largest single contributor to carbon emissions across Cambridgeshire, accounting for 45% of emissions, with the majority coming from private cars.⁸ The LTP emphasises the need to “allow individuals and businesses to be less reliant on the car and to decarbonise transport more generally”. The first iteration of the Covid-19 Local Economic Recovery Strategy (LERS) agreed by the CPCA in September 2020 includes a ‘pillar of delivery’ focused on: “Accelerating a greener and more sustainable economy”. Furthermore, the Combined Authority has launched a Climate Commission which is currently considering evidence.

⁸ ‘Reducing air pollution, CO2 emissions and congestion in Cambridgeshire’, (CUPSE 2019)
www.greatercambridge.org/reducingairpollutionreport/

- 2.26. Delivering a shift to more sustainable modes of transport will be vital to reduce emissions to the levels set out by local commitments. GCP investments can therefore play a major role in delivering a green recovery from Covid-19.
- 2.27. Analysis by the Institute for Public Policy Research, published in July 2020, suggests that jobs resulting from clean recovery investments could generate three quarters of the jobs needed to replace those that may be lost due to Covid-19 nationally.⁹ In particular, the research identifies the potential for schemes focused on electric vehicle (EV) supply and infrastructure, green urban transport (including active travel) and expanding the electric bus network to play a key part in any 'green recovery' – delivery environmental and employment benefits.

3. Options and Emerging Recommendations

- 3.1. The review of the FIS presents an opportunity to reflect on the legacy of the City Deal and how the current programme achieves that. As well as supporting sustainable growth and the delivery of the Local Plan, the City Deal will enable a transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The Deal also has an important role to play in driving economic recovery following the Covid-19 pandemic and ensuring Greater Cambridge emerges as a more sustainable, healthier and stronger place. The review has used the evidence outlined in section 2, alongside that developed and presented to the Board previously, to reflect on how the current programme delivers this legacy, and to identify where gaps may exist to address challenges and opportunities.
- 3.2. The programme agreed in 2019 remains vitally important to the future success of Greater Cambridge and the wider area, as demonstrated by its inclusion in key strategic documents. Delivery of a transformative transport solution remains the key priority for the City Deal, and a vital part of achieving partners' zero carbon commitments. As well as economic and environmental benefits, the programme supports the realisation of wider benefits including helping to address social inequalities, supporting healthier lives and generating wellbeing and productivity benefits. The programme will need to continue to reflect on how potential changes to travel patterns may impact on delivery of the new transport network, and project business cases will consider this.
- 3.3. In addition, to secure the City Deal's legacy, there are a small number of areas that the review has found where more action is needed to respond to the emerging evidence base. These are:
- A greater emphasis across the programme on delivering environmental objectives and demonstrating how the City Deal will support improvements to air quality and the transition to zero carbon. In particular, more action may be needed to clean up commercial fleets;
 - Taking the opportunity to further support active travel, given the positive uptake of this during the pandemic, and reflecting new government policy and guidance on this;

⁹ <https://www.ippr.org/files/2020-07/transforming-the-economy-after-covid19-july2020.pdf>

- Continuing to respond to clear and urgent needs during the recovery period – for instance, through recent action on skills and emergency active travel measures;
- Recognising the potential for changes to travel patterns and building flexibility into the programme to respond to these;
- Identifying barriers to sustainable growth and continuing to take action to address these.

Suggested additional priorities

- 3.4. Taking these areas for potential further action, the review has looked across the GCP's five workstreams to identify possible new allocations, working with Joint Assembly members as part of their thematic working groups.

Transport

- 3.5. The review has sought to recognise current uncertainty by identifying areas of activity that are important to progress in any future scenario, and to build flexibility into the programme. Two new areas are proposed as part of the FIS review.
- 3.6. Firstly, recognising the opportunity to encourage active travel and build on the emergency measures and existing GCP spend commitments, it is proposed that an allocation is made to enable targeted investment in gaps in the cycling network. Planned investments through the GCP programme, as well as by partners, will significantly improve the cycling network across Greater Cambridge. The Greenways will provide a step-change in provision outside the city, and the Chisolm Trail and Cross City cycling projects will provide much needed connections. However, there will still be gaps in the network that could discourage people from cycling and taking advantage of the new infrastructure. In order to maximise the potential for use of new active travel routes and leave a strong active travel network as a City Deal legacy, it is suggested that an additional allocation is made to address gaps. Initial analysis suggests that there would be a range of potential schemes that could be taken forward, and further work would be needed to refine the final list of projects.
- 3.7. Secondly, it is proposed that the FIS allocates funding to enable operator investment in a new, zero-emission bus fleet for Greater Cambridge. Data from the last few months shows a strong correlation between increasing bus numbers and air pollution. Previous analysis has shown that, in order for Greater Cambridge to grow sustainably and to reduce air pollution, carbon emissions and congestion, more people will need to travel by public transport and significantly more buses will be needed. Supporting the fleet to move swiftly towards zero emissions will therefore be vital if air quality is not to worsen. This investment would build on the electric bus pilot and the proposed extension to this discussed in the *Public Transport and City Access* paper at item 9. The aim would be to facilitate all buses in Greater Cambridge moving to zero emissions within a defined time period.

- 3.8. The 2019 FIS made an allocation of £75m towards improvements to public transport services. Previous evidence and analysis has demonstrated that service enhancements are needed to make public transport competitive and offer more people an alternative to a car. The Systra report published earlier this year sets out a future network model that would provide increased service levels and orbital connections, to deliver that competitive choice.¹⁰ However, current circumstances limit investment opportunities in service provision. Therefore, it is proposed that this funding is made more flexible, with up to £50m allocated towards the improvements to sustainable travel options outlined above, i.e. supporting the move to a zero emission bus fleet and addressing gaps in the cycling network. There is a potential trade off here in that less funding would be available for future service enhancements however, given current uncertainty, it is suggested that it would be sensible to be more flexible with the funding in order to ensure the overall vision of the City Deal in terms of improvements to transport is achieved. At least £25m would be retained to forward fund service improvements in future, and it is suggested that the split of allocations is regularly reviewed to ensure the right balance.

Skills

- 3.9. In October, the Executive Board agreed further action on skills in response to the pandemic, and this has been incorporated into the proposed revised FIS.

Housing

- 3.10. The GCP Transport programme will facilitate delivery of significant new housing identified in the Local Plans. Throughout the City Deal period, further opportunities are likely to arise to use targeted investment to unlock housing delivery on key sites. The City Deal was agreed with Government to be a key facilitator for the Local Plans and so should continue, where possible, to unlock housing delivery. This will be particularly important in an economic recovery context. It is therefore suggested that an allocation is made to provide targeted, recoverable investment to unlock further housing opportunities. A cost recovery model will help to ensure maximum value for money in any investment made and an initial allocation of £20m is suggested.

Smart

- 3.11. The Smart workstream supports the achievement of the City Deal objectives, working across the programme to ensure the GCP is making the most of technological and digital innovations. Current workstream funding will finish in March 2021, and it is proposed that a further allocation of £2.5m is made to provide core team funding and data management activities over five years. This will support the delivery of core GCP transport and other objectives, by supporting effective scheme delivery and operationalisation, allowing residents to make more efficient travel choices and facilitating effective monitoring and evaluation at scheme and programme level. Specific areas that the workstream will explore and influence include how innovation can

¹⁰ <https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d>

support the development of flexible travel hubs, particularly if travel patterns change post-pandemic.

Economy and Environment

- 3.12. The Economy and Environment workstream looks across the programme as well as identifying specific areas for additional intervention, such as the energy capacity project identified in the 2019 FIS. The Greater Cambridge area faces a range of challenges as it grows, including issues with utility provision (particularly energy and water capacity issues) as well as ensuring growth is sustainable and inclusive and leaves a strong legacy for the area. The proposals above will support the achievement of environmental objectives as well as supporting economic recovery and, though further areas for allocation have not been identified at this time, this will be kept under review.

Updated Prioritisation Criteria

- 3.13. Prioritisation criteria for new schemes were agreed in the 2019 FIS. These prioritisation criteria were developed based on the Assurance Framework agreed between Government and local partners as part of the Greater Cambridge City Deal. They translate the Framework's objectives into more specific and measureable criteria to determine the GCP's programme and specific interventions.
- 3.14. Given the link to the agreed Assurance Framework, the prioritisation criteria remain largely unchanged for the 2020 FIS. However, after reviewing the evidence and changing local objectives over the last year and engagement with members, officers have identified that it would be appropriate to make two changes to the criteria.
- 3.15. Firstly, whilst the 2019 prioritisation criteria included reference to environmental objectives under "Other Policy Impacts", new commitments to environmental objectives mean that these should be considered much more prominently within the "Strategic" prioritisation criteria. It is suggested that specific reference is made to the delivery of net-zero carbon and environmental 'net gain' objectives.
- 3.16. Secondly, given emerging evidence which indicates that working and travel to work behaviours are likely to change over the course of the next phase of delivery, it is proposed that the criteria make specific reference to whether an intervention has been designed conscious of emerging trends and changes in these behaviours, as a result of Covid-19 or otherwise.
- 3.17. Table 1 lists the proposed updated prioritisation criteria, with the new criteria highlighted. The Joint Assembly is invited to comment on the proposed criteria.

Table 1 – Suggested Updated Criteria for Prioritisation of New Schemes

STRATEGIC		New?
How does the scheme facilitate City Deal objectives?	What is the likely impact on facilitating economic growth of doing the scheme vs. not doing the scheme? ¹¹	
	What is the impact on the labour market of doing the scheme? ¹²	
How does the scheme facilitate environmental objectives?	Will the scheme clearly support the delivery of net-zero carbon objectives across Greater Cambridge?	✓
	To what extent will delivery of the scheme result in environmental 'net gain'?	✓
TRANSPORT		
What is the impact on people's travel choices?	Overall journey time improvement	
	Impact on journey reliability	
	Capacity improvement	
	Competitiveness analysis of car vs. public transport and/or active travel	
Scale of impact	Connecting how many homes to how many jobs, to include: <ul style="list-style-type: none"> - Existing homes - Enabling or facilitating new homes 	
	Connecting different employment sites to encourage knowledge exchange	
OVERALL		
Is the scheme deliverable?	Is the scheme affordable for GCP?	
	Is the scheme deliverable within the City Deal timescales?	
	Consideration of other factors, including practicality, risk analysis and stakeholder support	
Is the scheme value for money and financially sustainable?	Including, if applicable: <ul style="list-style-type: none"> - funding identified beyond the City Deal period - potential to recycle funds or generate future revenue 	
How does the scheme interact with other schemes (both GCP and non-GCP)?	In particular, alignment with CPCA schemes, and interaction with other proposed strategic infrastructure schemes e.g. East-West Rail	
Other policy impacts	To what extent is the scheme tailored to emerging trends in working and travel for work behaviours?	✓
	Social distributional impacts	
	Are there any impacts that severely deteriorate or negate the positive impacts?	
	What is the likely impact on air quality?	
	What is the impact on public realm? (alignment with spaces and movement SPD)	

¹¹ This would be measured in line with government's criteria moving to Gateway 2025.

¹² For transport projects this measure would use connectivity and competitiveness measures. For other projects this could include looking at number of apprenticeships supported, or number of affordable or key worker homes unlocked.

Funding and prioritising additional priorities

- 3.18. Section 4 sets out the FIS current financial position. Of the additional priorities identified by the review, only the allocation to the smart programme (£2.5m) is additional to existing allocations, as it is proposed that the measures supporting zero emission buses and addressing gaps in the cycle network are funded through a rebalancing of the current £75m public transport allocation, and that the fund to unlock housing is recoverable.
- 3.19. Given the need at this time for the programme to retain flexibility, it is suggested that all the identified priorities are allocated funding. This will mean continued over-programming, but this is likely to be appropriate at this moment to retain flexibility that will ensure that City Deal funds are used most effectively. This also recognises the potential for exploration of different funding models or income generation that the programme has identified.
- 3.20. All allocations within the FIS are prioritised in principle and further work will be undertaken to develop these, in line with usual project development processes and the City Deal Assurance Framework, before funding is committed.

4. Financial Implications

- 4.1. The FIS makes indicative allocations to a number of projects which, if agreed, would be progressed under the usual project development processes and the City Deal Assurance Framework, before funding is committed. Appendix 3 sets out the allocations to the FIS prior to and resulting from this review. If agreed, formal allocations to progress each of the new suggested priorities will be made through the GCP's 2021/22 budget setting process in March 2021.
- 4.2. Based on schemes agreed in the 2020/21 budget setting process and those schemes agreed subsequently, the GCP programme is costed at £703m as of October 2020. Alongside the FIS, the Board will consider two papers seeking additional funding: £8m for the Haslingfield Greenway, and £10m for City Access. These would take the GCP programme value to £721m.
- 4.3. The four additional priorities identified in the FIS above would add c. £23m of allocations to the total programme value. These allocations include £20m allocated to Housing (section 3.10) on the basis that a suitable cost recovery model is identified, and £2.5m allocated to Smart (section 3.11). Allocations to active travel (section 3.6) and zero-emission bus investment (section 3.7) will not add to the total programme value, as these would be funded through a reprioritisation of the existing £75m allocation made to public transport. The total programme value would therefore increase to £744m, of which £20m is identified as recoverable investment.
- 4.4. Currently identified funding totals £603m, consisting of £500m Government Investment Fund grant funding (subject to a successful second Gateway Review) and £103m estimated match funding, currently including approximate contributions from New Homes Bonus and Section 106.

- 4.5. Based on total programme value and currently identified funding, the 2020 FIS therefore means a net over-programming of £121m.
- 4.6. Government grant alone was not intended or designed to meet the City Deal ambitions. Consideration needs to be given as to how to meet the City Deal's match funding commitment through, for example, further Section 106 contributions. There is also an opportunity to look at how we can make best use of funding through borrowing, recoverable investment or income generation opportunities.
- 4.7. In order to maintain programme flexibility given the uncertainty about future needs, is it appropriate that over-programming will occur at this stage of the programme. Given the current planned over-programming on approved schemes is £121m (subject to Executive Board approval of all the proposals on the agenda), if additional financial resources are not secured then the GCP will need to prioritise which schemes to fully implement and which to reconsider. These decisions will need to be taken in advance of funds becoming fully committed. With limited resources, it remains essential to explore opportunities to secure further funding or generate income in order to maximise the number of schemes the GCP can deliver.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

5. Citizen's Assembly

- 5.1 The review of the FIS has been undertaken with the recommendations of the Citizens' Assembly in mind and is designed to align with the vision set by the Citizens' Assembly.
- 5.2 In particular, the proposed prioritisation criteria include greater emphasis on environmental objectives including delivering on zero-carbon commitments. "Be environmental and zero carbon" featured as the third most supported priority amongst participants of the Citizens' Assembly.
- 5.3 Further, the proposed new allocations (including funding for active travel and electrification of public transport) speak directly to Citizens' Assembly priorities including:
- "Be environmental and zero carbon" (third most supported priority);
 - Support for clean and electric vehicles (fourth most supported priority);
 - "Be people centred – prioritising pedestrians and cyclists" (fifth most supported priority).

6. Next Steps and Milestones

- 6.1. The updated FIS has been developed with Joint Assembly members through their thematic working groups. The Joint Assembly is asked to provide feedback on various elements of the FIS review, and endorse the updated Strategy to the Executive Board ahead of its meeting in December.

- 6.2. The updated FIS will be used to inform the GCP's budget setting process ahead of the 2021/22 financial year. In particular, officers will continue to work to identify further match funding and other funding opportunities.
- 6.3. The GCP continues to work closely with the CPCA and other partners to ensure that the FIS informs and is incorporated into key strategy and policy documents as they are developed, as has been the case with the LIS and the LTP over the course of 2019/20.
- 6.4. The FIS is not a fixed document and will continue to evolve in order to factor in key developments (e.g. any future revenue-raising schemes) and emerging evidence (including in relation to the full impacts of Covid-19 as they become apparent). However, as the GCP moves into the delivery phase for many of its key schemes, the opportunities for further review will become more limited.

List of Appendices

Appendix 1	Transport data pack
Appendix 2	Employers Survey for Changes to Travel and Work Since Covid-19: Summary report of survey findings
Appendix 3	Future Investment Strategy: summary of existing and new allocations

Background Papers

None.

Covid-19 – transport impacts

Data and monitoring report

This report is intended to:

- Provide further updates on some of **the transport and mobility impacts of covid-19 restrictions ahead of the second national lockdown;**
- Indicate changes in key indicators by comparing **pre-Covid-19 lockdown data to the end of October 2020;**
- Continue to track **daily/weekly data to provide a more detailed understanding of recent trends** and show the impact of on-going restrictions;
- Provide a basis for discussion for the Greater Cambridge Partnership to understand and identify existing challenges and future data needs

Data – key points to note:

- Relevant comparison periods are noted throughout the report, dependent on historic data availability
- A number of datasets are **tracked daily from 1 Mar to 01 November 2020 with some recent updates to include more up to date data where possible.**

- Overall traffic flows in Cambridge City continued to remain flat through October with average daily flows approximately 22% lower than the same point last year. Time of day analysis has shown that the traditional morning and afternoon travel peaks were present in October 2020 but volumes at these times remain much lower than October 2019 levels. This has meant that reports of city-wide congestion have not returned. Modal split analysis showed that whilst there were less motor vehicles on the road, there was a similar proportionate split by vehicle type to the same point last year.
- After showing increases in September with the return of schools and universities, bus use remained flat in October. There were overall decreases in bus use in the last week of October, attributed to the half term holidays. Footfall around station square has also remained much lower than pre-covid levels (-54%)
- The half term holidays brought some increases in parking, retail footfall and park and ride use when compared to September but overall counts in each of these areas for October remained lower than the same point last year

Traffic volumes

Average daily flows at monitored locations approximately **22%* lower than the same point last year**

*Compared to the same point last year



Similar

Air pollution

An average **26% reduction*** in NO₂ recorded across monitoring locations against predicted levels for October.

*Compared to previous 3 year average for October



Similar

Public transport

Large reductions* in bus use remain with levels flat lining through October

*Compared to 2018 and 2019 monthly counts



Similar

Parking occupancy

Average daily occupancy at multi-storey parking currently **11%* lower than the same point last year**

*Compared to the same point last year



Similar

Journey times

Average bus drive times on selected routes are approximately **12%* less than pre-covid levels**

Page 80 of 192

*Compared to a Jan-Mar 2020 baseline



Similar

Cycling and walking

Cycling counts: **43% average reduction***
Pedestrian counts: **18% average reduction***
Retail footfall: **35% reduction***

*Compared to the same point last year

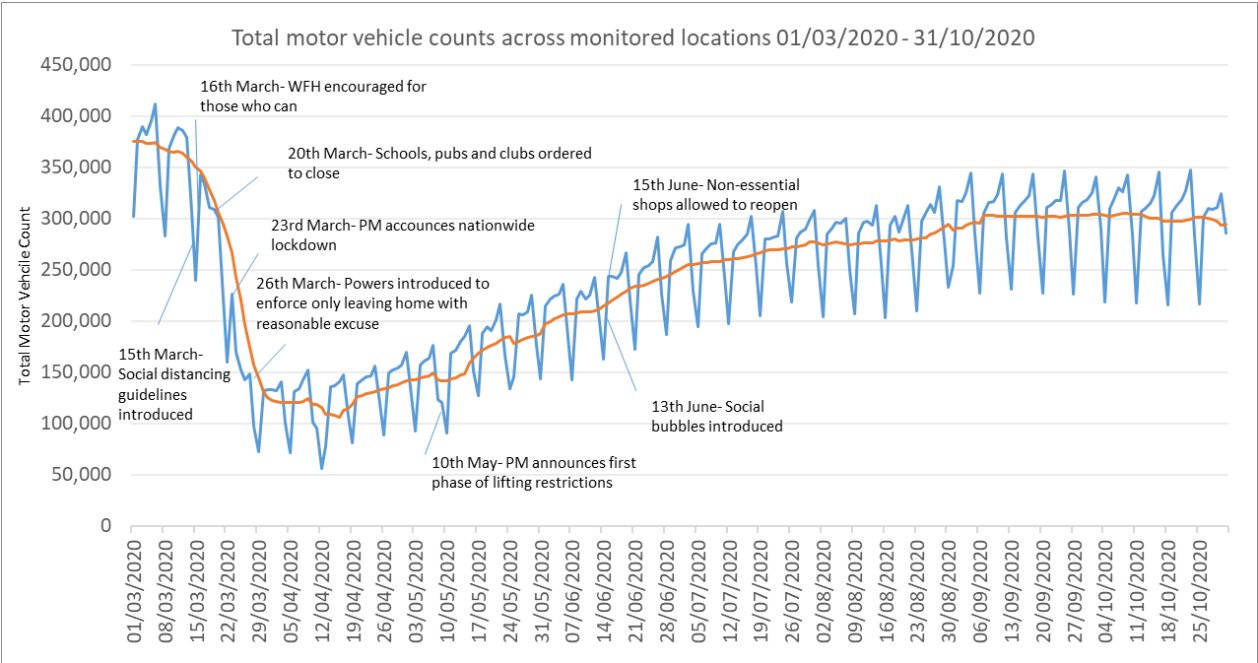


Decreasing

Traffic- Motor Vehicles- Overview

Overall reduction of 22% in average daily traffic between October 2020 compared to October 2019. Traffic levels rose in September as schools and universities returned, but have remained flat through September and October.

Total motor vehicles recorded daily across Cambridge Vivacity Sensors and CA counters from 1 Mar to 31 Oct 2020



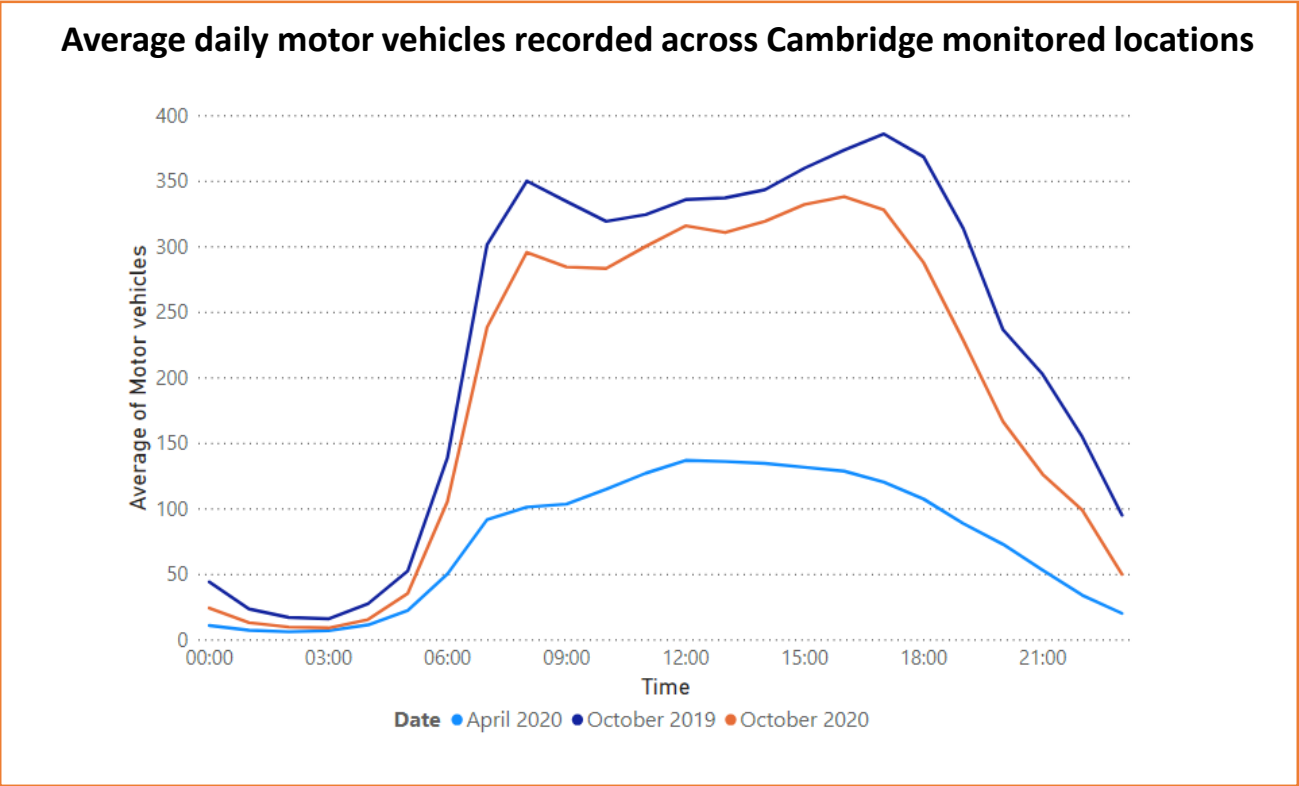
% change in daily average vehicle counts between *October 2020 and October 2019*, by key location

Location	All Vehicles	Motorcycles	Cars/Vans	Light Goods Vehicles	Heavy Goods Vehicles	Buses
Mill Rd 1	-37%	-36%	-40%	-17%	-3%	-32%
Mill Rd 2	-48%	-2%	-52%	-34%	-3%	-40%
Coldhams Lane	-8%	-27%	-10%	6%	17%	-29%
East Rd	-12%	14%	-12%	-3%	-28%	-52%
Hills Rd 2	-2%	19%	-5%	15%	13%	-21%
Newmarket Rd	-11%	-34%	-9%	-17%	-31%	-33%
Milton Rd 1	-4%	-41%	-2%	-5%	-39%	-13%
Milton Rd 2	-18%	-8%	-18%	-12%	-27%	-30%
Histon Rd 1	-65%	-67%	-66%	-62%	-63%	-70%
Histon Rd 2	-52%	-50%	-52%	-55%	-42%	-57%

- Average daily traffic in October on Hills Rd, Milton Road and Coldham’s Lane is almost back to Pre-lockdown levels. Histon Road is showing a much higher reduction, likely caused by the current inbound road closure.
- **Goods vehicles** have seen an **average decrease of 3%** (LGVs and HGVs) and **buses** have seen an **average decrease of 5%** when comparing October 2020 to September 2020. **Goods vehicles are now 11% below and buses are 22% below the same point last year.**
- Traffic levels rose during September as schools and colleges returned, however this has flattened out and **average daily traffic in October remained at the same level as September.**

Traffic- Motor Vehicles- By Time of Day

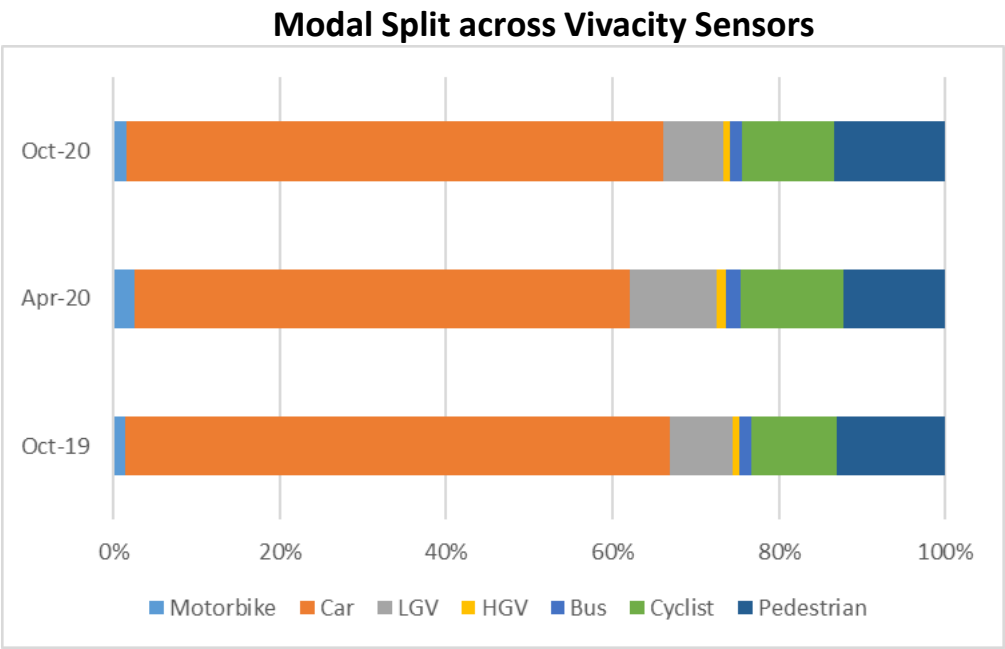
Overall motor vehicles counts have been rising since restrictions were eased, but this flattened out in October. This has not translated to city-wide congestion seen pre-lockdown. Peak time analysis shows that whilst the traditional morning and evening peaks have returned at monitored locations, the volume of counts during these periods are not as high. Peak time analysis from April showed that these peaks disappeared completely with a lack of commuter traffic and a midday peak developed.



- Distinguished morning and evening peaks can be seen in October last year across the sensors in Cambridge City.
- In April, at the height of the lockdown period, the morning and evening peaks were no longer apparent. Instead peak time was around Midday, with a sharp rise and fall either side.
- The morning and evening peak can be seen again in October 2020 with similar patterns to October 2019, however there is also a small more pronounced peak around midday.
- Traffic volumes dropped significantly in April 2020 at the peak of lockdown, however traffic levels are now a lot closer to October 2019 levels.

Traffic- Modal Split-

With total vehicle counts (including at peak time) continuing to be lower than pre-lockdown, analysis has shown that the proportionate modal split of vehicles in October is similar to that of October 2019. There was a clear shift in April 2020 with a decrease in the proportion of cars and an increase in the proportion of good vehicles and cyclists.



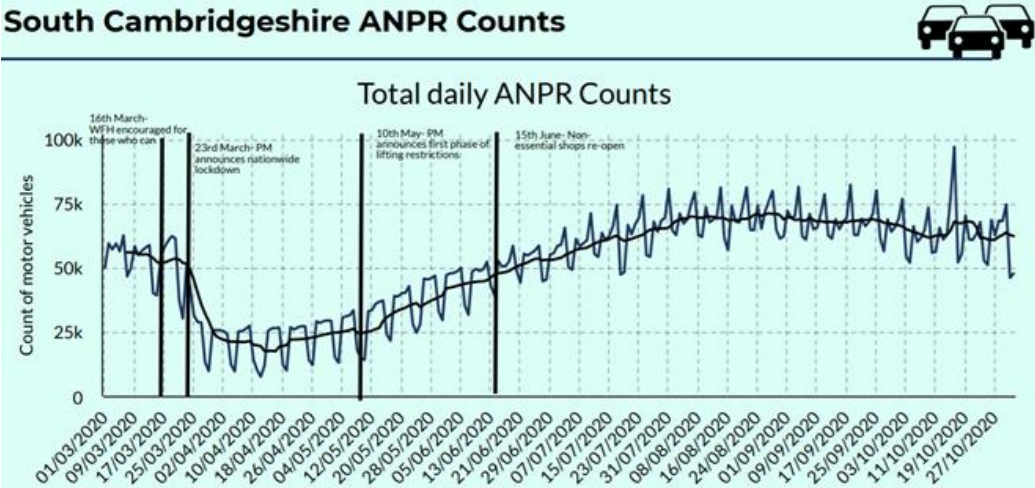
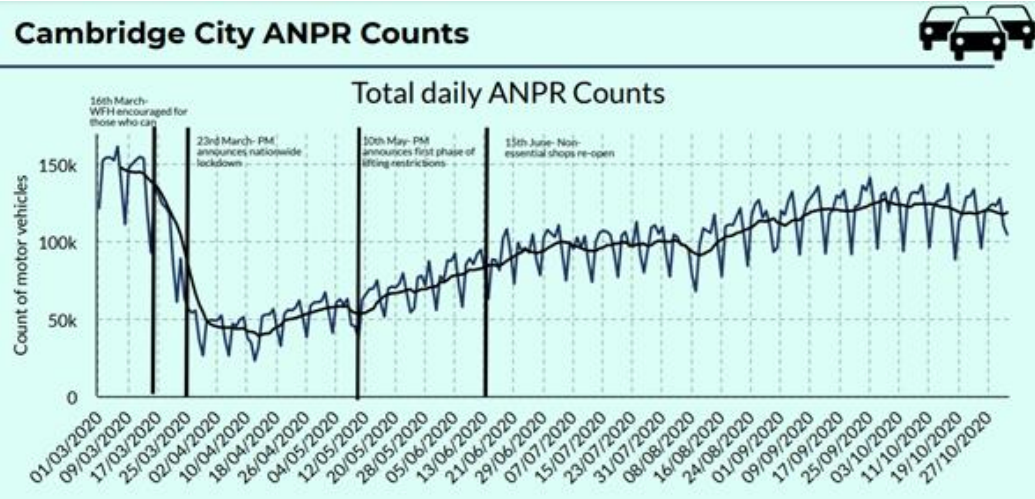
- Across all the sensors combined there was a decrease in the proportion of cars and an increase in the proportion of good vehicles and cyclists in April 2020 compared to October 2019. In October 2020 the modal split has returned to being very similar to that of October 2019.
- After a decrease in the proportion of cars in April, the proportion in October is now only slightly smaller than the proportion of cars at this point last year.
- The proportion of motor vehicles as a whole has remained relatively similar throughout all 3 time periods.
- The increase in the proportion of goods vehicles seen in April has now reduced in October to similar levels as October 2019.
- The proportion of cyclists increased in April and whilst the proportion has reduced in October, it is still larger than the proportion recorded in October last year.
- The proportion of pedestrians decreased slightly in April, however this has increased in October to a very similar level as October 2019.

Traffic Overview- Motor Vehicles ANPR Counts (Cambs Police)-

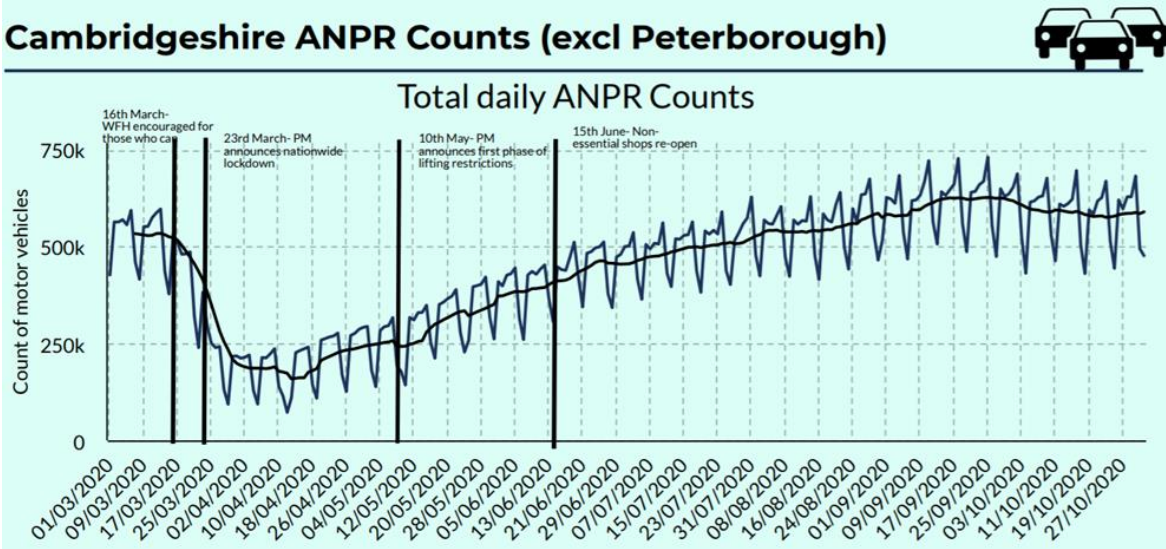
To help our understanding of traffic flow trends, Cambridgeshire Constabulary have been supporting through sharing total ANPR reads from their network of cameras at a district level. These cameras serve an operational function for the constabulary and are not designed nor installed for traffic monitoring. Rather, the headline reads should be used as a guide for overall flows.

Due to the cameras serving an operational function and the constabulary being unable to disclose the exact location of these cameras, more detailed analysis of locations or peak time flows is not possible. Therefore, it is not possible to say where exactly in the city or county these counts are , but trend analysis of daily counts over time is possible.

Cambridge and South Cambs Police ANPR Counts -01/03/2020-01/11/2020



Cambridgeshire Police ANPR Counts -01/03/2020-01/11/2020



- In October, overall ANPR counts in Cambridge City were **17% below levels seen in early March. Traffic levels have remained the same in Cambridge City in October as they were in September.** It is the only Cambridgeshire district where reads are still lower than pre-lockdown levels. This is still an increase on the lowest point during lockdown when flows reduced by 56% compared to pre-lockdown.
- All other Cambridgeshire districts, including South Cambridgeshire, have seen total counts above levels seen in early March, however all have seen a decrease in traffic in October compared to in September. The high traffic counts can largely be attributed to a reduction in public transport use. There are few reports of increased flows resulting in pre-lockdown congestion, indicating increased spread in flows throughout the

Air Pollution - It should be noted that Air Quality levels have been monitored by Cambridge City Council through the period of restrictions with the latest update currently covering headline data until the end of October.

Overall **26% reduction** of average levels of Nitrogen Dioxide (NO₂) recorded across all monitoring locations in October, compared to previous three year average. Average NO₂ reading of 19.9 micrograms per m³ for October with some variation across each monitoring site.

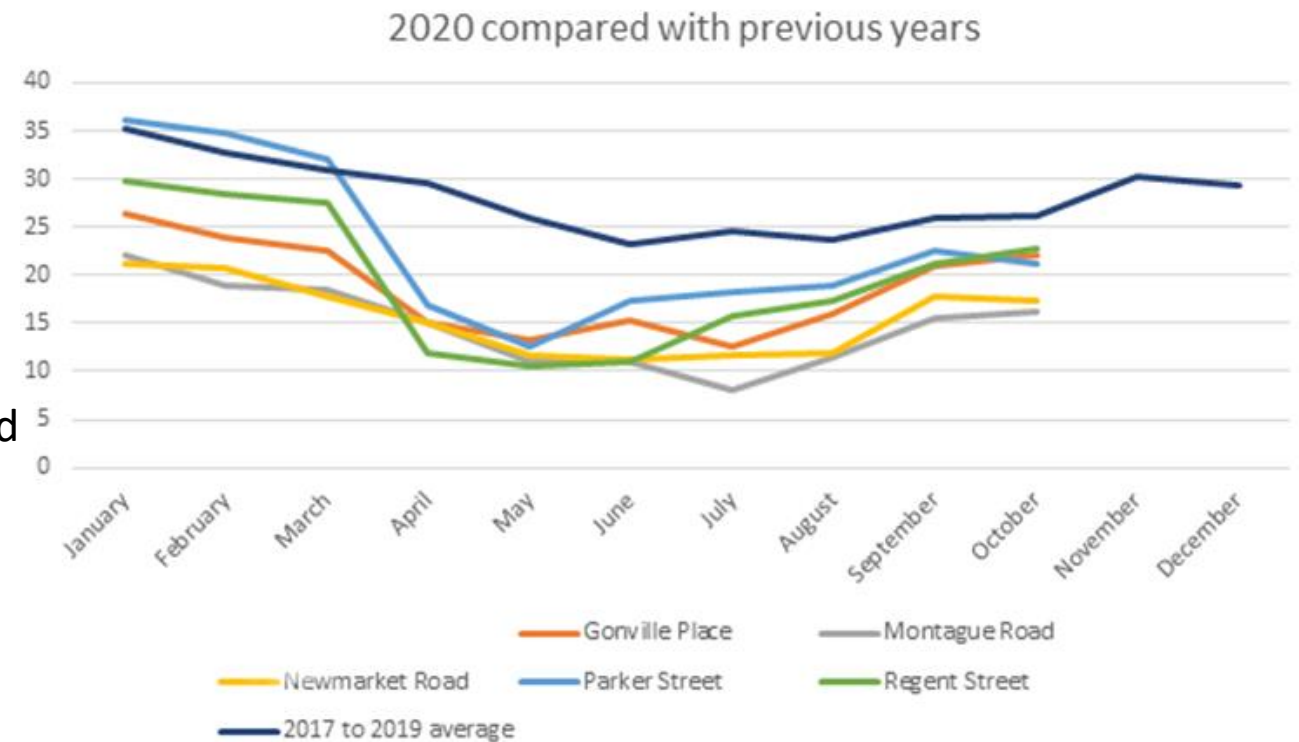
The air pollution measurements for October 2020 were similar to levels seen in September 2020.

There was variation in AQ levels across each monitoring location with some sites showing slight increases on September levels.

After seeing notable reductions across all sites in April 2020, AQ levels slowly rose again through the summer and have remained flat overall since September, alongside traffic flows. In April 2020, recorded levels were approximately 33% lower than predicted levels for that time of the year.

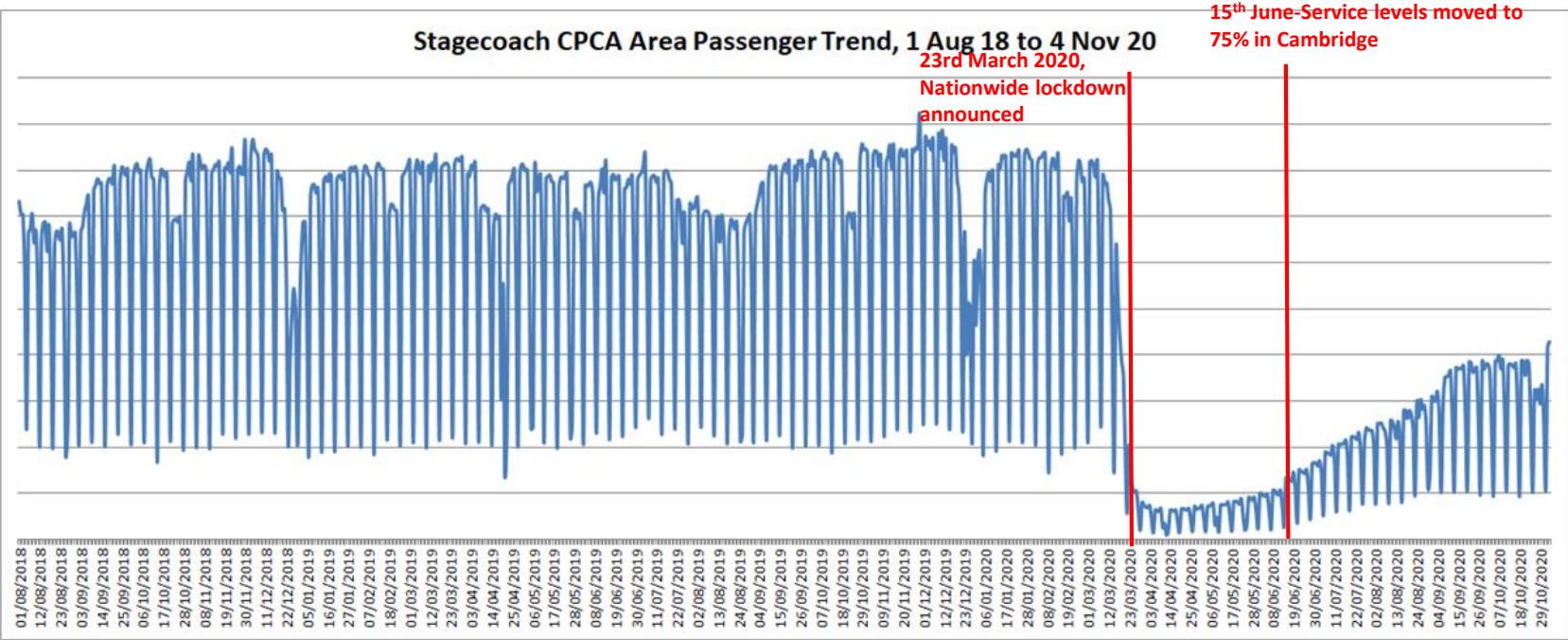
This data will continue to be monitored to see the impact of the second lockdown on AQ, alongside traffic flows.

Average NO₂ (micrograms per m³) reading by individual monitoring location, by month (including city wide average between 2017 and 2019)



Public Transport Use- To support the understanding of the return to public transport, Stagecoach have been sharing weekly updates with Cambridgeshire County Council Research Group . Due to the commercial sensitivity of this data, absolute counts of bus use have not been supplied. Rather, trend charts have been supplied to show when the reduction in patronage took place and where existing levels are currently at within this context.

Stagecoach East passenger trends 01/08/18-04/11/20



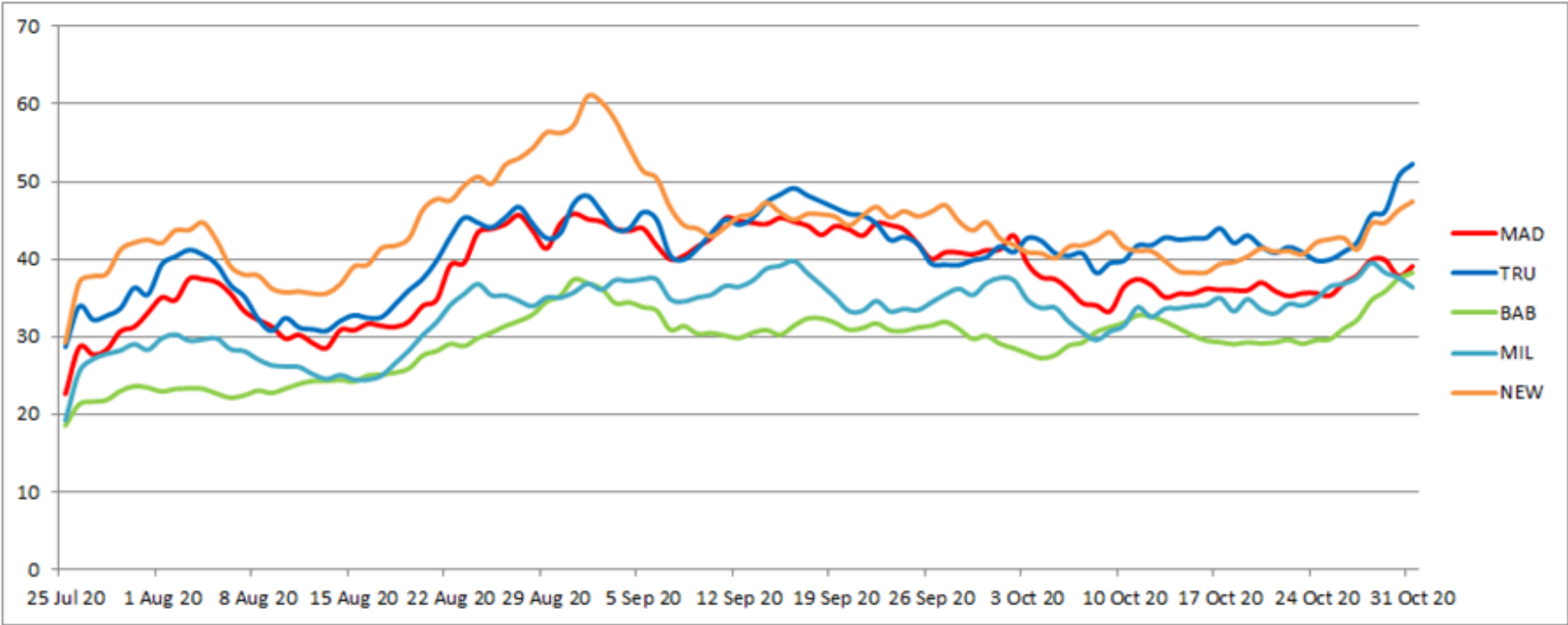
There was a large reduction in commercial services operating in the city during the first lockdown, with an immediate drop off in passenger numbers. **Stagecoach increased services to around 75% of pre-covid levels on 15th June and to 90% by 29th June. There was a 94% reduction in busway use in April.**

As services have increased and restrictions eased, there has been consistent but very slow growth in **passenger numbers with current levels approximately 30% of normal. There was an expected reduction in use in the latest full week of data, due to the October half term holidays.**

Public Transport Use- As per the previous slide showing overall trends of public transport use across

Cambridgeshire and Peterborough, Stagecoach are also providing regular updates on Park and Ride Use in Cambridge City by individual route. Again, due to commercial sensitivity, the underlying data to these charts has not being shared but they do allow for headline trend tracking of Park and Ride use since 25th July 2020 with a 7 day average supplied.

Stagecoach East, Cambridge Park and Ride passenger % recovery 26/05/20-31/10/20



The charts supplied by Stagecoach show the change in passengers numbers on the Park and Ride network between 25th July and 31st October 2020. There are signs that this growth has stalled.

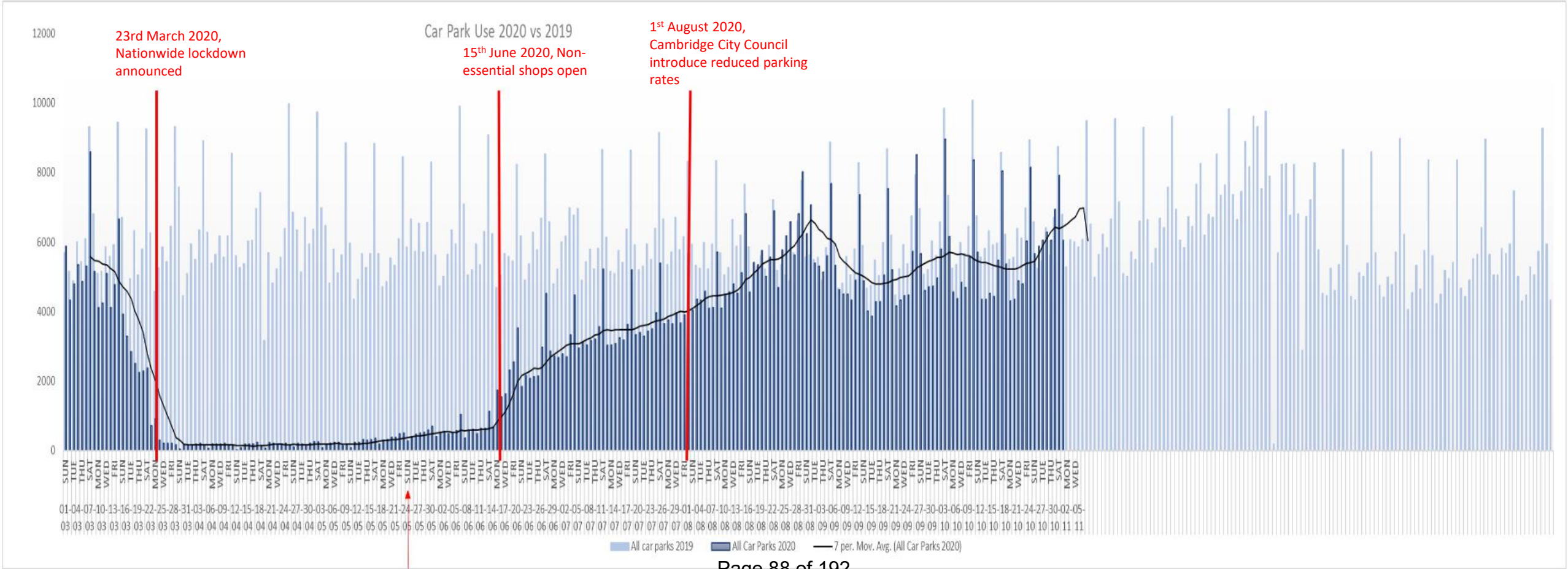
There were increases in park and ride use in the latest week of data, likely to be due to half term.

Parking occupancy- Overview

Daily counts of car park use are provided weekly by Cambridge City Council, this includes comparison to 2019 levels. Average daily parking through the month of October was approximately 11% lower than the same point last year.

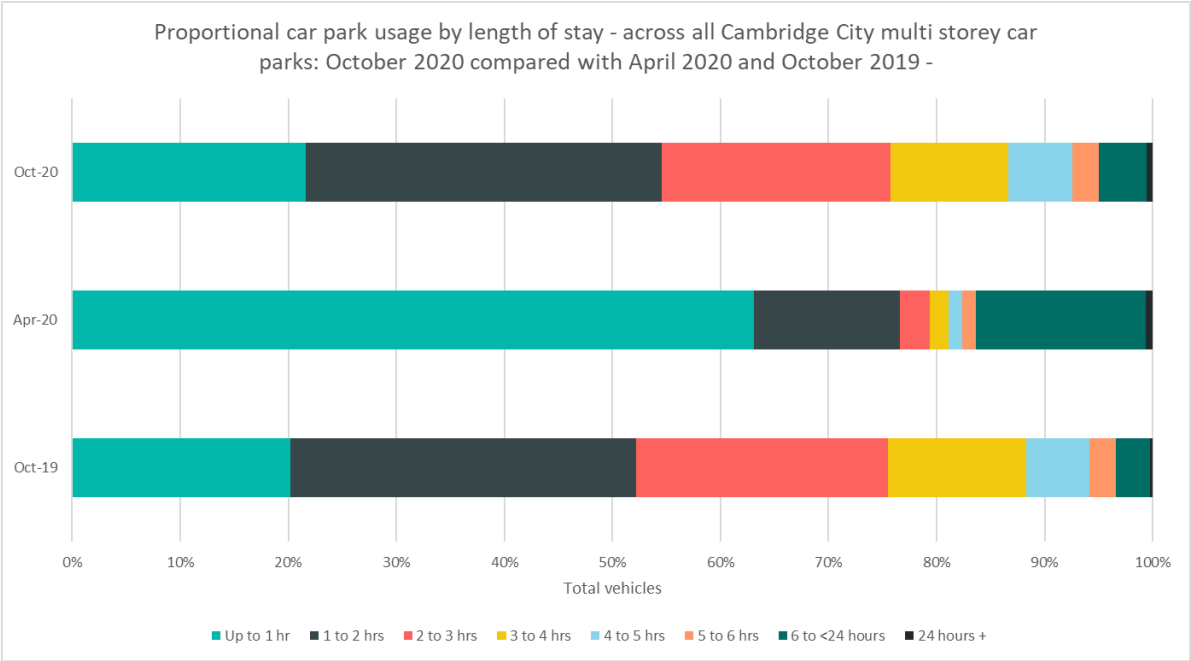
In the latest week of available data (26/10—01/11), overall car park usage was approximately 2% lower than the same point last year, with multi-storey parking showing very similar levels (0.2% more). This increase in the latest week can be attributed to the half term holidays.

Total daily total car park counts in Cambridge City, 2019 v 2020



Easter Sunday 2019

Parking occupancy- Whilst overall multi-storey car park use has increased between April and October 2020, there has also been a change in usage habits. In October 2020, the proportionate split of length of stay was very similar to those habits seen in October 2019. Faster recovery is evident across certain car parks, with the Grafton car parks showing usage levels very similar or above the same time last year and Queen Anne terrace indicating the slowest recovery.



- When examining length of stay, significant differences are not evident between October 2020 and October 2019, despite the introduction of reduced parking charges in August 2020.
- While car park usage was down considerably in April, 63% of all vehicles across all Cambridge city car parks left within an hour. This shows the impact of the lockdown, with people spending less time in the city centre.

Multi storey car parks in Cambridge City compared to the same point last year, 4 week rolling period*

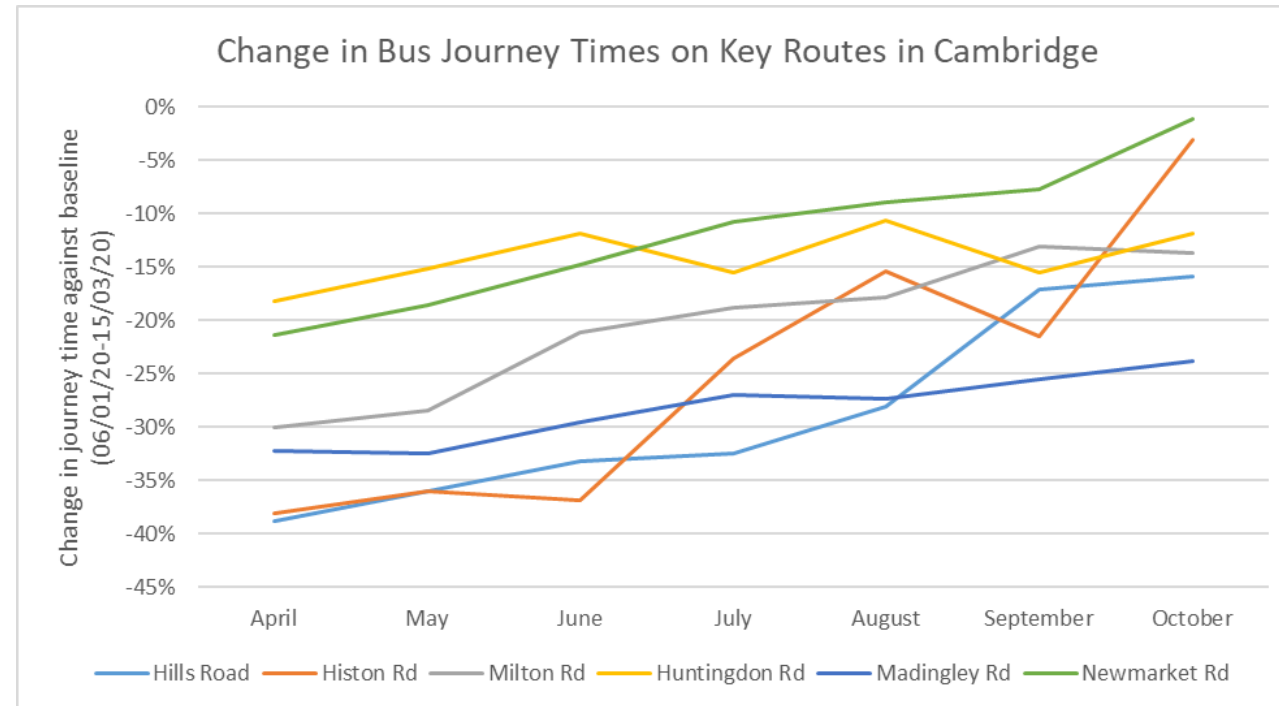
Car Park	6th April -3rd May 2020	4th May-31st May 2020	1st June-28th June 2020	29th June- 26th July 2020	27th July-23rd August 2020	24th August- 20th September 2020	21st September- 18th October 2020	19th October-1st November 2020
Grand Arcade	-97%	-95%	-74%	-38%	-16%	-1%	-11%	-5%
Park Street	-97%	-92%	-79%	-52%	-24%	-10%	-14%	-5%
Queen Anne Terrace	-99%	-94%	-79%	-62%	-33%	-18%	-26%	-19%
Grafton East	-99%	-98%	-79%	-48%	-35%	5%	-2%	-2%
Grafton West	-94%	-90%	-61%	-26%	-9%	3%	2%	9%

- Looking at individual car parks shows faster recovery across certain locations, with both the Grafton car parks now showing usage levels similar or above the same time last year
- Queen Anne Terrace has been the slowest to recover and is still 19% down on this time last year

*Final period of 19th October- 1st November only covers 2 weeks but are compared to the same to weeks last year

Bus Journey times

Average **reduction in bus drive time of 12%** (selected routes only) in October 2020 compared to pre-lockdown levels*. These were **slightly smaller reductions than those seen in September**.

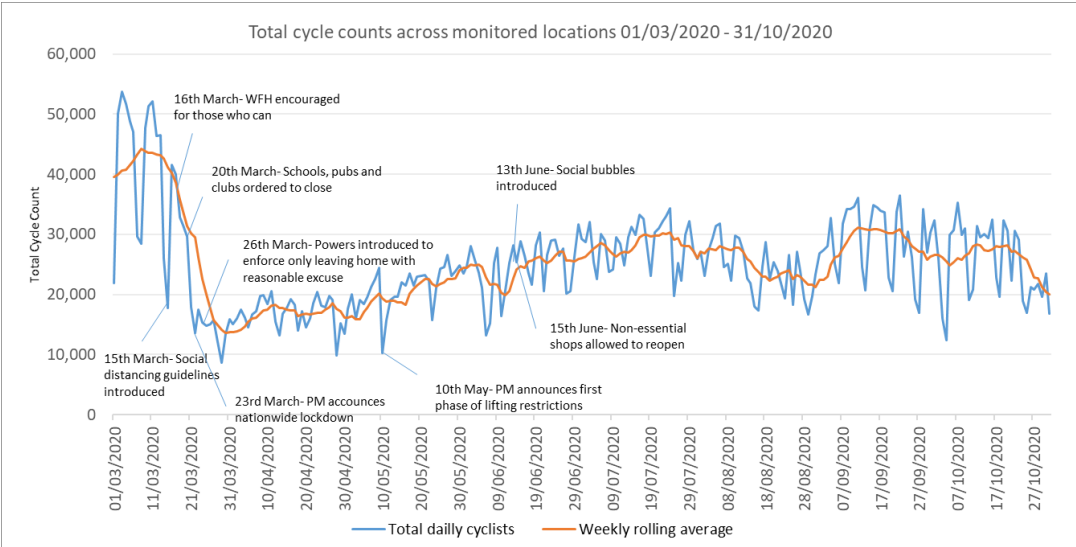


- Bus journey times on all routes have increased against the baseline (06/01/20-15/03/20) between April and October this year. **In April 2020, bus drive times were on average 27% faster** than 'pre-covid' levels but have **increased through the easing of restrictions** to being on average 12% lower than 'pre-covid' levels in October.
- Newmarket Road is showing the smallest reduction in bus drive time now and is only 1% faster than pre-lockdown levels.
- Madingley Road is showing the biggest reduction of bus drive time at 24% faster than the baseline in October.
- All routes except Milton Road saw an increase in bus drive time in October compared to in September.

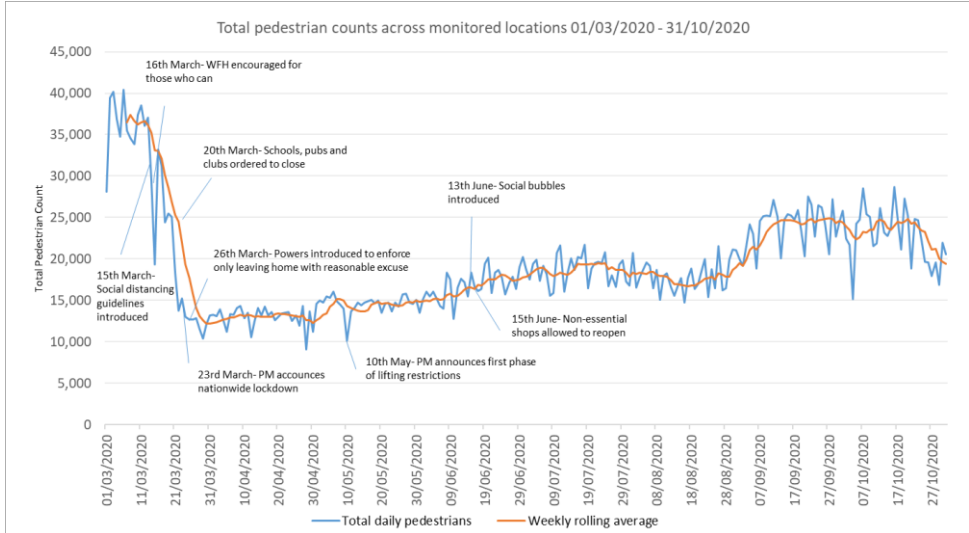
Cycling and Walking

43% reduction in average daily cycling counts and **18% reduction** in average daily pedestrian counts (areas away from main retail sites, averaged across monitored locations) in October 2020 compared to October 2019

Cyclists recorded across sensors and CA counters from 1 Mar to Oct 20



Pedestrians recorded by 22 city sensors (away from retail areas) from 1 Mar to Oct 20

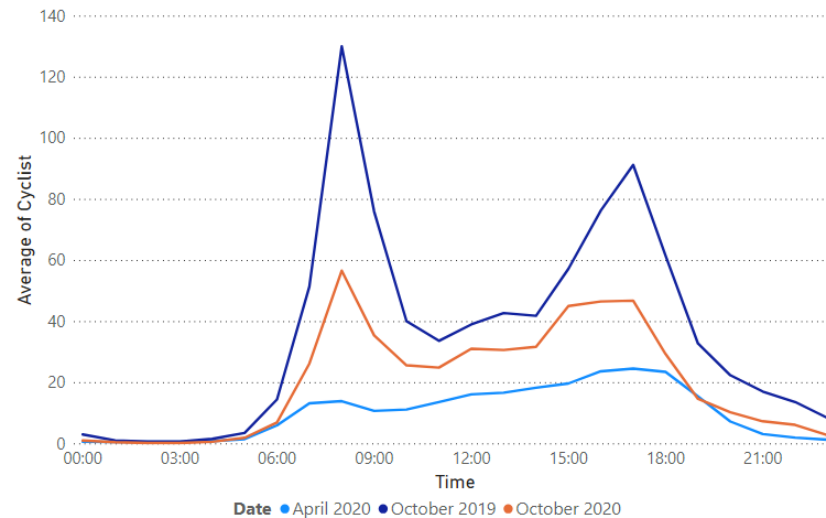


- When comparing October 2020 to October 2019 there has been a **43% reduction in cyclists** and a **18% reduction in pedestrians**.
- Both cyclist and pedestrian numbers rose sharply at the beginning on September as schools returned, however both have decreased in recent weeks. There was a **decrease of 17% in average daily cycle counts** and a **decrease of 7% in average daily pedestrian counts in October compared to in September**. Recent reductions in both cycling and pedestrian counts are likely to be due to a worsening of weather conditions and a change in public health messaging surrounding the return to work which will have **resulted in fewer cross city commuters**.

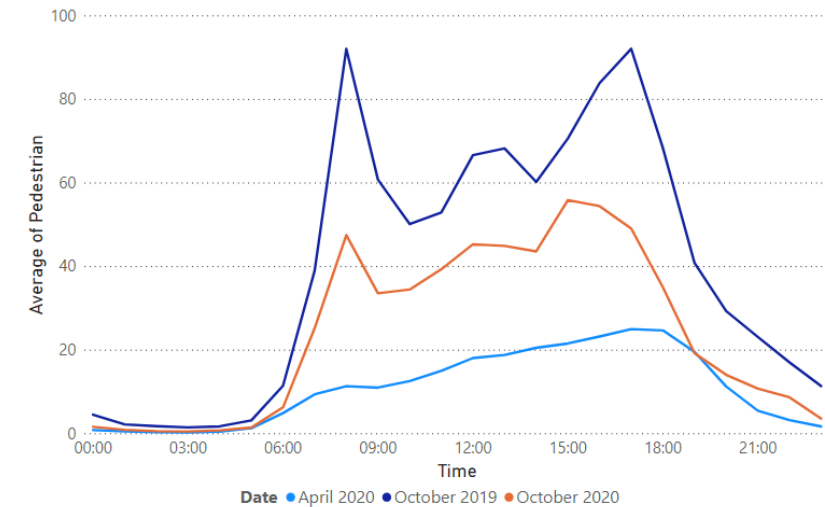
Cycling and Walking- By Time of Day-

There was a return of the morning peak in cycle flows at monitored locations in October, although this is still significantly less cyclists at this time of day when compared to October 2019.

Average daily cyclists recorded across Cambridge monitored locations



Average daily pedestrians recorded across Cambridge monitored locations

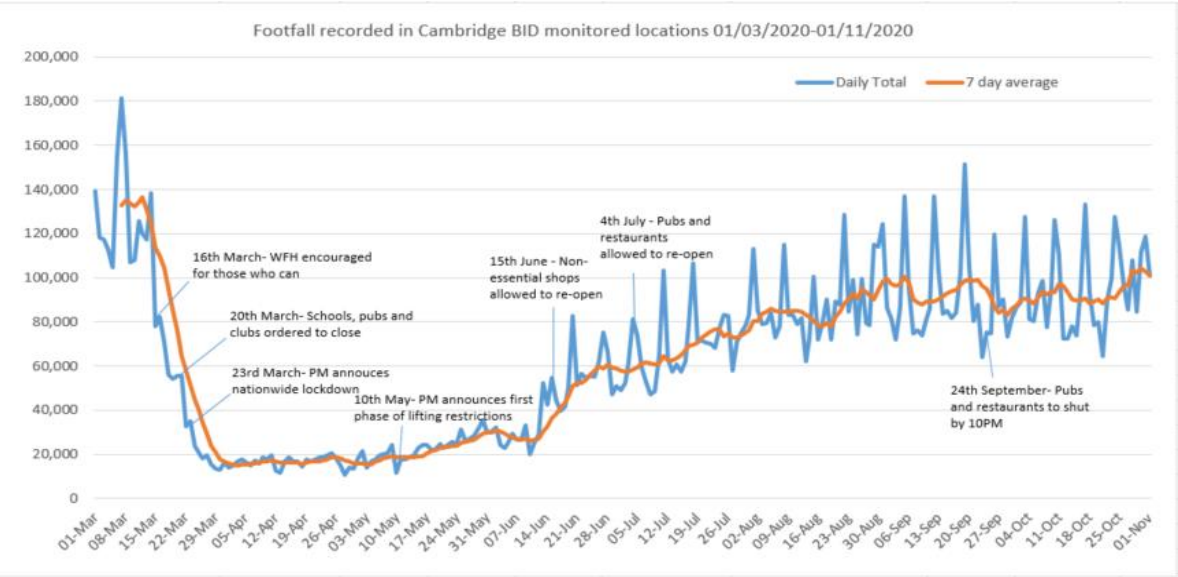


- Distinguished morning and evening peaks in cyclists can be seen in October last year. During the height of lockdown in April 2020, the morning and evening peaks were only just visible, with a more consistent number of cyclists throughout the day. The volume of cyclists has also decreased significantly. However, in October the numbers of cyclists has risen and the peaks are beginning to become more pronounced (the AM peak especially). The PM peak has a wider spread in October 2020 compared to in October 2019
- Distinguished morning and evening peaks as well as a midday peak in pedestrians can be seen in October last year. In April 2020, the number of pedestrians decreased significantly with numbers gradually increasing throughout the day and peaking around 6pm. In October 2020 the numbers have risen and the peaks are beginning to become apparent again, however with a wider spread in the PM peak compared to in October 2019.

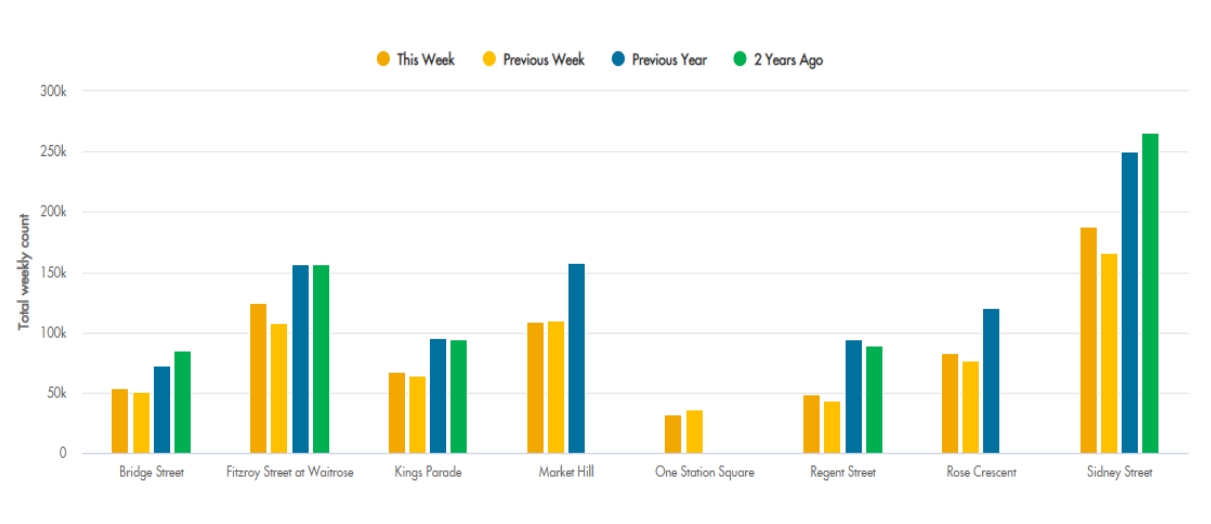
Cambridge City- Overall Retail Footfall

-Retail footfall in Cambridge City continues to slowly increase but was still 35% lower than counts at the same point last year. There was a slight increase of 5% increase in footfall between September and October 2020.

Daily Recorded Footfall in all Cambridge BID retail locations



Weekly Recorded Footfall in all Cambridge BID retail locations compared the same point in 2018 and 2019 for week up to 01/11/2020

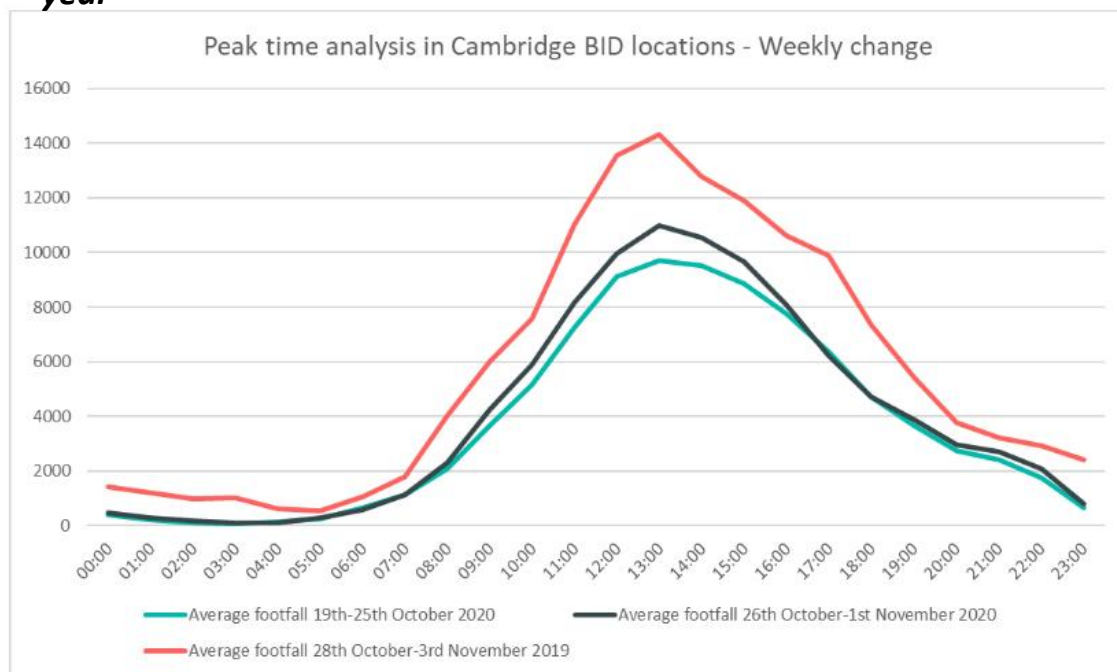


- Average retail footfall increased by 5% when comparing counts in October 2020 to September 2020, however average counts were still down by 35% when compared to October 2019*.
- Location analysis shows variation across individual monitoring locations, with locations such as Fitzroy Street showing levels closer to the same time last year in the latest week when compared to Sidney Street and Regent Street, which remain further behind.

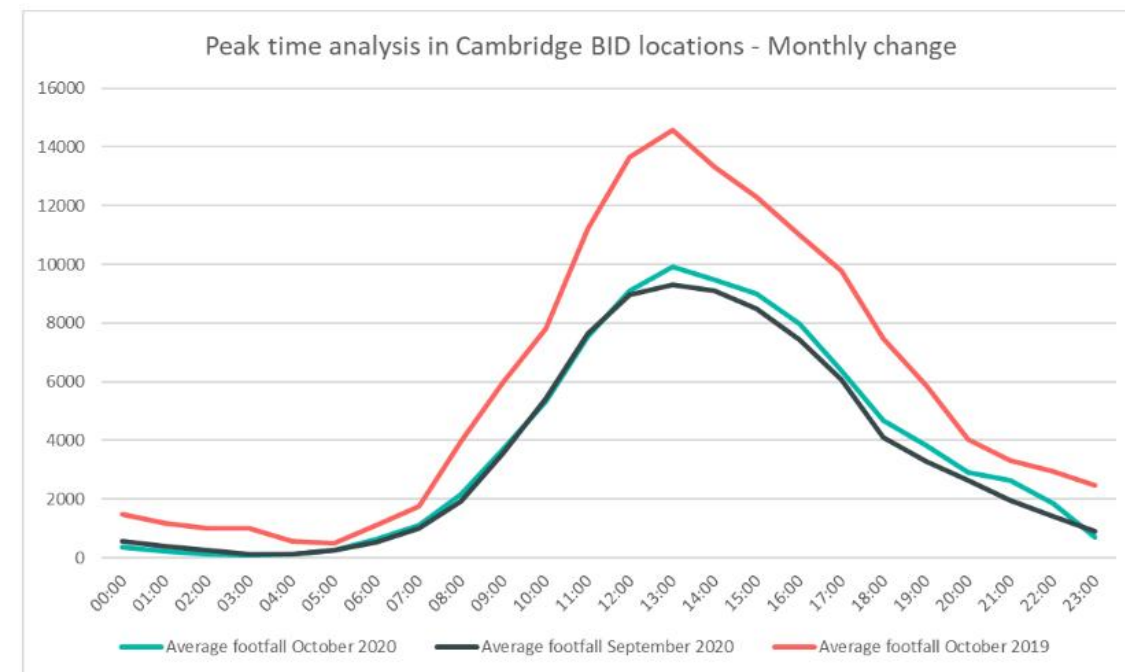
*This comparison includes all locations except One Station Square, where data is unavailable for this comparison period.

Cambridge City- Overall Retail Footfall by time of day

Hourly Recorded Footfall in all Cambridge BID retail locations*- *Comparing the latest week (half term) to the week before and the same point last year*



Hourly Recorded Footfall in all Cambridge BID retail locations*- *Comparing the latest month to the month before and the same point last year*

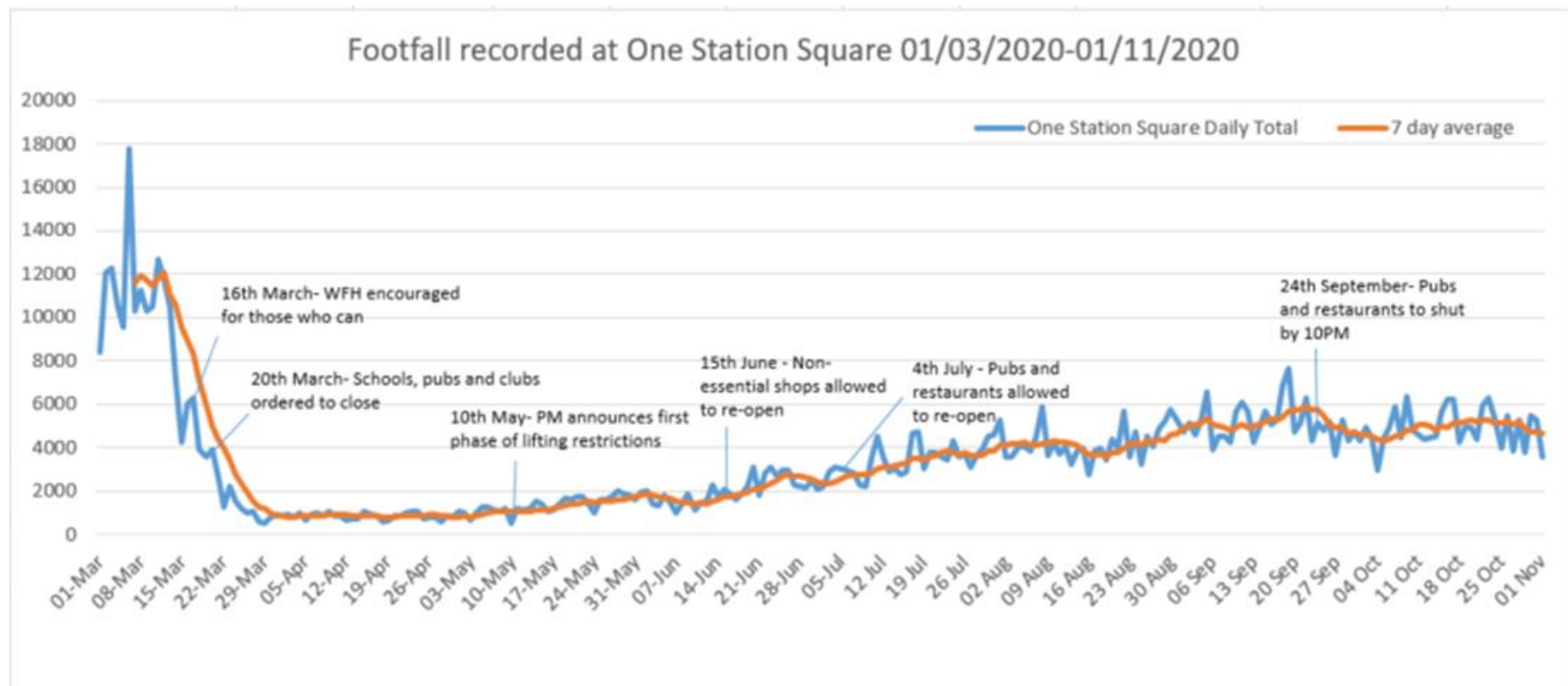


- Peak time analysis highlights the times of day where retail footfall has changed most in the last year, with the biggest reductions evident during the day, particularly between 12PM and 4PM.
- There was an 8% increase in overall footfall in the latest week which was half term. The above chart (left) demonstrates this was most prominent between the hours of 11AM and 3PM, with other times of the day showing similar patterns and volumes.
- The monthly chart (right) highlights the 5% increase in average footfall in October was most pronounced in the evening hours particularly between 6PM and 10PM. This demonstrates the impact of the restrictions to pubs and restaurants introduced on the 24th of September.

Footfall at One Station Square

Footfall at One station square has been slower to recover than all retail areas and remained low in October 2020. One station square saw a decrease of 4% in average footfall when comparing October 2020 to September 2020. When comparing this to February 2020*, average footfall was 54% lower.

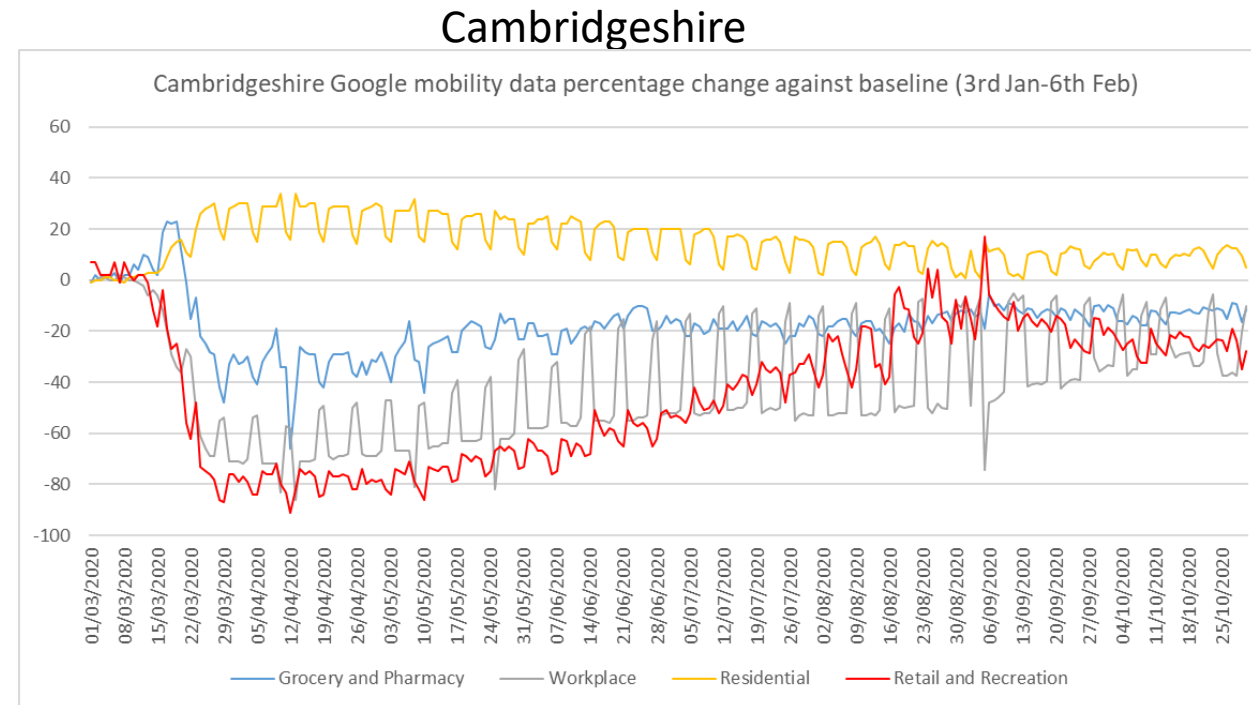
Daily Recorded Footfall at **One Station Square only**



Google Mobility Data

Data gathered from Google account holders location history. The comparison of social mobility change is based on the most recent several weeks up to the report date (1st November) compared to the median of the corresponding day in the baseline period (**3rd Jan-6th Feb**)

Group to note the winter baseline (google data release not factoring in seasonality e.g mobility to parks would expected to be much higher now compared to base regardless of Covid-19 factors)

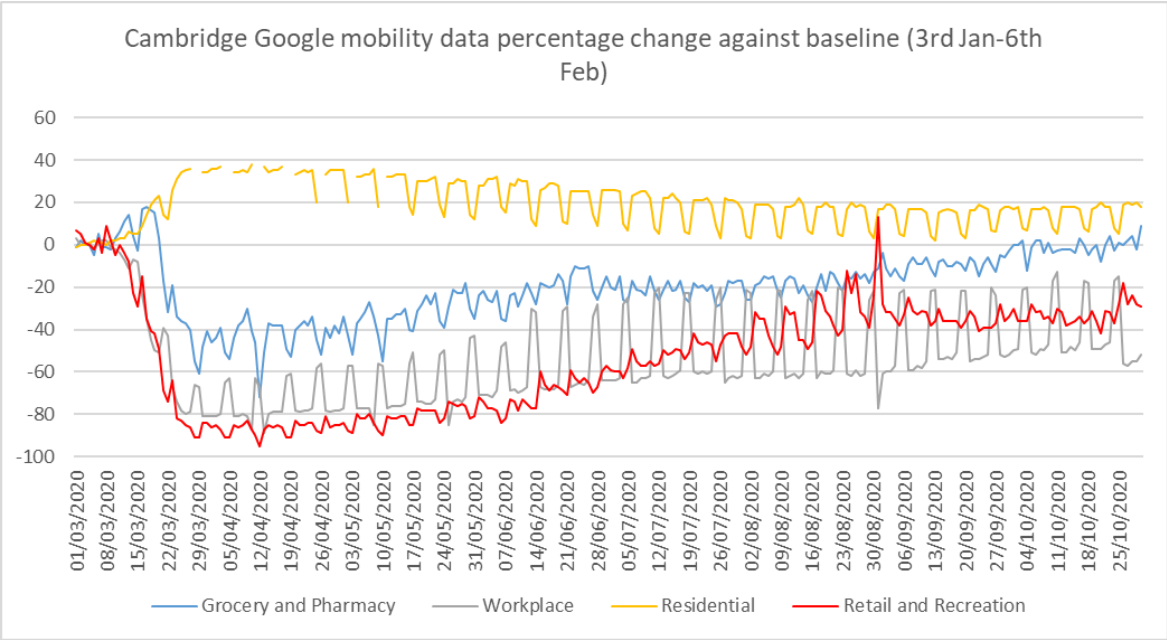


- **Grocery visits** in Cambridgeshire have become **1% further from the baseline** in October compared to in September and are now **13% below the baseline**
- **Workplace visits** have **increased in October to 25% below the baseline** from 30% below the baseline in September
- In October **residential visits** were **1% further from the baseline** than in September and are now only **9% above the baseline**
- **Retail and recreation** visits in Cambridgeshire have gone from 15% below the baseline in September to **25% below the baseline in October**

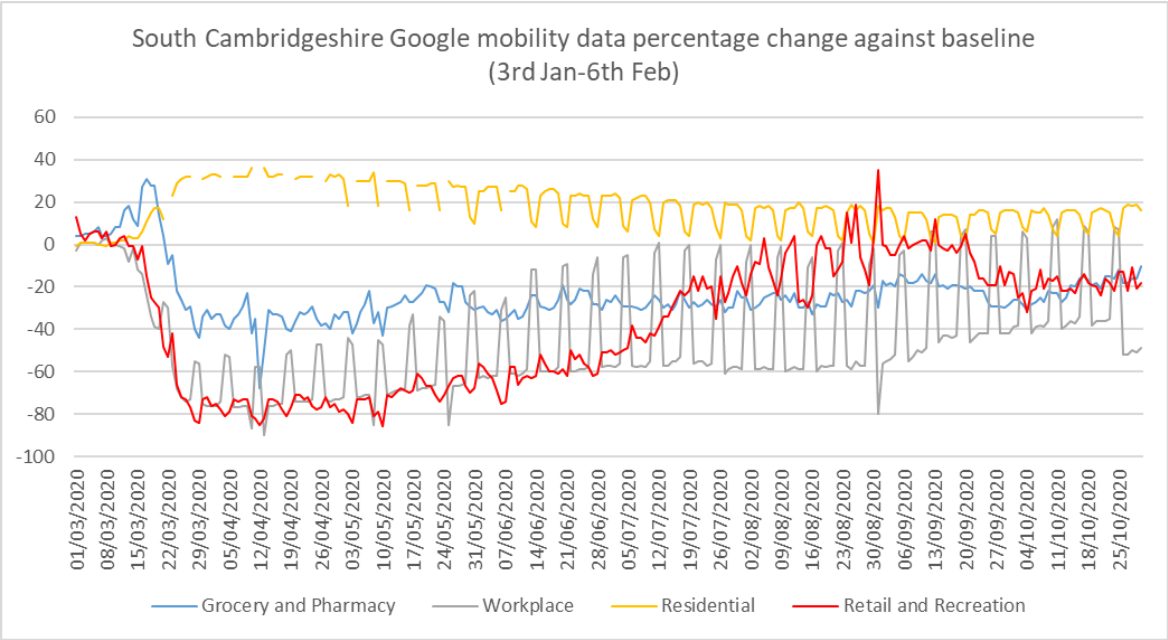
Google Mobility Data- Districts

Data gathered from Google account holders location history. The comparison of social mobility change is based on the most recent several weeks up to the report date (1st November) compared to the median of the corresponding day in the baseline period (**3rd Jan-6th Feb**)

Group to note the winter baseline (google data release not factoring in seasonality e.g mobility to parks would expected to be much higher now compared to base regardless of Covid-19 factors)



- **Grocery visits** in Cambridge City were **9% closer to the baseline** in October compared to in September and are now **1% below the baseline**.
- **Workplace visits** were **5% closer to the baseline** in October compared to in September, but are still **42% lower than the baseline**
- **Residential visits** were **1% further from the baseline** in October compared to in September and are now **15% above the baseline**.
- **Retail and recreation** visits in Cambridge City were **2% closer to the baseline** in October compared to in September and are now **33% below the baseline**.



- **Grocery visits** in South Cambridgeshire **remained the same in October** as they were in September and are now **21% below the baseline**.
- **Workplace visits** were **6% closer to the baseline** in October compared to in September and are now **28% below the baseline**.
- **Residential visits** were **2% further from the baseline in October** compared to in August and are now **13% above the baseline**
- **Retail and recreation** visits in South Cambridgeshire were **14% further from the baseline** in October compared to in September and are now **19% below the baseline**.

Produced by the Cambridgeshire Research Group



Employers Survey for Changes to Travel and Work Since Covid-19: Summary report of survey findings

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

All the output of the team and that of our partners is published on our dedicated website

www.cambridgeshireinsight.org.uk

For more information about the team phone 01223 715300

Document Details	
Title:	Employers Survey for Changes to Travel and Work Since Covid-19: Summary report of survey findings
Date Created:	19/10/20
Description:	
Produced by:	Cambridgeshire County Council Business Intelligence Service
On behalf of:	Greater Cambridgeshire Partnership
Geographic Coverage:	Cambridgeshire
Format:	PDF
Key Contact	Aaron.Rowinski@Cambridgeshire.gov.uk
Status:	Final draft
Usage Statement:	This product is the property of the Research and Performance Team, Cambridgeshire County Council. If you wish to reproduce this document either in whole, or in part, please acknowledge the source and the author(s).
Disclaimer:	Cambridgeshire County Council, while believing the information in this publication to be correct, does not guarantee its accuracy nor does the County Council accept any liability for any direct or indirect loss or damage or other consequences, however arising from the use of such information supplied.

Contents

Executive Summary.....	5
Prior to Covid-19 pandemic	5
Current circumstances (September 2020).....	5
3 to 5 years' time	5
Comments.....	6
Question 1: What is your primary role within your organisation?	7
Question 2: Approximately how many people work for your organisation?	8
Question 3: What sector best describes your organisation?	9
Question 4: Is your organisation a member of a business network organisation?	10
Question 5: Postcode of main employment site	11
Question 6: Approximately how much of your workforce are travelling to their usual place of work during morning rush hour (7am -10am)? Please select the approximate percentage of your workforce travelling prior to Covid-19 and during September 2020 for the following options:	12
Workforce arriving at the usual place of work between 7am and 10am.....	13
Workforce spend most days 'out of office', e.g. to visit customers, have meetings elsewhere.....	14
Workforce working from home all day.....	15
Workforce can arrive outside the rush hour period.....	17
Question 7: We are interested in how some of the impacts of different ways of working might drive future changes. Do you think that changes to ways of working have impacted on your business in any of the following ways:	19
Question 8: Has your digital connectivity successfully supported your ways of working during the Covid-19 pandemic?	20
Question 9: Why has your digital connectivity not fully supported your ways of working during the Covid-19 pandemic?.....	21
Question 10: How often will employees be travelling to a fixed workplace (for example an office/retail space) in 3 – 5 years' time?.....	22
Question 11: What are the reasons behind this change?	23
'Less than pre-Covid'	23
'More than pre-Covid'	24
Question 12: How often will employees be travelling for work (for example to sites of potential customers/meetings outside of usual workplace) in 3 – 5 years' time?	25
Question 13: What are the reasons behind this change?	26
'Less than pre-Covid'	26
Question 14: How often will employees be working from home in 3 – 5 years' time?	27

Question 15: What are the reasons behind this change?	28
'Less than pre-Covid'	28
'More than pre-Covid'	29
Question 16: Approximately how much of your workforce will be travelling to their usual place of work during morning rush hour (7am -10am)? Please select the approximate percentage of your workforce travelling in 3-5 years' time for the following options:	30
Workforce arriving at the usual place of work between 7am and 10am.....	30
Workforce spend most days 'out of office' e.g. to visit customers, have meetings elsewhere.....	32
Workforce working from home all day.....	33
Workforce can arrive outside the rush hour period.....	34
Question 17: There has been a lot of speculation about long-term impacts of the pandemic on people's choice of mode of transport. In a post-pandemic world, are you actively anticipating a change to the way your employees travel to a workplace?	36
Question 18: Are you considering changing your organisation's current primary location/floorspace in the next 3-5 years?	37
Question 19: What are the reasons behind changing your organisation's current primary location/floorspace in the next 3-5 years?	37
Question 20: Were you considering changing your organisation's current primary location/floor space prior to the Covid-19 pandemic?	39
Question 21: As the result of any changes to how you work, are you envisioning any different skill needs in the future?	40
Question 22: What skill needs are you envisioning?	40
Question 23: Have your answers to this section (Section 3 – Situation in 3-5 years' time) been based on your current estimates or definitive decision making?	41
Question 24: Do you have any other comments, examples of how your organisation is working, or any further detail you would like to add?	41

Executive Summary

Between 28 September and 18 October 2020 the Greater Cambridge Partnership (GCP) and Cambridge Ahead conducted a survey to explore employers' perceptions of changes to travel and work since the Covid-19 lockdown beginning in March 2020 and examine what changes might be made in the future. The majority of the 24 employers that responded were organisations with 50+ employees. Representation was seen from 10 business sectors, with the largest representation from 'Life science and healthcare'. Most of the main employment sites were located in Trumpington.

The key findings of this piece of work are:

Prior to Covid-19 pandemic

Prior to the Covid-19 pandemic, the majority of respondents indicated that:

- 75% or more of their **'workforce arriv[ed] at the usual place of work between 7am and 10am'**
- up to 25% of their **'workforce spend most days 'out of office''¹**
- **'less than 5%' of their 'workforce work[s] from home all day'**
- up to 10% of their **'workforce can arrive outside the rush hour period'**

Current circumstances (September 2020)

As of September 2020, responses indicated that:

- the amount of the **'workforce arriving at the usual place of work between 7am and 10am'** and **'workforce spend[ing] most of their days 'out of the office''¹** reduced in comparison to prior to Covid-19
- the amount of the **'workforce working from home all day'** increased in September 2020 compared to prior to Covid-19
- There was little difference in the amount of the **'workforce [that] can arrive outside the rush hour period (7-10am) most days'** compared to prior to Covid-19
- For the majority of respondents, **'business ability to adapt'** and **'staff flexibility'** had **'improved'**
- For the majority of respondents, their **digital connectivity had successfully supported their ways of working** during the Covid-19 pandemic

3 to 5 years' time

Looking forward to the future, responses indicated that:

¹ 'Workforce spends most days 'out of the office'' refers to employees attending meetings outside main employment sites, meeting with customers, etc.

- For the majority of respondents, the amount of their **‘workforce arriving at the usual place of work between 7am and 10am’** would reduce in 3 to 5 years’ time compared to prior to Covid-19
- Little change was seen in the amount of the **‘workforce spend[ing] most days ‘out of office’** in 3-5 years’ time compared to prior to Covid-19
- the amount of the **‘workforce working from home all day’** will increase in 3-5 years’ time compared to prior to Covid-19
- There was little difference in the amount of the **‘workforce [that] can arrive outside the rush hour period (7-10am) most days’** between prior to Covid-19 and in 3-5 years’ time
- The majority of respondents who indicated there would be a change to employees’ workplace travel in 3-5 years’ time indicated it was due to the **‘ability to work flexibly’, ‘staff wellbeing’, and ‘IT infrastructure/Digital connectivity’**
- When asked if they were anticipating a **change in the way employees travel**, over a third of respondents indicated that they were anticipating **‘more cycling’**. However, a third of respondents indicated they were **‘not anticipating any changes’**
- The majority of respondents indicated that, **‘no’, they were not considering changing their primary location/floorspace in the next 3 to 5 years**
- The majority of respondents indicated they were **not envisioning different skill needs in the future**

Comments

Comments received indicated:

employers who were able to utilise technology to support flexible and remote working were doing so more since Covid-19

due to the nature of the work, some jobs were not possible remotely

that team/collaborative work was felt to need in-person space

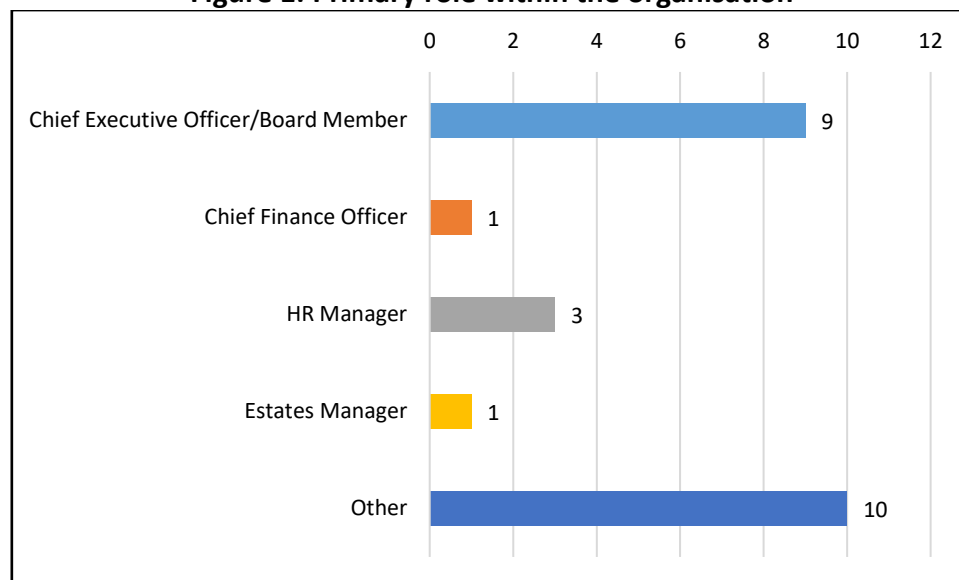
And that decisions on working patterns/locations were being held off until after the pandemic.

Question 1: What is your primary role within your organisation?

All 24 respondents answered the question on what their primary role within the organisation was.

The majority of respondents indicated they were either **'Chief Executive Officer/Board Member'** (9 respondents) or **'Other'** (10 respondents).

Figure 1: Primary role within the organisation



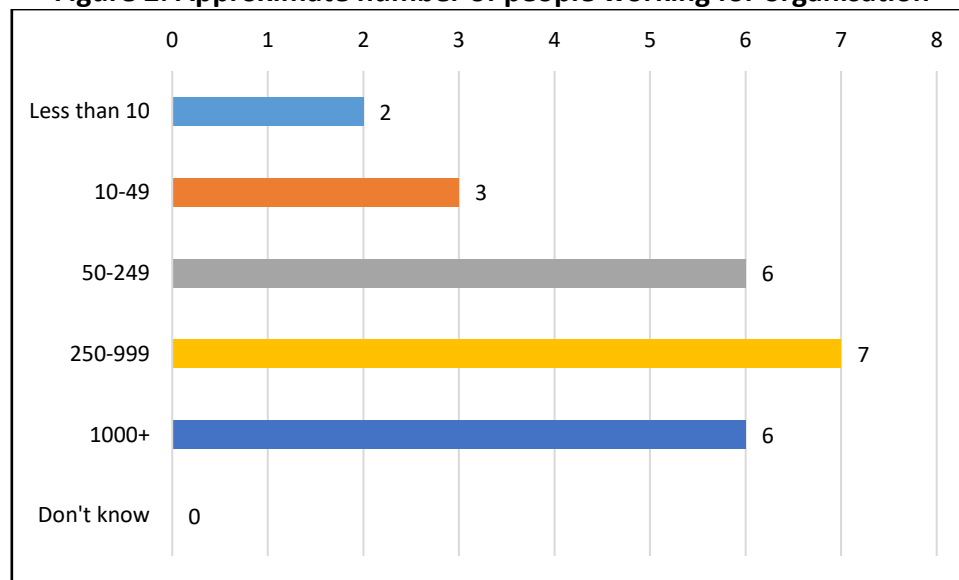
- Under half of respondents indicated their role was 'other' (10 respondents)
 - These included:
 - Store Manager
 - COO
 - Manager
 - Director
 - Director of Capital, Estates and Facilities
 - Employee
 - Property Manager
 - Business Development Director
 - Engagement Lead
- Over a third of respondents indicated their role was 'Chief Executive/Board Member' (9 respondents)
- Few respondents indicated their role was 'HR manager' (3 respondents), 'Chief Finance Officer' (1 respondent), or 'Estate Manager' (1 respondent)

Question 2: Approximately how many people work for your organisation?

All 24 respondents answered the question on approximately how many people worked for their organisation.

The majority of respondents worked for organisations that had 50+ employees.

Figure 2: Approximate number of people working for organisation



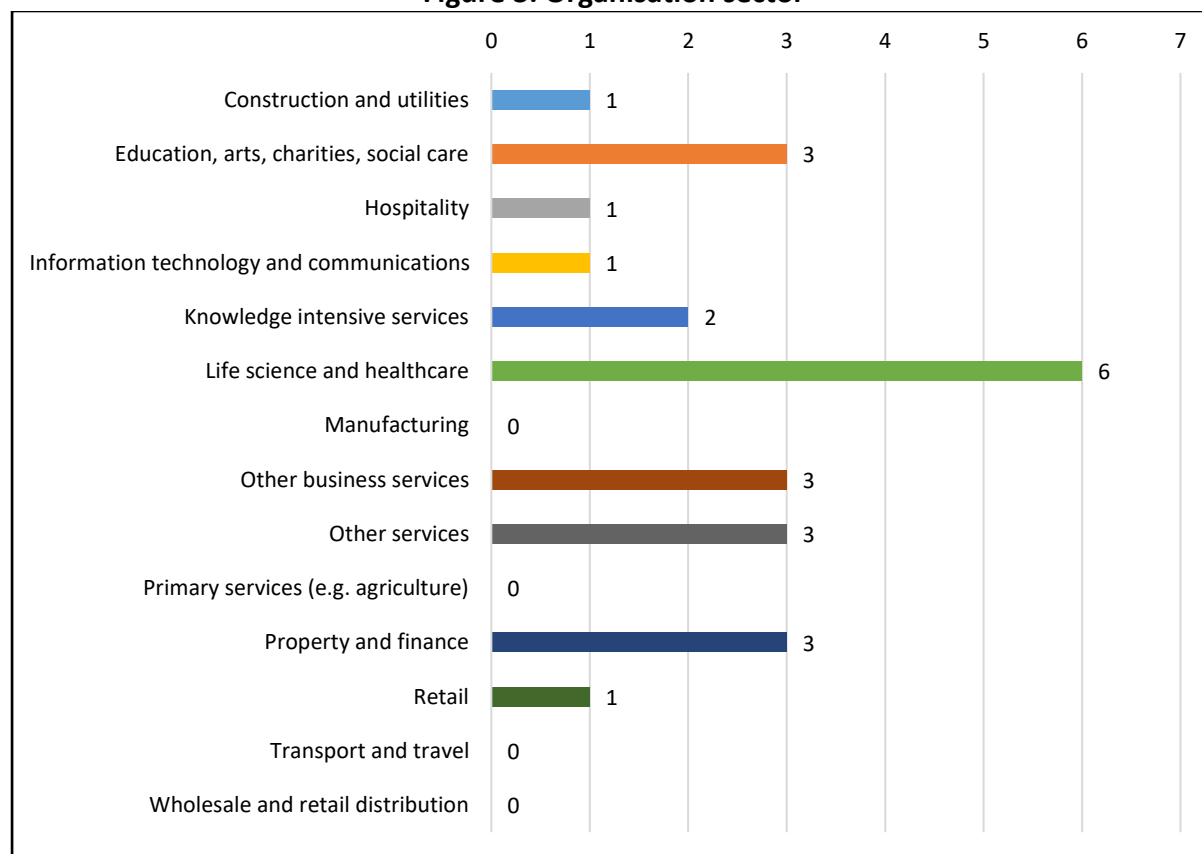
- Over a quarter of respondents indicated '250-999' people worked for their organisation (7 respondents)
- A quarter of respondents indicated '1,000+' people worked for their organisation (6 respondents)
- A quarter of respondents indicated '50-249' people worked for their organisation (6 respondents)
- Few respondents indicated that '10-49' (3 respondents) or 'Less than 10' (2 respondents) people worked for their organisation
- No respondents indicated they 'don't know'

Question 3: What sector best describes your organisation?

All 24 respondents answered the question on which sector best described their organisation.

The largest representation from a business sector was ‘Life science and healthcare’.

Figure 3: Organisation sector

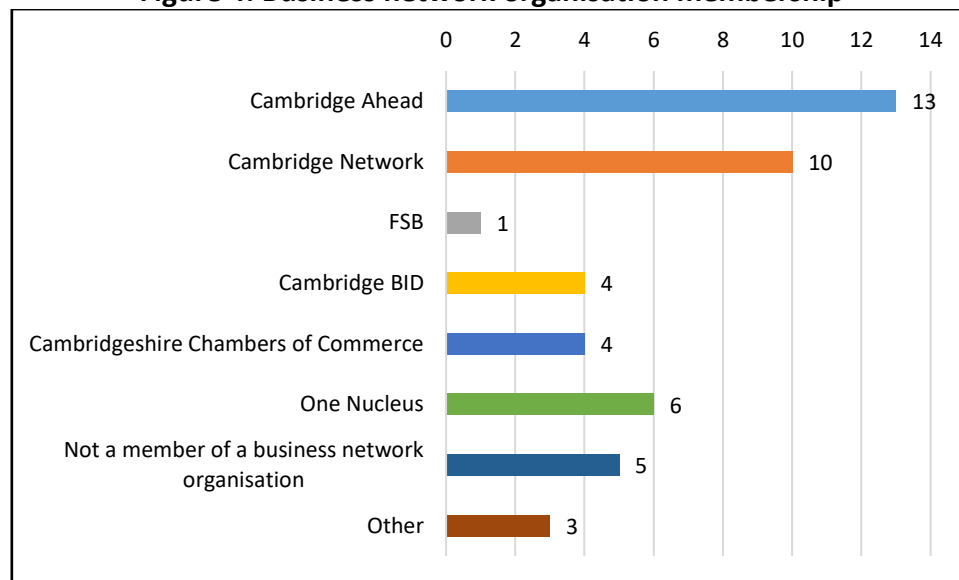


- A quarter of respondents indicated their organisation was in the **‘Life science and healthcare’** sector (6 respondents)
- Few respondents indicated their organisation was in the following sectors:
 - **‘Education, arts, charities, social care’** (3 respondents)
 - **‘Other business services’** (3 respondents)
 - **‘Other services’** (3 respondents)
 - **‘Property and finance’** (3 respondents)
 - **‘Knowledge intensive services’** (2 respondents)
 - **‘Construction and utilities’** (1 respondent)
 - **‘Hospitality’** (1 respondent)
 - **‘Information technology and communications’** (1 respondent)
 - **‘Retail’** (1 respondent)
- No respondents indicated their organisation were in the **‘Manufacturing’**, **‘Primary services’**, **‘Transport and travel’**, or **‘wholesale and retail distribution’** sectors

Question 4: Is your organisation a member of a business network organisation?

All 24 respondents answered the question on whether their organisation was a member of a business network organisation. Respondents could select multiple answers to this question. **The majority of respondents were part of 'Cambridge Ahead' (13 respondents).**

Figure 4: Business network organisation membership



- Over a third indicated they were part of **'Cambridge Network'** (10 respondents)
- Under a quarter indicated they were part of **'One Nucleus'** (6 respondents)
- Under a fifth indicated they were **'not a member of a business network organisation'** (5 respondents)
- Few respondents indicated they were a part of:
 - **'Cambridge BID'** (4 respondents)
 - **'Cambridgeshire Chambers of Commerce'** (4 respondents)
 - **'Other'** (3 respondents)
 - Responses included:
 - CW
 - IoD
 - The GET Group
 - CBI
 - **'FSB'** (1 respondent)

Question 5: Postcode of main employment site

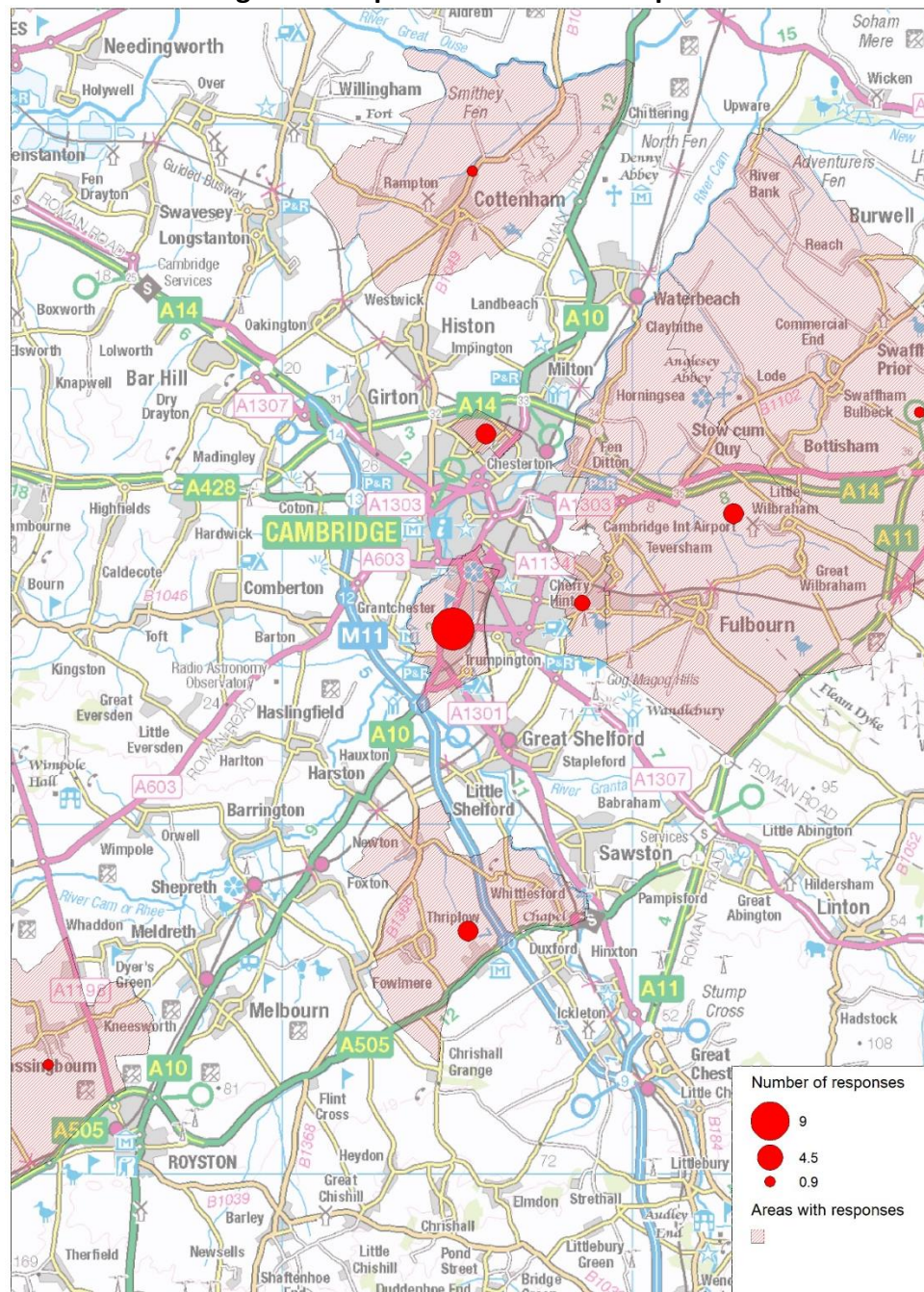
All 24 respondents provided postcodes for their main employment sites.

Based on the postcode data provided most main employment sites were located in:

- **Trumpington (9 respondents)**

The following map shows the rate of response by ward:

Figure 5: Map to show areas of response



© Crown copyright and database rights 2020 OS 100023205

Question 6: Approximately how much of your workforce are travelling to their usual place of work during morning rush hour (7am -10am)? Please select the approximate percentage of your workforce travelling prior to Covid-19 and during September 2020 for the following options:

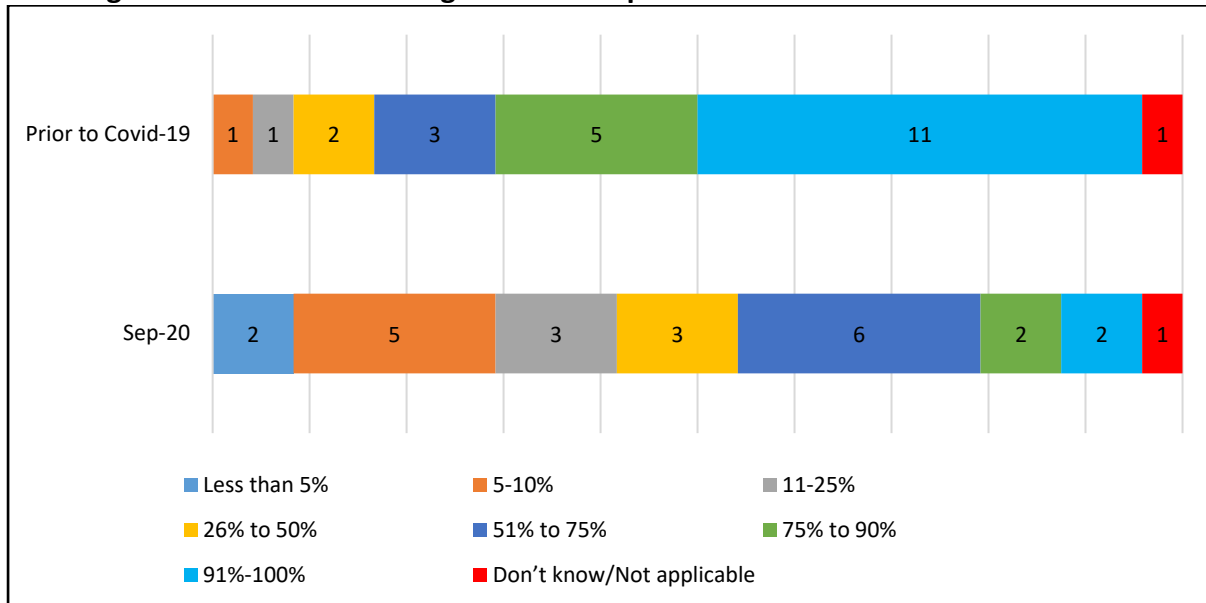
All 24 respondents answered the question on approximately how much of their workforce were travelling to their usual place of work during morning rush hour (7am to 10am), both prior to Covid-19 and during September 2020. 4 respondents did not leave answers to some parts of the question, namely around 'workforce spends most of their days 'out of the office'², 'workforce working from home all day', and 'workforce can arrive outside the rush hour period (7-10am) most days'.

- Prior to Covid-19 the majority of respondents indicated their **'workforce arriv[ed] at the usual place of work between 7am and 10am'**
- In September 2020 respondents indicated that there had been a reduction in their **'workforce arriving at the usual place of work between 7am and 10am'** and **'workforce spend[ing] most of their days 'out of the office'**
- Respondents indicated that, in September 2020, more of their **'workforce [were] working from home all day'**
- There was little difference in **'workforce can arrive outside the rush hour period (7-10am) most days'** between prior to Covid-19 and September 2020

² 'Workforce spends most days 'out of the office'' refers to employees attending meetings outside main employment sites, meeting with customers, etc.

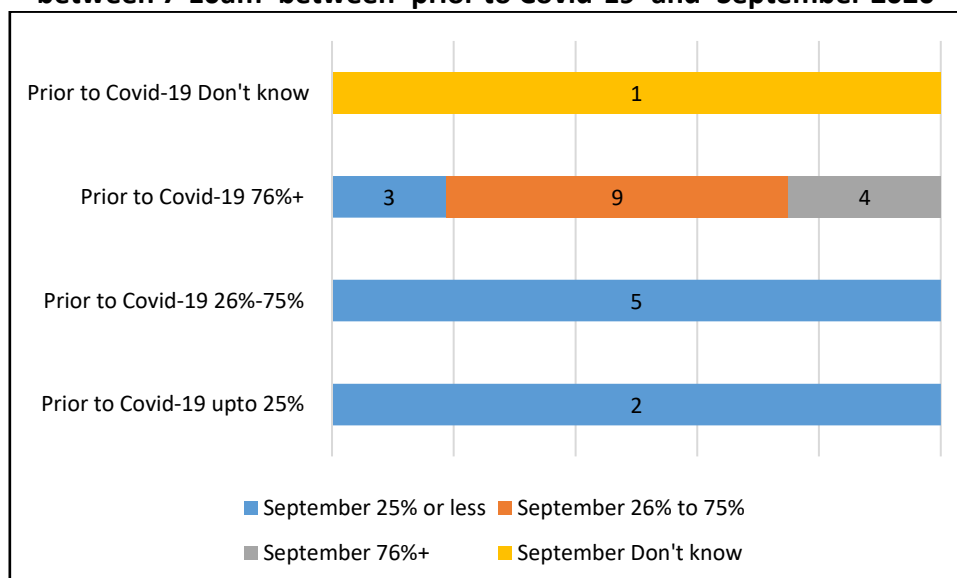
Workforce arriving at the usual place of work between 7am and 10am

Figure 6: Workforce arriving at the usual place of work between 7am and 10am



- The majority of respondents indicated that, prior to Covid-19, **75% or more of their 'workforce arriving at the usual place of work between 7am and 10am'** (16 respondents)
- September 2020 saw a reduction in **'workforce arriving at the usual place of work between 7am and 10am'**, with the majority of respondents indicating that it was **no more than 75%** (19 respondents)

Figure 7: Comparison of percentage of 'workforce arrive at the usual place of work between 7-10am' between 'prior to Covid-19' and 'September 2020'

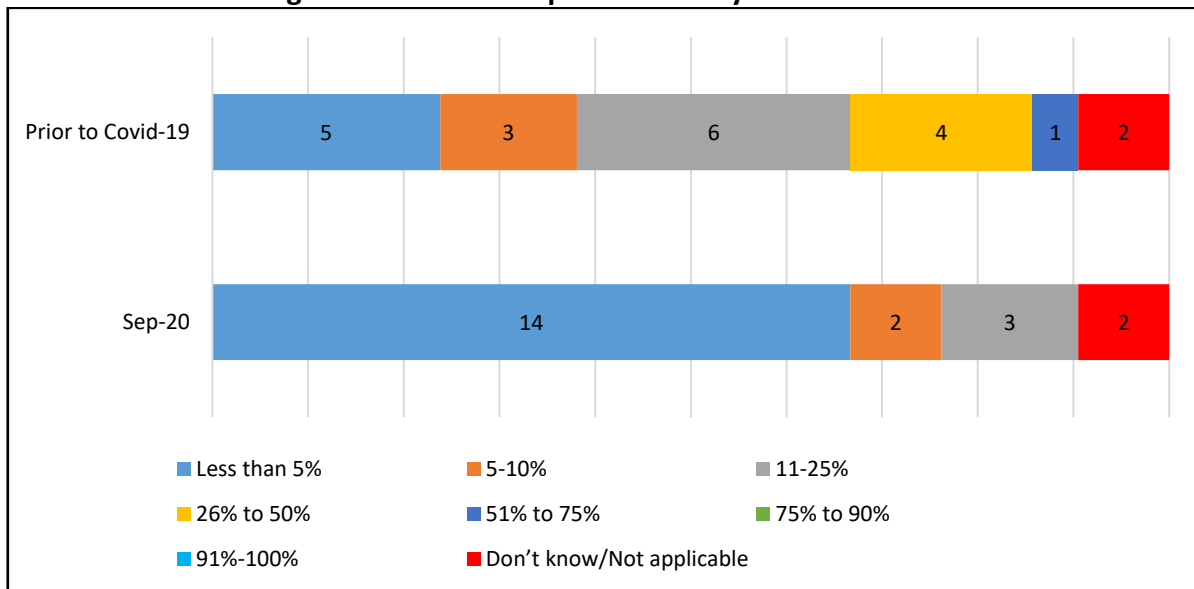


- All respondents who indicated that, **prior to Covid-19, up to 75% of their 'workforce arriving at the usual place of work between 7am and 10am'**, indicated in **September 2020** this was **no more than 25%** (7 respondents)

- The majority of respondents who indicated that, **prior to Covid-19, 76%+** of their **‘workforce arriving at the usual place of work between 7am and 10am’**, indicated in **September 2020** this was **no more than 75%** (12 respondents)
 - A quarter of respondents indicated it was **still 76%+ in September 2020** (4 respondents)

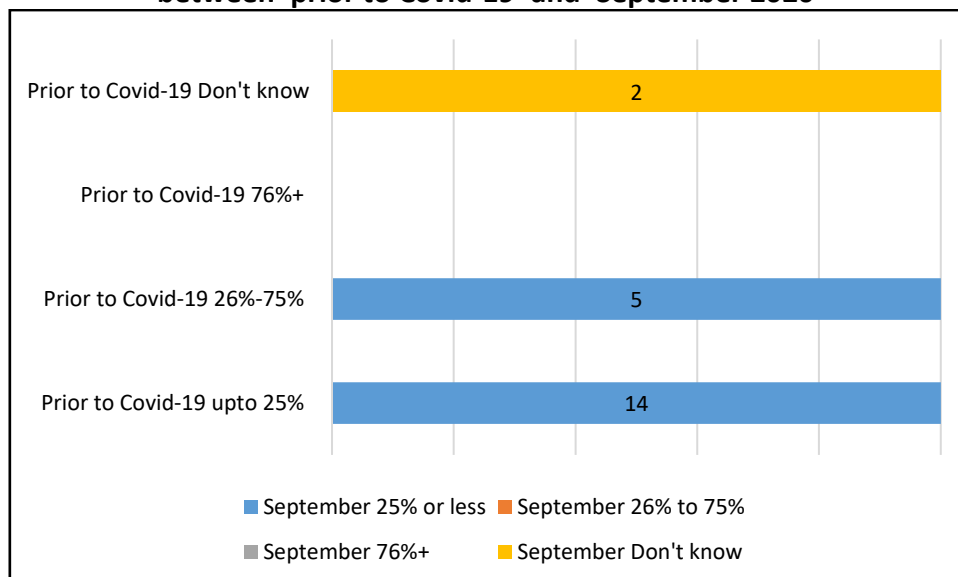
Workforce spend most days ‘out of office’, e.g. to visit customers, have meetings elsewhere

Figure 8: Workforce spend most days ‘out of office’



- The majority of respondents indicated that, **prior to Covid-19, up to 25% of their ‘workforce spend most days ‘out of office’** (14 respondents)
- In **September 2020**, the majority of respondents indicated that **‘less than 5%’ of their ‘workforce spend most days ‘out of office’** (14 respondents)

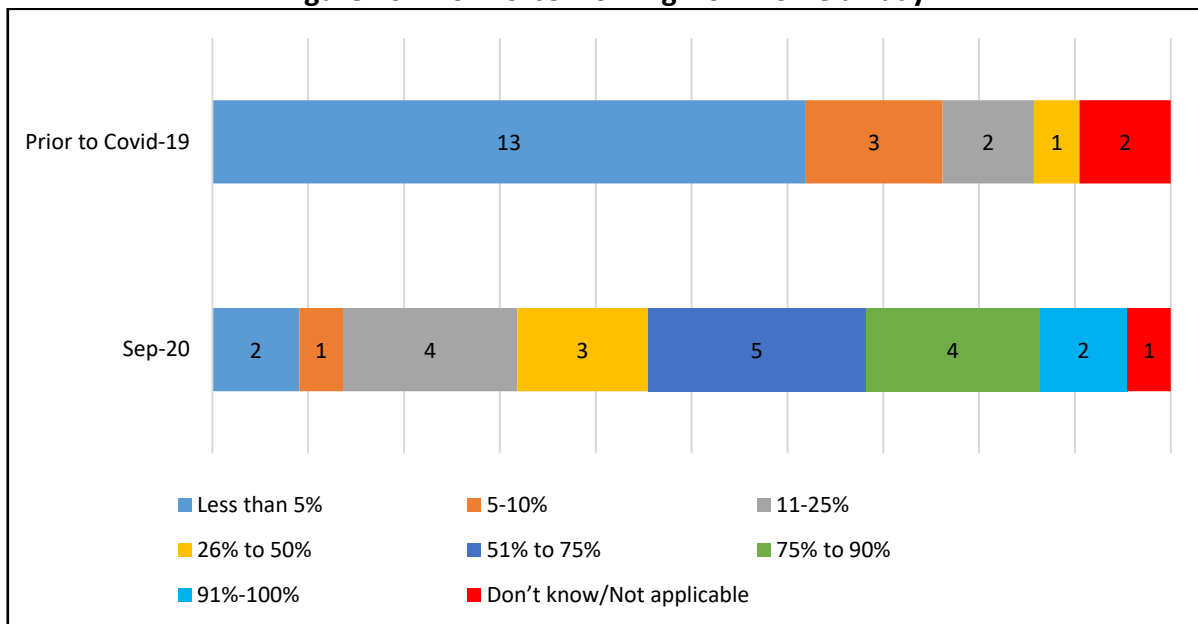
Figure 9: Comparison of percentage of ‘workforce spend most days ‘out of office’ between ‘prior to Covid-19’ and ‘September 2020’



- All of the respondents who indicated that, '**prior to Covid-19**', **up to 25% of their 'workforce spend most days 'out of office''**, indicated that **up to 25% of their 'workforce spend most days 'out of office''** in '**September 2020**' (14 respondents)
- All of the respondents who indicated that, '**prior to Covid-19**', **26% to 75% of their 'workforce spend most days 'out of office''**, indicated that **no more than 25% of their 'workforce spend most days 'out of office''** in '**September 2020**' (5 respondents)

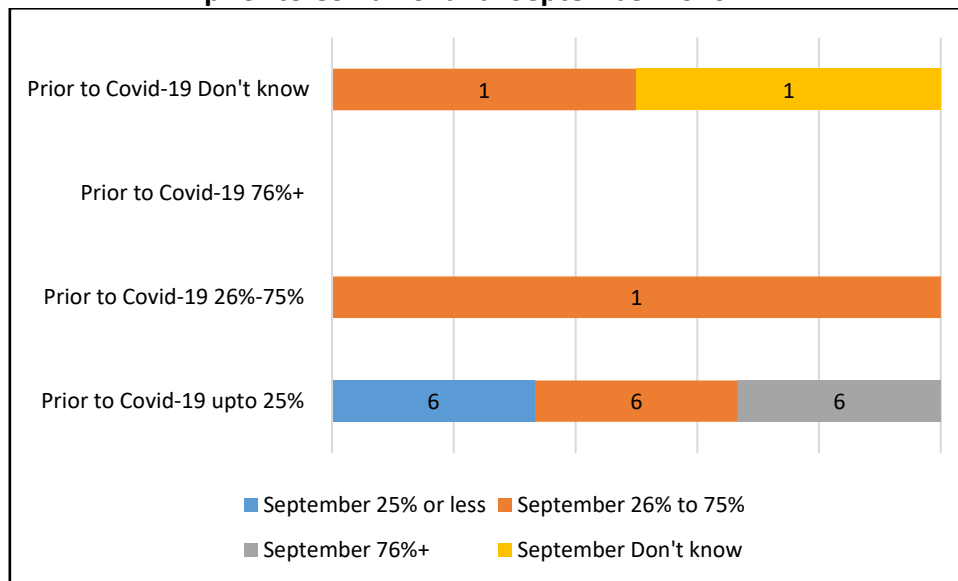
Workforce working from home all day

Figure 10: Workforce working from home all day



- The majority of respondents indicated that, **prior to Covid-19**, '**less than 5%**' of their '**workforce working from home all day**' (13 respondents)
- In **September 2020**, the majority of respondents indicated that **11% to 90% of their 'workforce working from home all day**' (16 respondents)

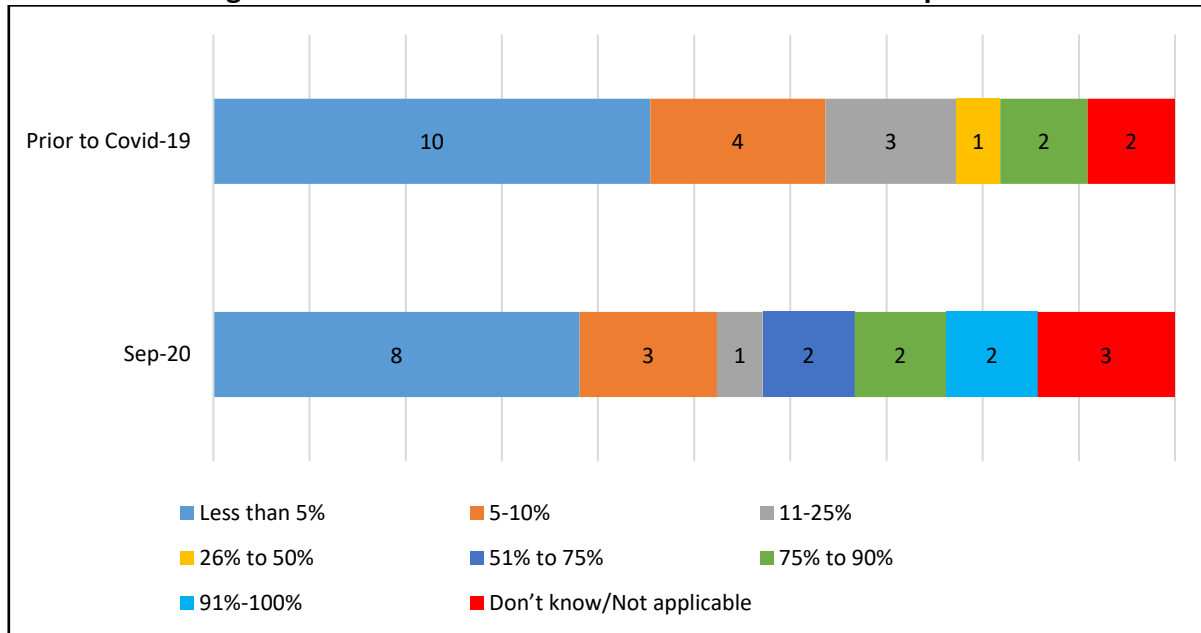
Figure 11: Comparison of percentage of 'workforce working from home all day' between 'prior to Covid-19' and 'September 2020'



- The majority of respondents who indicated that, **'prior to Covid-19', up to 25% of their 'workforce working from home all day'**, indicated that **26% to 76%+ of their 'workforce working from home all day' in 'September 2020'** (12 respondents)
 - A third of respondents who indicated that, **'prior to Covid-19', up to 25% of their 'workforce working from home all day'**, still indicated that **up to 25% of their 'workforce working from home all day' in 'September 2020'** (6 respondents). However, **4 of these respondents increased from 'less than 5%' to '11-25%'**
- One respondent who indicated they **'don't know'** how much of their **'workforce working from home all day' prior to Covid-19**, indicated that **26% to 75% of their 'workforce working from home all day' in September 2020**
- The respondent who indicated, **'prior to Covid-19', 26%-75% of their 'workforce working from home all day'**, indicated an increase from **'26% to 50%' prior to Covid-19 to '51% to 75%' in September 2020**

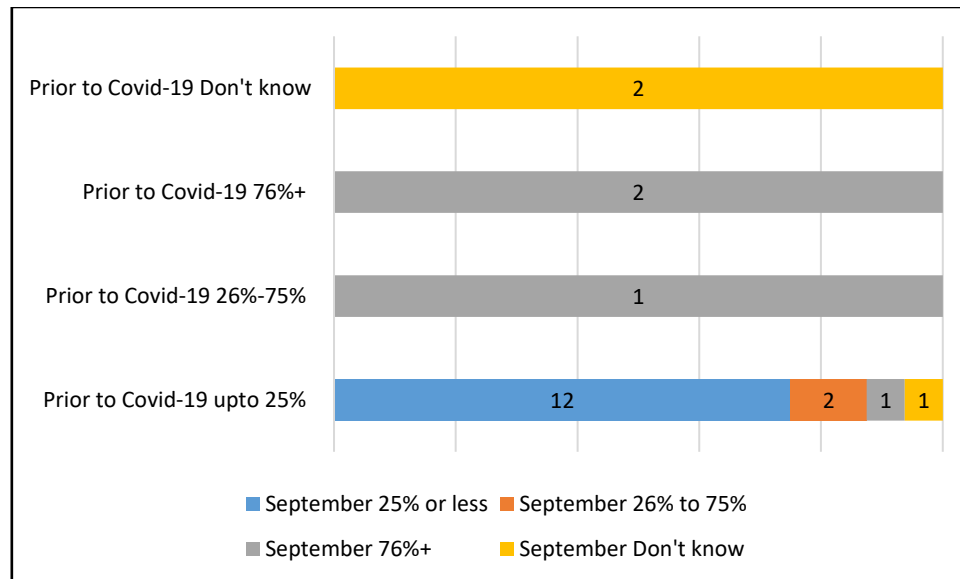
Workforce can arrive outside the rush hour period

Figure 12: Workforce can arrive outside the rush hour period



- The majority of respondents indicated that, **prior to Covid-19, up to 10% of their 'workforce can arrive outside the rush hour period'** (14 respondents)
- In **September 2020**, the majority of respondents indicated **up to 10% of their 'workforce can arrive outside the rush hour period'** (11 respondents)
 - A **small increase** was seen in the number of respondents indicating **51% to 100% of their 'workforce can arrive outside the rush hour period'** (2 respondents prior to Covid-19 and 6 respondents in September 2020)

Figure 13: Comparison of percentage of 'workforce can arrive outside the rush hour period' between 'prior to Covid-19' and 'September 2020'



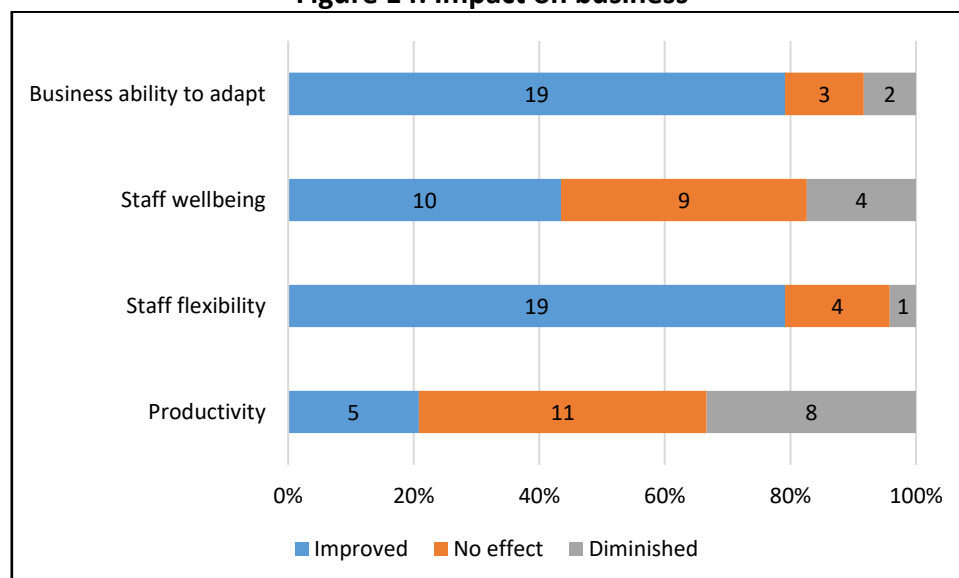
- **No change** was seen from the majority of respondents who indicated that, '**prior to Covid-19**', **up to 25% of their 'workforce can arrive outside the rush hour period'** (12 respondents)
 - 3 respondents who indicated that, '**prior to Covid-19**', **up to 25% of their 'workforce can arrive outside the rush hour period'**, indicated that **26% to 76%+ of their 'workforce can arrive outside the rush hour period'** in '**September 2020**'
- The respondent who indicated that, '**prior to Covid-19**', '**26% to 50%** of their '**workforce can arrive outside the rush hour period**', indicated that '**75% to 90%** of their '**workforce can arrive outside the rush hour period**' in '**September 2020**'
- **No change** was seen in the respondents who indicated that, '**prior to Covid-19**', **76%+ of their 'workforce can arrive outside the rush hour period'**

Question 7: We are interested in how some of the impacts of different ways of working might drive future changes. Do you think that changes to ways of working have impacted on your business in any of the following ways:

All 24 respondents answered the question on whether they felt changes to ways of working have impacted on their business. 1 respondent did not leave an answer for 'staff wellbeing'. **The majority of respondents indicated that 'business ability to adapt' (19 respondents) and 'staff flexibility' (19 respondents) had 'improved'.**

The majority were split between 'improved' (10 respondents) and 'no effect' (9 respondents) for 'staff wellbeing', while for 'productivity', the majority were split between there being 'no effect' (11 respondents) and it being 'diminished' (8 respondents).

Figure 14: Impact on business



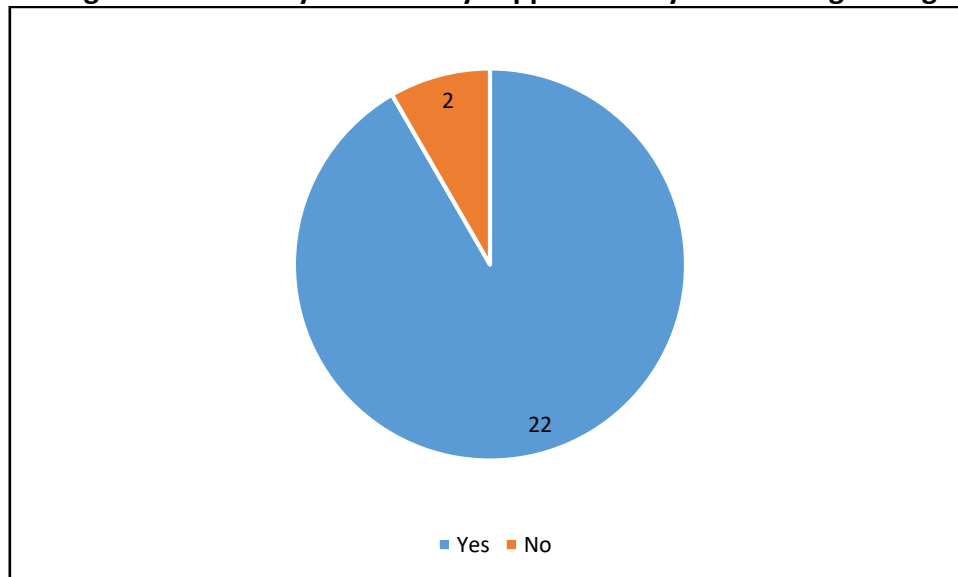
- Under half of respondents felt there had been 'no effect' on 'productivity' (11 respondents)
 - A third felt 'productivity' had 'diminished' (8 respondents)
 - Under a quarter felt 'productivity' had 'improved' (5 respondents)
- The majority of respondents felt that 'staff flexibility' had 'improved' (19 respondents)
- Under half of respondents felt 'staff wellbeing' had 'improved' (10 respondents)
 - Over a third of respondents felt that there had been 'no effect' on 'staff wellbeing' (9 respondents)
- The majority of respondents felt that 'business ability to adapt' had 'improved' (19 respondents)

Question 8: Has your digital connectivity successfully supported your ways of working during the Covid-19 pandemic?

All 24 respondents answered the question on whether their digital connectivity had successfully supported their ways of working during the Covid-19 pandemic.

The majority of respondents indicated that their digital connectivity had successfully supported their ways of working during the Covid-19 pandemic (22 respondents).

Figure 15: Digital connectivity successfully supported ways of working during Covid-19

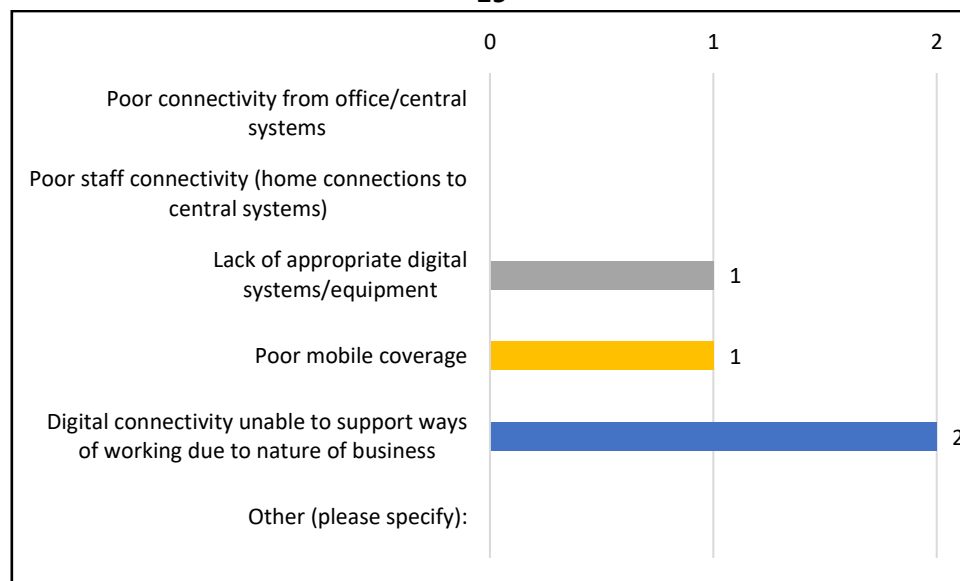


Question 9: Why has your digital connectivity not fully supported your ways of working during the Covid-19 pandemic?

2 respondents answered the question on why their digital connectivity had not fully supported their ways of working during the Covid-19 pandemic, as they had answered 'no' to question 8. Respondents could select multiple answers to this question.

Both respondents indicated that 'digital connectivity unable to support ways of working due to nature of business' as the reason.

Figure 16: Reasons digital connectivity did not fully support ways of working during Covid-19



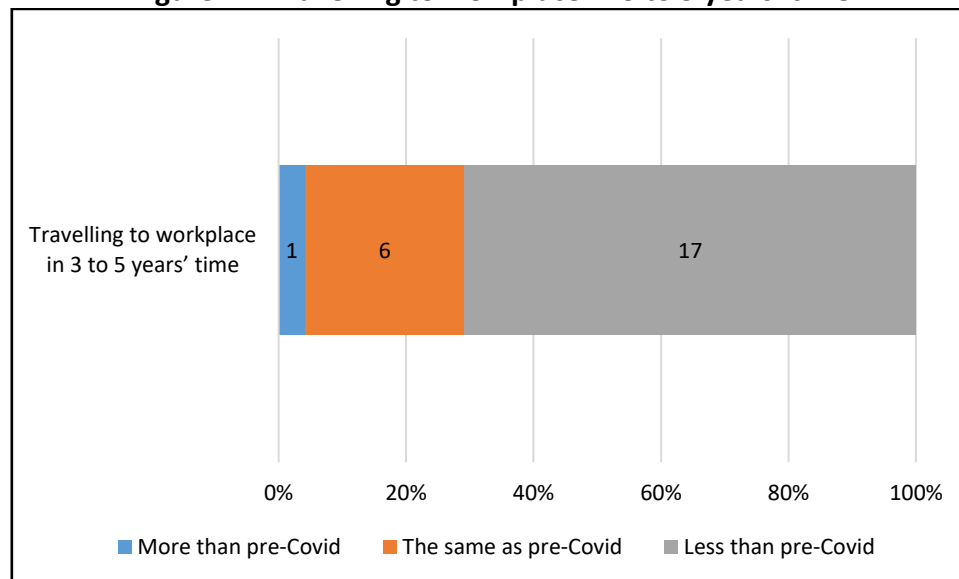
- 1 respondent also indicated that '**lack of appropriate digital systems/equipment**' and '**poor mobile**' coverage were the reasons

Question 10: How often will employees be travelling to a fixed workplace (for example an office/retail space) in 3 – 5 years' time?

All 24 respondents answered the question on how often employees would be travelling to a fixed workplace in 3 to 5 years' time.

The majority of respondents indicated that employees would be travelling to a fixed workplace 'less than pre-Covid' in 3 to 5 years' time (17 respondents).

Figure 17: Travelling to workplace in 3 to 5 years' time



Question 11: What are the reasons behind this change?

18 respondents answered the question on what the reasons were behind the change of employees travelling to a fixed workplace in 3 to 5 years' time, as they answered 'more than pre-Covid' or 'less than pre-Covid' to question 10. Respondents could select multiple answers to this question.

The majority of respondents indicated that the 'ability to work flexibly' and 'staff wellbeing' were the reasons behind the change.

'Less than pre-Covid'

Figure 18: Reasons for employees travelling to a fixed workplace 'less than pre-Covid' in 3 to 5 years' time

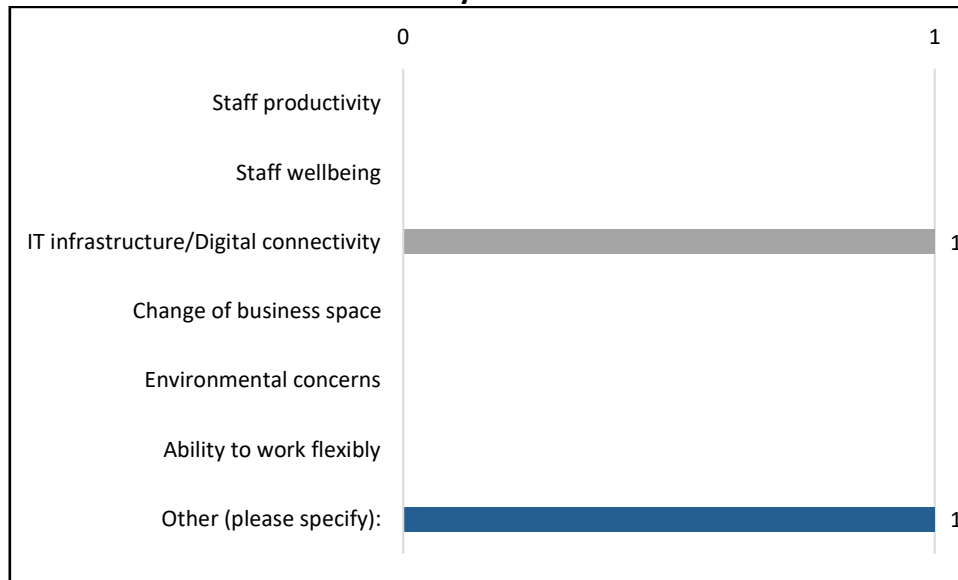


- Of the 17 respondents who indicated that employees would be travelling to a fixed workplace 'less than pre-Covid' in 3 to 5 years' time:
 - The majority indicated that **'Ability to work flexibly'** (12 respondents) and **'staff wellbeing'** (11 respondents) were the reasons behind this change
 - Under half indicated the following reasons:
 - **'Staff productivity'** (7 respondents)
 - **'IT infrastructure/Digital connectivity'** (7 respondents)
 - **'Environmental concerns'** (6 respondents)
 - Few respondents indicated that **'change of business space'** was the reason behind this change (3 respondents)
 - Those respondents indicating there were **'other'** reasons behind this change included:
 - It would be cheaper and free up office and parking spaces for something more productive

- Savings accrued in reduced office space could be used to fund investment in staff instead

‘More than pre-Covid’

Figure 19: Reasons for employees travelling to a fixed workplace ‘more than pre-Covid’ in 3 to 5 years’ time



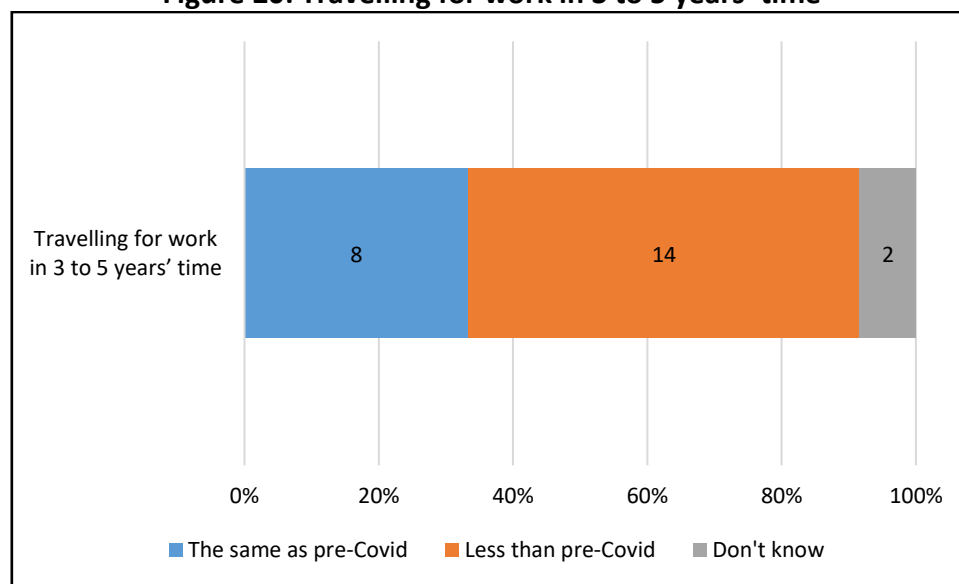
- The one respondent who indicated that employees would be travelling to a fixed workplace ‘more than pre-Covid’ in 3 to 5 years’ time, indicated that **‘IT infrastructure/Digital connectivity’** and **‘other’** were the reasons behind this change.
 - They specified their **‘other’** reason was they had less reason to travel to clients and could work onsite

Question 12: How often will employees be travelling for work (for example to sites of potential customers/meetings outside of usual workplace) in 3 – 5 years' time?

All 24 respondents answered the question on how often employees would be travelling for work in 3 to 5 years' time.

The majority of respondents indicated that employees would be travelling for work 'less than pre-Covid' in 3 to 5 years' time (14 respondents).

Figure 20: Travelling for work in 3 to 5 years' time



- A third of respondents indicated that employees would be travelling for work **'the same as pre-Covid'** in 3 to 5 years' time (8 respondents)

Question 13: What are the reasons behind this change?

14 respondents answered the question on what the reasons were behind the change of employees travelling for work in 3 to 5 years' time, as they answered 'less than pre-Covid' to question 12 (no respondents indicated they would be travelling for work 'more than pre-Covid'). Respondents could select multiple answers to this question.

The majority of respondents indicated that the 'ability to work flexibly' and 'IT infrastructure/Digital connectivity' were the reasons behind this change.

'Less than pre-Covid'

Figure 21: Reasons for employees travelling for work 'less than pre-Covid' in 3 to 5 years' time



- Of the 14 respondents who indicated that employees would be travelling for work 'less than pre-Covid' in 3 to 5 years' time:
 - The majority indicated that **'Ability to work flexibly'** (12 respondents) and **'IT infrastructure/Digital connectivity'** (10 respondents) were the reasons behind this change
 - Half of respondents indicated that **'Staff productivity'** was the reason behind this change (7 respondents)
 - Less than half of respondents indicated that **'staff wellbeing'** was the reason behind this change (6 respondents)
 - Over a third indicated that **'Environmental concerns'** was the reason behind this change (5 respondents)
 - One respondent indicated that **'change of business space'** was the reason behind this change
 - 4 respondents indicated there were **'other'** reasons behind this change. These included:

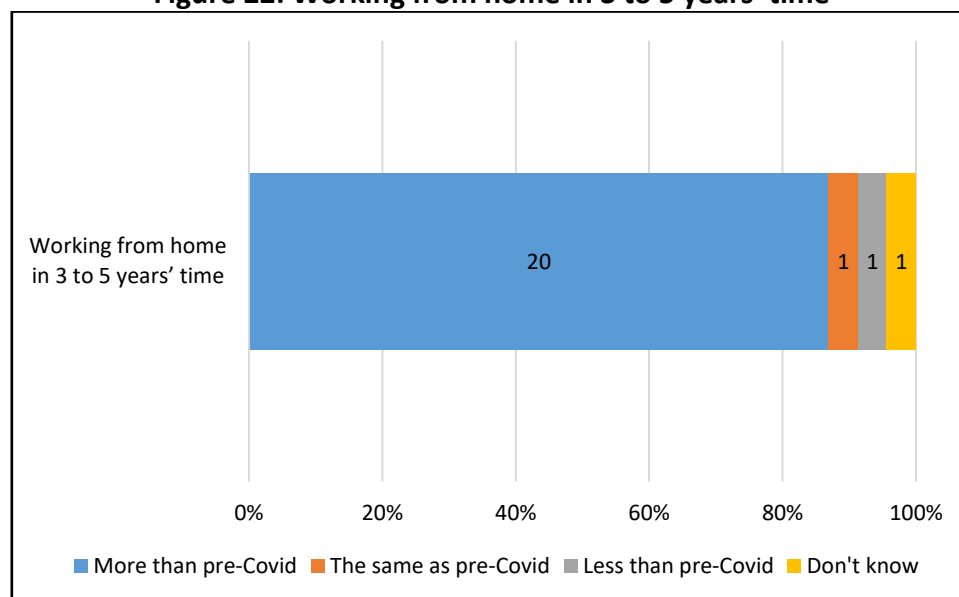
- Cost savings
- Certain members of staff would likely have similar travel behaviours as prior to Covid-19, due to the nature of their work being less flexible than other staff members
- That online meetings have been shown to be effective and it was felt staff would resent giving up time to travel

Question 14: How often will employees be working from home in 3 – 5 years' time?

23 respondents answered the question on how often employees would be working from home in 3 to 5 years' time.

The majority of respondents indicated that employees would working from home 'more than pre-Covid' in 3 to 5 years' time (20 respondents).

Figure 22: Working from home in 3 to 5 years' time



Question 15: What are the reasons behind this change?

21 respondents answered the question on what the reasons were behind the change of employees travelling for work in 3 to 5 years' time, as they answered 'more than pre-Covid' or 'less than pre-Covid' to question 14. Respondents could select multiple answers to this question.

The majority of respondents indicated that the 'ability to work flexibly', 'staff wellbeing', and 'IT infrastructure/Digital connectivity' were the reasons behind this change.

'Less than pre-Covid'

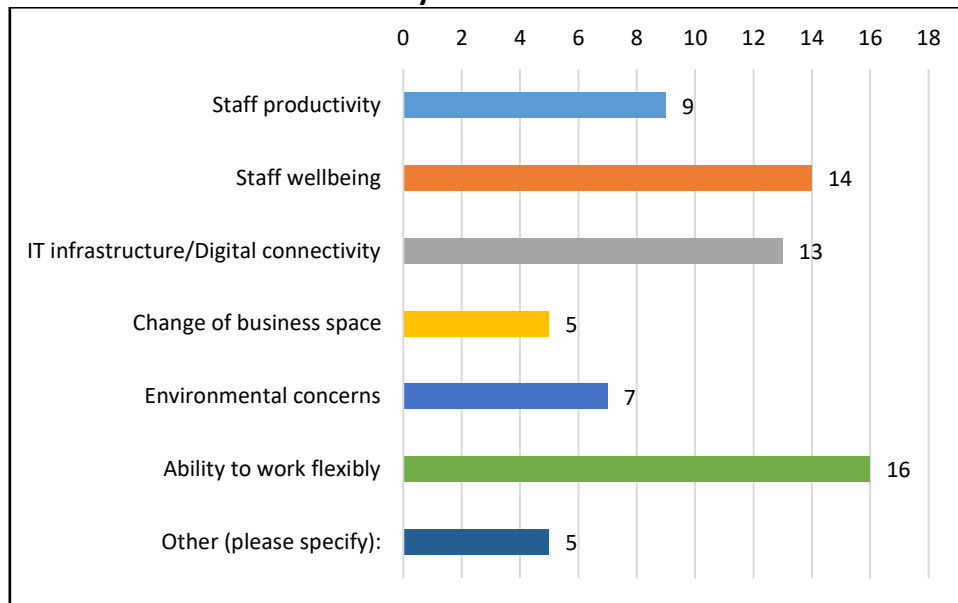
Figure 23: Reasons for employees working from home 'less than pre-Covid' in 3 to 5 years' time



- The one respondent who indicated that employees would be working from home 'less than pre-Covid' in 3 to 5 years' time, indicated that '**change of business space**' was the reason behind this change

‘More than pre-Covid’

Figure 24: Reasons for employees working from home ‘more than pre-Covid’ in 3 to 5 years’ time



- Of the 20 respondents who indicated that employees would be working from home ‘more than pre-Covid’ in 3 to 5 years’ time:
 - The majority indicated that ‘**Ability to work flexibly**’ (16 respondents), ‘**staff wellbeing**’ (14 respondents), and ‘**IT infrastructure/Digital connectivity**’ (13 respondents) were the reasons behind this change
 - Under half of respondents indicated that ‘**Staff productivity**’ was the reason behind this change (9 respondents)
 - Over a third indicated that ‘**Environmental concerns**’ was the reason behind this change (7 respondents)
 - A quarter of respondents indicated that ‘**change of business space**’ was the reason behind this change (5 respondents)
 - Respondents indicating there were ‘**other**’ reasons behind this change included:
 - Travel cost savings
 - Employee expectation that home working is an option
 - Prior commitment to flexible working that home working helps them achieve
 - To avoid the impact of illness within the workplace

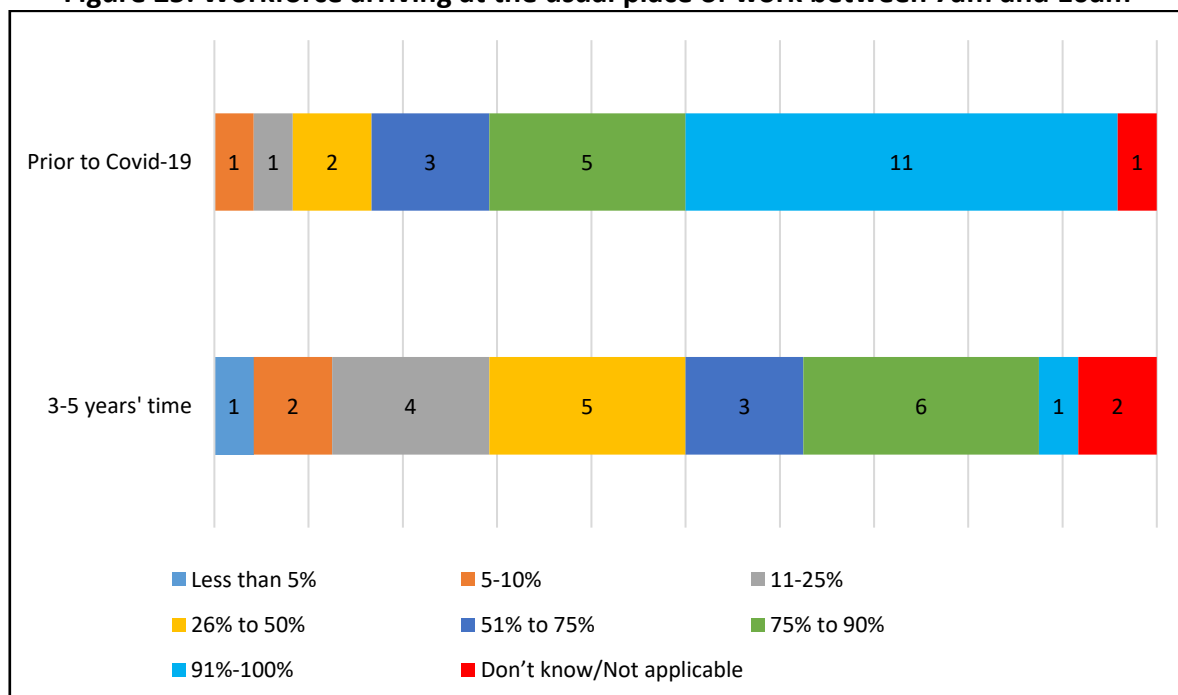
Question 16: Approximately how much of your workforce will be travelling to their usual place of work during morning rush hour (7am -10am)? Please select the approximate percentage of your workforce travelling in 3-5 years' time for the following options:

All 24 respondents answered the question on approximately how much of their workforce were travelling to their usual place of work during morning rush hour (7am to 10am) in 3 to 5 years' time. 3 respondents did not leave answers to some parts of the question, namely around 'workforce spends most of their days 'out of the office', 'workforce working from home all day', and 'workforce can arrive outside the rush hour period (7-10am) most days'.

- The majority of respondents indicated that the amount of their 'workforce arriving at the usual place of work between 7am and 10am' would reduce in 3 to 5 years' time compared to prior to Covid-19
- Little change was seen in the amount of the 'workforce spend[ing] most days 'out of office'' and 'workforce [that] can arrive outside the rush hour period' compared to prior to Covid-19
- The majority of respondents indicated that the amount of their 'workforce working from home all day' would increase in 3 to 5 years' time compared to prior to Covid-19

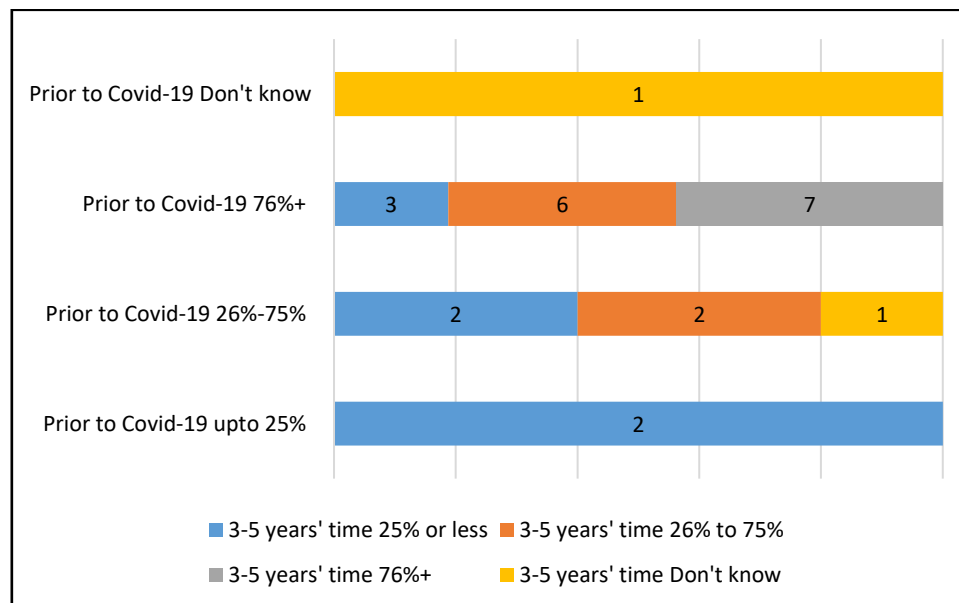
Workforce arriving at the usual place of work between 7am and 10am

Figure 25: Workforce arriving at the usual place of work between 7am and 10am



- **3 to 5 years' time** saw a reduction in **'workforce arriving at the usual place of work between 7am and 10am'**, with the majority of respondents indicating that it was **no more than 75%** (15 respondents)

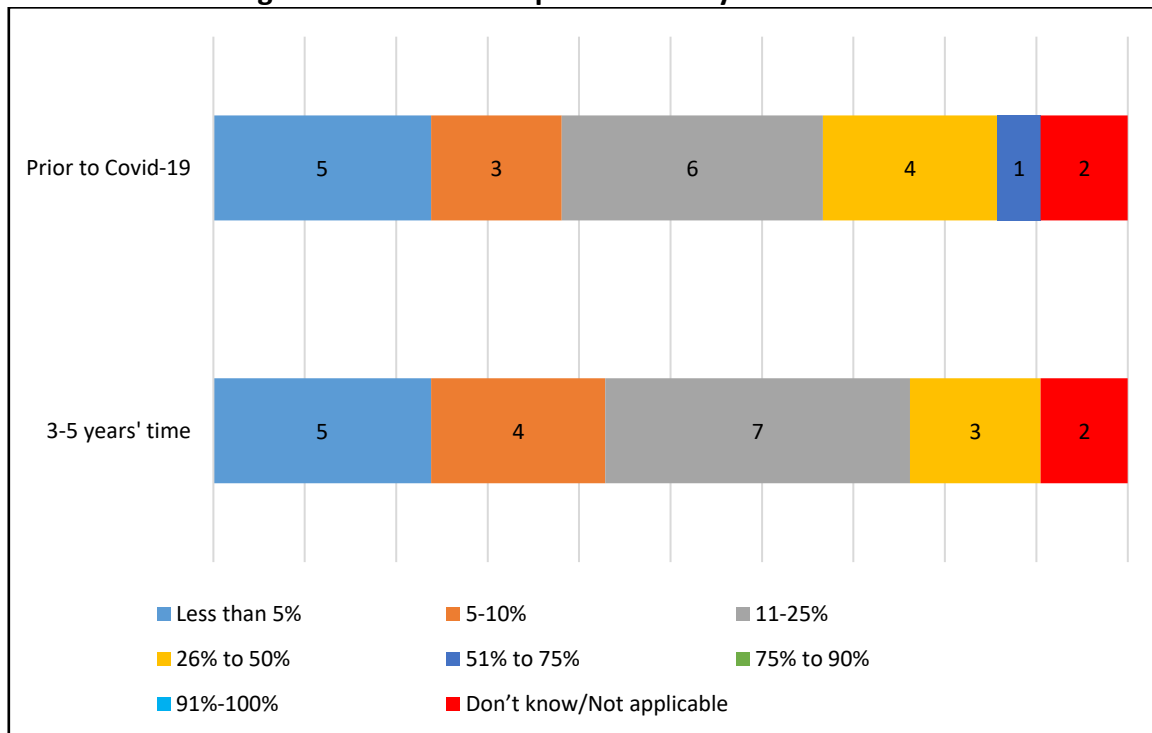
Figure 26: Comparison of percentage of 'workforce arrive at the usual place of work between 7-10am' between 'prior to Covid-19' and '3-5 years' time'



- **No change** was seen in respondents who indicated that, **'prior to Covid-19', up to 25% of their 'workforce arrive at the usual place of work between 7-10am'**
- Respondents who indicated that, **'prior to Covid-19', 26%-75% of their 'workforce arrive at the usual place of work between 7-10am'**, were split between remaining at **26% to 75% of their 'workforce arrive at the usual place of work between 7-10am'** (2 respondents) and lowering to **less than 25%** (2 respondents) in **'3-5 years' time'**.
- The majority of respondents who indicated that, **'prior to Covid-19', 76%+ of their 'workforce arrive at the usual place of work between 7-10am'**, indicated that **up to 75% of their 'workforce arrive at the usual place of work between 7-10am'** (9 respondents) in **'3-5 years' time'**. The majority of these respondents indicated it would **lower to 26%-75%** (6 respondents)
 - Under half of respondents who indicated that, **'prior to Covid-19', 76%+ of their 'workforce arrive at the usual place of work between 7-10am'**, indicated that it would **remain at 76%+ in '3-5 years' time'** (7 respondents)

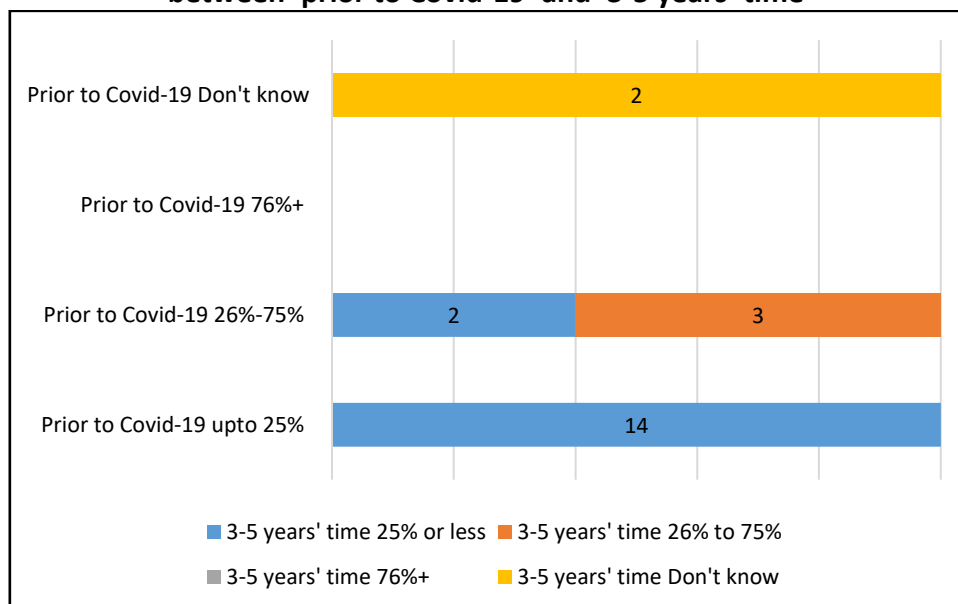
Workforce spend most days 'out of office' e.g. to visit customers, have meetings elsewhere

Figure 27: Workforce spend most days 'out of office'



- The majority of respondents indicated that, in **3 to 5 years' time**, up to **25%** of their 'workforce spend most days 'out of office'' (16 respondents), similar to prior to Covid-19

Figure 28: Comparison of percentage of 'workforce spend most days 'out of office'' between 'prior to Covid-19' and '3-5 years' time'

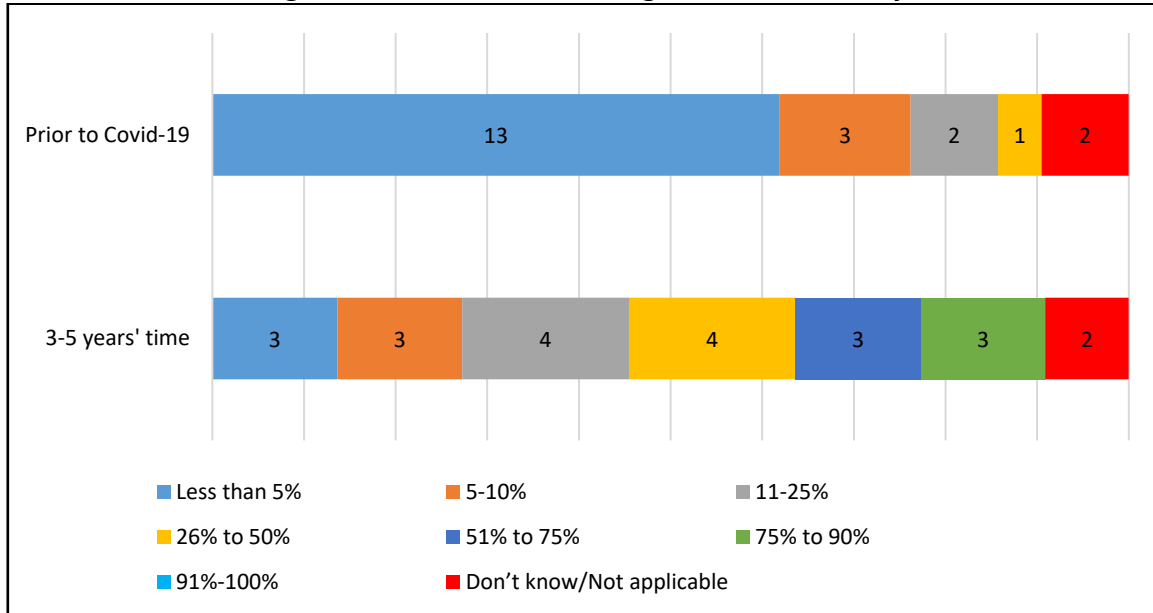


- No change** was seen in respondents who indicated that, 'prior to Covid-19', up to **25%** of their 'workforce spend most days 'out of office''

- Respondents who indicated that, **‘prior to Covid-19’, 26%-75% of their ‘workforce spend most days ‘out of office’’** were split between **remaining at 26% to 75%** (3 respondents) and **lowering to 25% or less** (2 respondents) in **‘3-5 years’ time’**

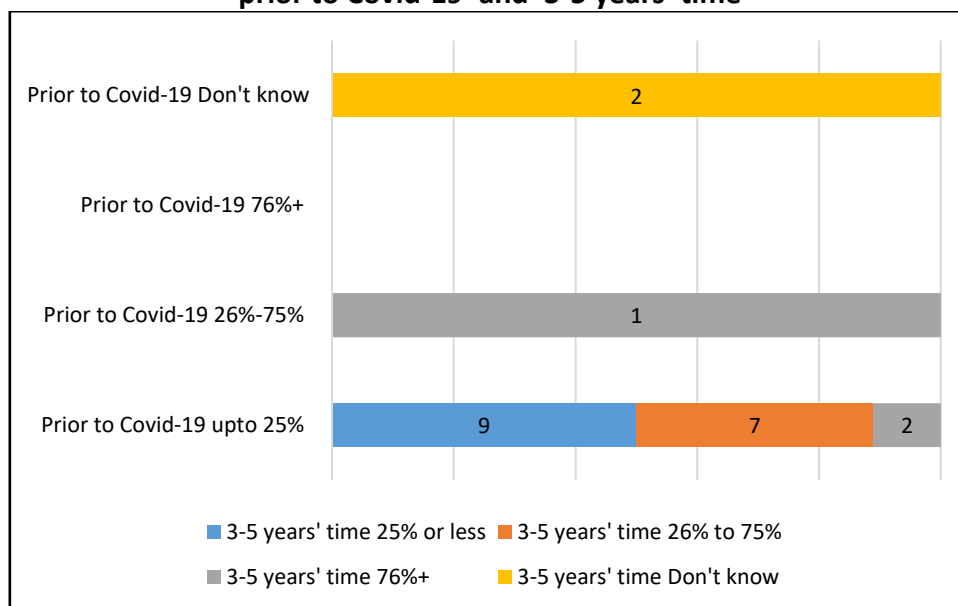
Workforce working from home all day

Figure 29: Workforce working from home all day



- The majority of respondents indicated that, in **3 to 5 years’ time**, the amount of their **‘workforce working from home all day’** would **increase to 11% to 90%** (14 respondents)

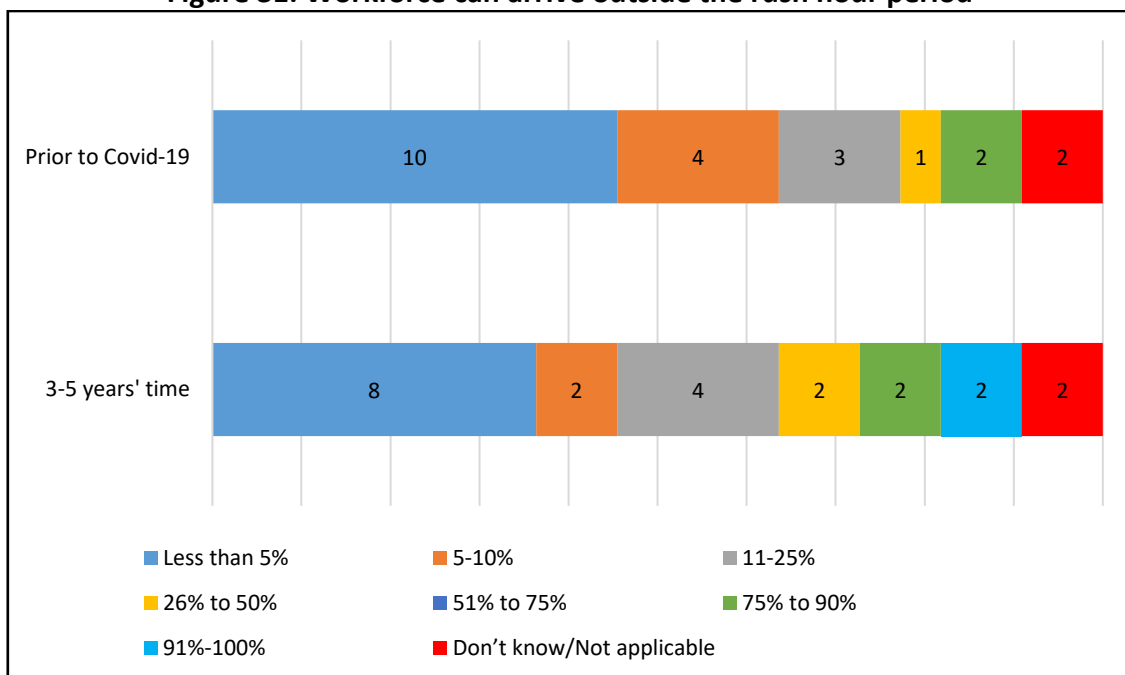
Figure 30: Comparison of percentage of ‘workforce working from home all day’ between ‘prior to Covid-19’ and ‘3-5 years’ time’



- Half of the respondents who indicated that, **'prior to Covid-19', up to 25% of their 'workforce working from home all day'**, indicated that **26% to 76%+ of their 'workforce working from home all day' in '3-5 years' time'** (9 respondents)
 - Half of respondents who indicated that, **'prior to Covid-19', up to 25% of their 'workforce working from home all day'**, indicated that it **would remain at 25% or less in '3-5 years' time'** (9 respondents)
- The respondent who indicated that, **'prior to Covid-19', 26%-75% of their 'workforce working from home all day'**, indicated it **would increase to 76%+ in '3-5 years' time'**

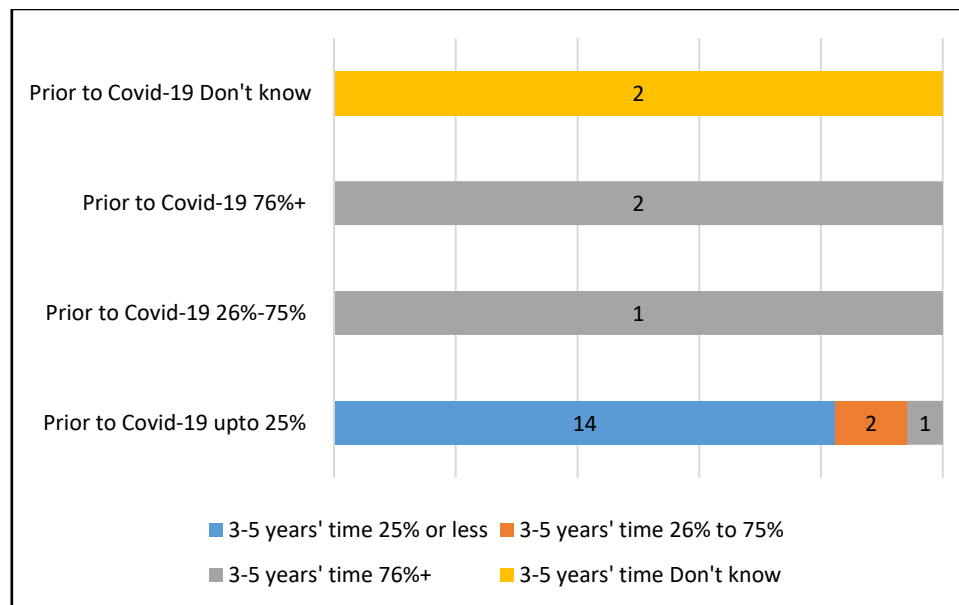
Workforce can arrive outside the rush hour period

Figure 31: Workforce can arrive outside the rush hour period



- The majority of respondents indicated that, in **3 to 5 years' time, up to 25% of their 'workforce can arrive outside the rush hour period'** (14 respondents), **similar to prior to Covid-19**

Figure 32: Comparison of percentage of 'workforce can arrive outside the rush hour period' between 'prior to Covid-19' and '3-5 years' time'



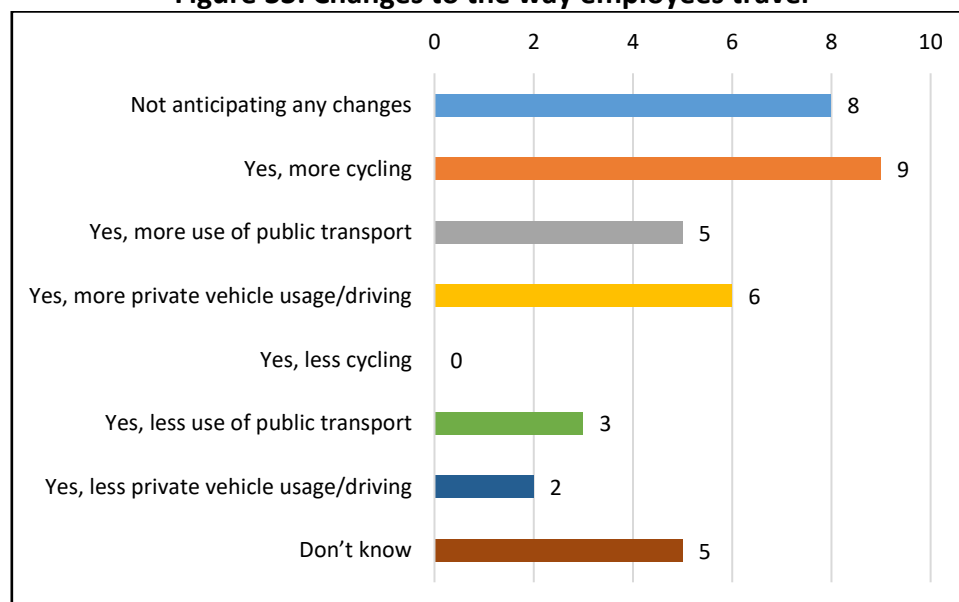
- **No change** was seen from the majority of respondents who indicated that, '**prior to Covid-19**', **up to 25% of their 'workforce can arrive outside the rush hour period'** in '**3-5 years' time**' (14 respondents)
 - 3 respondents who indicated that, '**prior to Covid-19**', **up to 25% of their 'workforce can arrive outside the rush hour period'**, indicated that **26% to 76%+ of their 'workforce can arrive outside the rush hour period'** in '**3-5 years' time**'
- The respondent who indicated that, '**prior to Covid-19**', **26%-75% of their 'workforce can arrive outside the rush hour period'**, indicated that it **would increase to 76%+ in '3-5 years' time'**

Question 17: There has been a lot of speculation about long-term impacts of the pandemic on people's choice of mode of transport. In a post-pandemic world, are you actively anticipating a change to the way your employees travel to a workplace?

All 24 respondents answered the question on whether they were actively anticipating a change in the way employees travel to a workplace post-pandemic. Respondents could select multiple answers to this question.

Over a third of respondents indicated that they were anticipating 'more cycling' (9 respondents), however, a third of respondents indicated they were 'not anticipating any changes' (8 respondents).

Figure 33: Changes to the way employees travel



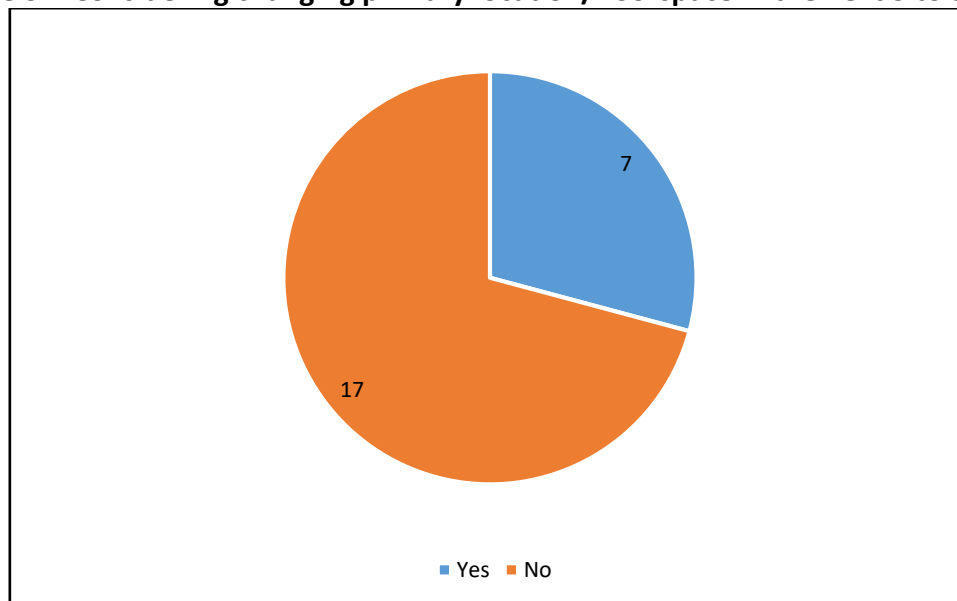
- Less than a quarter of respondents indicated that:
 - They were anticipating '**more private vehicle usage/driving**' (6 respondents)
 - They '**don't know**' if they were anticipating any changes (5 respondents)
 - They were anticipating '**more use of public transport**' (5 respondents)
- Few respondents indicated that they were anticipating:
 - '**Less use of public transport**' (3 respondents)
 - '**Less private vehicle usage/driving**' (2 respondents)
- No respondents indicated that they were anticipating '**less cycling**'

Question 18: Are you considering changing your organisation's current primary location/floorspace in the next 3-5 years?

All 24 respondents answered the question on whether they were considering changing their current primary location/floorspace in the next 3 to 5 years.

The majority of respondents indicated that, 'no', they were not considering changing their primary location/floorspace in the next 3 to 5 years (17 respondents).

Figure 34: Considering changing primary location/floorspace in the next 3 to 5 years

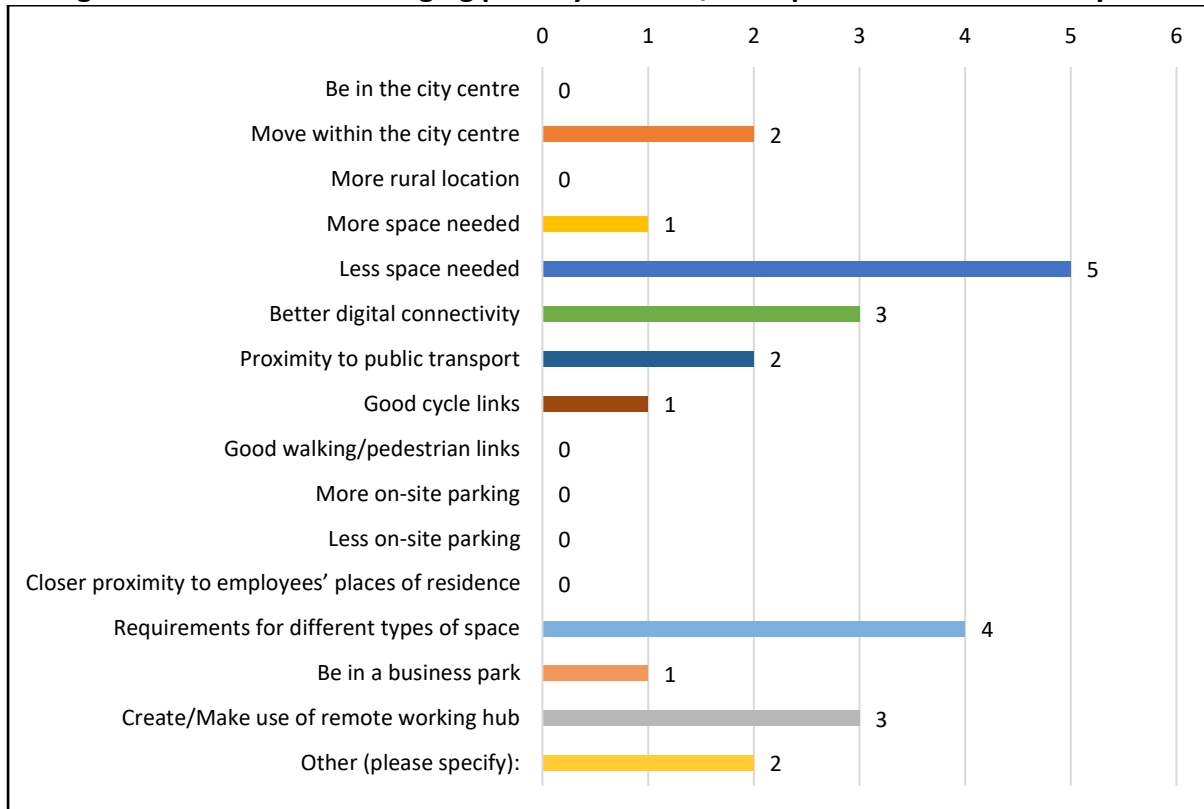


Question 19: What are the reasons behind changing your organisation's current primary location/floorspace in the next 3-5 years?

7 respondents answered the question on what the reasons were behind the change of their organisation's current primary location/floorspace in 3 to 5 years' time, as they answered 'no' to question 18. Respondents could select multiple answers to this question.

The majority of respondents indicated that 'less space needed' (5 respondents) and 'requirements for different types of space' (4 respondents) were the reasons behind the change.

Figure 35: Reasons for changing primary location/floorspace in the next 3 to 5 years



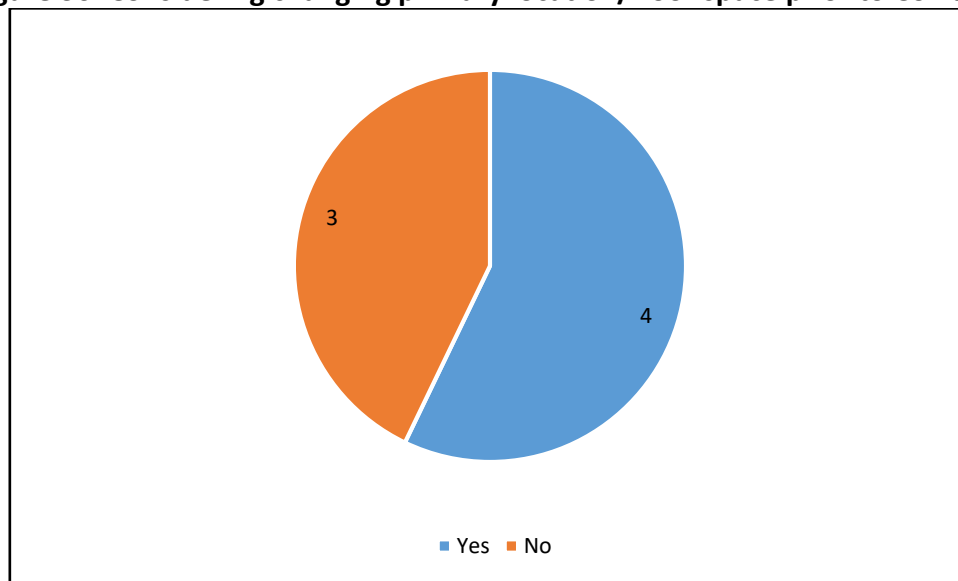
- Under half of respondents indicated that **'create/make use of remote working hub'** (3 respondents) and **'better digital connectivity'** (3 respondents) was the reason behind the change
- Over a quarter of respondents indicated **'Move within the city centre'** (2 respondents) and **'Proximity to public transport'** (2 respondents) were the reasons behind the change
- 2 respondents indicated there were **'Other'** reasons behind the change. These respondents were asked to specify. These included:
 - To improve quality of space
 - That employees were more likely to want to work in the office for team/group work and training, with less solo work at desk, meaning a need for a different office configuration

Question 20: Were you considering changing your organisation's current primary location/floor space prior to the Covid-19 pandemic?

7 respondents answered the question on whether they were considering changing their organisations current primary location/floor space prior to the Covid-19 pandemic, as they answered 'no' to question 18.

4 respondents indicated, 'yes', they were considering changing their current primary office location/floor space before the Covid-19 pandemic and 3 respondents indicated, 'no', they were not.

Figure 36: Considering changing primary location/floor space prior to Covid-19

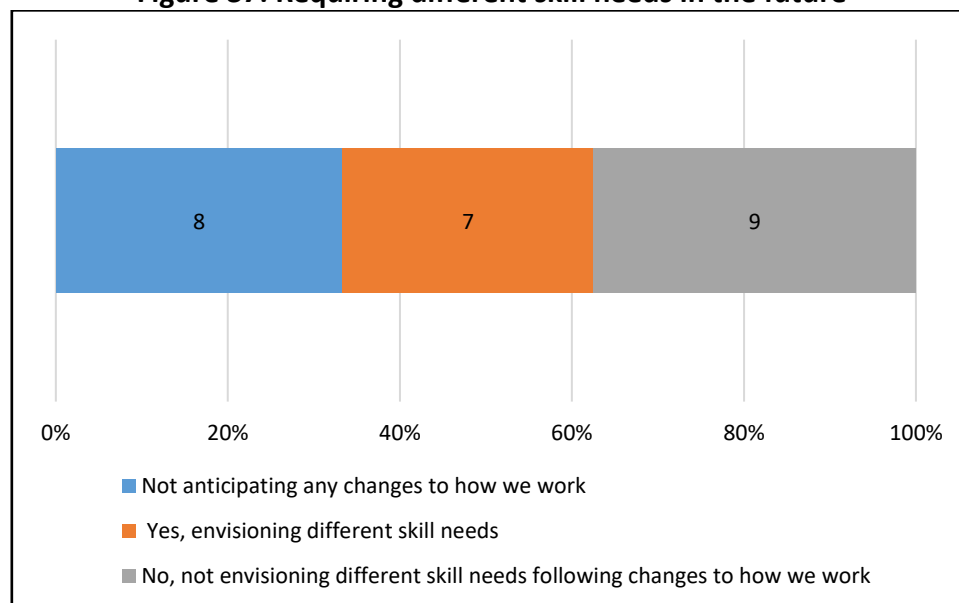


Question 21: As the result of any changes to how you work, are you envisioning any different skill needs in the future?

All 24 respondents answered the question on whether, as a result of any changes to the way they worked, they were envisioning any different skill needs in the future.

The majority of respondents indicated they were not envisioning different skill needs in the future (17 respondents), either because they were **‘not anticipating any changes to how we work’ (8 respondents)** or because **‘no, not envisioning different skill needs following changes to how we work (9 respondents).**

Figure 37: Requiring different skill needs in the future



- Under a third of respondents indicated **‘yes, envisioning different skill needs’ (7 respondents)**

Question 22: What skill needs are you envisioning?

6 respondents left comments on the question asking what skill needs they were envisioning, as they answered ‘yes, envisioning different skill needs’ to question 21. 1 respondent skipped this question.

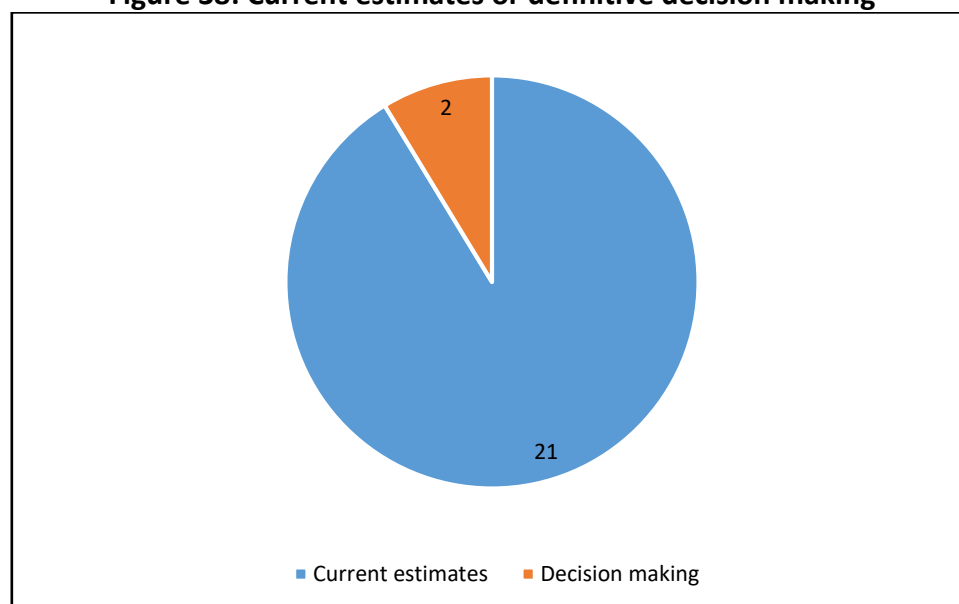
- These comments included:
 - In-house I.T. skills, particularly due to increased reliance on technology due to remote working
 - Leadership skills relating to remote management, including performance management
 - Digital skills to improve independent working in digital environments, particularly with client facing roles

Question 23: Have your answers to this section (Section 3 – Situation in 3-5 years' time) been based on your current estimates or definitive decision making?

23 respondents answered the question on whether their answers to section 3 – situation in 3-5 years' time (relating to questions 10 to 22), were based on current estimates or definitive decision making.

The majority of respondents indicated their answer had been based on 'current estimates' (21 responses).

Figure 38: Current estimates or definitive decision making



Question 24: Do you have any other comments, examples of how your organisation is working, or any further detail you would like to add?

8 respondents left comments on the question that asked if they had any other comments, examples of how your organisation is working, or any further detail they would like to add. These comments included:

- Feeling that affordable parking was needed for the success of Cambridge's retailers and restaurants
- That, although flexible working policies were in place for those that could, some staff required coming into an office/floorspace due to the nature of their work
- That, due to the nature of their work, office space was not central so flexible hours would be introduced and supported by technology
- That due to the number of staff and nature of the jobs in the business, estimating staff travel was difficult

- That staff wellbeing had been mixed both from those coming on site and those working from home
- That they were envisioning increases in all modes of travel as the business would be expanding
- That staff had previously had stressful commutes that current home/flexible working patterns had relieved
- That technology was being utilised to conduct daily team meetings that were improving staff wellbeing and understanding of others work
- That the office was being used by a limited number of staff at a time to manage team/group working
- That on site working would still be needed for staff creativity, wellbeing, support, and development but there were some areas of work that could be replaced with technological solutions
- That they were looking to adopt new systems and process that had improved efficiency during the pandemic, while reviewing working and travel patterns, likely with more flexible working. However, definitive decisions were being withheld until the pandemic is over.

Appendix 3 – Future Investment Strategy: summary of existing and new allocations

Future Investment Strategy 2020	
Existing allocations – prior to FIS review and December Board	
Project	Allocation
GCP corridor schemes: CAM phase 1 routes	£400.8m
Public transport schemes	£79.09m
Public transport services	£75m
City Access	£11.23m
Cycling	£97.95m
Rail	£1.75m
Operational	£4.8m
Housing	£0.6m
Skills	£4.66m
Smart	£2.27m
Energy Capacity	£25.14
Total	£703.29m
December Board proposals	
Haslingfield Greenway	£8m
City Access	£9.9m
Total (if approved)	£721.19m

Future Investment Strategy 2020	
New allocations	
Project	Indicative allocation
Zero emission bus fund	Up to £50m (from previous £75m public transport allocation)
Active travel network – addressing gaps	
Unlocking housing delivery	£20m (recoverable)
Smart programme	£2.5m
Total	£72.5m
Public transport reallocation	-£50m
Total additional investment allocation	£22.5m
Total minus recoverable investment	£2.5m
Programme total	£743.69m
Programme total minus recoverable investment	£723.69m

Public Transport Improvements and City Access Strategy

Report to: Greater Cambridge Partnership Joint Assembly

Date: 19th November 2020

Lead Officer: Peter Blake – Director of Transport, GCP

1 Purpose

- 1.1. This paper provides an update on the city access project, building on papers considered by the Joint Assembly and Executive Board in February and June 2020:
 - In January and February 2020, the Joint Assembly and Executive Board received and considered evidence and technical work looking at issues around congestion, public transport, and transport's contribution to air pollution and carbon emissions. The report of the Citizens' Assembly was presented alongside this work. The Joint Assembly subsequently passed a motion recommending that the Executive Board agree to develop detailed options for a package of phased interventions. The Executive Board agreed to develop a set of packages of measures for consideration, as well as prioritising and implementing a series of short term interventions to support the uptake of sustainable travel.
 - In June 2020, the Joint Assembly and Executive Board received an update on this work in the context of the Covid-19 pandemic. The Executive Board agreed a prioritised and refined set of short term measures, and agreed a response to the Citizens' Assembly recommendations.
- 1.2. Monitoring of transport data has been ongoing throughout the pandemic and, alongside other evidence and indicators, demonstrates a continued need for action to support the uptake of sustainable travel options through the city access project. Travel patterns remain very different to the pre-pandemic period but, in the longer-term, it is likely that many of Greater Cambridge's transport challenges will remain. There is, however, uncertainty in the medium-term as to the scale and nature of potential changes.
- 1.3. This paper therefore provides an update on the delivery of the short term measures and sets out work on potential packages of longer-term intervention. The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular to comment on:

- (a) The current transport context as set out at paragraph 2.3.
- (b) The proposed approach to taking forward public transport improvements and city access in this context, namely:
- Continuing to develop and deliver the short-term measures as outlined at paragraphs 2.5-2.14, with a focus on supporting sustainable economic recovery, particularly through encouraging uptake of sustainable transport.
 - Building on these measures, taking a phased approach to developing a refined package of measures by:
 - progressing further work, as outlined at paragraphs 5.4-5.11, to reduce air pollution and carbon emissions, and enable future road space reallocation to better prioritise sustainable modes of transport.
 - at further review points, considering how additional measures might make up a final package aiming to improve public transport and reduce congestion, air pollution and carbon emissions. It is suggested the next review point is in June 2020.
- (c) Allocating £9.9m of additional funding as set out in section 7.

2 Issues for Discussion

Evidence and Analysis of Transport Situation and Impacts

- 2.1 Previous papers have set out a comprehensive evidence base looking at Greater Cambridge's transport challenges (pre-pandemic) and the options available to address these. Since the onset of the Covid-19 pandemic, the GCP has been closely monitoring transport and economic data to understand changes. The latest data is included as an appendix to the *Future Investment Strategy* report at item 8. The report emphasises the continued importance of GCP's programme to economic recovery through investment in sustainable transport.
- 2.2 Additionally, the *Future Investment Strategy* report includes a summary of responses to a survey of local businesses that was carried out to understand current thinking around future trends in terms of working practices and possible implications for travel. The survey showed that, whilst many businesses have changed the way they work, there is still uncertainty about what changes may remain in the medium-longer term. Home working and flexible working are likely to be more prevalent, but the extent of this is unclear. Uptake of the survey was lower than anticipated, possibly because many firms did not feel in a position, with continued uncertainty surrounding the pandemic and restrictions, to speculate on the future working practices of their business and workforce.
- 2.3 Taking these data sources together, the following points should be considered in the development and delivery of the city access project at this point in time:
- The impact of the pandemic on public transport has been more severe than other modes, with journey numbers still significantly below usual levels. The government is currently funding bus and railway operations, and public subsidy is likely to be needed for some time unless circumstances enable patronage to recover back to near pre-pandemic levels. With government deferring big spending and policy decisions until next year, the regulatory,

operational and funding environment for public transport remains very uncertain.

- At the same time, it remains highly likely that a high quality public transport network will be crucial to the success of Greater Cambridge and the wider area in the long term. Greater Cambridge was experiencing severe congestion prior to the lockdown, and car trips have recovered faster than other modes of transport: even with c.40-50% fewer trips to workplaces in Cambridge City, car trips are only down c.20%. Anticipated jobs growth may balance out additional home working, particularly as many businesses run laboratories or other operations requiring onsite staff presence. Much of Greater Cambridge's success has been built on the networks and opportunities of being present in the region and that sort of contact will be important going forward. In addition, there is a strong environmental imperative to increase the number of people taking public transport and reduce car trips in order to meet zero carbon objectives. Provision of fast, reliable public transport continues to offer the opportunity to create a more inclusive economy and improve access to employment.
- With uncertainty over the duration and type of restrictions locally and nationally, and the medium-long term economic impacts of the pandemic still unclear, the GCP will need to balance investment to support a shift to sustainable travel modes and sustainable growth, with the reality of the current uncertain climate for public transport and difficult to predict medium-term travel patterns.
- Even with changes to travel, it is clear that air quality remains a concern. Since restrictions eased, Cambridge has seen NO₂ levels increase towards pre-pandemic averages. Analysis suggests correlations between both reduced bus numbers and better air quality, and reduced overall traffic levels and better air quality.
- Lower traffic levels have also demonstrated the link between congestion and public transport speeds and reliability. With limited bus segregation on many routes, the impact of lower traffic levels has been marked. As well as being able to provide better services, operators have also reported that less congestion reduces operating costs.
- The current sensor network is recording lower levels of cycling and walking compared to 2019, though this is likely to be driven by fewer people commuting to work and more people working from home. In lockdown, quieter streets encouraged more people to try cycling and, nationally, there has been an increase in the number of people owning and using a bike regularly. Active travel has been recognised as an important part of economic recovery, both while social distancing endures but also in building healthier, more resilient communities.

2.4 Close monitoring of transport and economic data will continue over the coming months and will be reported to the Joint Assembly and Executive Board as appropriate. With the current uncertain circumstances likely to continue for some time, decisions will need to account for this context.

Short Term Measures

- 2.5 Given the evidence and analysis set out in 2.3 above, delivery of the short term measures agreed by the Executive Board to support the uptake of sustainable travel remains a key priority. In June 2020, the Executive Board agreed how these measures should be taken forward in the context of Covid-19 and these have since been progressed as set out in the following paragraphs.

Road Space Reallocation

- 2.6 The GCP has delivered 6 experimental schemes as part of a wider programme of emergency active travel measures led by the County Council: at Carlyle Road, Luard Road, Newtown area, Nightingale Avenue, Silver Street and Storey's Way. These schemes, designed to encourage more people to walk and cycle during the pandemic and support economic recovery and social distancing by prohibiting through traffic movements, were introduced using Experimental Traffic Regulation Orders (ETROs) which were made on 29 July. The schemes can be in place for a maximum of 18 months. During the first 6 months, anyone can comment on or object to making the schemes permanent after that date. Other representations can be submitted at any time. The GCP is currently undertaking consultation on all six schemes to seek feedback. A report will be brought to the Joint Assembly and Executive Board outlining this feedback as well as any objections, comments or representations. The Executive Board will be asked to make a recommendation to the County Council for each scheme on whether it should be made permanent, altered in some way or removed. Monitoring of the schemes is also underway to inform this decision.
- 2.7 The June Executive Board paper also identified five further schemes which are being considered as a second tranche: : in the historic centre pedestrian zone, St Andrew's Street/Hobson Street, Maid's Causeway/Victoria Avenue, and Grange Road. The GCP has undertaken additional work to understand stakeholder, in particular business, views and potential impact of the schemes.
- 2.8 Community road closure schemes were also identified as a potential short-term measure. The County Council's emergency active travel programme will support several school street closures, and the GCP has also provided funding for a play streets scheme.

Public Transport Improvements

- 2.9 Three areas were identified in the February 2020 city access report as potential short-term improvements to public transport: investment in additional services, development of a fare pilot, and expanding the electric bus pilot. As discussed above, the impact of the pandemic on public transport has been severe and the regulatory, operational and funding environment remains uncertain. This has meant that it has not been possible to progress service enhancements or fare pilots at this time. Work has been undertaken to identify options for expanding the electric bus pilot, and this is outlined in more detail below.

Encouraging Cycling and Walking

- 2.10 The February 2020 city access report suggested delivering additional cycle parking infrastructure and support for the uptake of ecargo bikes and ebikes to encourage cycling. The GCP has provided match funding for an ecargo bike scheme launching this Autumn, which will provide bikes for businesses and residents to try out. Additionally, the Combined Authority has entered a partnership with Voi to provide shared ebikes and escooters in Cambridge City.
- 2.11 Options to deliver additional cycle parking are also being developed. Cycle theft is a potential deterrent to some potential cyclists, particularly those wishing to use ebikes which are more expensive. The GCP wants to encourage the uptake of ebikes as these support more people to cycle, particularly those who are able to ride a bike but find cycling physically challenging and people travelling longer distances. Increased provision of secure cycle parking at key destinations would support more people to cycle and a scheme is being explored to offer match funding (up to a set percentage of total value) to install secure facilities such as lockers and lockable/controlled access parking at workplaces and on business parks and campuses. The scheme would be similar to the “Workplace Sustainable Travel Grant” mechanism operated by the County Council and Travel for Cambridgeshire in 2013/14. Under any new scheme, employers would be expected to meet expectations to promote cycling and deter driving in their organisations. This, combined with the investment in secure parking, would maximise the opportunity to support the uptake of active travel and healthier lives. Officers are also working with the City Council to explore options for locating additional secure cycle parking in one of the city centre car parks.

City Centre Freight Pilot

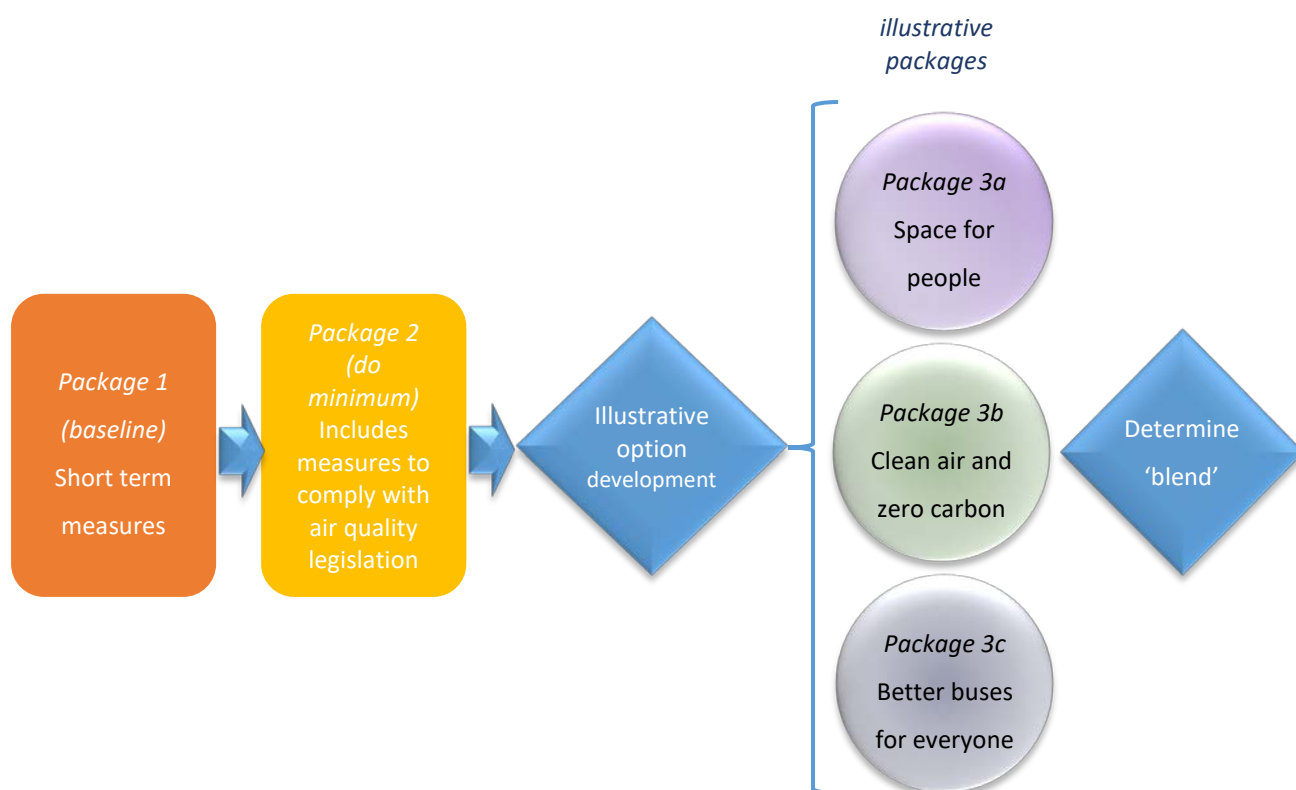
- 2.12 The Covid-19 pandemic has seen changes to delivery patterns for businesses and households. Businesses have worked to adapt to the restrictions but there are longer-term concerns that high levels of goods vehicles can impact on air quality, as well as creating a less pleasant environment for walking and cycling. With limited space available in the city centre, there is the opportunity to provide more space for outdoor tables and chairs and for walking and cycling which would necessitate changes to the way businesses receive and send out goods.
- 2.13 A deliveries consolidation pilot is being developed that would explore the potential for delivery consolidation in Cambridge and provide an opportunity to assess the basis on which it could operate commercially in the longer term, either independent of or in partnership with local authorities. Measures to aid deliveries and customer collections would provide a level of mitigation to lessen the impact of potential further access restrictions and allow businesses and academic institutions to adapt to new ways of working during and post-covid. The model being explored would involve goods being delivered to a consolidation centre on the edge of the city for onward delivery by electric bike or other electric vehicle depending on the size of the goods. A secondary site in the city centre would act as a holding point for smaller goods before onward delivery by electric bike and for goods collected for delivery to external customer collection points. Initial discussions have been held with business organisations including the Cambridge BID and Cambridge Ahead, and also the University of Cambridge. Further feedback will be sought from businesses before finalising proposals.

- 2.14 The Covid-19 pandemic saw changes to parking patterns across the city. Both city centre car parks and park&ride sites saw reduced use during the main lockdown, though use of city centre car parks has recovered more strongly than park&ride, likely at least in part due to lower parking charges in the city centre and guidance around use of public transport. Both the City and County councils made temporary changes to parking operations in response to the pandemic. Parking remains a key tool in reducing congestion and encouraging the uptake of sustainable transport options, and data from the changes through the pandemic will be used to inform development of the strategy. The GCP will work with the City and County Councils in developing the integrated parking strategy, for review by the Joint Assembly and Executive Board in 2021.

Development of Packages for Longer-Term Action

- 2.15 Alongside developing and delivering the short-term measures, the Executive Board agreed to develop a set of packages providing options for different levels of intervention in the medium-long term. This work is designed to support discussion of possible options for further intervention, though it is recognised that the current circumstances will make analysis of some measures more difficult.
- 2.16 A series of five packages has been developed, drawing on the technical work outlined in the February 2020 city access report and the city access principles developed and agreed by the Board in June 2019. The packages take into account the recommendations of the Citizens' Assembly, building on three key themes: creating space for people, being environmental and zero carbon, and delivering high quality, affordable public transport. The packages have been designed to demonstrate the potential impacts of different levels and types of interventions in order to support discussions about which elements may be most important in refining a final package. In practice, it is likely a blend of measures from different packages would form any future proposals.
- 2.17 Figure 1 summarises the development of the five packages and how they relate to one another:
- Package 1 is a baseline package including the agreed short term measures.
 - Package 2 builds on the baseline by including measures to comply with air quality legislation, creating a 'do minimum' package.
 - The three further packages, 3a, 3b and 3c, take the three Citizens' Assembly themes above and build on packages 1 and 2, with each exploring a different approach and utilising different sets of measures.

Figure 1: City Access Package Development



2.18 Each package would be implemented using a phased approach, beginning with investment in measures to improve sustainable travel options, followed by (in packages 2, 3a,b+c) early implementation of measures to tackle air pollution. Once GCP public transport and active travel infrastructure improvements had started to come on stream, packages 3a,b+c would then see more significant demand management measures rolled out to support the uptake of sustainable transport.

2.19 The measures contained in each package are summarised in table 1.

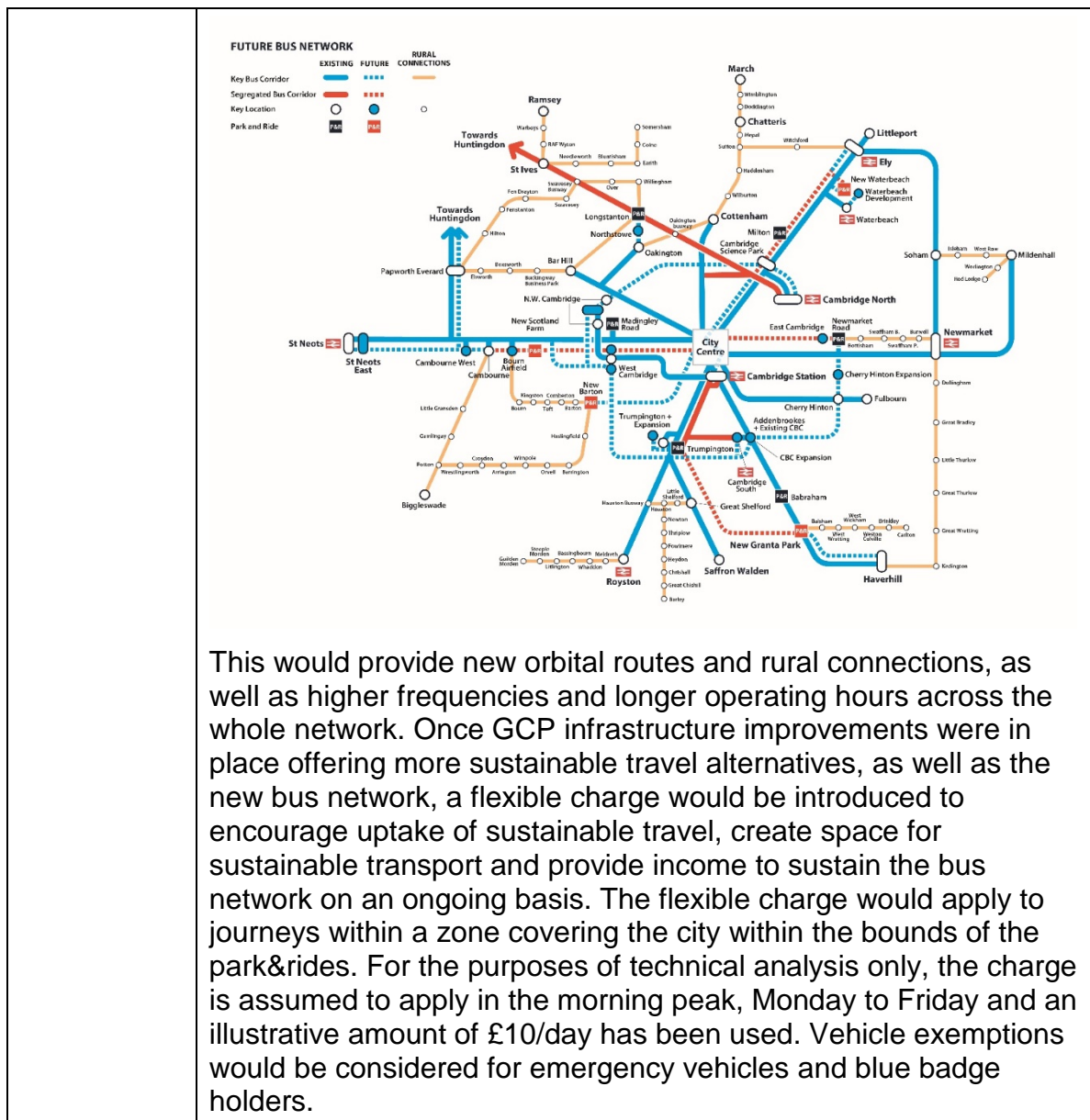
Table 1: Summary of Measures in Each Package

Package	Measures
1 Future Baseline	This package includes all of the measures outlined at para 2.7-2.15 above.
2 Do minimum	This package includes all of the measures in package 1, as well as a regulatory measure targeting the biggest contributors to air pollution in central Cambridge: older commercial vehicles. A 'Class C' ¹ Clean Air Zone would ban all non-compliant vehicles excluding private cars from a zone with a penalty charge notice for vehicles breaching this restriction. It is assumed to operate 24 hours/day, 7 days/week with penalty charges broadly equivalent to those in other Clean Air Zones. Emergency vehicles and those providing disabled access would be exempt. The CAZ zone would lie within but not include Cambridge's inner ring road. The package aligns

¹ See Appendix 1 for Clean Air Zone definition

	with the stated ambition of GCP to run clean vehicles on corridor scheme/CAM phase 1 routes.
3a Space for people	This package includes the measures in packages 1 and 2, with the addition of measures focused on the reallocation of road space to create more space for walking and cycling provision, improved public realm, as well as bus priority measures where possible. This includes early measures to reduce on- and off- street parking, as well as improvements to public realm and a programme of modal filtering and measures to improve bus priority. More substantial measures to reallocate road space on key routes and in the city centre would follow, once GCP infrastructure improvements started coming on stream offering alternatives to car travel.
3b Clean air and zero carbon	This package includes the measures in packages 1 and 2, with the addition of measures focused on achieving air quality and zero carbon objectives by prioritising and investing in electrification of transport. Alongside the baseline measures and national schemes to support people and businesses to switch to cleaner vehicles, there would be early investment in roll out of electric car clubs, moving the bus fleet towards zero emission, in the electric charge point network and potentially a scrappage scheme for the most polluting vehicles. Once GCP infrastructure improvements were in place offering more sustainable travel alternatives, an Ultra-Low Emission Zone (ULEZ) would be introduced covering the city within the bounds of the park&ride sites. The ULEZ would see all vehicles not meeting certain emission standards charged to drive within the zone – these standards could increase over time. For the purposes of technical analysis only, the charge is assumed to apply 24 hours/day, 7 days/week and an illustrative amount of £5/day has been used. Vehicle exemptions would be considered for emergency vehicles and blue badge holders. The proceeds of the ULEZ could be used to fund moving commercial and private vehicles to zero emission, as well as supporting uptake of sustainable travel.
3c Better buses for everyone	This package includes the measures in packages 1 and 2, with the addition of measures focused on providing a high quality public transport network covering the travel to work area, and reducing traffic levels to improve bus journey times and reliability. Early steps would be taken to trial improvements to bus services and fare subsidies, followed by roll out of the full bus network improvements proposed in the Systra report ² :

² 'Cambridge Bus Network Planning Final Report', Systra, 2020
<https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d>



- 2.20 The measures outlined in each package are illustrative and do not represent firm proposals. Assumptions have been made about the blend and operation of different measures in each package in order to enable technical analysis to be carried out and to demonstrate how different measures work together. Detailed costings have not been undertaken, although the measures in each package have been designed to include capital investment and forward funding from the City Deal in line with the Future Investment Strategy, and measures with ongoing costs are only included alongside measures designed to fund these. In refining any future package, further work would be needed on the chosen measures to inform decisions about their design and operation.

Integrated Impact Assessment of Packages

- 2.21 A preliminary Integrated Impact Assessment (IIA) of the five packages has been undertaken by Steer which is published alongside this report.³ This builds on the earlier Baseline and Scoping summary report undertaken by Steer and published

³ Preliminary Integrated Impact Assessment, Steer and Temple Group, 2020
<https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi>

with the February 2020 City Access report, and covers equalities, business/economic, environmental, health and community safety impacts to ensure that decision makers have appropriate evidence about the implications of the different packages to inform next steps.⁴ The approach avoids the need to undertake and report on separate assessments, seeks to reduce any duplication of assessment work and benefits from a shared understanding of the policies and common interpretation of baseline evidence.

- 2.22 The preliminary Integrated Impact Assessment explores the impacts of each package, including outlining a range of additional mitigation and enhancement measures that should be considered. The report is intended to support the future development of one or more refined packages, by informing discussions around how different combinations of measures may impact.

Package 1: Future Baseline

- 2.23 The IIA indicated that this package will have a relatively low impact on congestion and air quality, and so will not, by itself, produce a substantial change. However, the measures may have some localised impacts, can be delivered quickly, and will provide a baseline to create momentum and inform future measures. The overall impact is likely to be beneficial. Elements of the package aimed at reducing vehicle emissions will have minor localised benefits, mostly within Cambridge City. Elements aimed at encouraging modal shift are likely to produce some small benefits. Improvements in public transport contained in this package provide benefits particularly for younger, older, and lower income groups.
- 2.24 The preliminary IIA highlights potential negative impacts and mitigating measures – these will need to continue to be considered as the short-term measures develop. This includes consideration that those who are more reliant on private cars tend to live in the outer areas of the Travel to Work Area and this is likely to limit their ability to benefit from the positive impacts resulting from some of the proposed measures. Road space reallocations need to be carefully designed to mitigate the risk of traffic displacement. Pregnant women, parents with young children and people with disabilities are more likely to be negatively impacted by road space reallocation as they are less likely to be able to easily switch mode. Mitigating measures need to be implemented to address those who cannot easily switch mode.

Package 2: Do Minimum

- 2.25 The preliminary IIA indicates that the Clean Air Zone in this package will encourage the commercial fleet in the city centre to become cleaner, creating air quality benefits particularly within the inner ring road. However, it does not address congestion or create physical benefits such as space for walking and cycling or improvements to bus reliability and speeds.
- 2.26 Given the contribution of buses to air pollution within the city centre, and the likely increase in bus numbers if service improvements are implemented, improving air quality is highly dependent on switching to cleaner bus fleets. The CAZ is likely to

⁴ 'Greater Cambridge Partnership: Integrated Impact Assessment – Draft Baseline & Scoping Report Summary Report', Steer and Temple Group, 2020, <https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d>

deliver long-term benefits to air quality by incentivising operators to move to cleaner vehicles. Possible wider impacts include:

- There is a risk that vehicles do not upgrade and instead avoid the city centre, displacing pollution issues.
- Businesses in the city centre will be impacted as deliveries would need to be made by cleaner vehicles which could incur additional costs.
- Positive air quality and noise benefits are likely to extend out from the city centre on routes used by cleaner, newer vehicles.
- There is a risk that the cost of upgrading the bus fleet is passed on to bus users, which would disproportionately impact those on low incomes and, more generally, disincentivise bus use.

2.27 The preliminary IIA suggests that the risk of negative impacts could be addressed by using any funds raised through penalty charge notices to support bus operators and SMEs to move to cleaner vehicles, and by considering impacts on diversion routes and exemptions for some protected groups.

Package 3a: Space for People

2.28 The preliminary IIA indicates that this package is likely to reduce private car trips and increase active travel in areas of reallocated road space but is unlikely to achieve substantial modal shift due to insufficient measures to increase the coverage, availability and attractiveness of non-car modes, and the package does not raise any funds to support such measures. It is likely to improve air quality, especially in the city centre.

2.29 In isolation, the road space reallocation forming part of this package is likely to displace rather than reduce vehicle trips. It is therefore vital that parking reductions are implemented before or simultaneously with the road space reallocations. The displacement of trips may be somewhat offset by the measures in Packages 1 and 2, but further measures to make public transport and active travel more attractive are likely to be required to mitigate against negative impacts. Where road space is reallocated in favour of public transport vehicles it is likely bus journeys will be faster and more reliable. Care needs to be taken particularly in relation to provision for protected characteristic groups who may find it more difficult to switch modes.

2.30 The road space reallocation measures included in this package are illustrative and do not represent proposals. Early, illustrative modelling suggested that areas with road space reallocation would experience decreases in vehicle trips but with some increases on other routes.⁵ Road space reallocation would need to be implemented at scale and alongside improvements to sustainable travel to support modal shift rather than displacing traffic.

Package 3b: Clean Air and Zero Carbon

2.31 Successful implementation of this package is expected to significantly improve air quality and accelerate the move to cleaner vehicles, thereby reducing carbon emissions. There are also likely to be some congestion and mode shift benefits

⁵ 'Technical Note: CSRM2 City Access Study', Atkins, 2018, <https://greatercambs.filecamp.com/s/Y7X1ZanYaeSdFkSP/d>

arising from the Ultra-Low Emission Zone. However, as electric car technology becomes more affordable and ubiquitous it is unlikely this package would address congestion in the long-term, with benefits particularly declining post-2030. Income would also reduce over time, meaning less opportunity to provide incentives or improvements for sustainable transport, though the funding need to support a transition to cleaner vehicles also would have reduced.

- 2.32 The preliminary IIA highlights that those on higher incomes who can afford clean vehicles or the ULEZ charge are less likely to be dissuaded from making private car trips. However, the package itself is expected to minimise negative effects on certain protected characteristic groups as financial aid would be available to support the switch to cleaner vehicles, and complementary measures such as expansion of electric bus subsidies and car clubs would benefit those who cannot afford to upgrade and/or rely on public transport. Electric buses subsidies would make it less likely that any increased costs associated with fleet upgrades would be passed onto customers. Those on the lowest incomes and unable to afford a car would benefit from improvements to air quality. That said, there is a clear risk that the ULEZ could impact disproportionately on protected characteristic and low income groups and care would need to be taken to mitigate these. Exemptions or subsidies may need to be considered where impacts cannot be mitigated.
- 2.33 This package may have a negative impact for SMEs, traders and others relying on vehicles for work, as they will incur additional costs, either to pay the charge or to upgrade their fleets to cleaner ULEZ standards. However, the package would facilitate the switch to cleaner vehicles with financial aid.
- 2.34 There could be a negative impact outside the charge area as vehicles re-route into areas outside the ULEZ. To ensure the benefits of cleaner air are enjoyed by those who need it most, electric bus expansion should begin on bus routes that run through areas with poor air quality, followed by routes through areas with higher proportions of low-income households who are more likely to own a polluting vehicle.
- 2.35 The design of the ULEZ in this package is illustrative and does not represent a proposal. Previous modelling suggests that a £5 all-day charge on polluting vehicles would reduce vehicle trips in line with City Deal ambitions, with decreasing impacts as the fleet becomes cleaner.⁶

Package 3c: Better Buses for Everyone

- 2.36 The preliminary IIA indicates that this package is expected to have a significant positive effect on congestion, access to key employment areas and other key destinations, as well as benefits to air quality and carbon emissions resulting from a reduction in car trips and modal shift. The significantly expanded bus network is expected to provide significant benefits to people and businesses across the travel to work area, particularly those who are more reliant on public transport or who live in areas that currently suffer from poor connectivity such as rural areas and places in the wider travel to work area.

⁶ 'Choices for Better Journeys: CSRM2 Runs', Atkins, 2020, <https://greatercambs.filecamp.com/s/KpFq8bMrR0YLpSII/d>

- 2.37 This package is likely to have the largest impact in terms of reducing vehicle travel, primarily in the flexible charge area, with a particular focus on commuters with regular working hours through improved public transport connectivity and the introduction of a flexible charge. This, in combination with measures to make the use of public transport and active travel more attractive (most notably through the expansion of the bus network), means that there is likely to be noticeable mode shift.
- 2.38 Some trips may be shifted to outside the morning peak in order to avoid the charge and there is likely to be increased congestion on roads leading to park&ride sites. This package would affect everyone who uses a private or commercial vehicle to travel. The flexible charge is likely to fall disproportionately on those with lower incomes in addition to sole traders, carers and SMEs as they are less likely to be able to afford the charge. This impact could be mitigated by the significantly improved public transport network and targeted exemptions to the charge, as well as supporting transition to more sustainable freight models.
- 2.39 Improvements to air quality will be highly dependent on having clean public bus fleets, especially because a significantly larger bus fleet would be required to cater for the significant modal shift from commuters with regular working hours.
- 2.40 The design of the flexible charge in this package is illustrative and does not represent a proposal. Previous modelling suggests that a £10 morning only charge on polluting vehicles would reduce vehicle trips in line with City Deal ambitions, though the impact outside of the charge time would be reduced.⁷

Summary

- 2.41 Overall, the preliminary IIA found that packages 1 and 2 are likely to have smaller and more localised effects and would not achieve City Deal ambitions. Packages 3a,b+c build on these, and are likely to have more significantly positive effects. However, the nature of the measures included in these packages (i.e. designed around a single theme) mean that the benefits are not maximised. Each package is likely to have a range of positive and negative impacts, but the benefits could be maximised by potentially considering how the measures in packages 3a,b+c could be combined to work together in a complementary manner. In doing so, the specific design and implementation of measures should carefully consider the potential for negative effects to simply be displaced, rather than reduced. This will be particularly important in relation to demand management measures.
- 2.42 The report also outlines that, across the packages, the relative timing of implementation of each measure is key. In order to change travel behaviour, public transport and active travel should be made more accessible and attractive, where possible, in advance of measures that make car travel more difficult and/or costly. However, potentially improving public transport and active travel may require funding that could be raised by applying charges to car travel – as such, an incremental approach may be necessary.

⁷ 'Choices for Better Journeys: CSRM2 Runs', Atkins, 2020, <https://greatercambs.filecamp.com/s/KpFq8bMrR0YLpSII/d>

- 2.43 Importantly, the preliminary IIA highlights that changing travel behaviour may be more difficult for some groups compared to others, for example those on lower incomes, those with disabilities and SMEs. Measures to ease the transition to new travel behaviours should therefore be particularly targeted at such groups.
- 2.44 It should be noted that the analytical work and evidence base used to inform the preliminary Integrated Impact Assessment were developed prior to Covid-19. As set out elsewhere in this paper, with the current uncertainty around the impacts of Covid-19 on transport it was not possible to make assumptions in the report. Discussion of the packages and next steps should bear this in mind.

3 Consultation and Engagement

- 3.1 Extensive engagement on the issues considered in this paper has previously been undertaken and reported to the Joint Assembly and Executive Board in earlier reports. Engagement has included Our Big Conversation (2018), Choices for Better Journeys (2019) and the Greater Cambridge Citizens' Assembly (2019).
- 3.2 Consultation of the six Experimental Traffic Order schemes outlined in paragraph 2.6 is now underway.

4 Citizen's Assembly

- 4.1 In July 2020 the GCP published the response to the Citizens' Assembly which set out that GCP:
- Supports the vision set out by the Citizens' Assembly and will seek to bring forward proposals to meet it.
 - Is taking forward a series of short-term interventions, prioritising those that respond to the Covid-19 context.
 - Will build on this initial response by developing packages of longer-term measures, for consideration by Joint Assembly and Executive Board in November and December.
 - Agrees with the principles that public transport should come first, that measures should be fair, and that money raised should be ringfenced for transport in Greater Cambridge and wider area.
 - Will keep participants engaged and updated, and report regularly on progress.
- 4.2 This paper forms the next point in the response to the Citizens' Assembly and should be read in conjunction with the *Citizens' Assembly: One Year On* report at item 10.
- 4.3 In September 2020, the GCP invited participants from the Citizens' Assembly to a workshop in order to reflect on their recommendations, particularly in the light of the Covid-19 pandemic. The report of the workshop is included with the *Citizens' Assembly: One Year On* paper. Comments from the workshop have informed the proposals set out in this paper.

5 Options and Emerging Recommendations

- 5.1 As discussed in this report, the Covid-19 pandemic has created uncertainty around future travel patterns and behaviours, working practices, and the ongoing regulatory, operational and funding environment for public transport. This situation is likely to continue into the new year, and so decisions will need to be taken in that context. At the same time, there is a clear imperative to take action to shape how Greater Cambridge emerges from the pandemic and support a green recovery, and this was emphasised by the Citizens' Assembly participants who attended the follow-up workshop in September.
- 5.2 This report therefore proposes the following approach:
- Continuing to develop and deliver the short-term measures as outlined at paragraphs 2.5-2.14, with a focus on supporting sustainable economic recovery, particularly through encouraging uptake of sustainable transport.
 - Building on these measures, taking a phased approach to developing a refined package of measures by:
 - progressing further work, as outlined below, to reduce air pollution and carbon emissions, and enable future road space reallocation to better prioritise sustainable modes of transport.
 - at further review points, considering how additional measures might make up a final package aiming to improve public transport and reduce congestion, air pollution and carbon emissions. It is suggested the next review point is in June 2020.
- 5.3 The pandemic has raised the possibility of a range of different scenarios for transport in Greater Cambridge, ranging from a return to normal travel patterns (with some hangover of increased car use and lower public transport patronage), to scenarios where more people work from home or social distancing continues longer-term. Whilst the future is uncertain, the GCP has a role to play in shaping the way our communities emerge from the pandemic by supporting a green recovery. In all future scenarios, there are two areas in particular where additional measures could be progressed:
- Reallocating road space to better reflect the modal share that we need to support the area to recover and grow sustainably, providing more space for public transport and active travel; and
 - Addressing air quality issues and supporting the move to zero carbon through measures to support and encourage the decarbonisation of transport.

Reallocating Road Space

- 5.4 As outlined in paragraphs 2.6-2.7 above, the GCP are working closely with the County Council to progress schemes to reallocate road space as part of the emergency active travel programme supporting walking and cycling during the pandemic. Some of the proposed measures may offer potential longer-term benefits and ongoing engagement, consultation and monitoring will help to inform this.

- 5.5 In addition, it is proposed that the GCP works with the County Council to review the city road network hierarchy to better reflect the needs of sustainable transport and to guide investment in further measures to improve bus reliability and create safer environments for walking and cycling. The emergency active travel programme has created a renewed focus on the operation of the city's road network. Additionally, the early themes emerging from the city centre Spaces and Movement study suggest a need for additional traffic restrictions to create an environment that better meets the needs of pedestrians and cyclists and which would support improved air quality. Bus reliability and speeds are particularly impacted by traffic levels and, if electric vehicles are rolled out more widely, this could impact on their effectiveness. As demonstrated in the work on packages and the preliminary Integrated Impact Assessment, road space reallocation has the potential to provide benefits in terms of promoting sustainable travel, improving bus reliability and journey times, and creating more pleasant, less polluted places to drive economic recovery, but there are risks to this approach. A review of the city road network hierarchy would enable a strategic and considered approach to future road space reallocation measures by setting expectations about future use and informing further investments.
- 5.6 The preliminary Integrated Impact Assessment highlights that road space reallocation can have a particular impact on those who are less able to switch to other modes, including disabled groups and blue badge holders. If a more comprehensive approach to road space reallocation is to be pursued then it is important that potential impacts are understood and addressed or mitigated. It is therefore proposed that the GCP works with partners to further develop plans to maintain access particularly for disabled groups and blue badge holders.
- 5.7 The preliminary Integrated Impact Assessment also sets out that it is important to consider parking alongside road space reallocation. The work to develop an Integrated Parking Strategy set out at para 2.14 will help to inform this.
- 5.8 Ensuring that the transport network is proactively monitored and operated is considered fundamental to optimising the benefits from the wider GCP investment programme. Future investment in network management systems and resources, in partnership with the County Council, will underpin travel reliability and deliver the required priority for sustainable transport modes.

Reducing Air Pollution and Carbon Emissions

- 5.9 The data monitored through the pandemic period suggests that air pollution from transport remains an issue and is likely to do so in future, therefore actions to address this should continue. The work on an expanded zero emission bus pilot has identified two areas where additional trials would be helpful:
- The current electric bus pilot includes two vehicles that charge overnight. It would be helpful to trial vehicles that use 'opportunity charging' (i.e. charging during the day), particularly for the park&ride services. An expanded trial could therefore look to support purchase and trial of opportunity charging single-decker buses (which are already available), with the aim of trialling double-decker opportunity charging buses when these are available.
 - The range of purely electric buses currently limits the routes that they can use and is likely to do so for some time. An expanded pilot could also look to support purchase and use of one or more extended range hybrid buses,

similar to those operating in Brighton. These buses run on an electric battery, with a diesel engine used to charge the battery during operation – this ‘diesel fuel cell’ model is similar to the way hydrogen buses operate. Work is underway to understand the potential carbon saving and air quality impact of these buses. Geofencing would be used to ensure that when the bus was in certain areas it could only use its zero emission mode.

- 5.10 It is proposed that officers continue to work up an expanded pilot on the lines above. The operation of electric buses is impacted if they have to run in congestion, so the work to reallocate road space is also a key part of creating a successful environment for the wider roll out of these vehicles. Given the current funding environment, careful consideration will need to be given to the investment model for this. Expanding the pilot will support the development of more comprehensive proposals to improve air quality.
- 5.11 In this respect, it is proposed that in addition to expanding the pilot, the GCP sets an ambition to support the bus fleet to move towards zero emission vehicles and begins work with partners to define how this will be achieved. The work would include:
- Setting an ambitious but achievable time period for all buses to be zero emission, and agreeing the milestones to achieving this. The work will need to take into account the future of bus operations, potential funding models and the government’s wider strategy on decarbonising transport.
 - Developing a model for supporting operator investment in zero emission vehicles, as identified in the *Future Investment Strategy* report.
 - Working with the County Council and other partners to develop measures to drive forward the upgrade of the bus fleet to zero emission vehicles, ensuring investment made in the zero emission bus pilot or additionally through the Future Investment Strategy is retained within the area, and only clean vehicles operate in defined areas.
 - Considering the potential impacts set out in the preliminary Integrated Impact Assessment and whether any enhancements or mitigations are needed for a future approach to driving forward and capturing air quality benefits.

Further Refinement of the Packages – Phased Approach

- 5.12 The proposals above represent the first step in developing a refined package of measures: work to set an ambition for moving the bus fleet to zero emission and developing a plan for achieving this will enable an improvement in air quality and is particularly important for any future expansion of the bus network. The review of network classification will support the development of a comprehensive approach to the city’s streets that can then guide any future road space reallocation aimed at improving public transport and active travel options.
- 5.13 A phased approach to package development would then continue with further review points where a final set of measures could be agreed based on more certainty around the future transport operating environment and potential future transport trends. It is suggested that, subject to the pandemic situation, the first review point should be in June 2021. Any proposed package would need to demonstrate how it meets the GCP’s long-term ambitions and the Citizens’

Assembly's vision, and have regard to the preliminary Integrated Impact Assessment.

6 Alignment with City Deal Objectives

- 6.1 The City Access project is designed to reduce congestion, deliver a step-change in public transport, cycling and walking, significantly improve air quality and reduce carbon emissions in Greater Cambridge. The project supports the realisation of a series of benefits identified through the City Deal and further work to develop the city access strategy, including:
- Securing the continued economic success of the area.
 - Significant improvements to air quality and enhancements to active travel, supporting a healthier population.
 - Reducing carbon emissions in line with the partners' zero carbon commitments.
 - Helping to address social inequalities where poor provision of transport is a contributing factor.
 - Wellbeing and productivity benefits from improving people's journeys to and from employment.

7 Financial Implications

- 7.1 To date, the short term measures have been progressed within the city access budget agreed by the Executive Board as part of the programme-wide budget setting process in February 2020. Delivery of these will ramp up in the coming months as further measures are progressed. In particular, further road space reallocation, additional secure cycle parking, a freight pilot and, depending on the model, the expansion of the electric bus pilot will require funding in the next financial period. Furthermore, as an approved package of measures to tackle congestion and improve air quality emerges, it will be necessary to ensure that appropriate funding is allocated from within the overall GCP budget.
- 7.2 Given current uncertainties, it is not possible at this stage to confirm a detailed long-term budget, but the Executive Board will be asked to approve budget allocations for the next 2 years in order to progress the work that has been identified to date and provide an indication of possible expenditure arising from implementation of further schemes to support reductions in congestion, air pollution and zero carbon and improve sustainable travel options.
- 7.3 It is proposed to spend £19m in the next two years (£6m in 2021-22 and £13m in 2022-23). This would use £7.5m of funding for public transport improvements already identified in the Future Investment Strategy as well as the remaining £1.6m City Access budget. The Executive Board will therefore be asked to approve an additional £9.9m of new funding to support this work. If approved (along with the other reports on this agenda), this will increase the planned over-programming to £121m, and either additional funding will be required to fully implement the programme or schemes will need to be prioritised and some reconsidered. Subject to the Executive Board's agreement, this would be reflected in the Future Investment Strategy.

- 7.4 If approved (along with the other reports on this agenda), this will increase the planned over programming to £121m and either additional funding will be required to fully implement the programme, or schemes will need to be prioritised and some reconsidered at appropriate points in future decision making. Planned over-programming in this way is in place to provide future flexibility in programme delivery.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

8 Next Steps and Milestones

- 8.1 As agreed previously, the measures identified for immediate action will continue to be developed with the aim that most will be implemented within the next year, subject to constraints arising from Covid-19. These will help to support a green recovery and maintain momentum in achieving City Deal objectives relating to congestion, air quality, carbon emissions and sustainable travel. This will include the following:
- Phase 2 emergency active travel road space reallocation schemes;
 - Roll out of an extended electric bus pilot.
 - Additional cycle parking in the city centre and launch of a scheme to increase secure cycle parking at workplaces and business parks.
 - Commencing delivery of the freight pilot.
 - Development of an Integrated Parking Strategy for consideration by the Joint Assembly and Executive Board.
- 8.2 Subject to Executive Board views, the additional work identified in this paper on air quality and road space reallocation will be undertaken with partners. It is suggested that, in line with the proposed phased approach, this, as well as work to further develop one or more refined packages of measures, would be brought to the Joint Assembly and Executive Board for consideration in June 2020.
- 8.3 The coming months are likely to see continued changes to how we live, work and travel. Monitoring of transport and economic data will continue in order to inform the development and implementation of the measures proposed in this paper.

List of Appendices

Appendix 1	Clean Air Zone classes
------------	------------------------

Background Papers

Source Documents	Location
Preliminary Integrated Impact Assessment of Packages, Steer and Temple Group 2020	https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi
GCP Citizens' Assembly response	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf
Citizens' Assembly workshop report	https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020
Cambridgeshire & Peterborough Independent Economic Review	https://www.cpier.org.uk/final-report/
Technical assessment of alternative measures proposed as an alternative to fiscal options to address future congestion in Greater Cambridge	https://greatercambs.filecamp.com/s/kLtJXgfboUldzqnC/d
Lessons from Elsewhere	https://greatercambs.filecamp.com/s/R1havJ4AXniu9Byr/d
Cambridge Clean Air Zone Feasibility Study	https://consultcambs.uk.engagementhq.com/1836/documents/2050
'Reducing air pollution, CO ₂ emissions and congestion in Cambridgeshire'	www.greatercambridge.org/reducingairpollutionreport/
Technical Note – Public Transport Investment Analysis	https://greatercambs.filecamp.com/s/vkcSQOwBi6wkfbhC/d
SYSTRA: Future Bus Network Concept	https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d
Making Spaces for People Baseline Report, BDP	https://www.cambridge.gov.uk/media/7672/making-space-for-people-spd-baseline-report-chapters-1-to-4.pdf ; https://www.cambridge.gov.uk/media/7673/making-space-for-people-spd-baseline-report-chapters-5-to-8.pdf
Making Spaces for People: Central Cambridge Vision, Aims, Objectives & Strategies,	https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf
'Cambridge Access Study: City Centre Traffic Management Options', Mott MacDonald	https://greatercambs.filecamp.com/s/vui4k4dFhZzfpNwg/d

'Technical Note: CSRM2 City Access Study', Atkins	https://greatercambs.filecamp.com/s/Y7X1ZanYaeSdFkSP/d
'Demand Management options report', Arup	https://greatercambs.filecamp.com/s/FLUqILPtqfnSuJdz/d
'Choices for Better Journeys: CSRM2 Runs', Atkins	https://greatercambs.filecamp.com/s/KpFq8bMrR0YLpSII/d
'Greater Cambridge Partnership: Integrated Impact Assessment – DRAFT Baseline & Scoping Report Summary Report', Steer and Temple Group	https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d
'Report and recommendations – Greater Cambridge Citizens' Assembly on congestion, air quality and public transport', Involve	https://www.involve.org.uk/sites/default/files/field/attachemnt/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20Full%20Report%20_0.pdf
'Our Big Conversation: Summary Report of Survey Findings', Greater Cambridge Partnership	https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=IT89Qvi2wNJefHSXNA3sktDKOhbbfuaFCHA5pO4gXOVa%2f2ym848cdw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9lXnlq%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfIUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlo tS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d
'Choices for Better Journeys: Summary report of engagement findings', Greater Cambridge Partnership	https://consultcambs.uk.engagementhq.com/1836/documents/2464

Appendix 1 – Clean Air Zone classes

The government's [Clean Air Zone Framework](#) suggests four classes of zone based on the type of vehicles included. Package 2 includes a Class C Clean Air Zone, the definition of which is included here for ease of reference:

Class C - Buses, coaches, taxis, PHVs, HGVs and light goods vehicles (LGVs)

Vehicle type	Euro Category	Euro standard
Bus	M3 (GVW over 5000 kg and more than 8 seats in addition to the driver)	Euro VI
Coach		
HGV	N2 (GVW over 3500 kg) N3 (GVW over 5000kg)	Euro VI
Van	N1 (GVW not exceeding 3500 kg)	Euro 6 (diesel) Euro 4 (petrol)
Minibus	M2 (GVW not exceeding 5000 kg, and more than 8 seats in addition to the driver)	Euro 6 (diesel) Euro 4 (petrol)
taxi and private hire	Minibus - M2 (GVW not exceeding 5000 kg, and more than 8 seats in addition to the driver) Passenger vehicle with up to 8 seats in addition to the driver	Euro 6 (diesel) Euro 4 (petrol)
Ultra low emission vehicles with significant zero emission range will never be charged for entering or moving through a Clean Air Zone		

Greater Cambridge Citizens' Assembly: One-year on report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 19th November 2020

Lead Officer: Isobel Wade – Head of Transport Strategy, GCP

1 Purpose

- 1.1. The Greater Cambridge Citizens' Assembly was held in September and October 2019 to consider the question: 'How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?' The report and recommendations of the Citizens' Assembly was published in November 2019.
- 1.2. The response to the Citizens' Assembly was considered by the Joint Assembly and Executive Board in June 2020. This included a commitment to "report back regularly on progress in achieving this response, including bringing a report to the Joint Assembly and Executive Board at the end of this year to mark the 'one year on' point".
- 1.3. The Joint Assembly is invited to consider and comment on the draft 'one year on' report (at Appendix 1) before it is presented to the Executive Board for approval in December, as well as the suggestion to provide a further report on progress in a year's time.

2 Issues for Discussion

- 2.1 The Greater Cambridge Citizens' Assembly was part of the Government's Innovation in Democracy programme which aimed to trial the involvement of citizens in decision-making at local government level through innovative models of deliberative democracy. As part of the response to the Citizens' Assembly, the GCP agreed to bring a 'one year on' report to the Joint Assembly and Executive Board.

Follow Up Workshop for Citizens' Assembly Participants

- 2.2 In September 2020, the GCP held a follow up workshop for Citizens' Assembly participants. The workshop aimed to understand participants' reflections on their recommendations, particularly given the changes seen to transport during the pandemic. Undertaking the workshop also reflected the Joint Assembly and Executive Board's desire to keep participants engaged and updated on progress in developing proposals to respond to their recommendations.

2.3 The full report of the workshop has been made available online, alongside the workshop presentations and materials.¹ This sets out the points that were made in detail, and highlights the following priorities in particular:

- Covid-19 reduction in traffic and improved air quality showed what is possible and maintained participants' priority on:
 - traffic reduction measures.
 - shifts to less environmentally damaging transport.
 - measures to stop reverting to the car and maintaining a people (rather than car) centred approach.
 - underpinning drivers of sustainability, climate change and the environment.
- Maintaining a strong focus on public transport investment and its viability in changing circumstances particularly safety and ways to adapt provision to maintain services.
- The Covid-19 crisis enabling the opportunity to do more, not less – especially for public transport.
- Continued focus on walking and cycling infrastructure and addressing new safety concerns that come from less traffic and different modes of travel.
- Opportunities for reducing congestion, improving air quality and providing better public transport raised by implications of changing work, travel and land use patterns. This included support for:
 - the vision of the 15-minute city / community.
 - Homeworking.
 - last mile delivery given the rise in online shopping.
 - an integrated, holistic approach linking economy, health and climate.
- Think bold but act local. Improving small things that don't take huge budgets but have a big impact on wellbeing.

2.4 The GCP would like to thank the 12 Assembly members who participated in the workshop and shared their thoughts and reflections as part of the discussions. The considered feedback set out in Involve's report has informed the GCP's continued activity in response to the Citizens' Assembly recommendations including the 'one year on' report.

3 Options and Emerging Recommendations

3.1 The draft 'one year on' report is included at Appendix 1. This sets out progress to date in implementing the Greater Cambridge Partnership's response to the Citizens' Assembly's report and recommendations. It also considers the feedback from the workshop held for Citizens' Assembly participants in September to reflect on their recommendations and priorities for action, particularly in the light of Covid-19.

¹ <https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020>

- 3.2 The report should be read in parallel with the *Public Transport Improvements and City Access Strategy* paper at item 9. This marks the next key point in the response to the Citizens' Assembly's recommendations and the Joint Assembly and Executive Board are asked to consider further proposed action to reduce congestion, air pollution and carbon emission and improve public transport.

4 Alignment with City Deal Objectives

- 4.1 Citizens' Assemblies are a pioneering and innovative form of deliberative democracy that enable considered and thoughtful debate of issues and the opportunity to make recommendations to a public body on a way forward. The Greater Cambridge Citizens' Assembly is a key example of how the GCP has involved local people in the development of the City Deal programme. Alongside wider engagement, the recommendations of the Citizens' Assembly have supported the evolution of the City Deal's objectives and the updated Future Investment Strategy, which will be considered alongside this report at item 8.

5 Financial Implications

- 5.1 There are no financial implications arising from this report.

Have the resource implications been cleared by Finance? Yes.

Name of Financial Officer: Sarah Heywood

6 Next Steps and Milestones

- 6.1 Following consideration by the Joint Assembly, the Executive Board will be asked to consider and approve the draft 'one year on' report, which will be published on the GCP website.
- 6.2 The GCP committed to keeping Citizens' Assembly participants engaged and updated, and to demonstrating how we are responding to their recommendations. This will continue through ensuring all GCP papers include reference to how proposals support the response to the Citizens' Assembly. It is also suggested, particularly given the impact of current uncertainty on the GCP's work, that a further report is brought to the Joint Assembly and Executive Board in a year's time to set out additional progress by the GCP in tackling congestion, reducing air pollution and carbon emissions, and improving public transport.

List of Appendices

Appendix 1	Draft report: Greater Cambridge Citizens' Assembly: One-Year-On
------------	---

Background Papers

Source Documents	Location
Greater Cambridge Citizens' Assembly: report of follow-up workshop (Involve) and workshop materials	https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020
Citizens' Assembly report and recommendations (Involve)	https://www.greatercambridge.org.uk/asset-library/imported-assets/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20PEP%20final%20version.pdf
GCP response to the Citizens' Assembly	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf

One year on: progress implementing the Greater Cambridge Partnership response

GREATER CAMBRIDGE CITIZENS' ASSEMBLY:
How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?

December 2020

Introduction

In July 2020, the Greater Cambridge Partnership (GCP) published its response to the Greater Cambridge Citizens' Assembly which met in September and October 2019. The response set out that the GCP:

- Supports the vision set out by the Citizens' Assembly and will seek to bring forward proposals to meet it;
- Is taking forward a series of short-term interventions, prioritising those that respond to the Covid-19 context;
- Is building on this initial response by developing packages of longer-term measures, for consideration by Joint Assembly and Executive Board in November and December;
- Agrees with the principles that public transport should come first, that measures should be fair, and that money raised should be ringfenced for transport in Greater Cambridge and wider area;
- Will keep participants engaged and updated, and report regularly on progress.

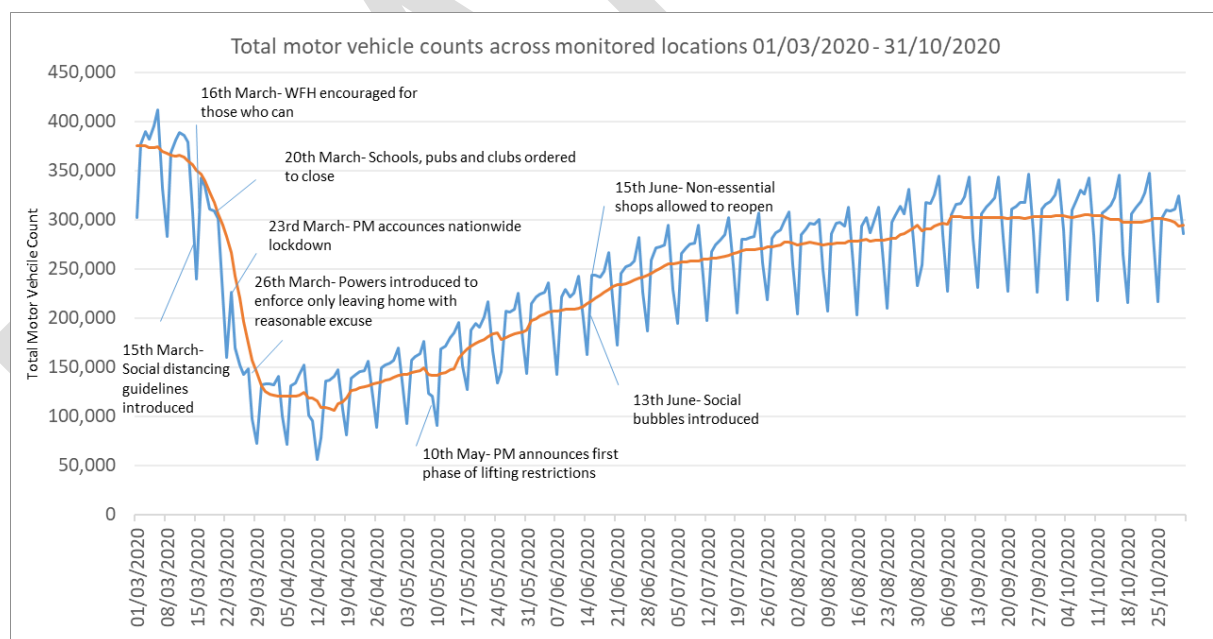
This report provides an update on progress in implementing the GCP's response.

Covid-19 and transport in Greater Cambridge

Since the Citizens' Assembly met in autumn 2019, the Greater Cambridge area has seen huge changes to transport resulting from the Covid-19 pandemic and the restrictions on travel, work and leisure activities. As set out in the response to the Citizens' Assembly, this has impacted on how the GCP has been able to make progress, particularly in designing and implementing improvements to public transport. The situation is constantly evolving, as national and local restrictions change, but to date the following key trends have been observed:

- Traffic levels fell significantly during the spring lockdown, but rose as restrictions eased, recovering more quickly than other forms of transport. Within Cambridge City, traffic levels remained around 20% lower than pre-lockdown levels but in South Cambridgeshire and across Cambridgeshire more widely, levels rose to above pre-lockdown levels. With high levels of working from home continuing, the rise in car trips suggest more people using their car for journeys they may have made a different way in the past.

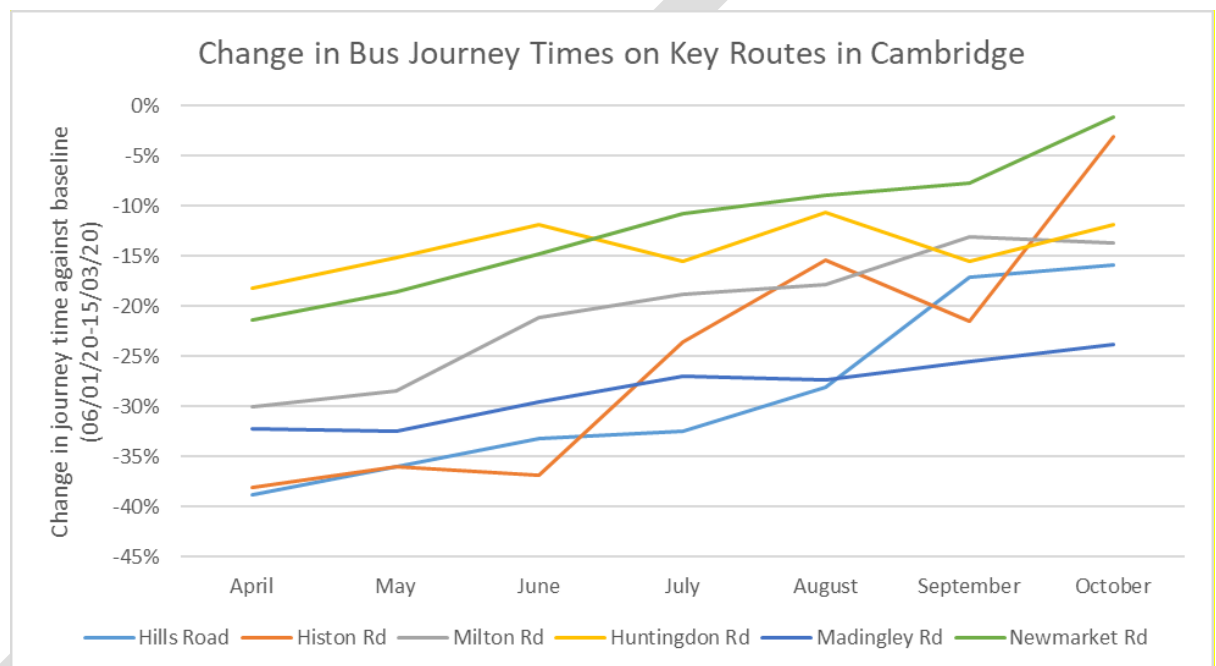
Figure 1: Total motor vehicles recorded daily across Cambridge Vivacity Sensors and CA counters from 1 March to 31 October



- In contrast, the impact of the pandemic on public transport has been more severe than other forms of transport. The number of journeys being made by bus or train fell by around 95% in the spring lockdown and, although there has been some recovery, public transport patronage remains significantly below usual levels. The government is currently funding bus and railway operations because fare revenue is not enough to cover operating costs. Unless the number of people using public transport increases, this subsidy is likely to be needed for some time.

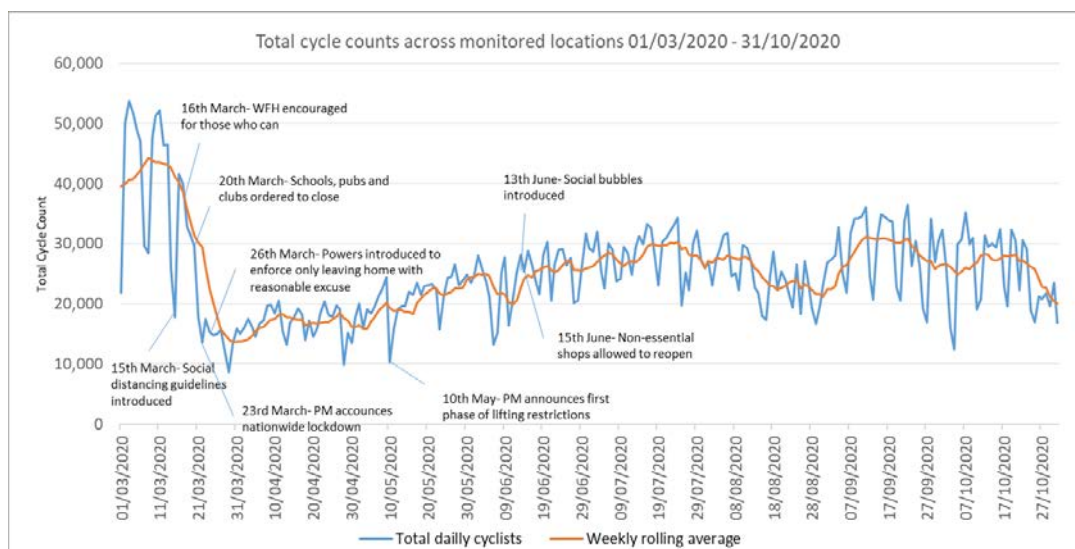
- Equally, it remains the case that a high quality public transport network is likely to be crucial to the success of Greater Cambridge and the wider area in the longer term, to address the issues around congestion, air pollution and carbon emissions discussed by the Citizens' Assembly.
- Lower traffic levels have shown how congestion can slow down public transport and make it less reliable. In the spring lockdown, buses were completing their journeys faster and arriving on time more often. As traffic levels have increased, so have bus journey times. This impacts on operators' ability to provide a good service.

Figure 2: Change in bus journey times on key routes in Cambridge



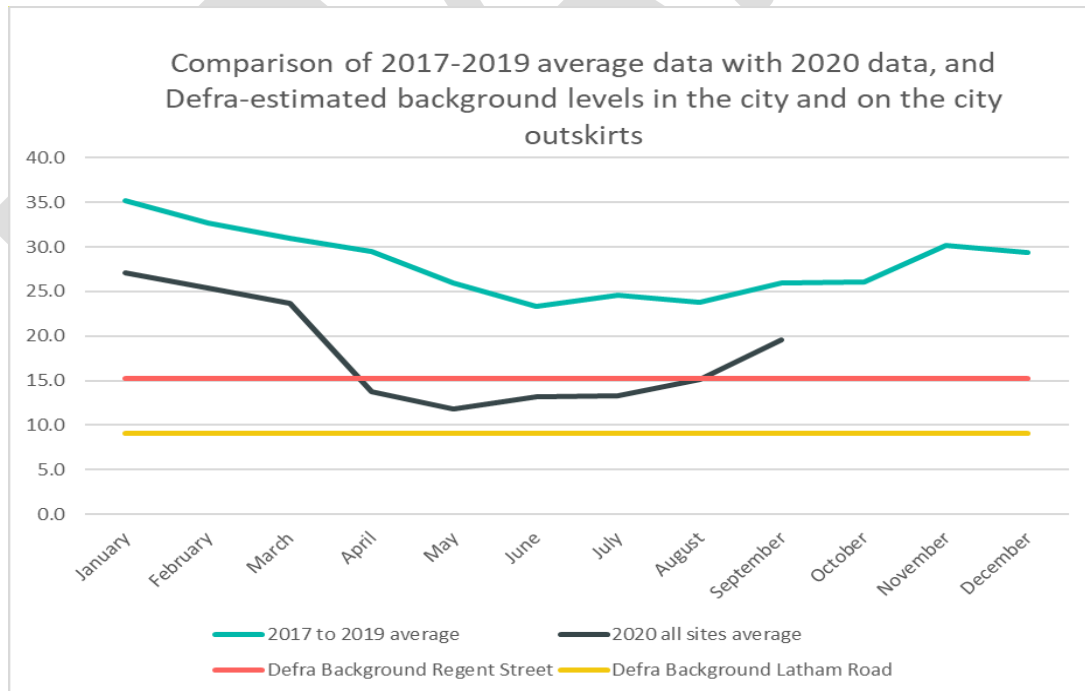
- In terms of walking and cycling, the current sensor network is recording lower levels compared to 2019, though this is likely to be driven by fewer people commuting to work and more people working from home. In lockdown, quieter streets encouraged more people to try cycling and, nationally, there has been an increase in the number of people owning and using a bike regularly. Active travel has been recognised as an important part of economic recovery, both while social distancing endures but also in building healthier, more resilient communities.

Figure 3: Cyclists recorded on all sensors and CA counters from 1 March to 31 October



- Air quality showed a marked improvement during the spring lockdown, with levels of NO₂ 40-65% lower than usual. However, since restrictions eased, Cambridge has seen NO₂ levels increase towards pre-pandemic averages, even with changes to travel. Analysis suggests that both lower overall traffic levels and lower numbers of buses contributed to better air quality during the lockdown.

Figure 4: 2017-2019 average NO₂ compared to 2020, plotted against Defra estimated background levels



It remains unclear what restrictions will be in place over the coming months, and what their impact will be on the economy and the way we travel – both in the short- and longer-term. The GCP will need to balance this uncertainty with the commitments made in the City Deal and in the response to the Citizens' Assembly to deliver investment that supports more people to use sustainable modes of travel and

reduce congestion, air quality and carbon emissions. Close monitoring of data will continue and Cambridgeshire Insight is publishing information about key indicators here: https://cambridgeshireinsight.org.uk/coronavirus_cambridgeshire/covid-19-travel-impacts/

DRAFT

Follow up online workshop: understanding the views of Citizens' Assembly participants in the light of this changing context

In September 2020, the GCP held a follow up workshop for Citizens' Assembly participants. The workshop aimed to understand participants' reflections on their recommendations, particularly given the changes seen to transport during the pandemic. Undertaking the workshop also reflected the Joint Assembly and Executive Board's desire to keep participants engaged and updated on progress in developing proposals to respond to their recommendations.

Due to ongoing social distancing requirements the workshop was held online, and facilitated by [Involve](#). All Citizens' Assembly members who had indicated they wanted to stay in touch were invited and a £10 Love Cambridge gift card was offered for those that took part. The workshop focused on two areas:

- Progress in implementing the response to the Citizens' Assembly and the impact of COVID-19 – what were the Citizens' Assembly members' reflections on their recommendations and short term priorities?
- Shaping the future – what were the Citizens' Assembly members' reflections on longer-term directions, opportunities and key messages.

A full report from the workshop, as well as the agenda and video recordings of the presentations, are available here: <https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020>. A full write up of the discussions is included and sets out the points that were made in detail. The report highlights in particular the following priorities:

- COVID-19 reduction in traffic and improved air quality showed what is possible and maintained participants' priority on:
 - traffic reduction measures
 - shifts to less environmentally damaging transport
 - measures to stop reverting to the car and maintaining a people (rather than car) centred approach
 - underpinning drivers of sustainability, climate change and the environment.
- Maintaining a strong focus on public transport investment and its viability in changing circumstances particularly safety and ways to adapt provision to maintain services.
- The COVID-19 crisis enabling the opportunity to do more, not less – especially for public transport.
- Continued focus on walking and cycling infrastructure and addressing new safety concerns that come from less traffic and different modes of travel.

- Opportunities for reducing congestion, improving air quality and providing better public transport raised by implications of changing work, travel and land use patterns. This included support for:
 - the vision of the 15-minute city / community.
 - homeworking
 - last mile delivery given the rise in online shopping
 - an integrated, holistic approach linking economy, health and climate
- Think bold but act local. Improving small things that don't take huge budgets but have a big impact on wellbeing

The GCP would like to thank the 12 Assembly members who participated in the workshop and shared their thoughts and reflections as part of the discussions. The considered feedback set out in Involve's report will inform the GCP's continued activity in response to the Citizens' Assembly recommendations, as set out in the following sections.

Taking action: progress to date

The GCP sustainable transport programme

As the delivery body for the Greater Cambridge City Deal, the GCP is delivering a comprehensive programme of sustainable transport initiatives, working with local authority partners to create a world-class transport network that can meet the needs of the area now and into the future. In May 2020, a Government 'Gateway review' hailed 'significant success and progress' the Partnership has made since 2015 on ambitious plans ranging from city cycleways to better public transport routes to transform travel for thousands of people.

The GCP's sustainable transport programme aims to deliver a public transport and infrastructure network for the future, supporting sustainable and inclusive growth by creating new and improved infrastructure for better, greener journeys. The infrastructure programme includes:

- The GCP's four corridor schemes – Cambourne to Cambridge, Waterbeach to Cambridge, Cambridge Eastern and Cambridge South East are offering better public transport and active travel¹ routes along four corridors identified as essential to link growing communities to the north, south east, east and west. The schemes form an integral part of delivery of the Cambridgeshire and Peterborough Combined Authority's (CPCA) Cambridge Autonomous Metro (CAM) and part of the GCP's vision for a future bus network;
- Further improvement schemes at Milton and Histon Road are creating better connections for faster and more reliable public transport journeys and better walking and cycling links
- The GCP is providing over 10,000 additional park and ride spaces by creating and enhancing Travel Hub capacity on busy routes outside the city. New facilities will be equipped with charging points for electric vehicles and integrated with walking and cycling routes.
- The GCP is creating safe and easy routes for more active travel journeys to accommodate Greater Cambridge's growing number of cyclists, along with those walking and horse-riding. A network of 12 Greenways for between connections for those travelling into the city and inner city Cross City Cycling, Chisholm Trail and Madingley Road schemes are all underway.

These infrastructure projects sit alongside the work being developed through the city access project, as well as by Smart Cambridge and others. The recommendations of the Citizens' Assembly are being used to inform the development of the programme as a whole. Reports going to the Joint Assembly and Executive Board now include a section so each project can set out how the proposals will help to deliver the response to the Citizens' Assembly.

¹ Active travel is any means of travelling that requires physical activity, such as cycling or walking.

Short-term interventions

The GCP's response to the Citizens' Assembly set out a series of immediate actions that had been agreed in February 2020, and how these would be taken forward in the context of the pandemic with the aim of supporting the uptake of sustainable travel options and a sustainable recovery. Given current uncertainty around the longer-term impacts of the pandemic and restrictions on the economy and transport, delivery of these measures remains a key priority.

Road space reallocation

Recognising the key focus of the Citizens' Assembly on creating more space for pedestrians and cyclist and reallocating road space away from cars, the GCP agreed to pilot further road closures and road space reallocation, both in the city centre and on local roads, including the development of community-led schemes.

During the pandemic, the GCP has delivered 6 experimental road space reallocation schemes as part of a wider programme of emergency active travel measures led by the County Council: at Carlyle Road, Luard Road, Newtown area, Nightingale Avenue, Silver Street and Storey's Way. These schemes, designed to encourage more people to walk and cycle during the pandemic and support economic recovery and social distancing by prohibiting through traffic movements, were introduced using Experimental Traffic Regulation Orders (ETROs) which were made on 29 July.

The schemes can be in place for a maximum of 18 months. During the first 6 months, anyone can comment on or object to making the schemes permanent after that date. Other representations can be submitted at any time. The GCP is currently undertaking consultation on all six schemes to seek feedback. All representations, objections and feedback, as well as monitoring information, will be considered by the GCP Executive Board in 2021, and they will make a recommendation to the County Council for each scheme on whether it should be made permanent, altered in some way, or removed.

The GCP is continuing to work with the County Council on possible further measures. The County Council's emergency active travel programme will also support several school street closures, and the GCP has also provided funding for a play streets scheme.

Public transport improvements

Three areas were identified as potential short-term improvements to public transport: investment in additional services, development of a fare pilot, and expanding the electric bus pilot. The impact of the pandemic on public transport has been severe and the regulatory, operational and funding environment remains uncertain. This has meant the GCP has not been able to progress service enhancements or fare pilots at this time, although these both remain a priority for action when possible.

Work has been undertaken to identify options for expanding the electric bus pilot, and has identified two areas where additional trials would be helpful: trialling vehicles that charge during the day (opportunity charging) rather than overnight, and, for routes where the mileage is higher than electric vehicles can currently offer, trialling extended range hybrid buses, with geofencing in place to ensure that when the bus was in certain areas it could only use its zero emission mode.

Encouraging cycling and walking

The initial measures also looked to encourage more people to cycle through provision of additional cycle parking at key locations, and by funding a lease scheme for electric and cargo bikes to encourage longer distance, family and business cycle commuting.

The GCP has provided match funding for an ecargo bike scheme launching this Autumn, which will provide bikes for businesses and residents to try out. Additionally, the Combined Authority has entered a partnership with Voi to provide shared ebikes and scooters in Cambridge City.

Options to deliver additional cycle parking are also being developed. Cycle theft is a potential deterrent to some potential cyclists, particularly those wishing to use ebikes which are more expensive. The GCP wants to encourage the uptake of ebikes as these support more people to cycle, particularly those who are able to ride a bike but find cycling physically challenging and people travelling longer distances. The GCP is working with the City Council to look at options to increase the amount of secure cycle parking in the city centre, as well as developing a support business investment in secure facilities at workplaces, on business parks and on campuses.

City centre freight pilot

Responding to the Citizens' Assembly's recommendations on freight, the GCP agreed to develop a deliveries consolidation pilot for the city centre.

The Covid-19 pandemic has seen changes to delivery patterns for businesses and households. Businesses have worked to adapt to the restrictions but there are longer-term concerns that high levels of goods vehicles can impact on air quality, as well as creating a less pleasant environment for walking and cycling. With limited space available in the city centre, there is the opportunity to provide more space for outdoor tables and chairs and for walking and cycling which would necessitate changes to the way businesses receive and send out goods.

A deliveries consolidation pilot is being developed that would explore the potential for delivery consolidation in Cambridge and provide an opportunity to assess the basis on which it could operate commercially in the longer term, either independent of or in partnership with local authorities. The model being explored would involve goods being delivered to a consolidation centre on the edge of the city for onward delivery by electric bike or other electric vehicle depending on the size of the goods. A secondary site in the city centre would act as a holding point for smaller goods

before onward delivery by electric bike and for goods collected for delivery to external customer collection points. Initial discussions have been held with business organisations including the Cambridge BID and Cambridge Ahead, and also the University of Cambridge. Further feedback will be sought from businesses before finalising proposals.

Integrated parking strategy

To support future decisions around parking policy and provision across Greater Cambridge, the GCP agreed to work with partners to develop an integrated parking strategy. The Covid-19 pandemic saw changes to parking patterns across the city. Both city centre car parks and park&ride sites saw reduced use during the main lockdown, though use of city centre car parks recovered more strongly than park&ride, likely at least in part due to guidance around use of public transport. Both the City and County councils made temporary changes to parking operations in response to the pandemic. Parking remains a key tool in reducing congestion and encouraging the uptake of sustainable transport options, and data from the changes through the pandemic will be used to inform development of the strategy. The GCP will work with the City and County Councils in developing the integrated parking strategy, for review by the Joint Assembly and Executive Board in 2021.

Developing longer-term packages

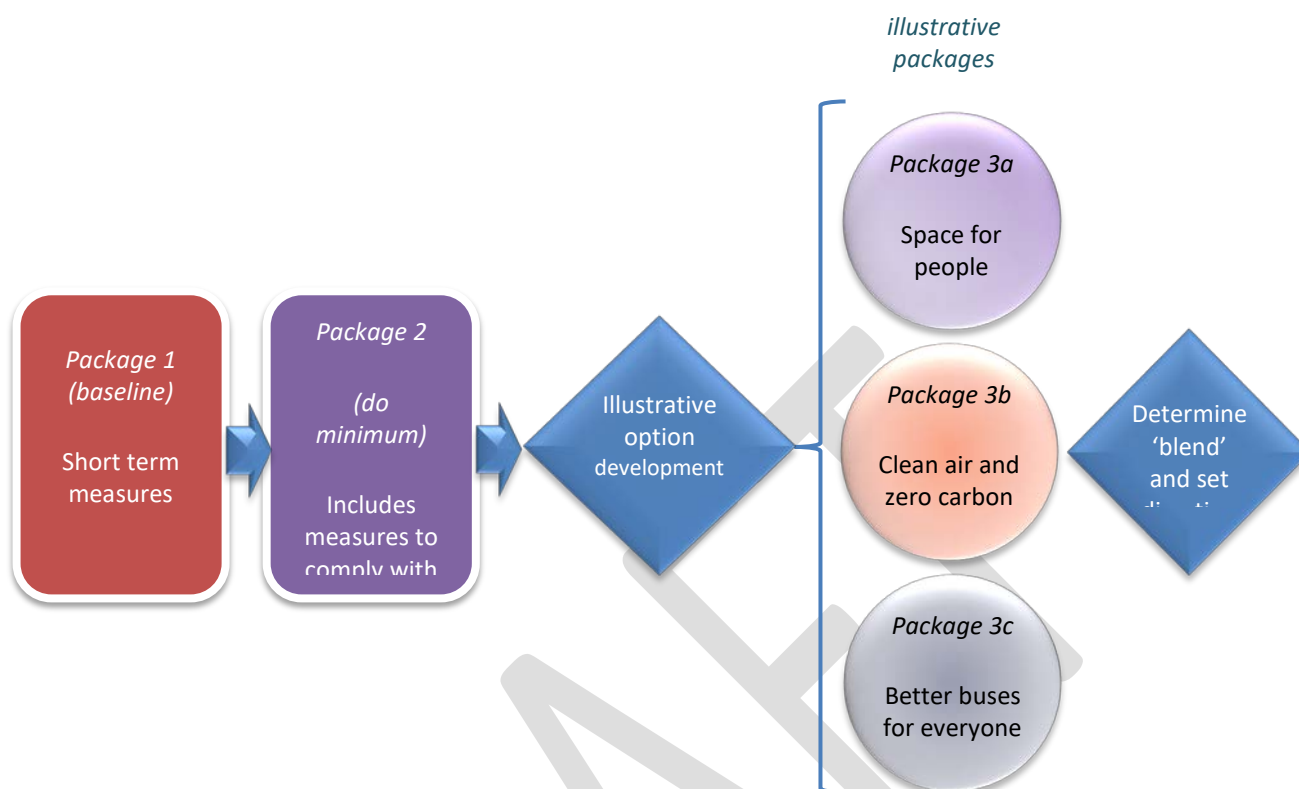
Alongside developing and delivering the short-term measures, the GCP response to the Citizens' Assembly agreed to develop a set of packages informed by the Citizens' Assembly recommendations and providing options for different levels of intervention in the medium-long term.

A series of five packages has been developed, drawing on earlier technical work and the city access principles developed and agreed by the Executive Board in June 2019. The packages build on three key themes from the Citizens' Assembly's recommendations: creating space for people, being environmental and zero carbon, and delivering high quality, affordable public transport.

Figure 5 summarises the development of the five packages and how they relate to one another:

- Package 1 is a baseline package including the agreed short term measures;
- Package 2 builds on the baseline by including measures to comply with air quality legislation, creating a 'do minimum' package;
- The three further packages, 3a, 3b and 3c, take the three Citizens' Assembly themes above and build on packages 1 and 2, with each exploring a different approach and utilising different sets of measures.

Figure 5: city access package development



Each package would be implemented using a phased approach, beginning with investment in measures to improve sustainable travel options, followed by (in packages 2, 3a,b+c) early implementation of measures to tackle air pollution. Once GCP public transport and active travel infrastructure improvements had started to come on stream, packages 3a,b+c would then see more significant demand management measures rolled out to support the uptake of sustainable transport.

The packages have been designed to demonstrate the potential impacts of different levels and types of interventions in order to support discussions about which elements may be most important in refining a final package. Assumptions have been made about the blend of measures, which are designed to be illustrative rather than forming firm proposals. In practice, it is likely a blend of measures from different packages would form any future proposals.

As part of developing the packages, the GCP commissioned a preliminary Integrated Impact Assessment to explore the impacts of each package, including outlining a range of additional mitigation and enhancement measures that should be considered.² The report found that packages 1 and 2 are likely to have smaller and more localised effects and would not achieve City Deal ambitions. Packages 3a,b+c build on these, and are likely to have more significantly positive effects. However, the

² <https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi>

nature of the measures included in these packages (i.e. designed around a single theme) mean that the benefits are not maximised. Each package is likely to have a range of positive and negative impacts, but the benefits could be maximised by potentially considering how the measures in packages 3a,b+c could be combined to work together in a complementary manner. In doing so, the preliminary Integrated Impact Assessment recommends that specific design and implementation of measures should carefully consider the potential for negative effects to simply be displaced, rather than reduced.

The report also outlines that:

- the relative timing of implementation of each measure is key.
- changing travel behaviour may be more difficult for some groups compared to others, for example those on lower incomes, those with disabilities and SMEs. Measures to ease the transition to new travel behaviours should therefore be particularly targeted at such groups.

A detailed description of the packages and the full findings of the preliminary Integrated Impact Assessment will be presented to the Joint Assembly and Executive Board in November and December 2020 for their consideration.³
[additional content may be added to this one year on report to reflect discussions].

³ The reports can be read here:

<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1301/Committee/36/SelectedTab/Documents/Default.aspx>

Further action: a phased approach

[This section will be updated to reflect discussions and decisions at the Joint Assembly and Executive Board in November and December]

The Joint Assembly and the Executive Board will discuss further action at their meetings in November and December. In agreeing areas for intervention, they will need to take into account the current transport context arising from the pandemic and restrictions. At the same time, there is a clear imperative to take action to shape how Greater Cambridge emerges from the pandemic and support a green recovery, and this was emphasised by the Citizens' Assembly participants who attended the follow-up workshop in September.

The report being considered by the Joint Assembly and Executive Board proposes a phased approach to further action, which would involve:

- Continuing to develop and deliver the short-term measures outlined earlier in this report;
- Building on these measures by progressing further work to reduce air pollution and carbon emissions and enable future road space reallocation to better prioritise sustainable modes of travel;
- At further review points, considering how additional measures might make up a final package aiming to improve public transport and reduce congestion, air pollution and carbon emissions. It is suggested the next review point is in June 2020.

This approach is proposed so that areas where action can be taken now continue to progress, with additional areas added as soon as circumstances allow. Two areas are suggested for immediate progress.

Reducing air pollution and carbon emissions

Analysis shows that air pollution remains an issue and is likely to do so in the future. In particular, in order to deliver an expanded public transport network, cleaner buses will be needed to avoid adverse impacts on air quality. This has therefore been identified as a key part of any future package and one where progress can be made now. In November and December, the Joint Assembly and Executive Board will consider proposals to expand the electric bus pilot, and to build on this by working with partners to support the bus fleet to move to zero emission vehicles. This would include:

- Setting an ambitious but achievable time period for all buses to be zero emission, and agreeing the milestones to achieving this. This will take into account the future of bus operations, potential funding models and the government's wider strategy on decarbonising transport;
- Developing a model for supporting operator investment in zero emission vehicles;
- Working with our partners to develop measures that drive forward the upgrade of the bus fleet and ensure zero emission buses operate in defined areas;

- Considering the potential impacts set out in the preliminary Integrated Impact Assessment and whether any enhancements or mitigations are needed for a future approach to driving forward and capturing air quality benefits.

Future road space reallocation

Ensuring we make best use of Greater Cambridge's road space is also going to be a key part of any future package, and another area where additional progress can be made at the current time. Building on the measures to reallocate road space as part of the County Council-led emergency active travel programme, in November and December the Joint Assembly and Executive Board will consider proposals to work with the County Council to review the city road network hierarchy to better reflect the needs of sustainable transport and to guide investment in further measures to improve bus reliability and create safer environments for walking and cycling. This will enable a strategic and considered approach to future road space reallocation measures by setting expectations about future use and informing further investments.

Future Investment Strategy

The GCP has also reviewed its Future Investment Strategy, and an updated Strategy will be considered by the Joint Assembly and Executive Board in November and December. The Future Investment Strategy is designed to look across the whole period of the City Deal and identify funding priorities in order to secure the objectives set out in the deal and agreed subsequently. The Citizens' Assembly has informed the updated Future Investment Strategy. In particular, the Strategy sets out the importance of the wider GCP programme in delivering new public transport and active travel infrastructure to transform Greater Cambridge's transport network and enable people across the area and beyond to travel easily and sustainably. Delivering this new infrastructure will support economic recovery and speaks to the priority coming through from the Citizens' Assembly workshop to maintain a strong focus on public transport investment.

Conclusion

One year on from the Greater Cambridge Citizens' Assembly, the recommendations made by participants are being used to inform and shape the Greater Cambridge Partnership's work to tackle congestion, reduce air pollution and carbon emissions, and improve public transport. This includes taking action across a range of areas in the short term to improve sustainable travel options, informed by the Citizens' Assembly's priorities, as well as looking at how packages of measures might work in the longer-term and identifying additional areas to progress. The Covid-19 pandemic continues to shape the GCP's response to the Citizens' Assembly and the recent workshop gave useful insight into participants' reflections on their priorities for action. The Citizens' Assembly's call to 'be bold, be brave, and take action' will continue to be recognised in the GCP's programme.

The GCP is committed to keeping Citizens' Assembly participants engaged and updated, and to demonstrating how we are responding to their recommendations. This will continue through ensuring all GCP papers include reference to how proposals support the response to the Citizens' Assembly. It is also suggested, given the impact of current uncertainty on the GCP's work, that a further report is brought to the Joint Assembly and Executive Board in a year's time to set out additional progress by the GCP in tackling congestion, reducing air pollution and carbon emissions, and improving public transport.

The GCP would like to reiterate its thanks to every member of the Greater Cambridge Citizens' Assembly for participating and giving up their time to develop the recommendations that are now shaping the GCP's programme and activities.

Greenways: Haslingfield

Report to: Greater Cambridge Partnership Joint Assembly

Date: 19th November 2020

Lead Officer: Peter Blake – Transport Director, Greater Cambridge Partnership

1. Background

- 1.1 The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.
- 1.2 This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work.
- 1.3 Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).
- 1.4 £500,000 was previously approved to develop the Greenway routes through early engagement and public consultation to determine the route, extent, form and associated links for each of the 12 Greenway routes. This work has now been completed.
- 1.5 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
 - (a) Note the progress made in developing the Greenways, working with local communities and stakeholders to date.
 - (b) Note the outcome of public consultations.
 - (c) Approve an outline budget for the Haslingfield scheme of £8m.
 - (d) Note the outline programme and key risks.

2. Issues for Discussion

- 2.1 Haslingfield is located approximately 9.5km south west of Cambridge between the A10 to the south and the A603 to the north. For cyclists the village is currently served only by on-road routes. Notably however, a local farmer and landowner allows residents of Haslingfield to use a private road across his farm between 06:30 and 21:30 if they purchase a permit for their bicycles for an annual fee. The private road allows resident cyclists to reach Grantchester and avoid the dangers of riding on the public highway. The number of permits offered is understood to be limited due to the increased liability which the scheme places on farm operations. The Haslingfield Greenway would bypass the farm and follow existing public rights of way enabling unrestricted access.
- 2.2 In network terms, the Haslingfield Greenway would link to the Melbourn Greenway in Hauxton to the south and the Barton Greenway to the north.
- 2.3 Many of the existing footpaths and bridleways on the Haslingfield Greenway route are recognised as environmentally sensitive locations and further work with stakeholders will be undertaken to determine the detailed design, profile, surfacing and landscaping of the path. Decisions on path surface materials are yet to be taken but they will be sympathetic to the surrounding environment. It is intended that the Greenway will become accessible to all non-motorised users and there will be no loss of amenity to existing users.
- 2.4 The preferred option for the route between Grantchester and Newnham, now presented in this report is an adaptation of the route behind the hedge parallel to the Grantchester Road that was proposed in the consultation. By largely following the route of an existing permissive footpath the Greenway will avoid the narrower section of road on The Broadway in Grantchester. The route continues behind the hedge from Grantchester Road and will connect with the north east end of The Baulk path on the Barton Greenway before going on to pass within the site of Cambridge Rugby Club along its eastern boundary. It is acknowledged that there are still challenges to be met during the detailed design process to ensure that the route has minimal environmental impact, provides for all users and doesn't encroach upon the operational requirements of the Rugby Club. The link to Barton Road will be made along Grantchester Road which already has a 20 mph speed limit in this location. The addition of a short section that is segregated from the road as well as some traffic calming features will make the route direct and safe.

3. Consultation and Engagement

- 3.1 Early community engagement was undertaken on all 12 Greenway routes, with 22 events held, between July 2017 and April 2018, the results and ideas from which informed the options then taken to public consultation.
- 3.2. There was a phased approach to public consultation on the routes, starting in July 2018 and completing in October 2019, with a total of 21 events taking place. There were 460 responses to the Haslingfield consultation. 85% of respondents supported the formation of the Greenways network. Recommendations presented in this report are based on the preferences identified from the consultation responses as well as engagement with key stakeholders. Further stakeholder engagement and

negotiation with landowners will be required to progress the detailed design of the routes.

- 3.3 The route of the Greenway between Grantchester and Newnham has been a matter of considerable discussion during the consultation. Options to make Grantchester Road a one-way road for motor traffic in either direction, to allow space for the Greenway route, have been rejected at this point following 60% opposition from respondents to the consultation. A petition against these options was also received from Grantchester residents.
- 3.4 Similarly an option to route the Greenway behind the hedge parallel to the existing Grantchester Meadows path and through Newnham Croft has been rejected. This option was supported by 53% of respondents to the consultation, however a petition against this option was also received from residents of Newnham Croft.

4. Options and Emerging Recommendations

- 4.1 The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

Haslingfield Greenway	
Section	Proposed Form of Greenway
Haslingfield to Hauxton	3m wide all-weather, multi-user path alongside the route of an existing bridleway. Modification of the existing bridge over the River Cam. This route will link directly to the Melbourn Greenway and the Cambridge South West Travel Hub (CSWTH) project at Hauxton.
Haslingfield to Cantelupe Farm	Following the existing farm access road with localised repairs and surface improvements.
Cantelupe Farm to M11 Bridge	3m wide all-weather, multi-user path alongside the route of an existing bridleway. A wider bridge over Bourn Brook will cater for all users. Upgrade of an existing footpath to link to the M11 Bridge. A further link northwards will follow the route of a farm track parallel to the M11. This will connect to the Barton Greenway and follow Bridle Way and The Baulk path towards Cambridge. Landscaping will minimise visual impact and include pollinator promoting planting.
M11 Bridge	Convert the existing steps to ramps on both sides of the bridge. This will include a fully accessible approach with a shallower gradient.
M11 Bridge to Burnt Close Grantchester	Upgrade of an existing footpath to a 3m wide all-weather, multi-user path with a 3m wide grass verge alongside. Landscaping will minimise visual impact and include pollinator promoting planting.
Grantchester - Burnt Close to Broadway	Supporting Grantchester Parish Council Local Highway Improvement (LHI) plans for traffic calming within the village with additional junction improvements and localised improvements to surfacing of road and paths.

Broadway to The Baulk path (north east end)	Following Broadway for a short distance but crossing, before the road narrows, to a 3m wide all-weather, multi-user path with a 3m wide grass verge alongside largely following the route of an existing permissive footpath behind hedges parallel to Grantchester Road.
Cambridge Rugby Club to Barton Road	3m wide all-weather, multi-user path with a 3m wide grass verge alongside, landscaping as well as new hedging or fencing (to be agreed) will most likely be required to enable the Rugby Club to control access to their site on match days. The path will continue along Grantchester Road, segregated from traffic for a short distance before joining a traffic calmed carriageway. A raised table feature will assist in calming motor traffic and enabling cyclists to cross the road safely to connect to an existing signalised crossing on Barton Road which is already adapted for pedestrian and cycle usage.

5. Alignment with City Deal Objectives

- 5.1 The Greenways project is an important piece of the jigsaw that will enable the Greater Cambridge Partnership to deliver against the objectives that were set out in the City Deal. Greenways will be an extensive network of new multi-user paths that directly connect people to homes, jobs, study and opportunity, across the city and neighbouring villages.
- 5.2 Greenways will ease congestion and prioritise greener and active travel, improving quality of life and making it easier for people to travel and enjoy the natural environment around Cambridge, whether travelling for work or leisure purposes on foot, by bicycle, or on horseback.

6. Citizen's Assembly

- 6.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions being considered for the Greenways projects directly contributes to the delivery of a number of priorities highlighted in the Citizen's Assembly Report, namely and in prioritised order:
- Be environmental and zero carbon.
 - Be people centred – prioritising pedestrians and cyclists.
 - Enable interconnection (e.g. north/south, east/west, urban/rural).
 - Have interconnected cycle infrastructure.
 - Provide safe layouts for different users.
 - Educate people about different options.
 - Provide transport equally accessible to all.
- 6.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. Of the other measures considered, Assembly members voted most strongly in favour of closing roads to cars (restricting cars in certain lanes, roads or zones) and restricting or removing parking (prohibiting parking and/or removing parking spaces). These will be considered further as the Greenways schemes develop.

7. Financial Implications

- 7.1 The proposed total scheme budget is £8,000,000 and this allocation will be requested for approval at the Executive Board on 10th December. If approved (along with the other reports on this agenda), this will increase the planned over-programming to £121m and either additional funding will be required to fully implement the programme, or schemes will need to be prioritised and some reconsidered or cancelled at appropriate points in future decision making. Planned over-programming in this way is in place to provide future flexibility in programme delivery.
- 7.2 The estimated potential number of cycle journeys for commuting purposes between Haslingfield and Cambridge is between 300 and 600 per day. This would mean an increase of between 12.5% and 32.5% from 2011 census figures if the Greenway is constructed. Further work on the business case will be undertaken if the project receives board approval in December.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

- 8.1 Engage statutory bodies, including Environment Agency, Historic England and Highways England along with stakeholders such as parish councils in readiness for statutory processes.
- 8.2. Appoint land agents to progress and complete land negotiations.
- 8.3. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.
- 8.4. An indicative delivery timetable is outlined in Appendix 3. Officers continue to review the programme to reduce the delivery timelines.
- 8.5 The Greenways programme will be brought back to the Executive Board in mid 2021 for final approval and agreement to implement.

List of Appendices

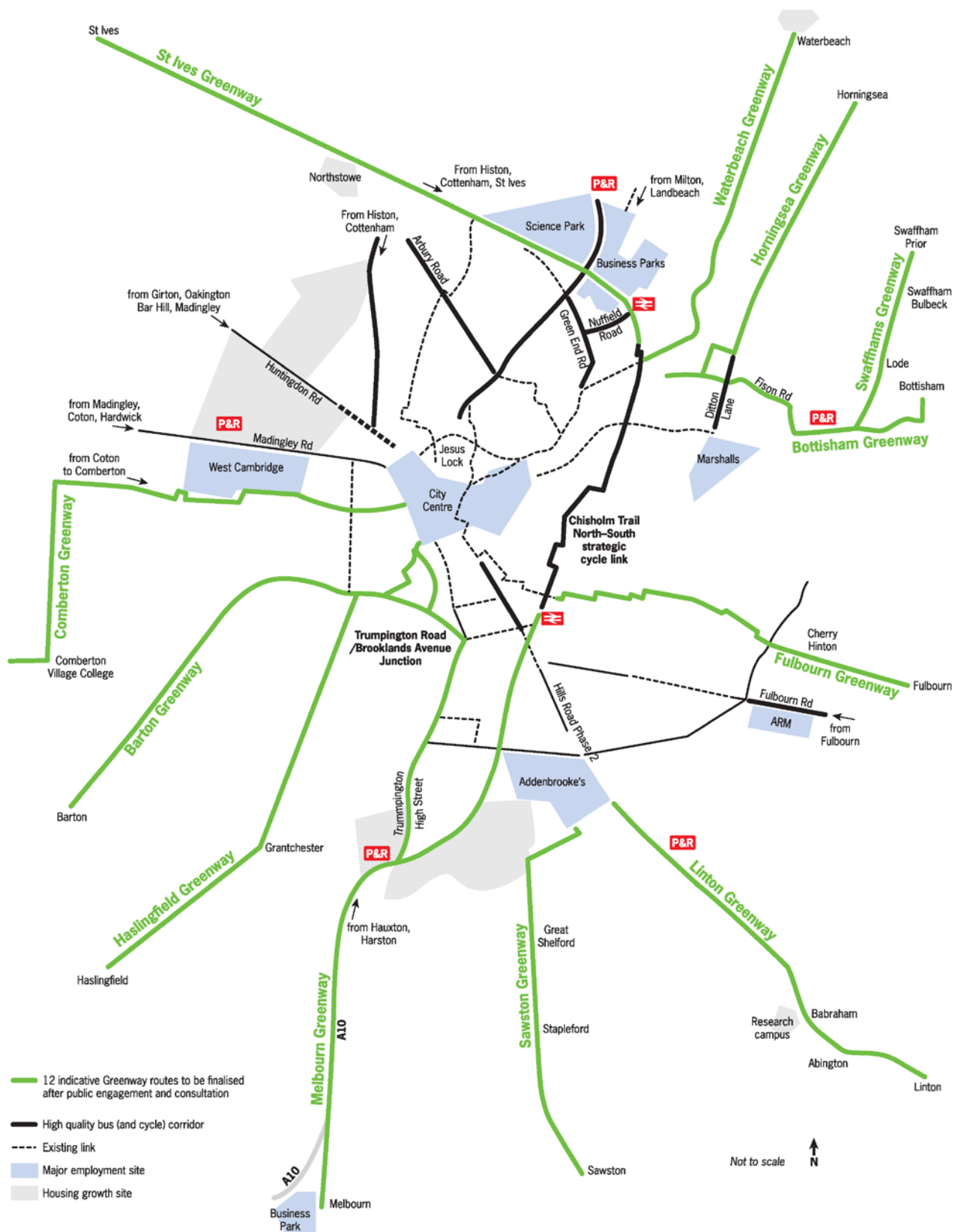
Appendix 1	Greenways Map
Appendix 2	Plan showing Haslingfield Greenway
Appendix 3	Forecasted milestones and key risks

Background Papers

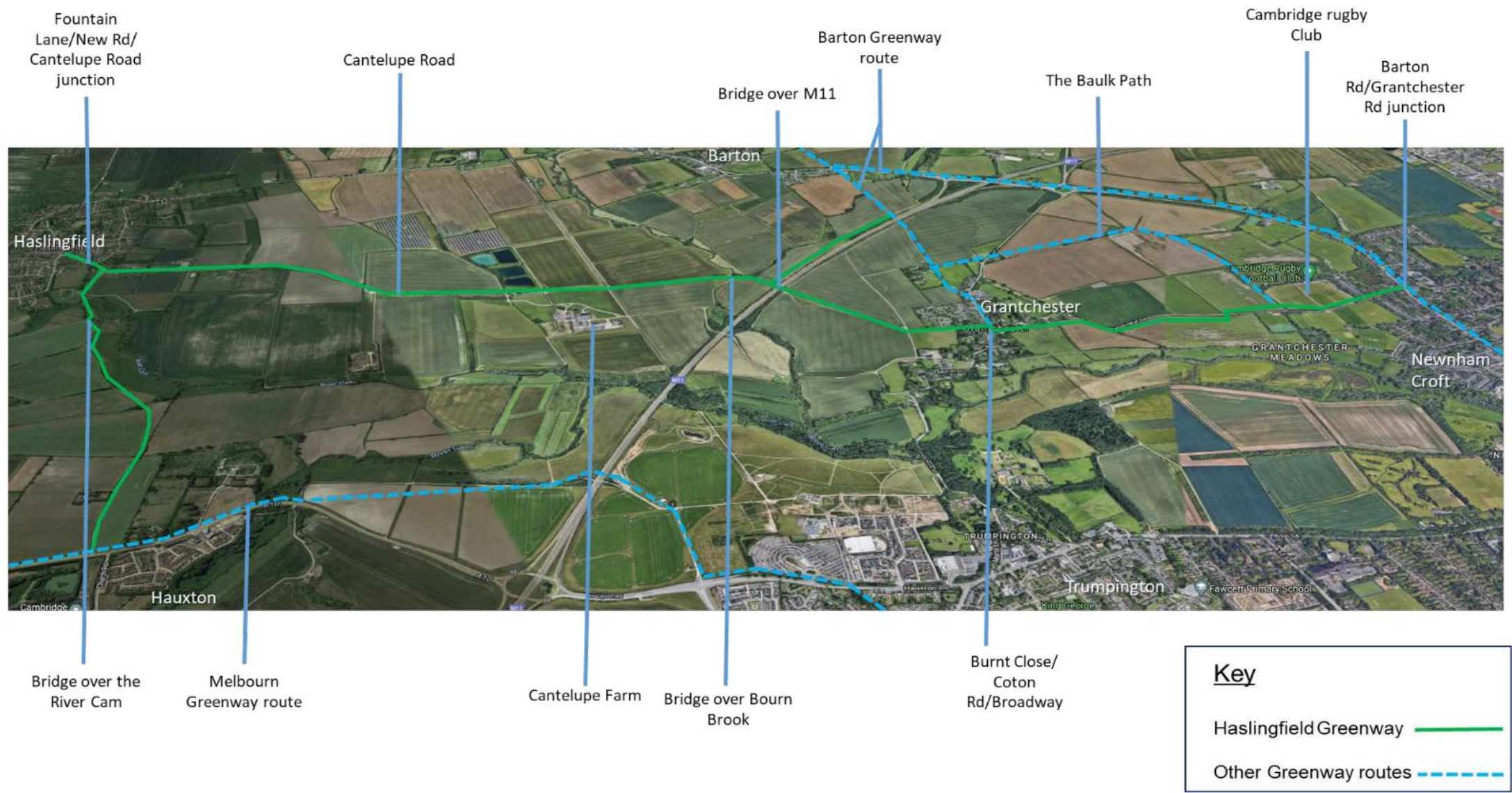
Source Documents	Location
Greenways feasibility reports by Nigel Brigham and Associates, 2016	https://www.greatercambridge.org.uk/transport/transport-projects/greenways

Scheme development report - Barton and Haslingfield by 5 th Studio	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/haslingfield-greenway
Haslingfield Greenway consultation report	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/haslingfield-greenway

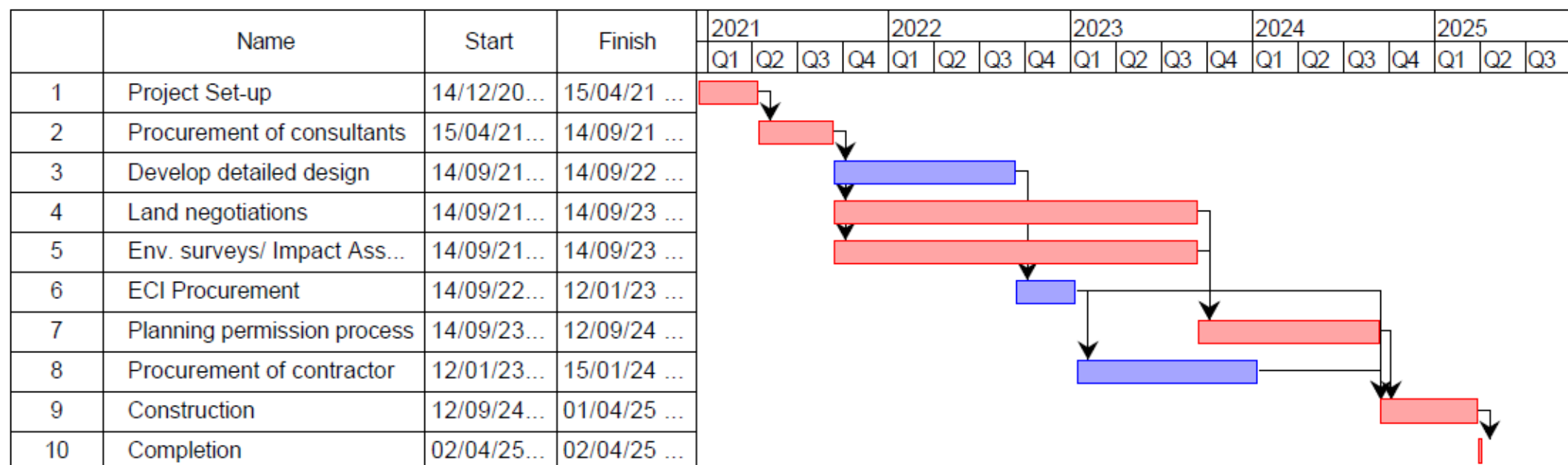
Appendix 1 – Greenways Plan



Appendix 2 – Haslingfield Greenway



Appendix 3 – Indicative High Level Delivery Timeline



Key Risks

Resource – Project Team and Comms

Procurement process – Time/Cost

Consents – Planning / Highways England

Cost escalation – Project controls

Other infrastructure schemes/developments taking precedent