

Greater Cambridge Partnership Executive Board

4 00 p.m.

Thursday 9th December 2021

**Main Hall,
Storey's Field Centre,
Eddington Avenue,
Cambridge, CB3 1AA.**

*The meeting will be live streamed and can be accessed from the GCP
YouTube Channel - [Link](#)*

Agenda

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9. Electricity Grid Reinforcements: Update and Next Steps	(137-147)
10. Quarterly Progress Report	(148-175)
11. Date of Next Meetings	(-)
<ul style="list-style-type: none"> 4:00 p.m. Thursday 17th March 2022 	

Membership

The Executive Board comprises the following members:

Councillor Dave Baigent	-	Cambridge City Council
Councillor Elisa Meschini (Chairperson)	-	Cambridgeshire County Council
Councillor Neil Gough (Vice Chairperson)	-	South Cambridgeshire District Council
Austen Adams	-	Business Representative
Phil Allmendinger	-	University Representative

By Invitation

Mayor Dr Nik Johnson

[Exercising discretion available to them to interpret Standing Orders and, with the agreement of the other voting members of the Board, suspend them if necessary, the Chairperson will invite Mayor Johnson to join the meeting in a non-voting capacity, recognising the Combined Authority's role as the Strategic Transport Authority]

IMPORTANT INFORMATION FOR THOSE WISHING TO OBSERVE PROCEEDINGS

Whilst the situation with COVID-19 is on-going, if you can observe the meeting remotely, rather than attend in person, you are encouraged to do so.

The GCP will be following the Public Health guidance when organising and holding its meetings. We ask those attending to maintain social distancing at all times and to wear a face covering unless they are exempt, or when speaking at the meeting. Hand sanitiser will be available on entry to the venue. If you have any questions about the meeting arrangements please contact Democratic Services.

The meeting will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#).

We support the principle of transparency and encourage filming, recording and taking photographs at meetings that are open to the public. We also welcome the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what's happening, as it happens.

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 Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Thursday 30th September 2021
4:00 p.m. – 5:35 p.m.

Present:

Members of the GCP Executive Board:

Cllr Neil Gough (Vice-Chairperson *)	South Cambridgeshire District Council
Cllr Elisa Meschini (Chairperson *)	Cambridge City Council
Cllr Dave Baigent	Cambridge City Council
Austen Adams	Business Representative
Phil Allmendinger	University Representative

* following confirmation of election [agenda items 1 and 2 refer]

Members of the GCP Joint Assembly in Attendance:

Cllr Tim Bick (Chairperson)	Cambridge City Council
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Attending at the discretion of the Chairperson

Mayor Dr Nik Johnson	Cambridgeshire and Peterborough Combined Authority
Dr Andy Williams	Business Representative (Substitute Member)

Officers:

Peter Blake	Transport Director (GCP)
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Isobel Wade	Assistant Director: Sustainable and Inclusive Growth (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Election of Chairperson

The Chairperson noted the longstanding convention that the Chairpersons of the Joint Assembly and Executive Board were representatives of different political groups, and announced that he would therefore be resigning from the position of Chairperson.

It was proposed by Councillor Baigent, seconded by Councillor Gough and resolved unanimously that Councillor Meschini be elected Chairperson of the GCP Executive Board for the remainder of the municipal year 2021/22.

2. Appointment of Vice-Chairperson

It was proposed by Councillor Baigent, seconded by Councillor Meschini and resolved unanimously that Councillor Gough be elected Vice-Chairperson of the GCP Executive Board for the remainder of the municipal year 2021/22.

3. Apologies for Absence

The Chairperson expressed thanks to Councillor Gough for his work as the former Chairperson, and welcomed Austen Adams as the new business representative on the Executive Board. She welcomed former Joint Assembly member Andy Williams as the new substitute business representative on the Executive Board and noted that she had used her discretion as Chairperson to allow him to attend in a non-voting capacity. She also welcomed Mayor Dr Nik Johnson of the Cambridgeshire and Peterborough Combined Authority, noting that she had used her discretion as Chairperson to allow him to attend in a non-voting capacity, in recognition of the CPCA's role as the Strategic Transport Authority.

The Chairperson also informed the Executive Board that it had received a book entitled "Histon Road: A Community Remembers" from the Histon Road Area Residents' Association, which celebrated the memories of local people. It was noted that the book had been launched on 24th September at an exhibition of work by documentary photographer Faruk Kara.

The Chairperson proposed a change to the order of the agenda, with Agenda Item 9 (Quarterly Progress Report) to be presented after Agenda Item 11 (Active Travel: Experimental Traffic Regulation Orders) in order to ensure that Mayor Dr Johnson could be present for the debate on Agenda Item 10 (Public Transport Improvements and City Access Strategy).

There were no apologies for absence.

4. Declarations of Interest

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

5. Minutes

The minutes of the previous Executive Board meeting, held on 1st July 2021, were agreed as a correct record, subject to a correction to the spelling of 'Austen Adams' in recommendation (b) of Agenda Item 6 (Executive Board Membership), and signed by the Chairperson.

6. Executive Board Membership

Noting that the Business Board had nominated Claire Ruskin to replace Dr Andy Williams on the Joint Assembly, it was resolved unanimously to:

Endorse the appointment of Claire Ruskin to the Joint Assembly.

7. Public Questions

The Chairperson informed the Executive Board that nine public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was clarified that those submitting questions had been offered the option of attending the meeting in person or having their question read out by an officer.

It was noted that one question related to agenda item 9 (Quarterly Progress Report), four questions related to agenda item 10 (Public Transport Improvements and City Access Strategy) and four questions related to agenda item 11 (Active Travel: Experimental Traffic Regulation Orders).

8. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 9th September 2021.

9. Quarterly Progress Report

One public question was received from Martin Lucas-Smith (on behalf of Camcycle). The question and a summary of the response are provided at Appendix A of the minutes.

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme. Further to the updates, the report detailed a proposal for the GCP to contribute £200k to the first stages of a traffic sensor network across Greater Cambridge, which would assist the development of a richer set of data to demonstrate the impact of the GCP's work. While the project's timescale was still subject to discussion, it was proposed that the procurement process could commence by the autumn, allowing for the sensors to be in place by early spring and fully operational by the summer in 2022. Attention was also drawn to the update on Skills delivery in Section 11 of the report, which demonstrated that, despite challenges, there had been good progress towards the targets.

While discussing the report, the Executive Board:

- Welcomed the proposal to support the first stages of a network of traffic sensors across Greater Cambridge.
- Acknowledged the importance of knowledge intensive jobs in the region, particularly during the pandemic, and queried whether the GCP was working on connecting the growth in this sector to the subsequent need for suitable homes for its employees. Noting that a range of work had previously been carried out to identify the kind of tenures that might be required, the Assistant Director of Strategy and Programme informed members that the GCP had worked with Cambridge City Council and South Cambridgeshire District Council, as part of the work on the Greater Cambridge Housing Strategy, to ensure that the concept of a key worker included all jobs that were important to the economy. Similar discussions had been held during the ongoing development of the North West Cambridge Area Action Plan.

It was resolved unanimously to:

- (a) Note progress across the GCP programme; and
- (b) Approve funding of £200k to support the first stages of a network of traffic sensors in Greater Cambridge which will support the 2025 Gateway Review.

10. Public Transport Improvements and City Access Strategy

Four public questions were received from Lynda Warth, Sharon Dence, Edward Leigh and Martin Lucas-Smith (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director and Assistant Director for Sustainable and Inclusive Growth presented the report, which outlined proposals to establish a comprehensive package of measures for the City Access Strategy to promote sustainable transport, improve air quality and reduce congestion and carbon emissions. This included the development of a final package of options for improving bus services, funding an expansion of the cycling-plus network, and managing road space in Cambridge. It also outlined plans to consult on a package including bus network improvements, proposals for prioritising road space for sustainable and active transport, and measures that would provide an ongoing funding source for the enhanced public transport network and more of the cycling-plus network across Greater Cambridge. Finally, it detailed plans to work with the Cambridgeshire and Peterborough Combined Authority (CPCA) and local bus operators to reduce emissions on the local public transport network by allocating £2.25m to support the Zero Emission Bus Regional Area (ZEBRA) bid to the Government for additional zero emissions vehicles across the Greater Cambridge network.

Emphasising the central role of the City Access Strategy in the GCP's overall programme and the importance of working in conjunction with the CPCA, the Transport Director highlighted the need to improve the public transport offer, along with the walking and cycling infrastructure, while implementing measures to discourage car use. Members were informed that under the proposals laid out in the report, most market towns and villages would see a tripling and extension of bus frequencies, along with more direct and express links to Cambridge. Bus routes would provide improved connections to travel hubs, such as train stations and cycling routes, and would include more direct services to main employment areas within the city centre, as well as more frequent, untimetabled services. Noting that changes to fares would be considered as part of the consultation, the Assistant Director for Sustainable and Inclusive Growth observed that a £1 flat fare, for example, could potentially lead to a further 1.6 million journeys per year, while a 25% reduction in fares across Cambridgeshire could potentially lead to a further 2.5 million journeys.

While all the proposals and measures under consideration would make bus journeys more reliable, cheaper and therefore attractive, there would be a significant cost of up to £40m per year, and while the GCP could fund a portion of that, it was emphasised that an ongoing revenue source would be required. The proposed consultation would seek feedback from the public on the proposed bus network concept in detail, including fares, operating hours and how the network could be funded and delivered. The outcome of the consultation would then support work with the CPCA, bus operators and other partners on the detailed design of the bus network.

Noting the Joint Assembly's strong consensus for moving forwards with a bold strategy for tackling climate change, air pollution and congestion, the Chairperson of the Joint Assembly emphasised that such measures should be fair and not inhibit access. While there had been unanimous support from the Joint Assembly for the proposed consultation, one member had expressed reservations about some of its proposals, and the Chairperson drew attention to some underlying issues that had been identified. Members had emphasised the importance of the proposed consultation clarifying the overall benefits, both inside and outside the city, of the proposed measures compared to not taking any action, while also ensuring that participants understood the relationship between the proposed improvements to the

bus network and the need for a revenue source to fund it. The Joint Assembly had also highlighted that the consultation should reflect the socio-economic and geographical diversity of those who would be impacted by the strategy.

Mayor Dr Johnson welcomed the report and the proposals that it contained, noting that they aligned with the Local Transport Plan that was currently under development, and paid tribute to the working relationship between the GCP and the CPCA. Highlighting the health-related reasons behind the need to reduce car usage while increasing the use of both public and active transport, he noted that an improved public transport network would also benefit the environment, as well as work and education opportunities across the Greater Cambridge region and beyond. He acknowledged the central role that buses would play in such a strategy and welcomed the measures that had been proposed for consideration during the consultation.

While discussing the report, the Executive Board:

- Welcomed the consensus of the Joint Assembly for bold and urgent action and expressed concern about how long it was taking to develop the City Access Strategy, calling for progress as soon as possible. It was argued that due to its complexity it would be impossible to develop a perfect strategy that would be supported by everyone, and that the need for progress, which required urgent action and commitment, was in danger of being held up by continuous debate.
- Welcomed the support indicated by Mayor Dr Johnson for the common understanding and purpose shared by the GCP and CPCA.
- Emphasised that the proposed development of the bus network would have a transformational effect on small villages, such as Rampton, and that they should therefore be considered throughout the planning process, including villages that lay outside the Greater Cambridge area.
- Highlighted the importance of making it clear that the proposed consultation would not be the final opportunity for members of the public and affected stakeholders to give input to the development of the City Access Strategy, with a further consultation on the more precise details to be arranged further down the line.
- Emphasised that for the consultation to be successful it would need to be structured in a way that ensured the level of improvements to the bus network were aligned to the level of funding that was made available, arguing that this would include seeking opinions from participants on both issues.
- Welcomed proposals from members of the public, such as for the introduction of a circular bus around the city, and encouraged such contributions as part of the consultation process.
- Observed that other cities and regions had already carried out similar work and argued that the GCP could learn from their experience and even look at implementing some of their projects that had proven successful. It was suggested that examples of such projects, as well as issues that they encountered, could be included for consideration as part of the consultation.

- Argued that one of the greatest challenges to achieving a change in travel behaviour was convincing people not to use their cars, despite the widespread support across Greater Cambridge for public and active transport. Noting that the temporary closure of the Mill Road Bridge in Cambridge had led to many local people making such a change, it was suggested that reducing the number of cars circulating in Cambridge was fundamental to increasing usage of public transport and active transport.
- Sought greater clarification on how the estimated £40m cost for improving the bus network would be spent. The Assistant Director for Sustainable and Inclusive Growth informed members that the figure included approximately £20m for improvements to the bus service, such as longer routes and targeted fare interventions, while a further £20m would include wider fare reductions across the network.
- Confirmed that free fares for all across the network would be unsustainably expensive.

It was resolved unanimously to:

- (a) Agree to the development of a final package of options for improving bus services, funding an expansion of the cycling-plus network and managing road space in Cambridge as outlined in the report;
- (b) Agree to the road map outlined in the report, commencing with a public consultation in the Autumn on a package which includes public transport improvements, proposals which prioritise road space for sustainable and active transport, and measures that provide an ongoing funding source for the enhanced public transport network and more of the cycling-plus network across Greater Cambridge; and
- (c) Agree to work with the CPCA and local bus operators, to reduce emissions on the local public transport network by allocating £2.25m to support the ZEBRA bid to Government for zero emissions vehicles across Greater Cambridge.

11. Active Travel: Experimental Traffic Regulation Orders

Four public questions were received from Steven Hollis, Linny Purr, Robert Rawlinson, and Martin Lucas-Smith (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which set out proposals for the future of six Experimental Traffic Regulation Orders (ETROs) that had been implemented by the County Council and funded by the GCP, and which were presented for recommendation to the County Council's Highways and Transport Committee. Following the GCP's initial support and funding for the ETROs and consultations, the benefits and disbenefits of the schemes had been analysed, leading to the recommendation that they all be made permanent. The Transport Director highlighted

that the Luard Road scheme had been recommended for being made permanent following a discussion by the Joint Assembly at its meeting on 9th September 2021.

Welcoming that the Joint Assembly's support for making the Luard Road scheme permanent had been acknowledged by the GCP, the Chairperson of the Joint Assembly highlighted some of the supplementary concerns that had accompanied its support for making all the schemes permanent, such as further mitigation on streets neighbouring some of the schemes, and further fine-tuning of the Newtown scheme, including working with nearby schools that generated transport in the area. While the Joint Assembly had acknowledged that a certain level of traffic displacement was likely to result from all such schemes, it had argued that the benefits and widespread support of local residents generally outweighed such impacts. It had also been observed that one of the main objectives of the City Access Strategy was to reduce car journeys into and around Cambridge, which would in turn alleviate such impacts.

While discussing the report, the Executive Board:

- Welcomed that the ETRO schemes had been quick and affordable to implement, as well as overwhelmingly popular with local residents, and argued that consideration should be given to developing further similar schemes. Noting that the County Council had recently carried out consultations on a possible further set of schemes, the Transport Director informed members that discussions were being held as to how many schemes could be delivered in an affordable and timely way without causing excessive displacement of traffic. He confirmed that such schemes would be considered as part of the ongoing work with the City Access Strategy.
- Noted the benefits and subsequent popularity of the schemes and encouraged the supporters of such schemes to express their support in the discussions surrounding the GCPS's broader schemes that also sought to promote active travel and provide benefits to local residents.
- Acknowledged the Joint Assembly discussion that had led to the proposal for the Luard Road scheme to be made permanent, and paid tribute to officers for acting on the suggestion.
- Expressed concern about displacing traffic on to main roads, noting that many such roads were still residential, and argued that the implications of displacement should be considered throughout the process of making the schemes permanent. The Transport Director emphasised that the City Access Strategy aimed to reduce traffic, rather than relocate it, and argued that while the ETRO schemes played a role in the overall strategy, they were not a solution on their own.
- Argued that the decision-making process for the schemes was convoluted and suggested that it would be more efficient if the schemes did not have to be considered by so many different bodies.

It was resolved unanimously to:

Support the following recommendations to the County Council's Highways and Transport Committee:

Carlyle Road

- a) Make/advertise a traffic order to make permanent the experimental road closure point;
- b) Support joint work with the GCP to explore the need for further experimental measures to reduce motorised through traffic movements in neighbouring streets in the area and to improve safety at the zebra crossing on Chesterton Road with funding made available by the GCP for implementation;

Luard Road

- c) Make/advertise a traffic order to make permanent the experimental road closure point;
- d) Authorise the funding of improvements to the traffic signals at the Long Road/Hills Road and Addenbrooke's roundabout junctions to mitigate the effects on Long Road;
- e) Support longer term monitoring of the situation in Long Road by the GCP;

Newtown Area

- f) Make/advertise a traffic order to make permanent all the experimental measures introduced in both phases of the Newtown area scheme;
- g) Support joint work with the GCP to review the location of the closure point in Panton Street in association with the highway improvements planned by the County Council in Saxon Street;
- h) Support joint work with the GCP to explore changes to parking arrangements in Trumpington Road to provide more opportunities for school drop off and pick up for schools in the Newtown area;
- i) Support a joint County Council/GCP review of highway signs in the area;
- j) Support further work by the GCP to consider how bus service improvements can best support access to the cluster of schools and colleges along the Trumpington Road/Hills Road corridors;

Nightingale Avenue

- k) Make/advertise a traffic order to make permanent the experimental road closure point;

- l) Support further work by GCP to consider mitigation measures for Queen Edith's Way;

Silver Street

- m) Make/advertise a traffic order to make permanent the experimental 24 hour/7 day a week operation of the bus gate;

Storey's Way

- n) Make/advertise a traffic order to make permanent the experimental closure point; and;

General

- o) Support joint work with the County Council on designing and implementing permanent layouts for those closure points with the GCP providing funding.

12. Date of Next Meeting

The Executive Board noted that the next meeting was due be held on Thursday 9th December 2021.

Chairperson
9th December 2021

Greater Cambridge Partnership Executive Board – 30th September 2021
Public Questions Listed by Agenda Item

Questioner	Question	Answer
	Agenda item 9 – Quarterly Progress Report	
	Camcycle would like to thank officers for the response to the questions on this topic we asked at the Joint Assembly. We have one more query on cycling projects.	The Greater Cambridge Partnership is committed to employing appropriate expertise with local knowledge to deliver all of the projects in the integrated programme.
Martin Lucas-Smith on behalf of Camcycle	We know from the government's Gear Change report that building up the active travel capabilities of local authorities will be an important focus of the new funding body and inspectorate, Active Travel England. With this in mind, why have the GCP chosen to relinquish the expertise of the county's cycle projects team?	
	In February 2020, you told us that the GCP was committed to employing the appropriate expertise with the local knowledge to deliver cycling projects. With an increased number of schemes planned for the future we believe it is essential to retain and build on this team of locally-based experts who have the everyday cycling experience to truly understand the needs of Cambridgeshire communities.	
Lynda Warth County Access & Bridleways Officer – Cambridgeshire British Horse	Agenda item 10 - Public Transport Improvements and City Access Strategy We endorse the statement at 4.5 which highlights the need for leisure access for all active travel modes. The GCP must be congratulated on its forward thinking proposals within the CSETs project for a green bridleway alongside the bus	The GCP is investing over £150m in enhancing the active travel network across Greater Cambridge. Space reallocation proposals will consider the safety of all users, as appropriate to the location and type of scheme.

Society	<p>route with links into the existing PROW network and for the Greenways proposals, if not their actual delivery thus far. Recognising the need for flexibility and the inclusion of provision for leisure journeys in its post pandemic approach, will the Board confirm its continued support of providing safe, appropriately surfaced, transport corridors for all active travellers in line with the Cambridgeshire and Peterborough Local Transport Plan's definition of Active Travel – walkers, cyclists and horse riders?</p> <p>Whilst we support the creation of safe space for walking and cycling referenced in paragraph 7.11, this must be extended to all Active Travellers including equestrians, particularly in semi urban and rural locations and on routes which link communities or the PROW network.</p> <p>This Board has previously been advised of the danger created for equestrians by on road cycle lanes and the consequences of extinguishing the right of equestrians to use safe verges when shared cycle / pedestrian paths are created.</p> <p>Will the Board please confirm that the safety of all active travellers (walkers, cyclists and horse riders) will be considered equally in the space reallocation proposals?</p>	
Sharon Dence Councillor, Rampton Parish Council	<p>Agenda item 10 - Public Transport Improvements and City Access Strategy</p> <p>Looking at the current plan for bus services in the agenda papers I can see no plan to include Rampton in any of the proposed routes or even a recognition of its existence on the maps. Leaving the village with absolutely no public transport options is clearly unacceptable at a time when we are trying to reduce emissions, get people to leave cars at home and encourage people into the City.</p>	<p>The bus network proposals set out in the report will offer significantly more rural services, with many places seeing more than ten times the number of buses they have currently.</p> <p>It is intended that smaller villages where there is lower demand for services will have opportunities to 'plug into' the bus network whether that be through a regular connecting bus service, access to a travel hub or in future through options such as demand responsive transport – the Combined Authority are</p>

	<p>To that end I wonder whether the ambitions of the transport delivery programme for South Cambridgeshire considers smaller isolated villages? Can Rampton, and other smaller villages, have any confidence that there will be a bus service even with the public transport improvements being discussed. The vision will fail if the focus is solely on larger villages thereby condemning people living in villages like Rampton to be largely car dependent. Buses at peak times need to be offered making a viable service which will then be supported. Could some of these options be provided to improve the situation in line with the Mayor's position and the GCP's mission to increase use of public transport into the city?</p> <p>My question is how can smaller villages like Rampton be confident that they will benefit from the Public Transport vision in this agenda item if they are not even worthy of a dot on the map?</p>	<p>planning a trial of the latter in West Huntingdonshire next month.</p> <p>We will pass your suggestions for changes to current services to the Combined Authority who are the public transport authority and would welcome your involvement in the proposed upcoming consultation.</p>
Edward Leigh Smarter Cambridge Transport	<p>Agenda item 10 - Public Transport Improvements and City Access Strategy</p> <p>With the exception of the recommendation to co-fund 30 electric buses (which, though desirable, will do nothing for modal shift), it seems that none of the officer recommendations will lead to change on the ground within the next twelve months. The proposals, which have been six years in the making, are still highly conceptual, with critically important foundation work still ongoing, even for measures that are uncontroversial, including:</p> <ul style="list-style-type: none"> • Designing the future bus network • Revising the road network hierarchy • Developing an integrated parking strategy • Installing city-wide smart traffic signals and integrated control systems 	<p>Greater Cambridge faces significant challenges in tackling the issues of congestion, air quality and the climate challenge.</p> <p>The paper sets out a clear process to bring forward a public transport, active travel and road space management package over the next 2-3 years.</p> <p>The level of change proposed is transformational and it is important that people have a chance to give their views on the proposals.</p> <p>Clearly – if public transport capacity is to double – bus routing in the city and access to the city centre will need to be considered. The GCP will continue to work with partners such</p>

	<ul style="list-style-type: none"> • Implementing an Ultra-Low Emissions Zone • Designing a complete in-city cycle network • Locating logistics hubs to promote efficient, low-emission deliveries <p>The future bus network does not propose any changes to city-centre bus routes, even though it is clear that changes will be needed, both to reduce conflicts with people walking and cycling, and to create additional capacity for the planned expansion in bus services.</p> <p>So, our questions to the board are:</p> <ol style="list-style-type: none"> 1. Will the GCP formally evaluate ideas proposed by Smarter Cambridge Transport, bus operators and any other groups for re-configuring city bus routes to increase capacity, facilitate interchange, and improve safety? 2. From which budgets will local authorities fund the expansion in bus services (estimated at £40 million/year) until the proposed “flexible charge” produces sufficient surplus revenue to cover it? 	<p>as CPCA and bus companies as part of detailed scheme design.</p> <p>If a sustainable funding source can be identified to secure the medium term viability of the proposals, then City Deal could forward fund the expansion in bus services.</p>
<p>Martin Lucas-Smith on behalf of Camcycle</p>	<p>Agenda item 10 - Public Transport Improvements and City Access Strategy</p> <p>Once again, we thank officers for the responses to our questions at the Joint Assembly. Given the many risks from a car-based recovery from Covid and the deepening climate crisis, we remain concerned about the slow timescale. Bath’s Clean Air Zone has been in operation since March this year, Oxford’s Zero Emission Zone will be implemented in February 2022 and the London Ultra Low Emission Zone will be expanded next month. Our city is way behind in its plans.</p>	<p>The paper sets out a clear process to bring forward a public transport, active travel and road space management package over the next 2-3 years. It builds on wider progress to date such as the six ETRO schemes discussed later on the agenda, the e-cargo bike scheme and the electric bus pilot.</p> <ol style="list-style-type: none"> 1. The GCP is working with County Council to make progress on residents’ parking this year. The Combined Authority’s expression of interest for Mini Holland funding did not specify a location for a scheme – should they be successful they will continue to work with partners to identify suitable location(s).

	<p>We have been told that City Access plans will reduce traffic levels to the point where the roadspace could be used for something different e.g. space for pedestrians, cyclists and bus routes. However, Camcycle believes that action on safe streets cannot wait for a flexible charge to be in place. Measures that will help as many people as possible switch from driving to active travel must be prioritised now to support the overall goals of the City Access Scheme and the proposed bus improvements.</p> <p>Therefore, our questions are:</p> <ol style="list-style-type: none"> 1) Point 4.4 talks about integrating a Residents' Parking strategy with a Liveable Neighbourhoods approach. What is the timescale for this work and does the Combined Authority's expression of interest for Mini-Holland funding include any areas in Greater Cambridge? 2) We still don't have a clear answer on what the 'revised network hierarchy' mentioned in point 7.9 refers to – previous papers have suggested it was scheduled for adoption in 2022. When will this hierarchy be published? 3) What progress has been made on the workplace travel scheme and city centre freight pilot referred to in the baseline package? 4) We've seen the benefit of experimental schemes from the Active Travel ETROs (agenda item 10) – what happened to the idea of car-free days proposed as part of the baseline interventions in February 2020? 	<ol style="list-style-type: none"> 2. The current classification of Cambridge's road network dates from the 1980s. The GCP and County Council are working together to review the network hierarchy. Draft proposals will be consulted on in 2022. 3. The workplace cycle parking match funding scheme is due to launch next month. A feasibility study is underway for the freight pilot with work undertaken to establish appetite for and viability of a consolidation scheme in the city centre. 4. Given uncertainty during the pandemic around government advice for using public transport, the GCP and partners have not advanced plans for a car-free day in 2020 or 2021 but will return to this next year.
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Steven Hollis	<p>Agenda item 11 - Active Travel: Experimental Traffic Regulation Orders</p> <p>Newtown Road Closure</p> <ol style="list-style-type: none"> 1 Why has no consideration been given to the effect on traffic and pollution caused by residents and visitors having to drive around the closure areas in order to access the area from the other side. I now spend 10 minutes or more on Lensfield Road and Hills Road that I would not otherwise enter. This will become worse in winter and as more people stop WFH? 2 Why has no consideration been given to the effect on businesses in the area by the disruption caused to customers visiting their premises? The current traffic issues are discouraging a lot of trade 3 Why has no proper consideration been given to emergency vehicles becoming stuck in gridlocked traffic? No ambulance would be able to exit Newtown along Union Road from 4pm to 6pm. The gridlocked traffic in front of it would not be able to get out of the way. 	<ol style="list-style-type: none"> 1 The ETRO report recognises that some level of vehicle displacement is inevitable with schemes of this type which may result in more congestion and delay. Studies of similar schemes across the UK suggest that issues associated with vehicle displacement may diminish over time. These issues of any scheme need to be weighed against the benefits achieved for pedestrians and cyclists. 2 A public consultation was held during both stages of the Newtown scheme which invited feedback from all users of the area so that all viewpoints could be taken into account. Information leaflets advising of the consultations were hand delivered to all properties and premises in the area including local businesses. 3 The various closure points introduced as part of the Newtown scheme are enforced using removable bollards fitted with a standard padlock used at all similar closure points across the city road network. The emergency services have keys to allow their vehicles to use these closure points for access and egress, if deemed necessary.
Linny Purr	<p>Agenda item 11 - Active Travel: Experimental Traffic Regulation Orders</p> <p>Data shows longer delays on side roads from displaced traffic from GCP modal filters.</p> <p>Is it your duty to:</p>	<p>Through the Greenways programme, Chisholm Trail and other initiatives, the GCP has and will continue to invest in improvements to make walking and cycling more attractive and convenient.</p> <p>Modal filters, such as those introduced through the ETRO schemes, also contribute to the GCP's objective of delivering a</p>

<ul style="list-style-type: none"> • secure the “expeditious movement of traffic on the authority’s road network” (Traffic Management Bill Clause 16[1])? • respond to the climate crisis and Britain’s targets of reducing emissions - 68% by 2030, 78% by 2035 and net zero emissions by 2050? • safeguard people with protected characteristics and their important services? • ‘build back fairer’ and contribute to ‘levelling up’? • protect businesses and the local economy? • listen to citizens harmed rather than the politically organised vocal minority of the seemingly fanatical cycling lobby and self-interested residents’ associations? • oppose this crude government policy to enforce behaviour change that comes with the threat of risking losing central funding if not implemented? <p>Closing roads is wonderful for improved air quality, Active Travel and increasing house prices within the private enclaves created for the privileged few who get quieter roads for themselves and their children. Families and children, who live, cycle, walk, work, go to school and wait for buses along roads that take the displaced traffic are expendable for their ‘greater good’. So too are the elderly, disabled and those with mobility issues.</p> <p>Higher time and transport costs harm businesses, deliverers, doctors, district nurses, carers, social services transport, taxis etc.</p> <p>Even if some journeys ‘evaporate’, longer journeys and increased traffic in fewer roads, creates congestion and more emissions than previously.</p>	<p>step change in active travel provision – and they support delivery of the Government’s agenda.</p> <p>The GCP also has the ambition to invest in enhanced public transport as set out in the meeting agenda.</p> <p>Ensuring free-flowing traffic will only be possible if the demand for car based travel in the city is reduced and managed. ETRO schemes are part of a programme to achieve that.</p>
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	<p>Will the GCP re-examine road closures and:</p> <ol style="list-style-type: none"> 1) Stop modal filters, improve public transport and offer incentives to encourage more cycling and walking instead? 2) Ensure free-flowing traffic (enabling necessary journeys to get to, through, and round, Cambridge) to cut emissions and aid the economy? 3) Say, “No” to government coercion? 4) Give us justice and ‘Healthy and Safe Streets for ALL Not Just the Few’? 	
Robert Rawlinson *	<p>Agenda item 11 - Active Travel: Experimental Traffic Regulation Orders</p> <p>The GCP Joint Assembly meeting on Thursday 9th September unanimously agreed to recommend keeping the road closure permanent ‘The GCP Joint Assembly supports making permanent the Luard Road closure but to mitigate impacts on other roads, requests work is undertaken on traffic signals in the area.’</p> <p>The question below is being jointly raised by the residents and non-residents listed below, and are presented as a single request for the convenience of the Executive Board.</p> <p>On the basis the officers report states no negative evidence to support the proposal to rescind the current experimental order, and furthermore, there is clear evidence the objectives have been met, as well as the proven popularity of the scheme with residents and non-residents alike, what would be the justification for re-opening the road and going against</p>	<p>The ETRO report highlights the strong support expressed for retaining the closure of Luard Road to through motorised traffic but also identifies increased delays on Long Road during the trial period when overall traffic levels were lower than normal.</p> <p>Having weighed up these issues the Joint Assembly has supported the scheme being made permanent whilst also requesting further work to improve the operation of traffic signals in the area to address the situation in Long Road.</p> <p>Today, the Executive Board is being asked to support the view of the Joint Assembly and recommend to the County Council that the experimental closure is made permanent.</p>

the unanimous decision made at the GCP meeting of September 9th?

On 'whether it should be retained', the Luard/Sedley Taylor scheme scored more highly in responses from non-residents than it did from residents - both groups were overwhelmingly in favour, i.e. the consultation results were not skewed by any sort of neighbourhood campaign.

We urge the Executive Board to support the recommendation to make the Luard Road closure permanent which received unanimous support at the Joint Assembly. Not to do this would make the roads less safe for cyclists and pedestrians. The officers report states the scheme has been 'successful in improving walking and cycling and making the area safer' with this view based on 700 cycle trips per day.

* Questions presented on behalf of the following residents and non-residents: Aldo Marion, Alethea Ato, Alex Robson, Angus & Nicky Runciman, Ayesha Ahmed, Chris Fox, Clare Martinson, Daphne Fowler, David Clary, Elizabeth Hart, Emma & Fergus Duncan, Gail Jenner, Hakon Martinsen, Henry Howarth, Janet Edwards, Chris Parkins, Susan Hegarty, Doreen Hodgson, Braden Howarth, Jim Metcalf, Heather Warwick, Juliet Barclay, Jumbo Jenner, Martin Rowland, Micelle Pearl, Paul Rudin, Peggy Maxwell, Pete Fox, Peter Hewkin, Polly Holme, Richard Ogden, Rob Foale, Rosie Bridge, Sandrine & Chris Parkins, Susan Rushton, Heather Clary, Peter Hewkin, Rory Powe, Don Broom, Sally Broom, Vivien Perutz, Emma Duncan, Tim Dodkin, Tim Palmer, Yolande Orr, Anne Lyon, Richard Lyon, Robert Rawlinson, Militza Callinan, Nick Flynn.

<p>Martin Lucas-Smith on behalf of Camcycle</p>	<p>Agenda item 11 - Active Travel: Experimental Traffic Regulation Orders</p> <p>Camcycle would like to reiterate our support for this report and we welcome the Joint Assembly's recommendation to add Luard Road to the list of schemes to be made permanent.</p> <p>The data shows that all the GCP's experimental active travel schemes have been successful with routes rebalancing transport in favour of walking and cycling and the majority of respondents to the consultation agreeing that the areas are safer and more pleasant in terms of noise/pollution and general ambience. We support further work by the GCP and its partners to improve the schemes where necessary and design and implement permanent layouts.</p> <p>Our question is: given the success of these experimental schemes, what work is the GCP doing to build on and extend this project? The county council's consultation website on the second phase of Active Travel Schemes says that 'that projects relating to initial ideas for Cambridge Historic Centre, Victoria Avenue, Grange Road and Sidgwick Avenue are being considered separately by the Greater Cambridge Partnership'. What is the status of this work?</p>	<p>The GCP is working closely with the County Council and other partner authorities to review the city road network hierarchy. This will facilitate a more strategic approach to road space reallocation in the city to deliver a step change in active travel provision and to improve the reliability of public transport.</p> <p>The City Access paper considered today has transformational implications for Greater Cambridge, offering the potential to secure a significant shift away from the private car, to sustainable modes including active travel schemes.</p>
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Greater Cambridge Partnership Executive Board Public Questions Protocol

Following the end of temporary legislation allowing for public meetings to be conducted entirely virtually, we are now required to hold meeting in a face to face setting. It will not be possible to participate in the meeting virtually. While it is now possible for public speakers to attend a meeting and speak in person, at the same time we need to ensure there is a Covid safe environment for everyone in the meeting. We therefore urge you to consider allowing your question to be read out on your behalf and to observe proceedings remotely.

At the discretion of the Chairperson, members of the public may ask questions at meetings of the Executive Board. 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.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Executive Board members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 6th December 2021**

Feedback from the Joint Assembly Meeting 18th November 2021

Report to: Greater Cambridge Partnership Executive Board

Date: 9th December 2021

Lead: Councillor Tim Bick, Joint Assembly Chairperson

1. Background

- 1.1 This report is to provide the Executive Board with a summary of the discussion at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Thursday 18th November 2021. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Seven public questions were received. There were three questions on Further Investment in the Greater Cambridge Active Travel Network item; one question on the Foxton Travel Hub; one question on the Electricity Grid Reinforcements; and one question on the Quarterly Progress Report.
- 1.3 Five reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

2. Residents' Parking Scheme Delivery

- 2.1 The Joint Assembly welcomed plans for the Greater Cambridge Partnership (GCP) to restart delivery of new residents' parking schemes on behalf of the County Council and was supportive of the direction of travel set out in the report.
- 2.2 In response to a question, the Joint Assembly welcomed confirmation that it was proposed to take a fresh look at potential schemes, noting that in many cases circumstances may well have changed since the plans were originally discussed. Members were in favour of all areas of the city without schemes being considered and for different parking requirements to be thought about – including disabled parking and commuter parking. It was noted that the exception was Romsey West, where consultation took place relatively recently and indicated support for residents' parking in the area. The Joint Assembly supported the proposal that work on designing this scheme should start, in consultation with local Members and residents.
- 2.3 Members acknowledged links to the wider City Access Project and the need to provide better public transport links to reduce congestion. It was suggested that there were areas where the removal of all street parking of any type would massively increase the

space for public transport and active travel and it was hoped that in the longer term, there would be scope within the schemes to make provision for this extra capacity where needed. There were a number of associated issues that would be considered as part of the planned Integrated Parking Strategy, such as reverse park and ride and lowering car ownership and the Joint Assembly was keen to see the strategy come forward as soon as possible.

- 2.4 Reflecting on the operation of existing residents' parking schemes, members commented on the need to address concerns about a lack of enforcement. It was also hoped that improvements could be made to the ticketing system, which should be streamlined, making full use of SMART technology.

3. Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation

- 3.1 The Joint Assembly supported the development of the cycling plus network and moving forward with the two suggested schemes for preliminary design. As part of the debate some members spoke in favour of schemes lower down the priority list, some from the areas they represented, but overall the Joint Assembly was minded of the need to follow an evidence based analytical process, with the focus being on schemes that would make the most difference to safety and access. That said, members felt that all the schemes identified were important and asked that securing additional sources of funding should be a priority, so that more of the network could be delivered more quickly and that the Executive Board should be asked to proceed on that basis.
- 3.2 Links were made with the Making Connections consultation which was looking at ways to lower traffic levels and raise revenue, both of which would enable more of the active travel network to be delivered. Wider funding sources such as Section 106 or Government funding were also likely to play a role, and some schemes could come forward early if for example they linked with development or other transport improvements.
- 3.3 Commenting on the detailed proposals, members recalled the comments from the Citizens' Assembly urging the GCP to be bold in its actions. It was hoped that consideration would be given to working up some radical options to improve active travel capacity, especially when looking at narrow but important thoroughfares, such as the planned improvements on Hills Road.

4. Foxton Travel Hub

- 4.1 The Joint Assembly supported progressing the Foxton Travel Hub proposals to the next stage, but as part of the debate raised some concerns, which it was hoped would be addressed as part of the planning application process and before the Executive Board was asked to make a final decision in the context of a detailed business case.
- 4.2 In particular, questions were asked about the feasibility and value for money of developing a new site based on 200 parking spaces and 100 cycle parking spaces, which was a significant reduction from the original plans. It was important to focus on the reason behind the original decision and be clear about the justification for the proposed

reduction. There was a risk that fewer spaces would result in local people having to tolerate more frequent and lengthier queues of traffic in their village and at the level crossing, as well as potentially causing further issues along the A10 if people could not park at the site and access other forms of transport into the city.

- 4.2 Members also queried plans for the A10 crossing, highlighting concerns about lighting, safety and ease of use. While it was acknowledged that the design would meet the required safety standards, it was suggested that a Travel Hub needed additional measures to make sure interchange was as easy as possible; otherwise it was unlikely to be fit for purpose.

5. Electricity Grid Reinforcements: Update and Next Steps

- 5.1 The Joint Assembly had a wide ranging discussion on this item, with members expressing variety of opinions, for and against the proposals. Whilst some members saw the proposal as reflecting the core principles of the City Deal and were keen to progress as soon as possible, others did not see this as part of the GCP's remit and expressed a significant degree of caution around the risks. Several members also asked whether funding UKPN was an appropriate use of public sector funding. However, on balance, most members accepted that the risks of not going ahead outweighed the risks of proceeding with the project, and the Joint Assembly reluctantly agreed to support progressing with the next steps as set out in the report.
- 5.2 Members stressed the importance of continuing to explore alternative sources of funding and/or seeking full cost recovery. There was widespread support for continuing to lobby for changes around the regulatory framework.

6. Quarterly Progress Report

- 6.1 The Joint Assembly noted the Quarterly Progress report, which set out progress across the whole GCP programme.

Background Papers

Source Documents	Location
None	N/A

Residents' Parking Scheme Delivery

Report to: Greater Cambridge Partnership Executive Board

Date: 9th December 2021

Lead Officer: Peter Blake – Director of Transport, GCP

1. Purpose

- 1.1 Following a period where delivery of new residents' parking schemes in Cambridge was paused, the County Council's Highways and Transport Committee agreed on 4th November to restart this programme and requested the Greater Cambridge Partnership (GCP) to initiate delivery of new residents' parking schemes, given the link with the City Access Project. This paper sets out proposals for restarting delivery.

2. Recommendations

- 2.1. The Executive Board is recommended to:

- a) Note the indicative map of potential residents' parking schemes, and progress to date in delivering these;
- b) Agree to proceed to informal consultation, through local members, on all the unimplemented indicative residents' parking schemes, as a first step towards prioritising schemes for delivery;
- c) In Romsey West, where informal consultation has already indicated support for residents' parking, agree to work with members and residents to develop proposals; and
- d) Note plans for the development of the Integrated Parking Strategy to consider delivery of residents' parking schemes in the medium term as well as the future evolution of existing schemes.

3. Joint Assembly Feedback

- 3.1. The Joint Assembly was supportive of the GCP initiating delivery of new residents' parking schemes. Comments were made about the need for all areas of the city without schemes to be looked at and for different parking requirements – such as disabled parking and commuter parking – to be considered. Some members also raised issues for the Integrated Parking Strategy such as reverse park and ride and

lowering car ownership, and the Joint Assembly was keen to see the strategy come forward.

4. Issues for Discussion

Background

- 4.1 In 2017 the GCP committed £1.1m to fund the introduction of residents' parking schemes across the City of Cambridge. Fourteen schemes were considered, with eight being installed following support through informal consultation and public consultation.
- 4.2 In March 2020, the delivery of new residents' parking schemes was paused for a period of one-year. The pause was extended in March 2021, in the context of the Integrated Parking Strategy being developed by the GCP with the County and City Councils, which would provide an opportunity to reflect on the future role of residents' parking schemes as part of a wider plan to manage parking.
- 4.3 The development of an Integrated Parking Strategy is a significant undertaking. Recognising the transport challenges faced by the Greater Cambridge area, on 4 November 2021 the County Council's Highways and Transport Committee agreed that continuing to develop and deliver residents' parking schemes in parallel would offer the greatest benefit to local communities, signalling intent to tackle the congestion, air quality and climate challenges across the area. The Committee therefore agreed to restart the programme and requested that the GCP initiate delivery of new residents' parking schemes.

Current Residents' Parking Schemes

- 4.4 Currently, much of the on-street parking in Cambridge is uncontrolled. Although residents' parking schemes cover the central part of the city, there are still many areas where schemes have yet to be considered. The map at Appendix 1 provides an indication of potential future residents' parking scheme areas. The following areas were implemented by the County Council using GCP funding: Morley, Accordia, Staffordshire, Ascham, Victoria, Coleridge West, Newnham and Benson North. The following areas were also considered but deferred following feedback through informal and public consultation: York, Stretton, Stourbridge, Chesterton West, Chesterton East and Chesterton South.

5. Options and Emerging Recommendations

Restarting Scheme Delivery

- 5.1 The County Council followed a staged process for implementing residents' parking schemes, beginning with informal consultation through local members. It is recommended the GCP restarts informal consultation for all the outstanding areas of the city without a residents' parking scheme, as shown on the map at Appendix 1. This would form a first step in prioritising schemes for delivery, by understanding the opportunities and challenges of scheme delivery across the city as well as local appetite for schemes. The informal consultation would include previously deferred

scheme areas, given the time that has elapsed since they were last considered and the evolution of the city access project as well as local and national policies concerning transport, air pollution and the environment.

- 5.2 The exception to this would be in Romsey West, where informal consultation has already indicated support for residents' parking. In Romsey West, it is recommended that the GCP proceeds to work with members and residents to develop proposals.

Integrated Parking Strategy

- 5.3 Working closely with the County and City Councils, the GCP is developing an Integrated Parking Strategy which aims to support uptake of public and active transport, cut congestion and air pollution and reduce carbon emissions. It will consider how on and off street parking could be more effectively managed to reduce congestion on the network and promote the use of sustainable modes of transport.
- 5.4 The Integrated Parking Strategy provides an opportunity to reflect on the future role of residents' parking schemes as part of a wider plan to better manage parking in the city. This includes considering how 'Liveable Neighbourhoods' approaches could work in Cambridge, whereby parking is considered in the round alongside issues such as electric charging provision, cycle parking, car club spaces, pocket parks and other community and environmental uses. It will consider options for evolving existing residents' parking schemes, around a quarter of which are oversubscribed and many others at or near capacity, creating issues around access. Options such as greater use of technology to manage parking and improve scheme administration will also be explored.

6. Alignment with City Deal Objectives

- 6.1 Better management of car parking capacity in Cambridge city will support the delivery of City Deal objectives to reduce congestion and pollution, increase use of sustainable modes of transport and tackle climate challenges. Delivery of further residents' parking schemes will support the aims of the city access project, which seeks to realise a series of benefits, including:
- Securing the continued economic success of the area through improved access and connectivity;
 - Significant improvements to air quality and enhancements to active travel, supporting a healthier population;
 - Reducing carbon emissions in line with the partners' zero carbon commitments;
 - Helping to address social inequalities where poor provision of transport is a contributing factor; and
 - Wellbeing and productivity benefits from improving people's journeys to and from employment.

7. Citizen's Assembly

- 7.1 The Citizens' Assembly set out a vision for the future of transport in Greater Cambridge. The proposals in this paper link with the city access project which aims to deliver the Citizens' Assembly's vision.

8. Financial Implications

- 8.1 Funding is available within this year's City Access budget for the initial work proposed in this report. Further funding will be required in subsequent years to facilitate the development and delivery of the Integrated Parking Strategy, including residents' parking schemes, and this will be considered as part of the GCP budget setting process for next financial year.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

9. Next Steps and Milestones

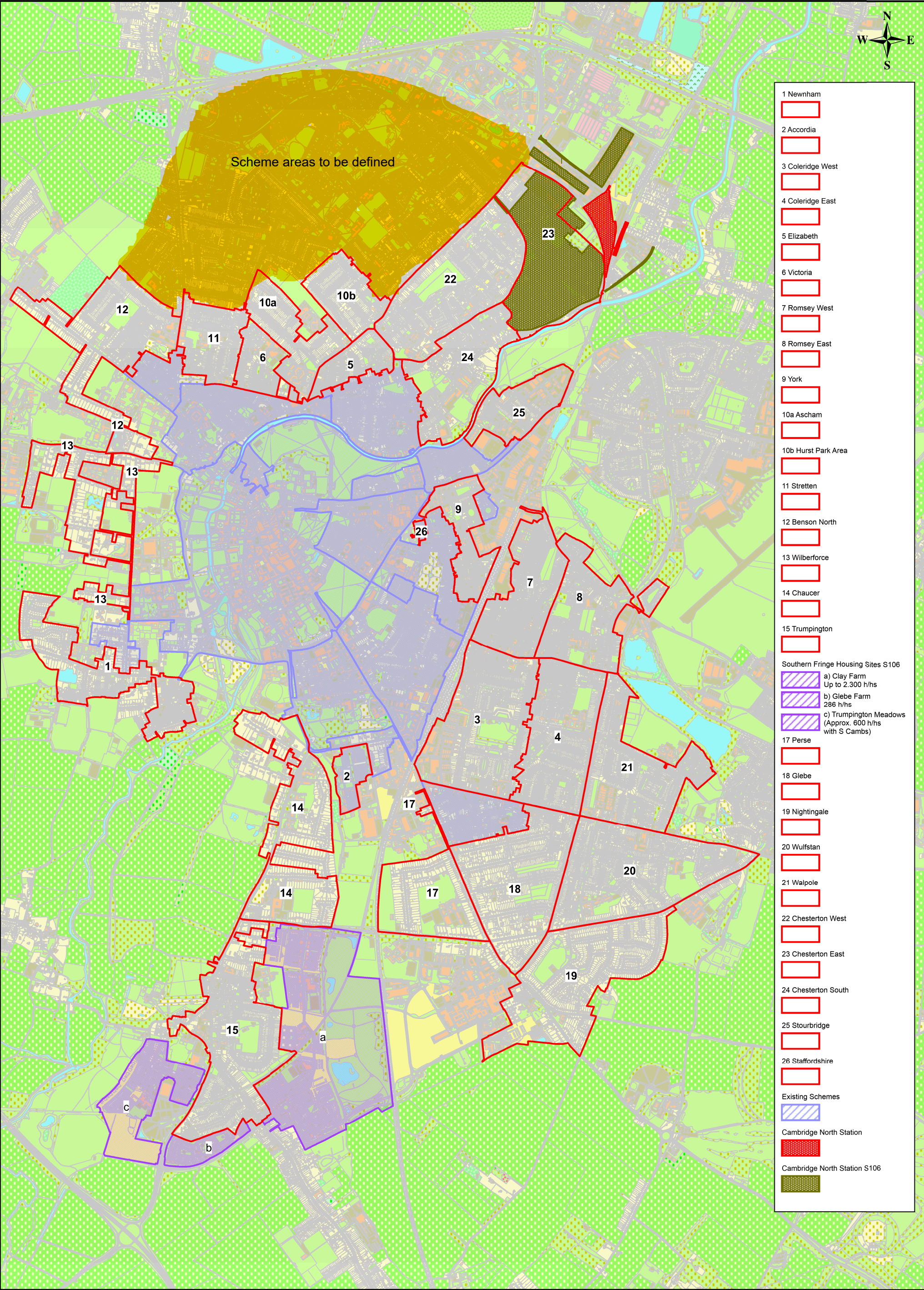
- 9.1 Informal consultation on the indicative future residents' parking schemes would commence in 2022, with a paper brought later that year prioritising schemes and setting out a full implementation plan. Work with residents' and members to develop proposals for Romsey West would begin in early 2022.
- 9.2 The Integrated Parking Strategy is being developed alongside the wider city access proposals discussed by the Joint Assembly and agreed by the Executive Board in September 2021. The Strategy will be brought to the Joint Assembly and Executive Board in June 2022 in line with the roadmap agreed for the City Access Project.

List of Appendices

Appendix 1	Indicative Map of Potential Residents' Parking Schemes
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Background Papers

Source Documents	Location
Highways and Transport Committee paper: Greater Cambridge Partnership's City Access Strategy and Wider Collaboration with Cambridgeshire County Council (November 2021)	Document.ashx (cmis.uk.com)
Highways and Transport Committee paper: Residents' Parking Delivery Review (March 2021)	Document.ashx (cmis.uk.com)



Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation

Report to: Greater Cambridge Partnership Executive Board

Date: 9th December 2021

Lead Officer: Isobel Wade – Assistant Director, Sustainable and Inclusive Growth, GCP

1. Purpose

- 1.1 In March 2021, the Executive Board considered an analysis of the current active travel¹ network to identify gaps and missing links and consider how these could be addressed. The Board agreed to consult on a prioritised package of further improvements to encourage cycling, within an indicative envelope of £20m. The Cycling Plus consultation ran from 5th July to 16th August 2021 and sought feedback on people's priorities for further investment in active travel. This report presents the results of the consultation and suggested next steps.

2. Recommendations

- 2.1. The Executive Board is recommended to:

- (a) Note the results of the Cycling Plus consultation (Appendix 1);
- (b) Agree to prepare preliminary designs and strategic outline business cases for:
 - i. Active travel improvements for the A1134 North-South (Perne Road, Mowbray Road and Fendon Road), including considering how a scheme could improve provision for cyclists at the Addenbrooke's roundabout; and
 - ii. Active travel improvements for Hills Road from Hills Road Sixth Form College to the junction with Regent Street/Gonville Place/Lensfield Road; and

¹ Active travel is defined in the Cambridgeshire and Peterborough Local Transport Plan as “physically active modes such as cycling, walking, or horse riding. It also includes walking or cycling as part of a longer journey”

- (c) Agree to continue to develop the active travel network for Greater Cambridge in the context of the *Cycling Plus* consultation feedback, the emerging city access proposals discussed by the Joint Assembly and Executive Board in September 2021 and the potential identification of a revenue source for additional investment in the network.

3. Joint Assembly Feedback

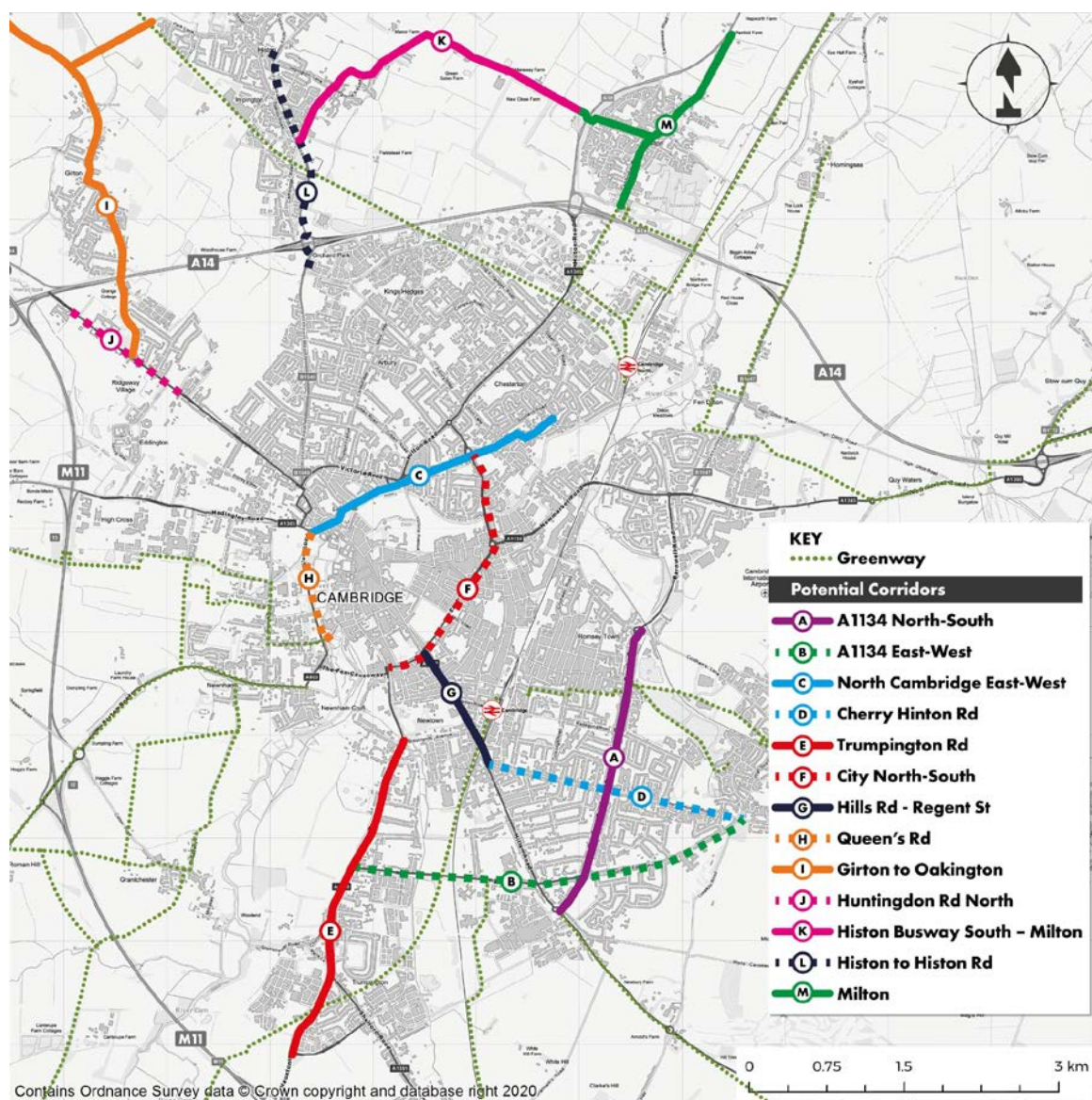
- 3.1. The Joint Assembly supported the further development of the Cycling Plus network, and moving forward to preliminary design for the two suggested schemes (A1134 North-South and Hills Road).
- 3.2. Members felt that all the schemes identified were important and that identifying funding sources so that more of the network could be delivered more quickly should be a priority. Links were made with the Making Connections consultation which is looking at ways to lower traffic levels and raise revenue, both of which would enable more of the active travel network to be delivered. Wider funding sources such as s106 or government funding were also likely to play a role, and some schemes could come forward early, for example if they linked with development or other transport improvements. Other comments included the need to be bold in designing these schemes and to continue to develop the network in an evidence-based way.

4. Issues for Discussion

- 4.1. The Greater Cambridge Partnership is already committed to a transformational investment in active travel of over £130m. This includes the Chisholm Trail, upgrades to cross-city cycling routes, 12 new greenways linking villages with the city, and new walking and cycling routes as part of the four corridor schemes. Partners including the County Council and Cambridgeshire and Peterborough Combined Authority are also investing in active travel improvements.
- 4.2. In March 2021, the Executive Board considered an analysis of the current active travel network to identify further gaps and missing links and consider how these could be addressed.² The analysis built on the draft Local Cycling and Walking Infrastructure Plans to consider how the GCP could consolidate its existing investment in the active travel network through a prioritised package of schemes. An indicative envelope of £20m was used based on the Future Investment Strategy agreed by the Executive Board in December 2020.
- 4.3. The analysis identified 13 corridors that could benefit from significant improvements for people cycling and walking. These are shown at figure 1. An initial prioritisation of these schemes was undertaken to understand how they would contribute to enhancing the active travel network, potential costings and delivery opportunities and challenges.

² https://greatercambs.filecamp.com/s/GCP_FIS_Active_Travel_Study/fo

Figure 1: Corridors Identified for Potential Investment



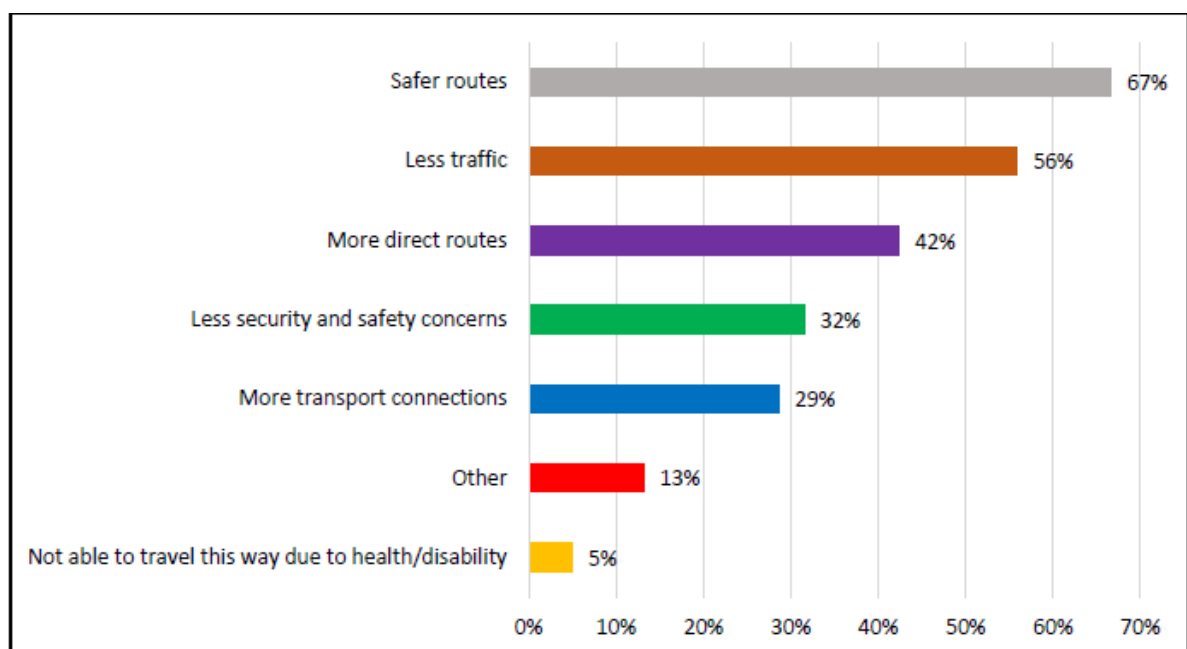
5. Consultation and Engagement

- 5.1 A consultation, *Cycling Plus*, took place between 5 July and 16 August 2021 which sought views from the public and stakeholders on current use of active travel, barriers to use of active travel and priorities for future investment by the GCP.
- 5.2 The report of the consultation is at Appendix 1. There were 1009 responses to the consultation survey as well as 72 written responses from groups and individuals. 60% of respondents to the survey were located in Cambridge, 29% in South Cambridgeshire, with the remainder coming from nearby districts.
- 5.3 The first section of the consultation asked people about their current use of active travel modes. Key findings include:

- The majority of respondents indicated that 'leisure' (84%), 'social' (81%), 'exercise' (74%), and 'commuting to work' (70%) are the sort of journeys they make using active travel modes;
- Over half of the respondents walk on a 'daily' basis (54%). Over a quarter of the respondents walk '2-3 times a week' (28%);
- Almost half of the respondents cycle 'daily' (48%), and almost a third '2-3 times per week' (30%);
- Majority of the respondents 'never' ride horses (98%), scoot (89%), or use 'other' modes of active travel (80%); and
- Respondents travelled using active modes most frequently in their local area, with significant proportions also making active journeys at least weekly to the city centre (67%), across the city (59%), and to their local high streets (81%). Active journeys between villages and between the city and villages were made less frequently by respondents, but with a majority still indicating they made these journeys at least monthly.

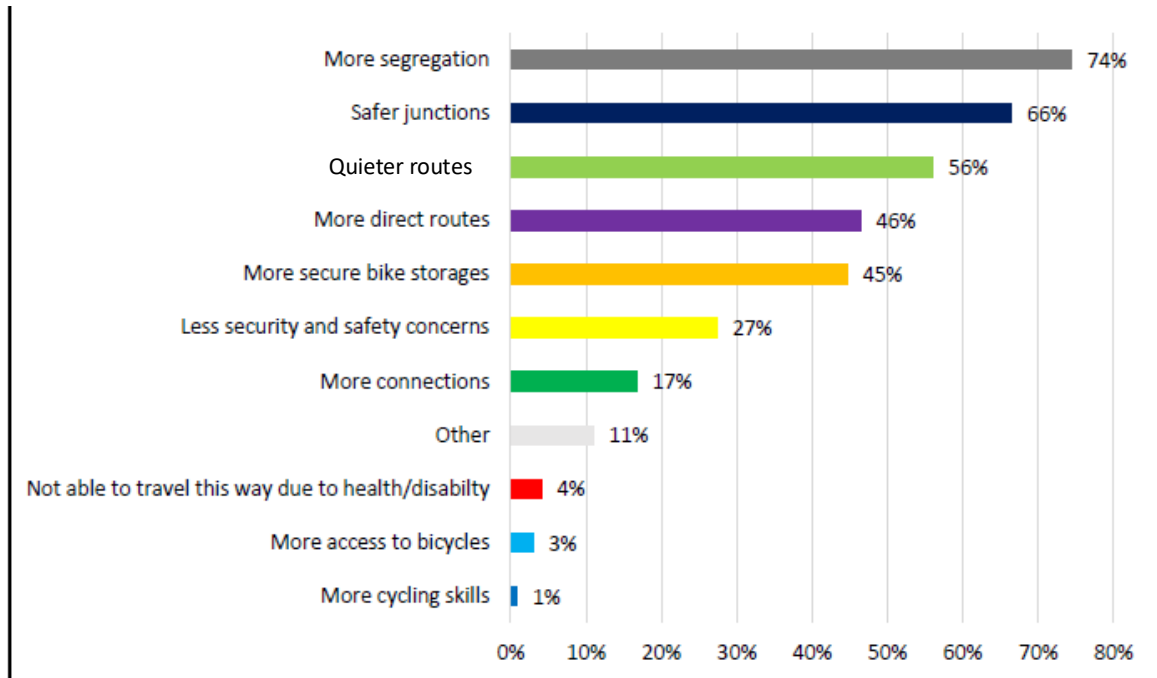
5.4 Respondents were asked about the conditions that would encourage them to walk or use a mobility aid for more journeys they currently make by car. Figure 2 summarises the responses.

Figure 2: Conditions Supporting People to Walk or Use Mobility Aids



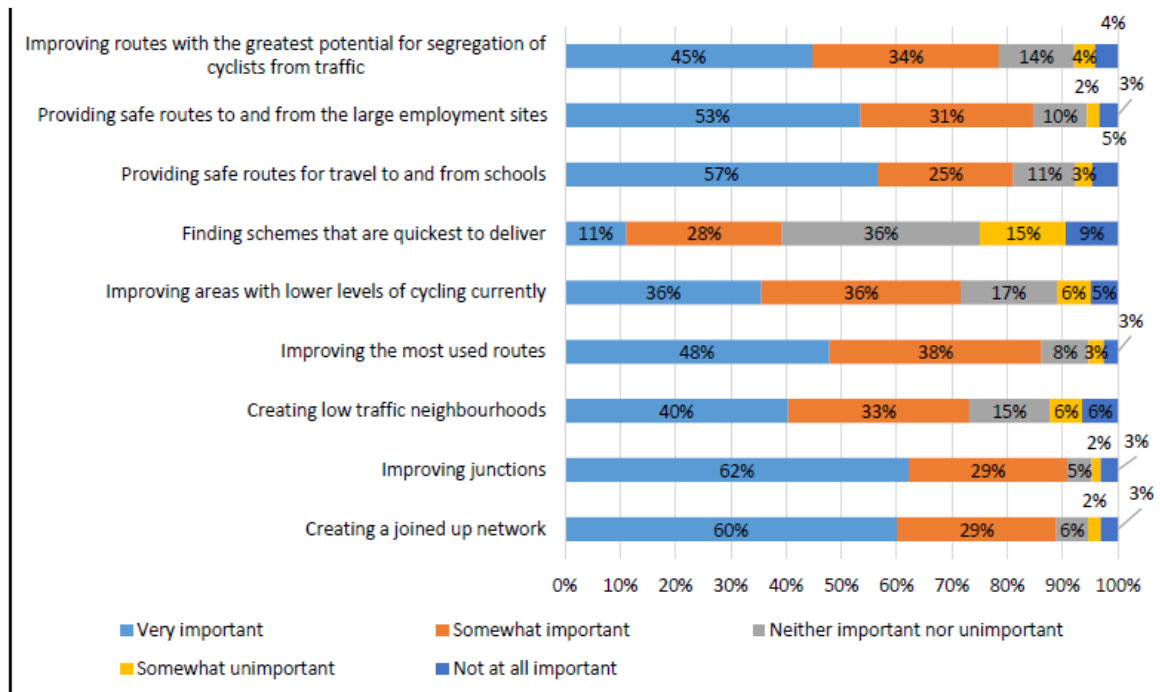
5.5 Respondents were asked about the conditions that would encourage them to cycle for more journeys they currently make by car. Figure 3 summarises the responses.

Figure 3: Conditions Supporting People to Cycle More



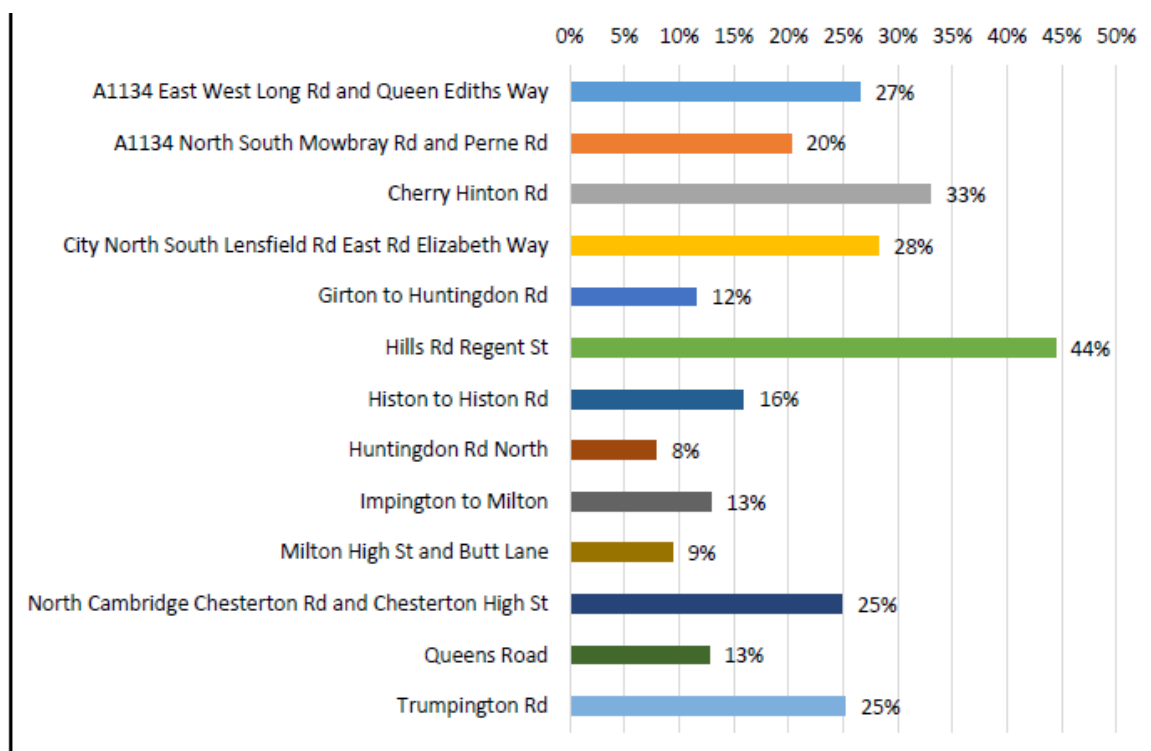
5.6 Respondents were asked how important nine different priorities for active travel investment were to them. The majority of respondents felt that eight of the nine priorities were either 'very important' or 'somewhat important', as shown in figure 4.

Figure 4: Importance of Priorities for Investment in Active Travel



5.7 Respondents were asked which of the 13 proposed corridors they would be most likely to use for active travel if they were improved, and could select up to three options. Figure 5 sets out the responses.

Figure 5: Most Selected Active Travel Corridors



- 5.8 Respondents were asked for comments on whether any other routes should be considered for investment, for comments on how the proposals could impact on people or groups with protected characteristics under the Equality Act 2010, and for general comments. These are outlined in detail in the consultation report. As well as specific location suggestions, key themes included the need to improve safety, the need to reduce overall levels of motorised traffic, the importance of connections to education and employment, the impact of active travel schemes on people with disabilities, and the importance of creating segregated facilities and of maintenance.

6. Options and Emerging Recommendations

- 6.1 The responses to the consultation suggest that there is public support for further investment in the Greater Cambridge active travel network. Creating a joined up network of safe and attractive active travel routes has been identified as a key priority for the city access strategy. Continuing to develop and deliver the Cycling Plus network in the light of consultation feedback and wider policy developments is therefore a key part of creating an attractive and cohesive sustainable transport network. The full cost of the network is substantial and additional funding sources will need to be identified. The Executive Board previously agreed a £20m indicative envelope for further active travel improvements, and it is suggested that this allocation is utilised to advance one or more schemes for preliminary design alongside continuing the develop Greater Cambridge's active travel network.
- 6.2 Taking the responses to the consultation, an Addendum to the original active travel analysis (Appendix 2) has been produced which seeks to reprioritise the thirteen corridors that were identified for investment as well as to identify potential next steps

in further developing the Cycling Plus network should additional funding sources be identified, for example through the city access project.

Identifying Priority Schemes for Investment

- 6.3 The revised prioritisation incorporates the extent to which the scheme addressed priorities for investment identified by respondents to the consultation, as well the level of support the scheme received in the consultation. The full scoring assessment for each corridor and an explanation of the criteria and approach is set out in Appendix 2. The results of the revised prioritisation are set out in table 1 below.

Table 1: Revised prioritisation matrix

Scheme	Rank	Cost*	Pros	Cons
A1134 (North-South) (Mowbray Road & Perne Road)	1	£11.5m	<ul style="list-style-type: none"> Connects with Dutch Roundabout High cycling potential Relatively good deliverability Supports emerging LCWIP Contributes to a coherent network Strongly supports public priorities for investment 	<ul style="list-style-type: none"> Relatively high-cost scheme Good but not highest VfM
Hills Road - Regent Street	2	£10.5m	<ul style="list-style-type: none"> High cycling potential Relatively good deliverability Supports emerging LCWIP Contributes to a coherent network High level of support from public consultation 	<ul style="list-style-type: none"> Relatively high-cost scheme Cyclists required to use bus lane in sections
A1134 (East-West) (Long Road & Queen Edith's Way)	3	£8.5m	<ul style="list-style-type: none"> Connects with Dutch Roundabout Supports emerging LCWIP Relatively high value for money Contributes to a coherent network 	<ul style="list-style-type: none"> May encounter deliverability issues Low level of segregation achievable in sections
North Cambridge (Chesterton Road & Chesterton High Street)	3	£6.0m	<ul style="list-style-type: none"> Relatively low-cost scheme Relatively high value for money Supports emerging LCWIP Contributes to a coherent network 	<ul style="list-style-type: none"> Low level of segregation achievable in sections Deliverability issues including Mitcham's Corner Gyrotory
Milton	4	£4.5m	<ul style="list-style-type: none"> Supports emerging LCWIP Helps facilitate trips from Park & Ride 	<ul style="list-style-type: none"> High cost / low VfM Low level of segregation achievable in sections
Cherry Hinton Road	4	£8.0m	<ul style="list-style-type: none"> Relatively low-cost scheme Contributes to a coherent network High level of support from public consultation 	<ul style="list-style-type: none"> May encounter deliverability issues Not identified in emerging LCWIP
Queens Road	5	£5.5m	<ul style="list-style-type: none"> No bus stops impacted Relatively low-cost scheme Supports emerging LCWIP Contributes to a coherent network 	<ul style="list-style-type: none"> Relatively low cycling potential Few connections to key trip attractors May encounter deliverability issues Potential impact on coach parking
City (North-South) (Lensfield Road, East Road & Elizabeth Road)	6	£13.0m	<ul style="list-style-type: none"> High cycling potential Contributes to coherent network Close to several key trip attractors Strongly supports public priorities for investment 	<ul style="list-style-type: none"> High cost / low VfM Would be difficult to deliver due to physically constrained sections
Huntingdon Road North	6	£1.8m	<ul style="list-style-type: none"> Connects with multiple schools Builds on existing infrastructure and route Relatively low-cost scheme Supports emerging LCWIP 	<ul style="list-style-type: none"> May encounter deliverability issues
Trumpington Road	7	£18.5m	<ul style="list-style-type: none"> High cycling potential Supports emerging LCWIP Contributes to coherent network Strongly supports public priorities for investment 	<ul style="list-style-type: none"> High cost / low VfM Would be difficult to deliver due to high number of junctions
Impington - Milton	7	£1.5m	<ul style="list-style-type: none"> Relatively low-cost scheme Helps facilitate sustainable trips to P&R Supports emerging LCWIP 	<ul style="list-style-type: none"> Low level of segregation achievable in sections
Histon - Histon Road	8	£2.9m	<ul style="list-style-type: none"> Extends the planned Histon Road scheme into Histon Relatively low-cost scheme Supports emerging LCWIP 	<ul style="list-style-type: none"> May encounter deliverability issues Low value for money
Girton - Huntingdon Road	9	£2.4m	<ul style="list-style-type: none"> Relatively low-cost scheme Supports emerging LCWIP 	<ul style="list-style-type: none"> Low level of segregation achievable in sections May encounter deliverability issues Few connections to key trip attractors

- 6.4 As set out above, the Executive Board previously agreed a £20m indicative envelope for further active travel improvements. The original analysis of the network included indicative costs for upgrading each corridor, as set out in table 1. However, more detailed work will be required to better establish the funding requirement through preliminary design work, and to develop the case for investment through the preparation of a Strategic Outline Business Case in line with Department for Transport processes. It is therefore suggested that the two highest scoring schemes are taken forward for preliminary design:
- Active travel improvements for the A1134 North-South (Perne Road, Mowbray Road and Fendon Road), including considering how a scheme could improve provision for cyclists at the Addenbrooke's roundabout, given the priority placed by consultation respondents on improving junctions; and
 - Active travel improvements for Hills Road from Hills Road Sixth Form College to the junction with Regent Street/Gonville Place/Lensfield Road.
- 6.5 The GCP and the County Council are undertaking a review of the Cambridge road network hierarchy, which will be consulted on in 2022. The review aims to better reflect current and future transport priorities and support the uptake of sustainable modes of transport. The two routes above are both important parts of Cambridge's road network and so it will be important that preliminary design work is undertaken in the context of the review.

Developing the Active Travel Network Further

- 6.6 The consultation responses and Active Travel Study Addendum demonstrate a case for investing further in the Cycling Plus routes and the active travel network more generally. In the consultation, suggestions were also received for wider improvements to the network, as well as demonstrating a desire for lower traffic levels, quieter streets and increased segregation of different modes.
- 6.7 Creating a joined up network of safe and attractive active travel routes has been identified as a key priority for the city access strategy. Lower traffic levels and additional funding would enable more of the Cycling Plus network to be delivered. In September, the Executive Board considered a paper on the city access project and agreed to develop a final package of options for improving bus services, funding an expansion of the Cycling Plus network and managing road space in Cambridge. They agreed a roadmap for this work commencing with a public consultation. The Making Connections consultation launched on 8 November and seeks feedback on proposals for improving the bus network, making space for walking and cycling, and options for raising money to pay for these improvements.
- 6.8 It is therefore also suggested that the GCP works with partners to continue to develop the Cycling Plus network, taking account of the consultation feedback and suggestions as well as reflecting the development of the city access strategy, the Active Travel Strategy for Cambridgeshire and final LCWIPs being developed by the County Council, the road network hierarchy review and further active travel schemes, and the refresh of the Local Transport Plan.

7. Alignment with City Deal Objectives

- 7.1 Delivering improvements to the Greater Cambridge active travel network will support the City Deal objectives of enhancing connectivity, improving access to opportunities and increasing use of sustainable modes of transport. Increasing use of active travel modes also supports improvements to air quality, health and our environment. The two schemes proposed for investment link strongly with key employment growth sites including the Cambridge Biomedical Campus.

8. Citizens' Assembly

- 8.1 Delivering further improvements to the active travel network supports the GCP's response to the Citizens' Assembly recommendations. In particular, the proposals in this paper supports the delivery of the Citizens' Assembly's vision, in particular the following elements:
- Be environmental and zero carbon;
 - Be people centred – prioritising pedestrians and cyclists;
 - Enable interconnection;
 - Have interconnected cycle infrastructure; and
 - Provide safe layouts for different users.
- 8.2 Further development of and delivery of the Cycling Plus network is proposed as part of the city access proposals, which seek to address the Citizens' Assembly's recommendations more broadly.

9. Financial Implications

- 9.1 The Executive Board has previously agreed an indicative allocation of £20m to deliver additional active travel schemes as part of the Cycling Plus network. Subject to the Executive Board's views of the proposals outlined in this paper, the two schemes would be brought back for Joint Assembly and Executive Board consideration once preliminary design work has been undertaken and strategic outline business cases prepared. At that point, budgets for the schemes will be provided and agreement sought to proceed.
- 9.2 The further delivery of the Cycling Plus network is desirable but is contingent on identification of additional funding. As set out above, the city access proposals seek to identify an ongoing funding source as well as create lower traffic levels which would enable the delivery of the full active travel network. Other funding opportunities will also continue to be explored.
- 9.3 The Executive Board has deliberately agreed to over-programme by £123m compared to estimated available funding and either additional funding will need to be identified to fund all approved schemes or existing schemes prioritised to within available resources

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

10. Next Steps and Milestones

- 10.1 Subject to the Executive Board's approval, the A1134 North-South and Hills Road active travel schemes would proceed to preliminary design and preparation of a strategic outline business case, for consideration by the Joint Assembly and Executive Board in mid 2022. The development of the wider Cycling Plus network will continue in line with the agreed roadmap for the City Access Project shown in figure 6 below.

Figure 6: City Access Timeline

City Access – Timeline



List of Appendices

Appendix 1	Cycling Plus Consultation: Summary Report of Consultation Findings
Appendix 2	Future Investment Strategy: Active Travel Investment Study Addendum

Background Papers

Source Documents	Location
Future Investment Strategy: Active Travel Investment Study	https://greatercambs.filecamp.com/s/GCP_FIS_Active_Travel_Study/fo

Produced by the Cambridgeshire Research Group



Cycling Plus Consultation: Summary Report of Consultation Findings

V1

September 2021

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Document Details	
Title:	Cycling Plus Consultation: Summary Report of Consultation Findings
Date Created:	21/09/21
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:	V1
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Executive Summary

Between 05 July and 16 August 2021 the Greater Cambridge Partnership (GCP) held a consultation on active travel around Cambridge. Coverage included whether and how often people use active travel to get into and around Cambridge, and what the barriers are that might discourage people from using active travel methods. It also covered people's priorities for active travel investment, including the 13 possible corridors identified in the Active Travel Opportunities report, alongside any other possible routes.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 6) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- The majority of respondents felt that 8 of the 9 priorities were either 'very important' or 'somewhat important'
 - 'Improving junctions'
 - 'Creating a joined-up network'
 - 'Improving the most used routes'
 - 'Providing safe routes to and from the large employment sites'
 - 'Providing safe routes for travel to and from schools'
 - 'Improving routes with the greatest potential for segregation of cyclists from traffic'
 - 'Creating low traffic neighbourhoods'
 - 'Improving areas with lower levels of cycling currently'
- Just under a fifth of respondents indicated 'finding schemes that are quickest to deliver' are 'very important' or 'somewhat important'
- Of the 13 travel corridors:
 - 'Hills Rd Regent St' was selected by over two fifths of respondents
 - 'Cherry Hinton Rd' was selected by a third of respondents
 - 'City North South Lensfield Rd East Rd Elizabeth Way' was selected by over a quarter of respondents
 - 'A1134 East West Long Rd and Queen Ediths Way' was selected by over a quarter of respondents
 - 'North Cambridge Chesterton Rd and Chesterton High St' was selected by a quarter of respondents
 - 'Trumpington Rd' was selected by a quarter of respondents
- A great deal of detailed comments were received. From these it was clear that;
 - There were concerns about a lack of ongoing maintenance of active travel routes and that this was causing safety issues; concerns about the use of shared use paths which were felt to result in conflict between active travel modes; the need for more active travel routes around rural locations and to/from education/employment sites

- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback. It was held primarily online via ConsultCambs and GCP social media channels and was supported by advertising in print media and press coverage. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 1,009 complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through social media/emails.

This report summarises the core 1009 online and 72 written responses to the consultation survey.

Key findings

Current active travel usage

Quantitative

- 988 respondents answered the question on the type of journey they make using active travel modes.
 - The majority of respondents indicated that 'leisure' (84%), 'social' (81%), 'exercise' (74%), and 'commuting to work' (70%) as the sort of journeys they make using active travel modes
- 965 respondents answered the question on how often they walk, 978 on how often they cycle, 710 on how often they scoot, 703 on how often they ride a horse, and 614 on 'other' modes of active travel.
 - Over half of the respondents walk on a 'daily' basis (54%). Over a quarter of the respondents walk '2-3 times a week' (28%)
 - Almost half of the respondents cycle 'daily' (48%), and almost a third '2-3 times per week' (30%)
 - Majority of the respondents 'never' ride horses (98%), scoot (89%), or use 'other' modes of active travel (80%)
- 973 respondents answered the question on how often they travel within their local area.
 - The majority of respondents travel within their local area 'daily' (71%), and a further 20% travel within their local area '2-3 times per week'
- 948 respondents answered the question on how often they travel to the city centre.

- Over a quarter of the respondents indicated they travel to the city centre 'weekly' (28%), a quarter '2-3 times a week' (25%) and just over a fifth monthly (21%)
- 905 respondents answered the question on how often they travel across the city.
 - One quarter of respondents indicated they travel across the city 'monthly' (25%), just under a quarter 'weekly' (23%) and just over a fifth '2-3 times a week' (22%)
- 896 respondents answered the question on how often they travel to their local high street/town centre.
 - More than a third of the respondents indicated they travel to their local high street/town centre '2-3 times a week' (35%), just under a quarter 'weekly' (24%), and over a fifth 'daily' (22%)
- 878 respondents answered the question on how often they travel between villages.
 - Just under two fifths of respondents indicated they 'never' travel between villages (39%) while a quarter indicated 'monthly' (25%) travel between villages
 - Almost a third travel between villages either '2-3 times a week' (14%) or 'weekly' (16%)
- 897 respondents answered the question on how often they travel between the city and surrounding villages.
 - Almost a third of respondents indicated that they travel between the city and surrounding villages either '2-3 times a week' (13%) or 'weekly' (19%)
 - Under a third of the respondents indicated they 'never' travel between the city and surrounding villages (30%) and under a third indicated they travel between the city and surrounding villages 'monthly' (30%)
- 549 respondents answered the question on how often they travel to other places.
 - The majority of respondents indicated they 'never' travel to any other places (64%)
- 894 respondents answered the question on conditions that would support them walking or using a mobility aid instead of making the journey by car.
 - The majority of respondents indicated that 'safer routes' (67%) and 'less motorised traffic' (56%) would help them walk or use a mobility aid instead of a car
- 967 respondents answered the question on the conditions that would help them cycle more.
 - The majority of respondents indicated that 'more segregation' (74%), 'safer junctions' (66%), and 'quieter routes' (56%) would help them cycle more

Individual elements of the proposed scheme

Quantitative

- 993 respondents answered the question on how important 9 different priorities for investment in active travel was for them.
 - The majority of respondents felt that 8 of the 9 priorities were either 'very important' or 'somewhat important'
 - 'Improving junctions' (91%)
 - 'Creating a joined-up network' (89%)
 - 'Improving the most used routes' (86%)
 - 'Providing safe routes to and from the large employment sites' (84%)
 - 'Providing safe routes for travel to and from schools' (82%)
 - 'Improving routes with the greatest potential for segregation of cyclists from traffic' (79%)
 - 'Creating low traffic neighbourhoods' (73%)
 - 'Improving areas with lower levels of cycling currently' (72%)
 - Just under two-fifths of respondents indicated 'finding schemes that are quickest to deliver' are 'very important' (11%) or 'somewhat important' (28%)
 - Over a third of the respondents indicated this priority is 'neither important nor unimportant' (36%)
 - Just under a quarter of respondents indicated this priority is 'somewhat unimportant' (15%) or 'not at all important' (9%)
- 898 respondents answered the question on which corridors would be most likely used for active travel if they were improved. The respondents could select up to three corridors.
 - 'Hills Rd Regent St' was selected by over two fifths of respondents (44%)
 - 'Cherry Hinton Rd' was selected by a third of respondents (33%)
 - 'City North South Lensfield Rd East Rd Elizabeth Way' was selected by over a quarter of respondents (28%)
 - 'A1134 East West Long Rd and Queen Ediths Way' was selected by over a quarter of respondents (27%)
 - 'North Cambridge Chesterton Rd and Chesterton High St' was selected by a quarter of respondents (25%)
 - 'Trumpington Rd' was selected by a quarter of respondents (25%)

Qualitative

- Question 8 asked respondents whether there were any other routes they felt were particularly important to consider now or in the future. 556 respondents answered this question. The main themes were:
 - Concerns about the general safety of active travel routes due to volumes of motorised traffic, lack of maintenance, conflict on shared use paths, and crossing points over major roads

- Active travel routes that needed connecting to Cambridge, particularly education/employment sites and rural villages/towns
- The need for more active travel routes to education and employment sites
- The need for active travel improvements to Mill Road
- Concerns about a lack of ongoing maintenance of roads/cycle paths/footpaths
- The need for active travel improvements to Newmarket Road
- The need for active travel routes connecting rural locations to each other and Cambridge
- The need for improvements to active travel routes around and connecting to Addenbrookes
- The need for cycle and footpaths to be widened
- The need for active travel improvements to Coldhams Lane
- The need for active travel improvements to Arbury Road
- The need for active travel improvements to and around the Cambridge railway station
- The need for active travel improvements to and around Waterbeach
- The need for active travel improvements to Hills Road
- The need for active travel improvements to and around Cottenham
- The need for active travel improvements to the guided busway routes

Other

Qualitative

- 207 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
 - Discussion about the impacts and benefits the proposals could have on those with disabilities including: concerns about shared use paths, the need for wider foot and cycle paths, general safety improvements to active travel routes, concerns about the negative impact of Low Traffic Neighbourhoods and modal filters on those needing a car, the need for public transport improvements, and concerns about the potential loss of disabled parking spaces
 - Discussion about the impacts of reduced access for motorised traffic and whether this would negatively impact on those needing a personal vehicle (due to disability, age, income, or pregnancy) or be beneficial due to lower overall levels of motorised traffic
 - Discussion about the impacts and benefits of the proposals on younger/older travellers (similar to those discussed for those with disabilities)
 - General comments that the proposals would have a positive impact
 - That the proposals would have no impact
 - That improvements to personal safety (lighting/CCTV/visibility) were needed for the benefit of female travellers

- 319 respondents left comments on the question asking if they had any further comments on the project or the proposed options. The main themes were:
 - Concerns about the safety of active travel routes due to a lack of ongoing maintenance, the need for improvements to junctions/crossings, a lack of safe routes to/from rural locations, the need for clear segregation from motorised traffic, the need for enforcement of negative/illegal motorist behaviour, the use of shared spaces for active travellers, the increased usage of electric/motorised scooters/bikes, the need for funding cycling proficiency and training
 - Discussions about the need for reducing motorised traffic and concerns potential reductions in personal vehicle access would negatively impact those who couldn't walk or cycle
 - Concerns about the lack of ongoing maintenance to roads/footpaths/cycle paths
 - The need for segregated routes, both from motorised traffic and differing forms of active travel modes
 - Concerns about a lack of active travel routes, particularly to rural locations, the need for more/all of the option proposals, the need to connect up existing active travel routes, the need for new communities to have active travel routes built in, and the need for county wide active travel infrastructure
 - Concerns about the impacts on younger/older travellers and those with disabilities, including: the need for routes connecting to education sites in rural areas, the need for ongoing maintenance, the need for wider cycle/footpaths, the need for public transport improvements for those unable to walk/cycle

Introduction

Background

Between 5 July and 16 August 2021 the Greater Cambridge Partnership (GCP) held a public consultation on whether and how often people use active travel to get into and around Cambridge.

The consultation asked what the barriers are that might discourage people from using active travel methods as well as their priorities for active travel investment and the 13 possible corridors identified in the Active Travel Opportunities report. We also asked people to tell us about other possible routes.

The GCP Executive Board agreed to consult on 13 possible corridors identified in the Active Travel Opportunities report which was published in March 2021 as part of our Future Investment Strategy. The 13 corridors carry a significant amount of cycle traffic and could benefit from improvements as part of creating a joined up active travel network.

The GCP identified an indicative budget of £20million which could be used to fund schemes on two of three of the corridors.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Cycling Plus proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was individuals or organisations that are interested because they might be impacted by the proposals – either because they might use the routes or live near to them. This included, but was not limited to, members of the public, elected representatives, businesses and campaign groups.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straightforward (people were asked what sort of journeys they make using active travel modes, how often they use active travel modes, how often they used active travel modes to make specific journeys, what things would support them to walk/use mobility aids rather than a car, what would help them cycle more, how important 9 different priorities were to them, and which three of the 13 corridors would they most likely use for active travel) a six-page information document was produced and supplemented with additional information and was available online and in hard copy on request.

This information document explained the Greater Cambridge Partnership's strategy and the timescales to which it was working and discussed the reasons for the Cycling Plus consultation. This was supplemented online with maps showing the proposed routes for investment.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral and clear to understand, and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Cycling Plus scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' personal details, allowing measurement of the impact of the Cycling Plus scheme on various groups.

The main tool for gathering comments was an online survey. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore paper copies of the information document and survey were available on request. A telephone number for the Contact Centre was included in the materials and online so that people could speak to someone to give their responses if they preferred. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions are overly intrusive given the context of providing comments on the strategic aspects of a new transport route.

Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status, ethnicity, sex/gender, and disability (although not the nature of disability). A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a limited number of cases - where a substantial response has been made (as opposed to someone just clicking through) - these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box answers) are then analysed using quantitative methods, and these are presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristics data was used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage, totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- Finally, the final report is produced to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

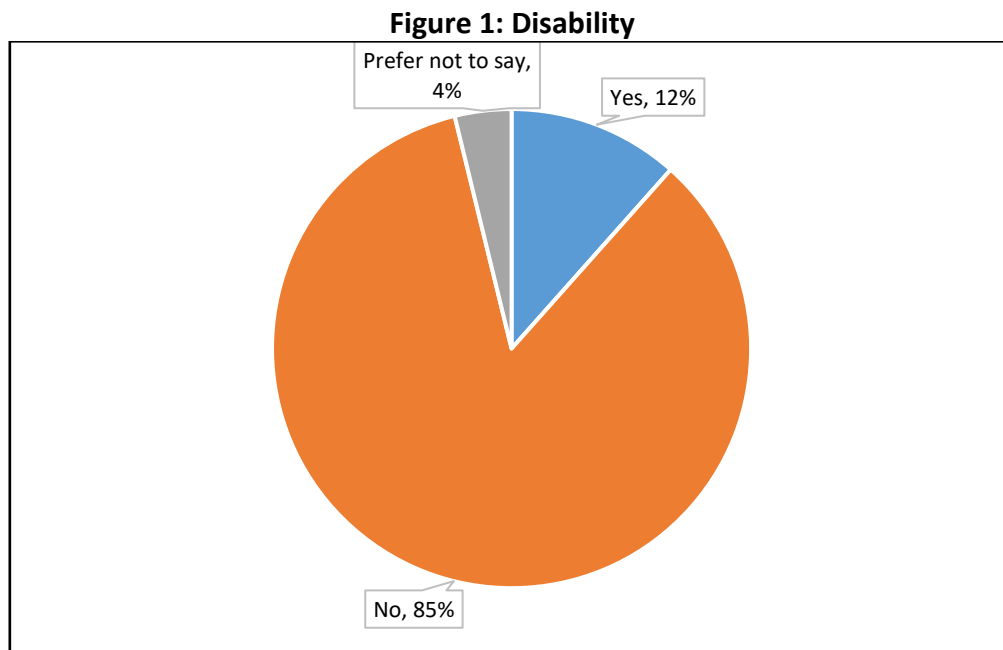
In total, 1000 individuals and 9 stakeholders responded to the consultation survey. These stakeholders were:

- Living Streets Cambridge
- A10 Corridor Cycling Campaign
- Milton Cycling Campaign, (working with Camcycle)
- County Councillor Histon & Impington
- District Councillor for Waterbeach and Milton (Paul Bearpark)
- Willingham Parish Councillor
- Cambridge City Councillor
- Parish Councillor
- District Councillor

Disability that influences travel decisions

968 respondents answered the question on whether they had a disability that influences travel decisions.

- **12% of respondents indicated they had a disability that influences travel decisions**



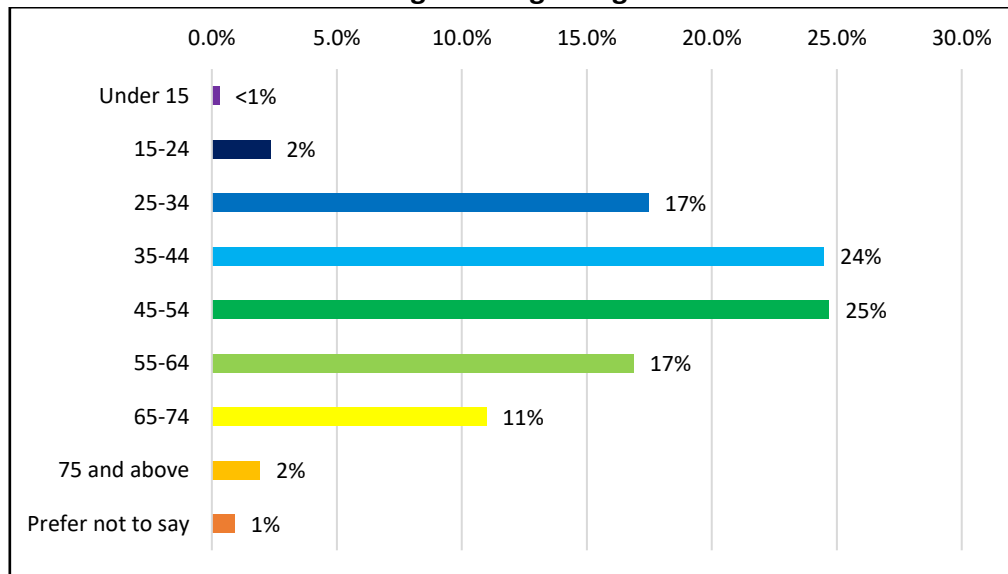
**N.B. Figures in the graph may not add up to 100% due to rounding*

Age range

984 respondents answered the question on their age range.

All ages from '25-34' to '65-74' years were well represented when compared to the general Cambridgeshire population, whilst the age group from '15-24' years (accounting for just 2% of responses) was under-represented compared to the general Cambridgeshire population.

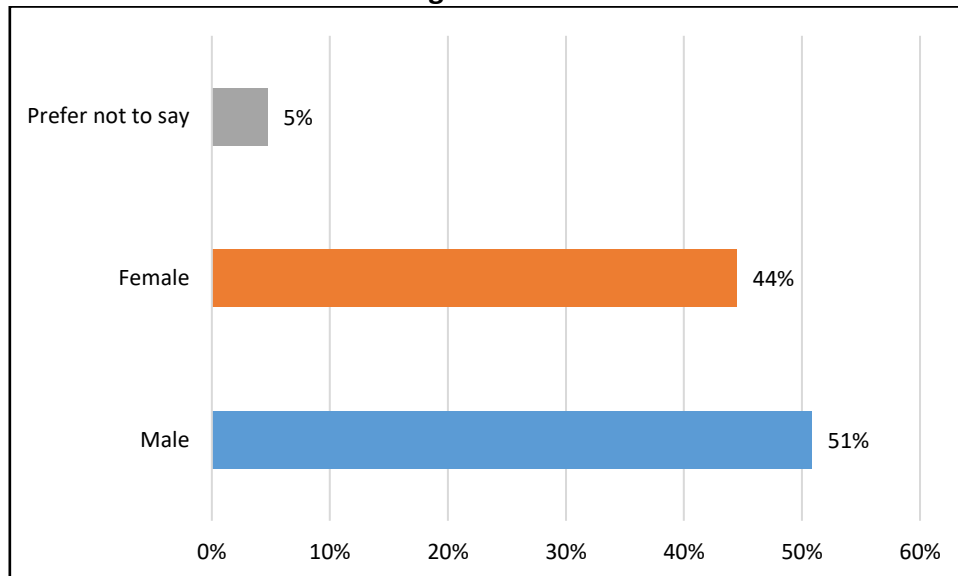
Figure 2: Age range



Sex and gender

976 respondents answered the question on their sex and 911 answered the question on their gender.

Figure 3: Sex



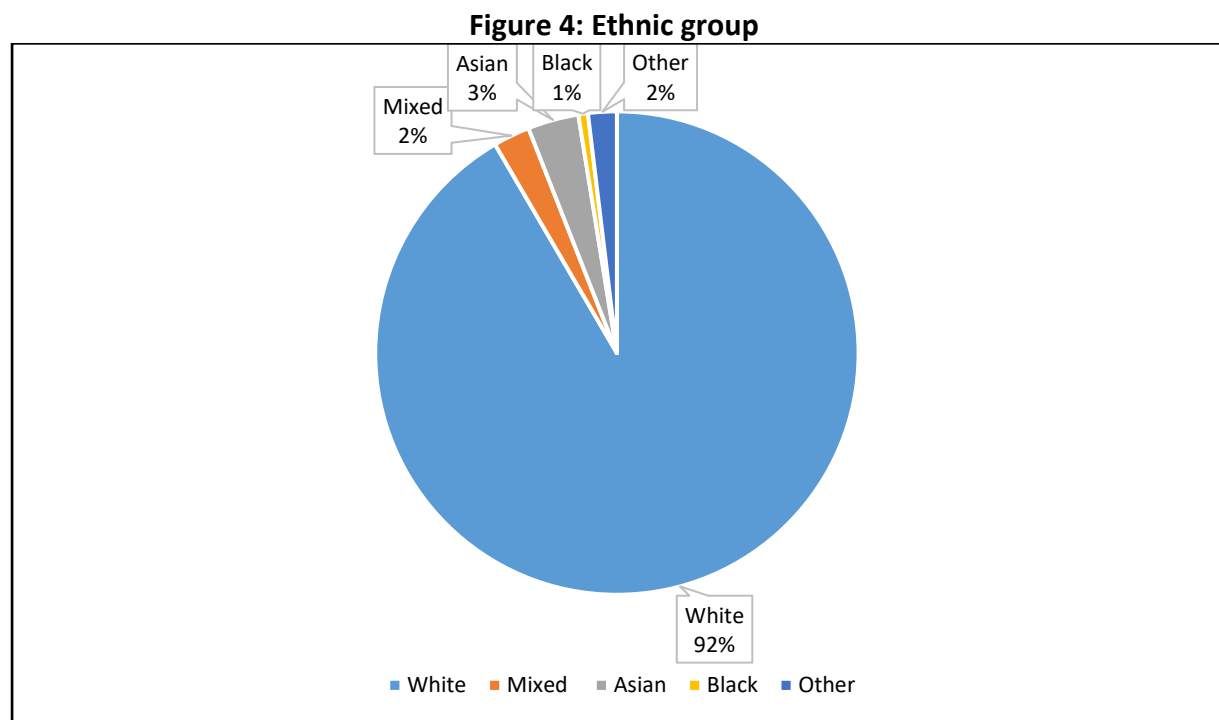
The majority of the respondents defined their gender same as at birth (93%), 1% of respondents defined their gender as different from their sex registered at birth and 6% 'preferred not say'. Respondents could leave comments to define their gender if it differed from their sex registered at birth. The comments included:

- Non-binary
- Indication that they do not believe in gender constructs
- Indication that they were not happy with the question

Ethnic group

939 respondents answered the question on their ethnicity.

- The majority of respondents were 'White' (92%).



**N.B. Figures in the graph may not add up to 100% due to rounding*

Ethnic groups were defined as following:

- Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.
- Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- Other ethnic group includes Arab or any other ethnic group.
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.

Location

924 respondents answered the question on their location.

- **The majority of respondents were located in Cambridge (60%).**
 - Under a third of respondents were located in South Cambridgeshire (29%)

Figure 5: Respondent location by district

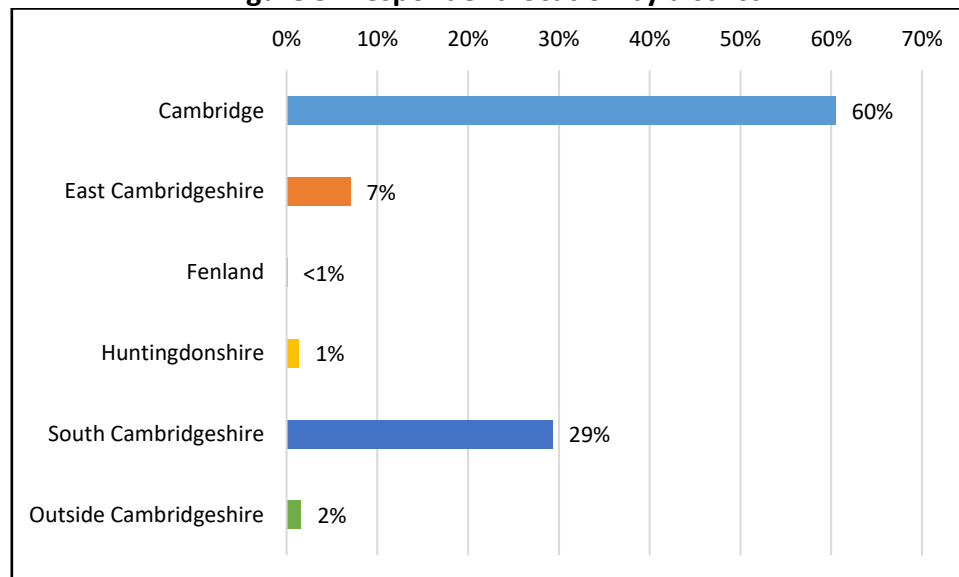
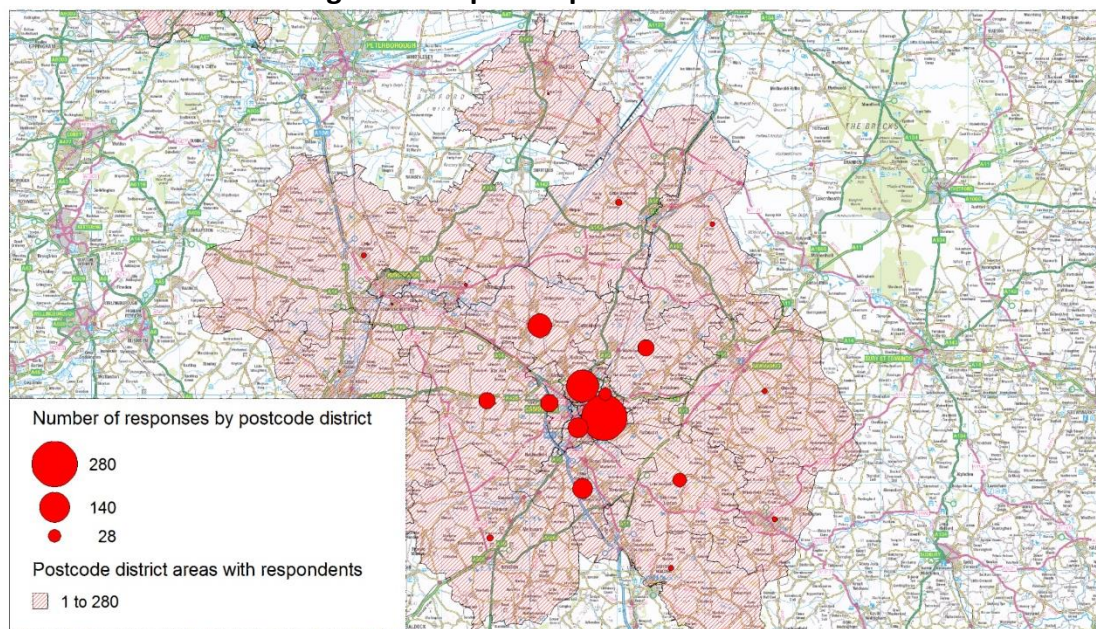


Figure 6: Map of respondent locations

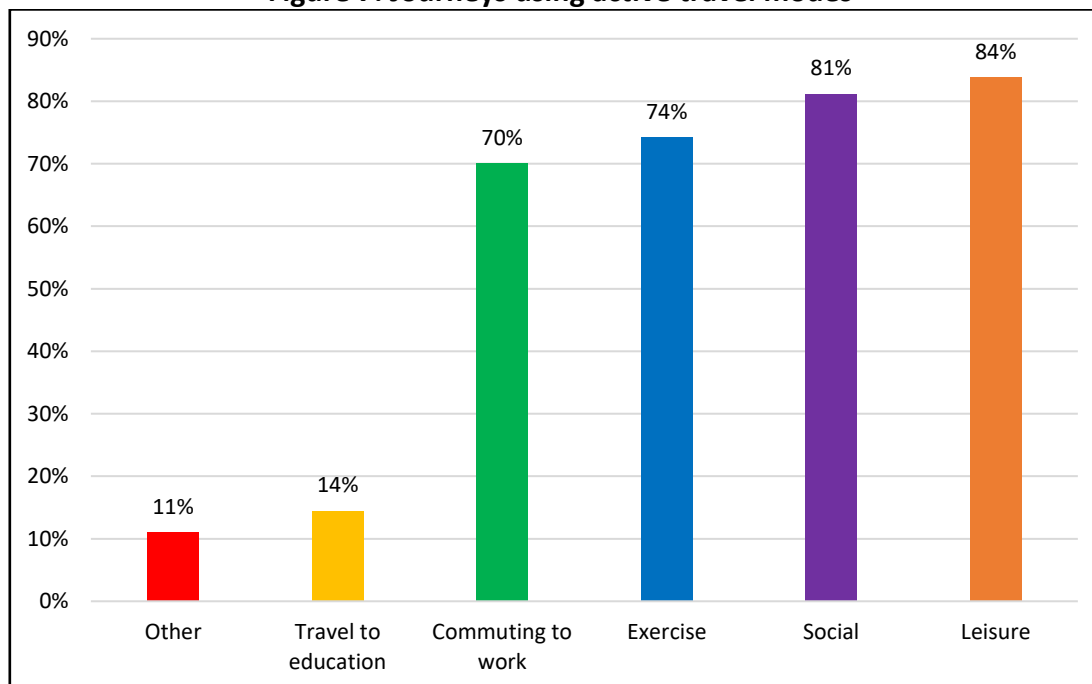


Question 1: What sort of journeys do you make using active travel modes?

988 respondents answered the question on the type of journey they make using active travel modes. The respondents could select more than one answer.

- The majority of respondents indicated that 'leisure' (84%), 'social' (81%), 'exercise' (74%), and 'commuting to work' (70%) are the sort of journeys they make using active travel modes

Figure 7: Journeys using active travel modes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

The category 'other' includes: shopping, care for children or adults, health appointments, dog walking, site-seeing, attending religious places, recycling, and other personal events/hobbies. 5 of the respondents indicated they are unable make active travel journeys due to being disabled.

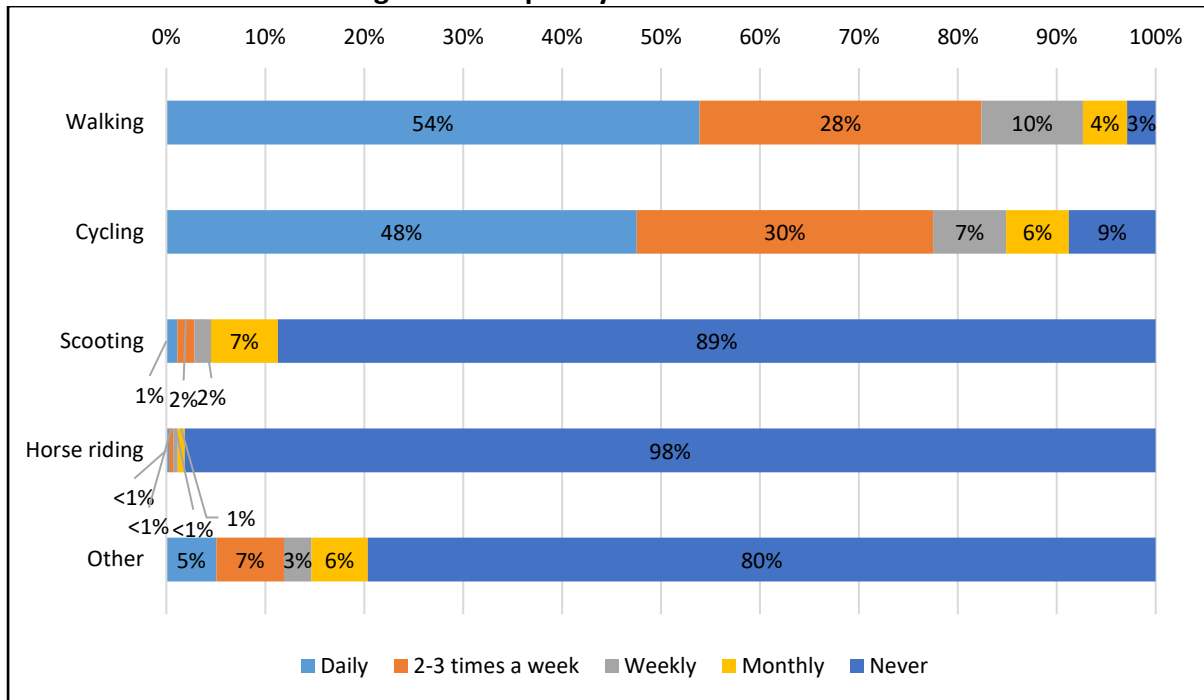
Question 2: How often do you use the following active modes to make journeys?

965 respondents answered the question on how often they walk, 978 on how often they cycle, 710 on how often they scoot, 703 on how often they ride a horse, and 614 on 'other' modes of active travel.

- Over half of the respondents walk on a 'daily' basis (54%). Over a quarter of the respondents walk '2-3 times a week' (28%).
- Almost half of the respondents cycle 'daily' (48%), and almost a third '2-3 times per week' (30%).

- Majority of the respondents 'never' ride horses (98%), scoot (89%), or use 'other' modes of active travel (80%).

Figure 8: Frequency of activities modes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

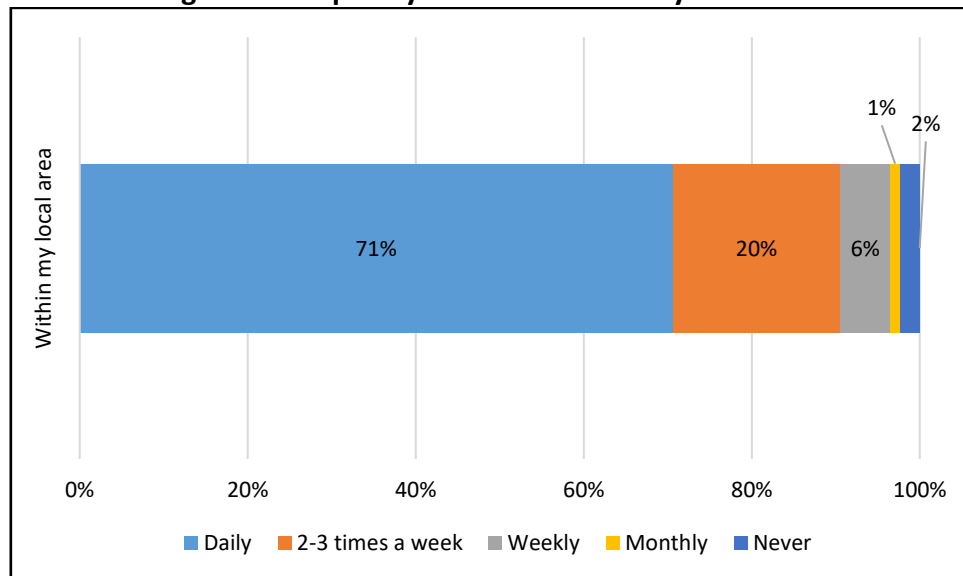
Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they 'never' walk (11%) or cycle (30%).

Question 3: How often do you make the following journeys using active modes?

973 respondents answered the question on how often they travel within their local area.

- The majority of respondents travel within their local area 'daily' (71%), and a further 20% travel within their local area '2-3 times per week'.

Figure 9: Frequency of travel 'within my local area'

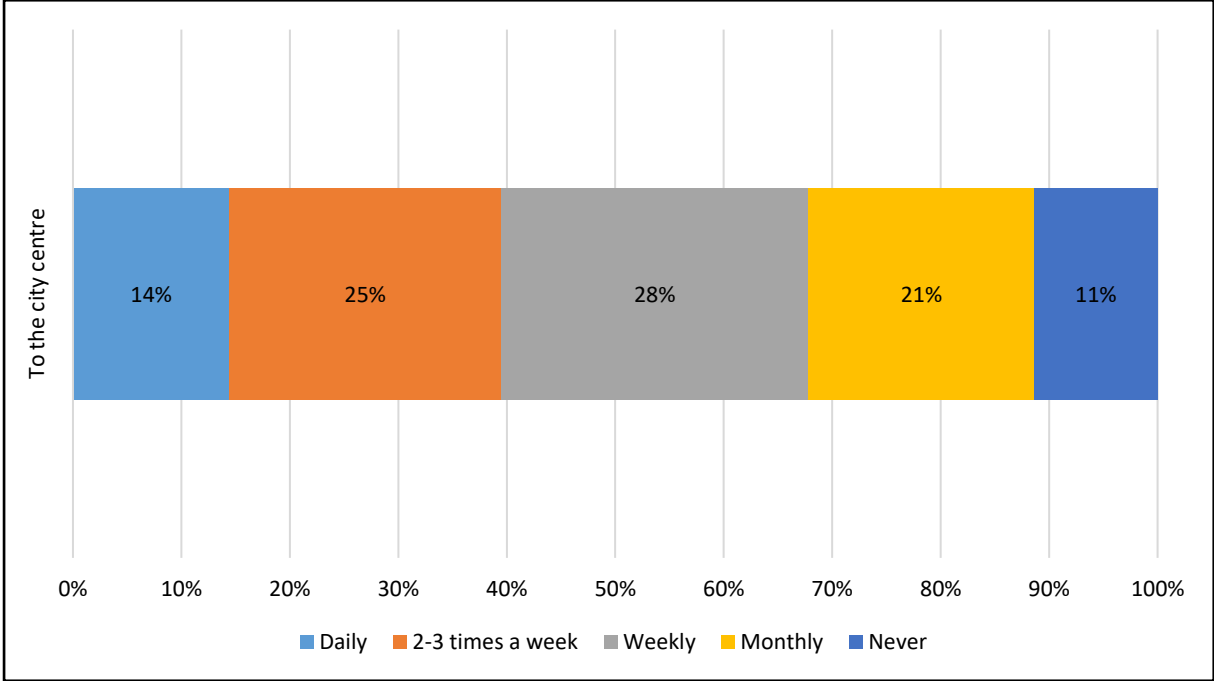


*N.B. Figures in the graph may not exactly match the text in the report due to rounding

948 respondents answered the question on how often they travel to the city centre.

- Over a quarter of the respondents indicated they travel to the city centre ‘weekly’ (28%), a quarter ‘2-3 times a week’ (25%) and just over a fifth monthly (21%).

Figure 10: Frequency of travel ‘to the city centre’

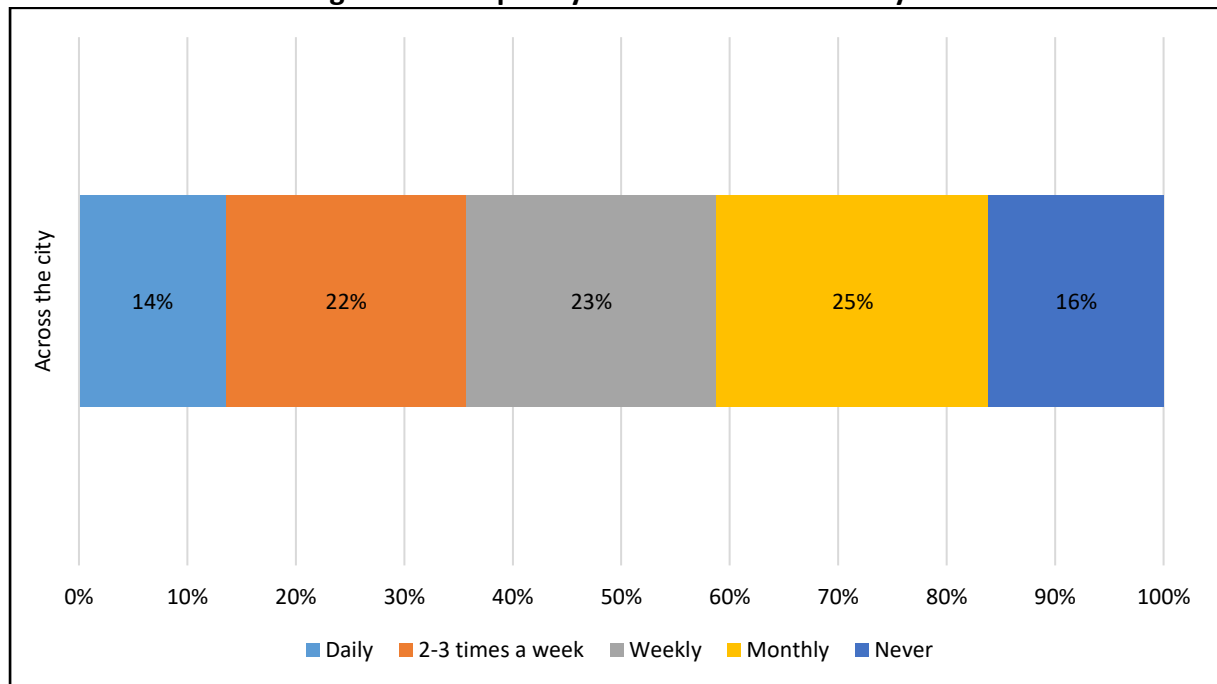


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

905 respondents answered the question on how often they travel across the city.

- One quarter of respondents indicated they travel across the city 'monthly' (25%), just under a quarter 'weekly' (23%) and just over a fifth '2-3 times a week' (22%).

Figure 11: Frequency of travel 'across the city'

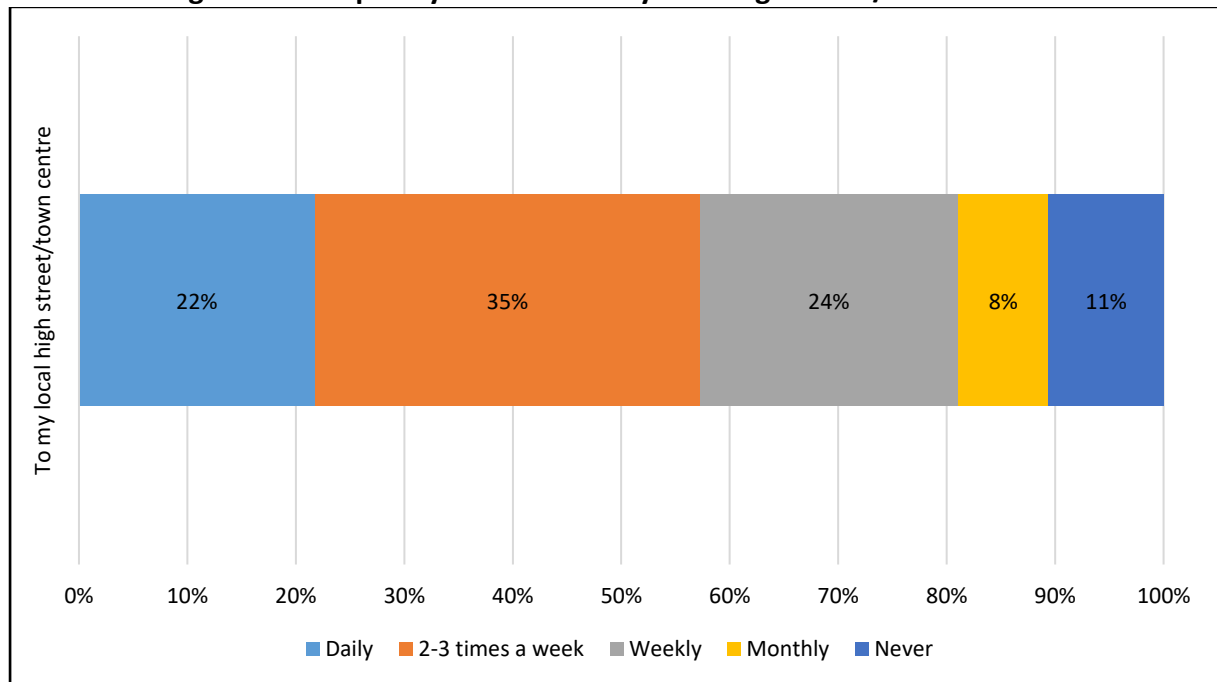


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

896 respondents answered the question on how often they travel to their local high street/town centre.

- More than a third of the respondents indicated they travel to their local high street/town centre '2-3 times a week' (35%), just under a quarter 'weekly' (24%), and over a fifth 'daily' (22%).

Figure 12: Frequency of travel 'to my local high street/town centre'

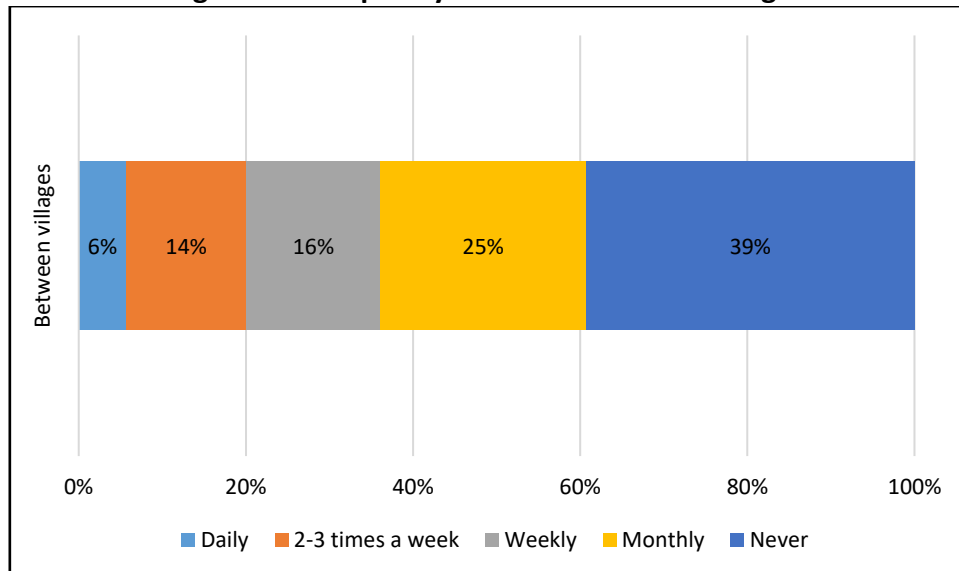


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

878 respondents answered the question on how often they travel between villages.

- Just under two fifths of respondents indicated they 'never' travel between villages (39%) while a quarter indicated 'monthly' (25%) travel between villages.
- Almost a third travel between villages either '2-3 times a week' (14%) or 'weekly' (16%).

Figure 13: Frequency of travel 'between villages'

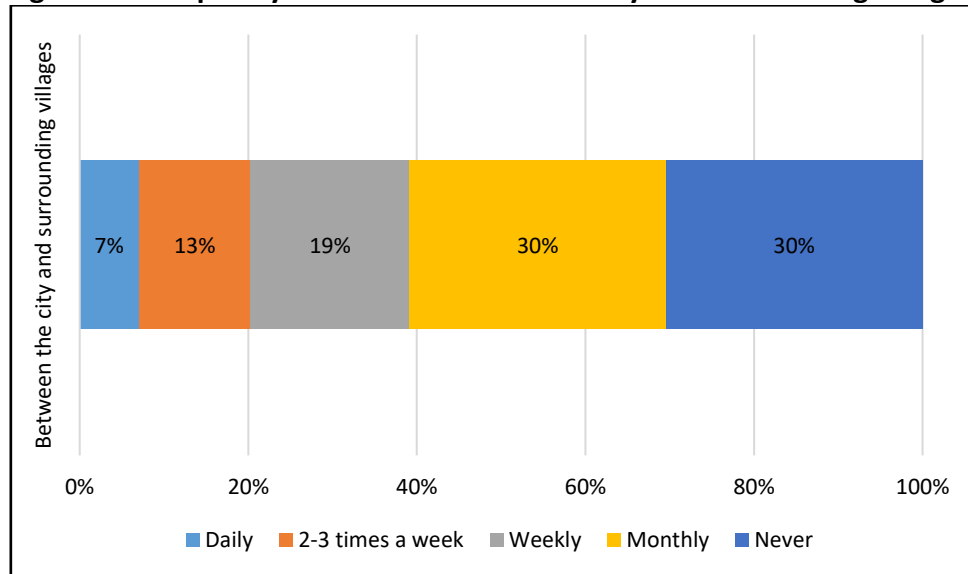


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

897 respondents answered the question on how often they travel between the city and surrounding villages.

- Almost a third of respondents indicated that they travel between the city and surrounding villages either '2-3 times a week' (13%) or 'weekly' (19%)
- Under a third of the respondents indicated they 'never' travel between the city and surrounding villages (30%) and under a third indicated they travel between the city and surrounding villages 'monthly' (30%).

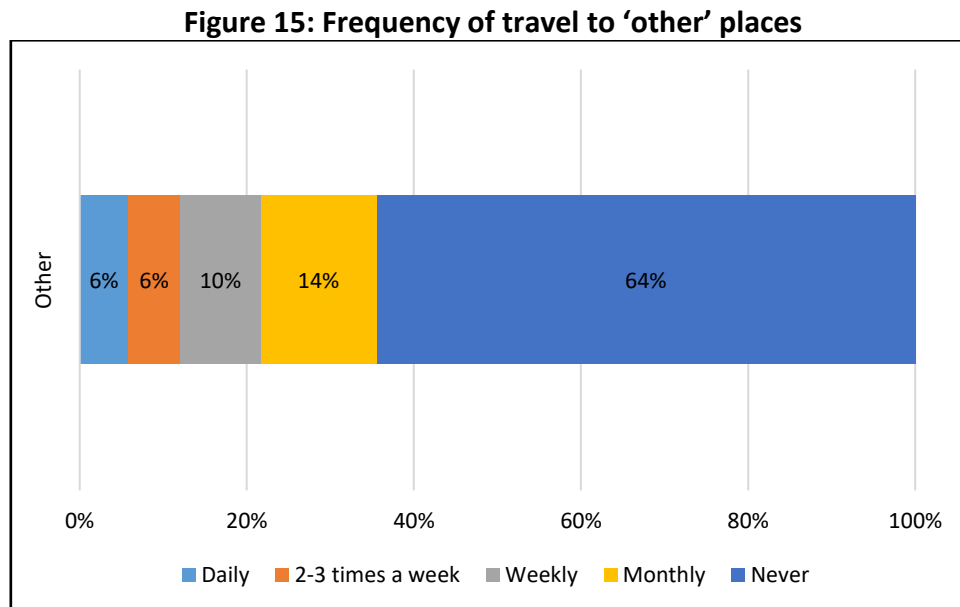
Figure 14: Frequency of travel 'between the city and surrounding villages'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

549 respondents answered the question on how often they travel to other places.

- The majority of respondents indicated they 'never' travel to any other places (64%).



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they 'never' travel 'to the city centre' (26%), 'across the city' (31%), 'to my local high street/town centre' (21%), 'between villages' (51%), or 'between the city and surrounding villages' (47%).

Respondents who are located in Cambridge were more likely to indicate they 'never' travel 'between villages' (50%) while respondents located in South Cambridgeshire were more likely to indicate they travel '2-3 times a week' 'between villages' (28%).

Question 4: I would walk more or use a mobility aid for journeys I currently make by car if....Please tick all that apply.

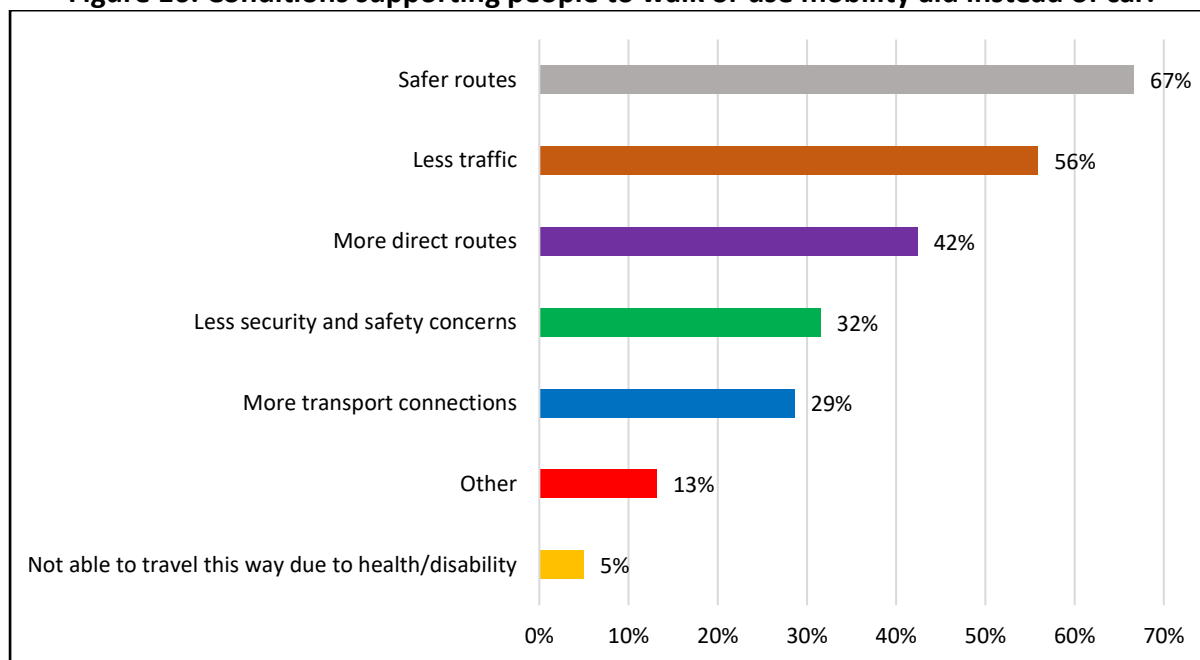
894 respondents answered the question on conditions that would support them walking or using a mobility aid instead of making the journey by car. The respondents could select multiple answers.

- **The majority of respondents indicated that ‘safer routes’ (67%) and ‘less motorised traffic’ (56%) would help them walk or use a mobility aid instead of a car.**

Respondents could leave a comment if they selected ‘other’. Of the 118 respondents who selected ‘other’, 3 left no answer. The comments included:

- Being closer to locations they needed to travel to/more time available to travel this way
- Indications they didn’t own or use a car
- Routes being better maintained from potholes/natural detritus/vegetation growth
- They weren’t making journeys that required transportation of cargo
- Routes were safer
- That they cycle instead
- That they needed to use a car due to work, transporting others to multiple spread-out locations, or due to health/disabilities
- That routes had segregation from traffic and other forms of active travel
- That more cyclists and pedestrians travelled with awareness of potential conflict between these groups
- That the weather is pleasant
- That there were more joined up cycle routes
- There was more secure cycle parking/they weren’t concerned about cycle theft
- That they already walk
- There was more pleasant scenery
- Pavement parking was banned or enforced where not allowed
- There were showers/changing facilities/personal storage available at their destinations
- There was better lighting
- That they would walk when they needed/were able to
- The air quality was better
- There was more enforcement of speed limits
- That none of the options would make them walk or use a mobility aid more
- There was better signage indicating routes/distances
- They were healthier
- Traffic signals gave more time for pedestrians to cross
- That there were no constraints on walking/using mobility aids more
- That electric scooters were allowed on pavements
- That electric scooters were banned

Figure 16: Conditions supporting people to walk or use mobility aid instead of car.



Conditions were phrased as following:

- Safer routes: routes felt safer (e.g. fewer potholes, less traffic).
- Less traffic: routes had less motorised traffic.
- More direct routes: routes to my destination(s) were more direct.
- More transport connections: I could make connections to other forms of transport
- Less security and safety concerns: I was less concerned for my personal security and safety
- Not able to travel this way due to health/disability: I am not able to travel this way due to health issues / disability
- Other: more bike parking, path and cycle lane better maintained for safety and accessibility (e.g. pot holes, kerbs and slabs, grass and trees, separations form traffic, signs and space)

Differences in responses

Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they were 'not able to travel this way due to health issues/disability' (33%).

Question 5: I would cycle more if...Please tick all that apply.

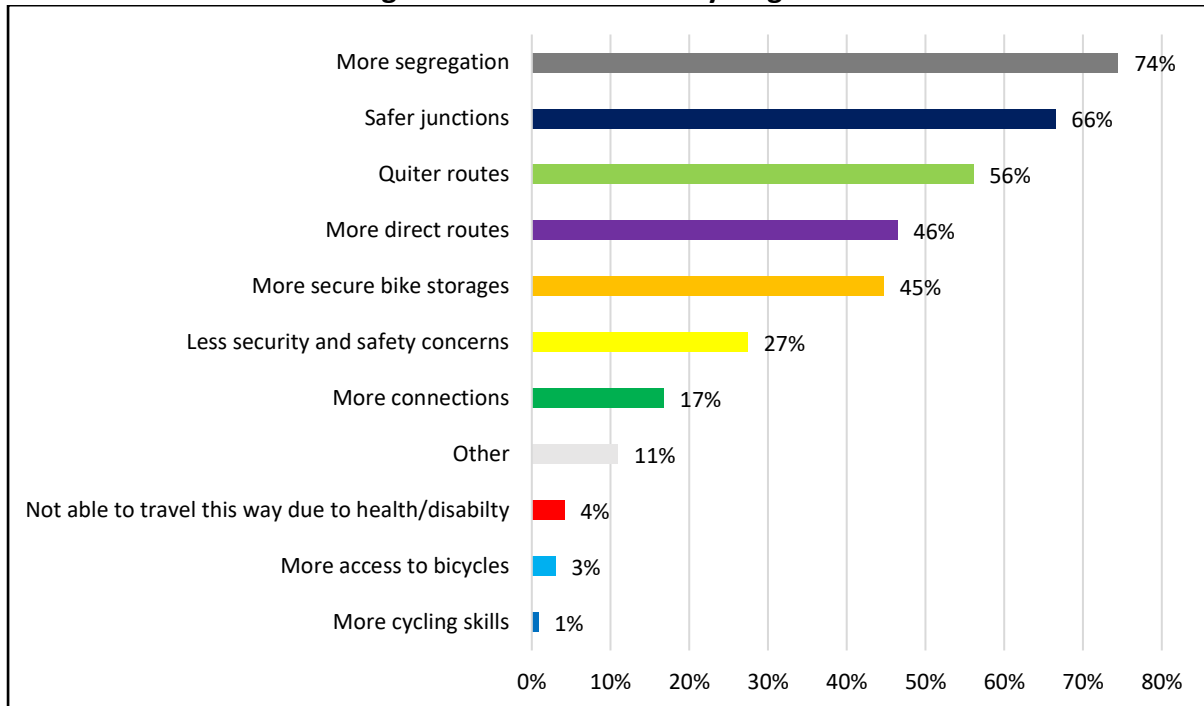
967 respondents answered the question on the conditions that would help them cycle more. Respondents could select more than one answer.

- **The majority of respondents indicated that ‘more segregation’ (74%), ‘safer junctions’ (66%), and ‘quieter routes’ (56%) would help them cycle more.**

Respondents could leave a comment if they selected ‘other’. Of the 106 respondents who selected ‘other’, 1 left no answer. The comments included:

- Cycle routes/roads needed to be better maintained (potholes/detritus/vegetation growth) and better surfaced
- Routes needed better segregation from pedestrians and motor vehicles
- Routes and parking locations needed to be safer, particularly for children
- That more cycle routes were needed, joining up existing routes and rural locations
- That they already cycle
- More should be done to prevent and investigate cycle theft
- That some journeys required transporting goods that weren’t suitable to do via cycling
- That more secure, safe cycling parking was needed
- More enforcement was needed over dangerous/inconsiderate driving
- Being closer to locations they needed to travel to/more time available to travel this way
- That the weather is pleasant
- Air quality was better
- There were safer ways to navigate junctions/side roads
- Cycle routes were wider
- That they were unable to cycle due to needing to use a car for work or due to health/disabilities/age/pregnancy
- There was better lighting on routes and at parking locations
- That pavement parking was banned or enforced where not allowed
- There were fewer motor vehicles
- There were better signage/maps of cycle routes/distances
- That cyclists/pedestrians/motorists travelled with consideration towards other users
- There were showers at their destination
- There were specialist routes for e-bikes or e-scooters
- There were emergency puncture repair services
- There were less delays at traffic lights/junctions
- Train services were more accessible by bike
- That more cycle routes were not needed
- That they preferred to drive

Figure 17: Conditions for cycling more



Conditions were phrased as following:

- More segregation: There was more segregation from motor vehicles on my route
- Safer junctions: The junctions on my route were safer
- Quieter routes: Routes were quieter
- More direct routes: Routes to my destination(s) were more direct
- More secure bike storages: There was more secure cycle storage at my destination
- Less security and safety concerns: I was less concerned for my personal security and safety
- More connections: I could make connections to other forms of transport
- More accessible: I am not able to travel this way due to health issues / disability
- More access to bicycles: I had access to a bicycle, e-cycle, or adapted cycle
- More cycling skills: I learnt to cycle
- Other: less pot holes, more time, segregated, safe, intuitive well/signed cycle network, maps, navigation support, bike storage, more sanctions for car parking on cycle lanes/not respecting speed limits.

Differences in responses

Respondents who were located in South Cambridgeshire were more likely to indicate 'More direct routes' (55%).

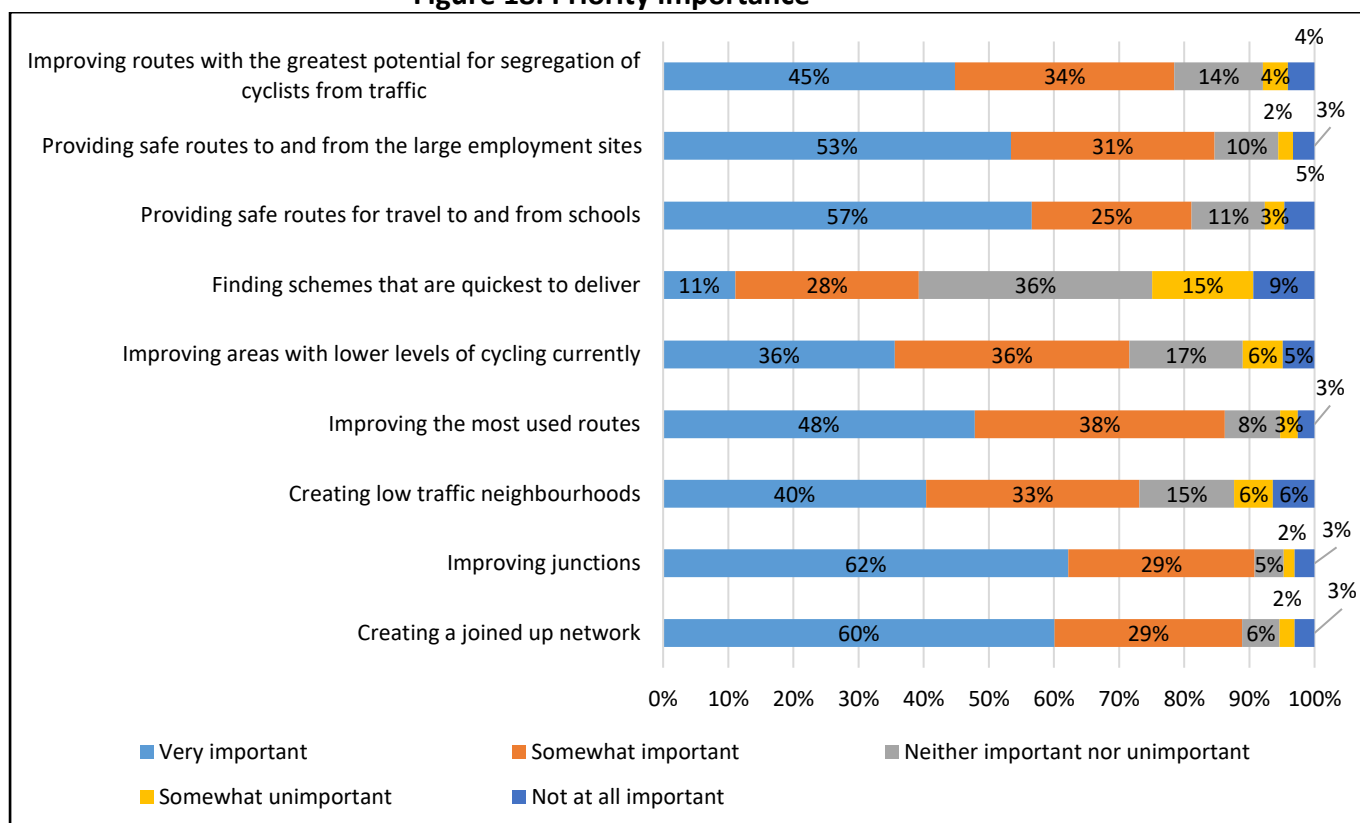
Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they were 'not able to travel this way due to health issues/disability' (29%).

Question 6: How important to you are the following priorities for investment in active travel

993 respondents answered the question on how important 9 different priorities for investment in active travel was for them.

- **The majority of respondents felt that 8 of the 9 priorities were either ‘very important’ or ‘somewhat important’**
 - **‘Improving junctions’ (91%)**
 - **‘Creating a joined-up network’ (89%)**
 - **‘Improving the most used routes’ (86%)**
 - **‘Providing safe routes to and from the large employment sites’ (84%)**
 - **‘Providing safe routes for travel to and from schools’ (82%)**
 - **‘Improving routes with the greatest potential for segregation of cyclists from traffic’ (79%)**
 - **‘Creating low traffic neighbourhoods’ (73%)**
 - **‘Improving areas with lower levels of cycling currently’ (72%)**
- **Just under two-fifths of respondents indicated ‘finding schemes that are quickest to deliver’ are ‘very important’ (11%) or ‘somewhat important’ (28%)**
 - **Over a third of the respondents indicated this priority is ‘neither important nor unimportant’ (36%)**
 - **Just under a quarter of respondents indicated this priority is ‘somewhat unimportant’ (15%) or ‘not at all important’ (9%)**

Figure 18: Priority importance



9 stakeholders answered this question:

- **The majority of the stakeholders consider the same priorities as ‘somewhat important’ and ‘very important’**
 - ‘Creating a joined-up network’ (8 stakeholders indicated ‘very important’ and 1 ‘somewhat important’)
 - ‘Providing safe routes to and from the large employment sites’ (8 stakeholders indicated ‘very important’ and 1 ‘somewhat important’)
 - ‘Providing safe routes for travel to and from schools’ (8 stakeholders indicated ‘very important’ and 1 ‘somewhat important’)
 - ‘Improving the most used routes’ (7 stakeholders indicated ‘very important’ and 2 ‘somewhat important’)
 - ‘Improving areas with lower levels of cycling currently’ (7 stakeholders indicated ‘very important’ and 1 ‘somewhat important’)
 - 1 stakeholder indicated this was ‘neither important nor unimportant’
 - ‘Improving junctions’ (6 stakeholders indicated ‘very important’ and 3 ‘somewhat important’)
 - ‘Improving routes with the greatest potential for segregation of cyclists from traffic’ (6 stakeholders indicated ‘very important’ and 3 ‘somewhat important’)
 - ‘Creating low traffic neighbourhoods’ (6 stakeholders indicated ‘very important’ and 2 ‘somewhat important’)

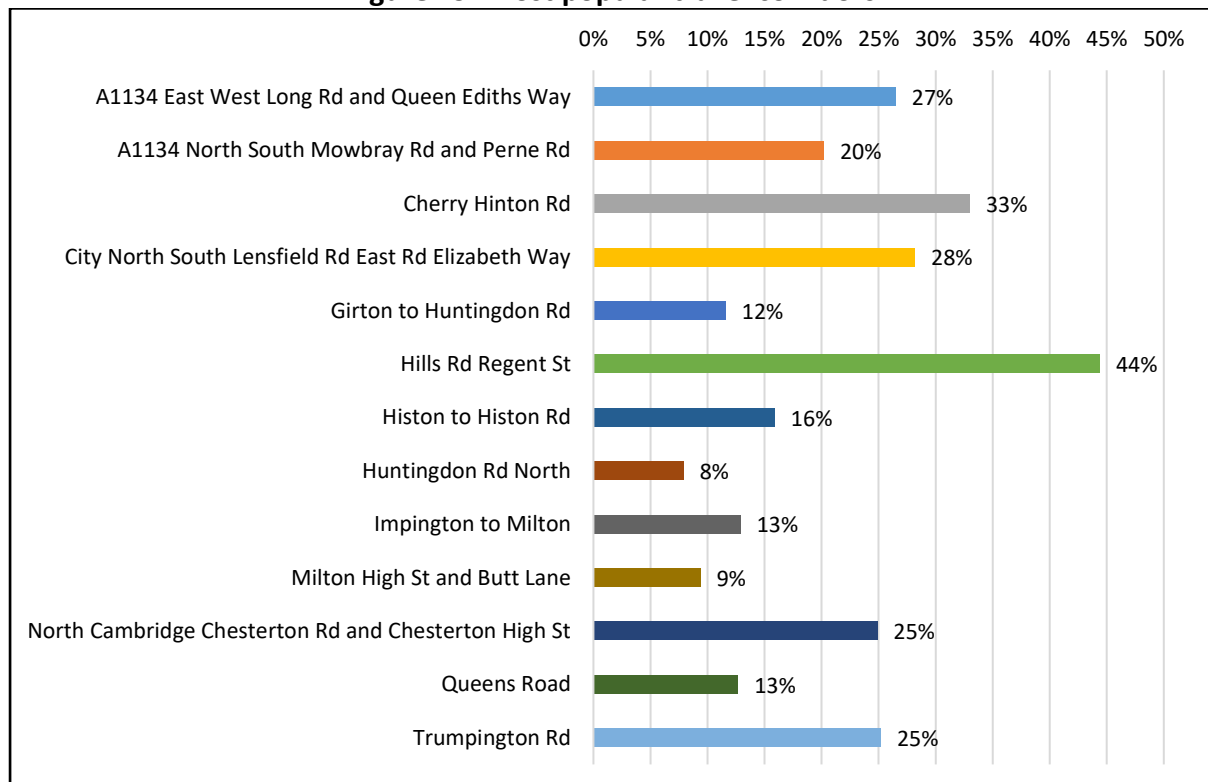
- 1 stakeholder indicated this was ‘neither important nor unimportant’
- Although the majority of stakeholders indicated ‘finding schemes that are quickest to deliver’ was ‘very important’ (2 stakeholders) or ‘somewhat important’ (5 stakeholders), 1 stakeholder felt it was ‘not at all important’, and 1 stakeholder did not leave an answer for this priority

Question 7: Do you have any additional comments on the proposed route options?

898 respondents answered the question on which corridors would be most likely used for active travel if they were improved. The respondents could select up to three corridors.

- ‘Hills Rd Regent St’ was selected by over two fifths of respondents (44%)
- ‘Cherry Hinton Rd’ was selected by a third of respondents (33%)
- ‘City North South Lensfield Rd East Rd Elizabeth Way’ was selected by over a quarter of respondents (28%)
- ‘A1134 East West Long Rd and Queen Ediths Way’ was selected by over a quarter of respondents (27%)
- ‘North Cambridge Chesterton Rd and Chesterton High St’ was selected by a quarter of respondents (25%)
- ‘Trumpington Rd’ was selected by a quarter of respondents (25%)

Figure 19: Most popular travel corridors



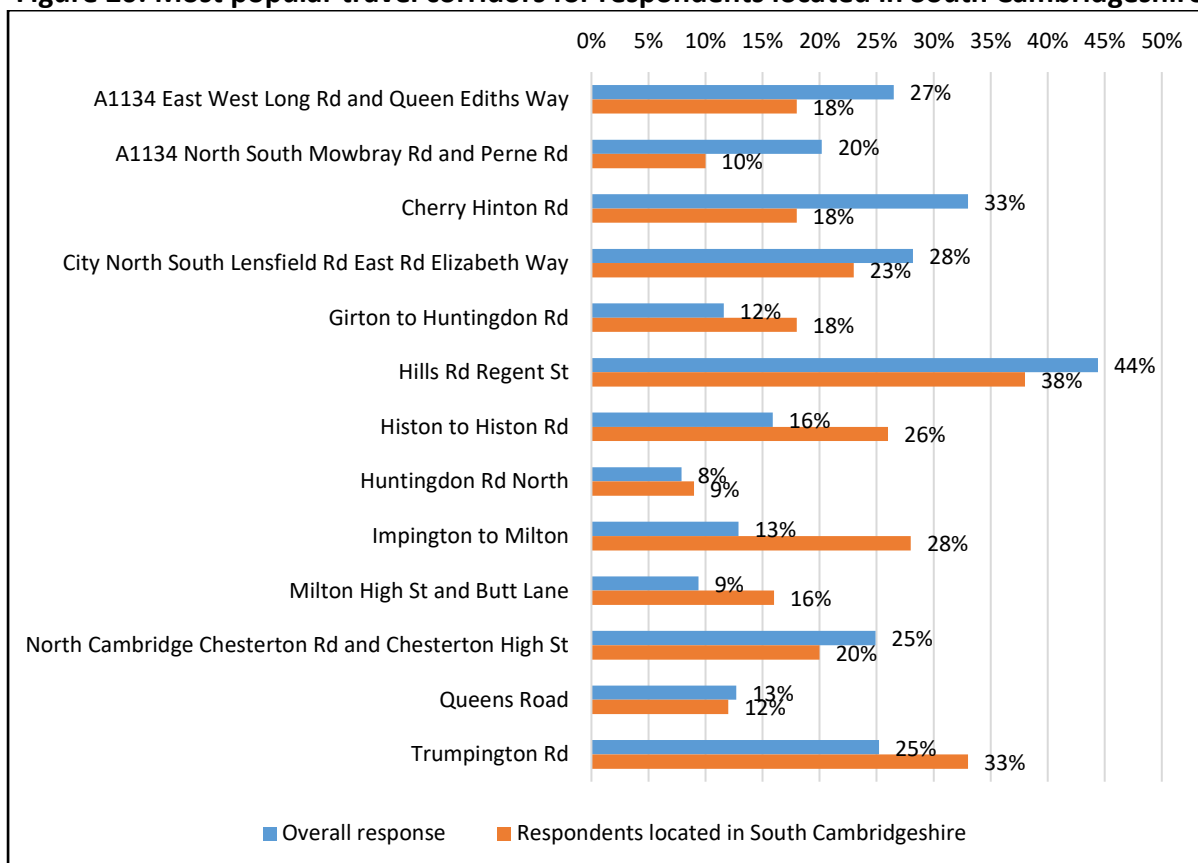
9 stakeholders responded to this question:

- 'Trumpington Rd' was selected by 3 stakeholders
- 'North Cambridge Chesterton Rd and Chesterton High St' was selected by 3 stakeholders
- 'Milton High St and Butt Lane' was selected by 3 stakeholders
- 'City North South Lensfield Rd East Rd Elizabeth Way' was selected by 3 stakeholders
- 'Impington to Milton' was selected by 2 stakeholders
- 'Histon to Histon Rd' was selected by 2 stakeholders
- 'Hills Rd Regent St' was selected by 2 stakeholders
- 'Cherry Hinton Rd' was selected by 2 stakeholders
- 'Huntingdon Rd North' was selected by 1 stakeholder
- 'Girton to Huntingdon Rd' was selected by 1 stakeholder
- 'A1134 East West Long Rd and Queen Ediths Way' was selected by 1 stakeholder

Differences in response

Respondents who were located in South Cambridgeshire were more likely to choose 'Impington to Milton' (28%) or 'Histon to Histon Rd' (26%) and less likely to choose 'A1134 North South Mowbray Rd and Perne Rd' (10%) or 'Cherry Hinton Rd' (18%). 'Hills Rd Regent St' was still the most popular corridor for respondents from South Cambridgeshire (38%), with 'Trumpington Rd' the next most popular (33%).

Figure 20: Most popular travel corridors for respondents located in South Cambridgeshire



Question 8: Are there any other routes you feel are particularly important for us to consider now or in the future?

556 respondents left comments on the question asking if there were any other routes that they felt were important to be considered now or in the future.

Summary of main themes

Comment Theme	Respondent comments
Safety	<ul style="list-style-type: none"> Respondents who discussed this theme were concerned about the safety of various routes for cyclists and pedestrians <ul style="list-style-type: none"> Most of the respondents who discussed this theme were concerned about the high volumes of motorised traffic, the close proximity of this traffic, and pavement parking of motorised vehicles Some of the respondents who discussed this theme were concerned that the cycle and footpaths were not well maintained, resulting in

	<p>potholes and overgrown foliage, which made the routes unsafe to use</p> <ul style="list-style-type: none"> ○ A few of the respondents who discussed this theme were concerned about the shared nature of cycle and footpaths, feeling that fast travelling cyclists endangered pedestrians ○ A few of the respondents who discussed this theme were concerned about the crossing points for cycles and footpaths across A and M roads, particularly the M11 slip roads
Cambridge (general)	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme discussed routes that needed to connect to Cambridge as a whole. Areas mentioned in order of number of comments were: <ul style="list-style-type: none"> ○ Links to places of employment/education such as, Addenbrookes, the Science Park, Granta Park, and university campuses ○ Rural routes generally, these respondents felt that Cambridge needed better connections to the surrounding villages ○ Cambourne ○ Ely ○ Barton ○ Waterbeach ○ Royston ○ Milton ○ Linton ○ Haverhill ○ Comberton ○ Babraham ○ Hardwick ○ Coton ○ Trumpington ○ St Neots ○ Newmarket ○ Histon ○ Haslingfield ○ Girton ○ Cherry Hinton ○ Bourn ○ Wimpole ○ Whittlesford ○ Toft ○ Teversham ○ Stapleford ○ Shelford ○ Sawston

	<ul style="list-style-type: none"> ○ Quay ○ Northstowe ○ Newnham ○ Madingley ○ Longstowe ○ Landbeach ○ Horningsea ○ Hauxton ○ Harston ○ Halton ○ Grantchester ○ Fulbourn ○ Foxton ○ Fen Ditton ○ Eversden ○ Duxford ○ Dry Drayton ○ Cottenham ○ Caldecote ○ Burwell ○ Bottisham ○ Bar Hill ○ Arrington ○ The Abingtons <ul style="list-style-type: none"> • A few of the respondents who discussed this theme felt city centre footpaths and cycle routes needed improving, particularly by segregating traffic and making the paths wider, due to the busy nature of the area
Education and employment sites	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that more routes were needed to places of education, particularly primary schools, and employment sites, particularly Addenbrooke's Hospital
Mill Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Mill Road needed better pedestrian and cycle routes <ul style="list-style-type: none"> ○ Some of these respondents went into more detail. These respondents felt that Mill Road was unsafe for cyclists due to the high volumes of motorised traffic and the narrow roads. They felt it was also unsafe for pedestrians, particularly on the northern end, due to the narrow footpaths and amount of parking of motorised vehicles on pavements
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that roads/footpaths/cycle paths needed better ongoing maintenance

	<ul style="list-style-type: none"> ○ Most of these respondents felt that cycle and footpaths aren't properly maintained, resulting in overgrowing foliage narrowing routes and potholes/poor surfaces resulting in damage to cycles or accidents ○ A few of these respondents felt that general maintenance of roads, cycle and footpaths was needed to improve safety rather than creating more routes
Newmarket Road	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that Newmarket Road needed improved cycle and pedestrian facilities <ul style="list-style-type: none"> ○ Some of these respondents provided more detail. These respondents felt that improved cycle and pedestrian facilities on Newmarket Road are needed to improve connectivity to areas east of Cambridge, such as the Wilbrahams, Chesterton, Barnwell, Fen Ditton, Bottisham, and Abbey
Rural routes	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that rural routes in general needed more attention <ul style="list-style-type: none"> ○ Some of these respondents felt that rural villages needed better connections to each other ○ Some of these respondents felt that rural villages needed better connections to Cambridge
Addenbrookes	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt better cycle and pedestrian connectivity was needed to Addenbrooke's, particularly to areas/villages south of Cambridge <ul style="list-style-type: none"> ○ A few of these respondents felt the junctions around and routes into the Addenbrooke's site needed improving as they were busy routes and felt unsafe
Widening cycle/footpaths	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that cycle and footpaths needed widening in general, as active travel options are becoming more popular more space is needed to safely navigate them. This was a particular concern where paths were shared use as there is concern of conflict between users
Coldhams Lane	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved on Coldhams Lane <ul style="list-style-type: none"> ○ Some of these respondents went into more detail. These respondents felt that Coldhams Lane was a key point for connectivity from the

	city centre to Cherry Hinton, the Chisholm Trail, and other active travel routes. These respondents felt the area is a high traffic route.
Arbury Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved on Arbury Road <ul style="list-style-type: none"> ○ Some of these respondents provided more detail. These respondents felt that the final phase of Arbury Road connecting to Union Lane needed to be completed, as this area is felt to be hostile to pedestrians and cyclists
Around Cambridge railway station	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the area around Cambridge Central Station needed improving for cyclists and pedestrians. These respondents felt that, particularly the forecourt and Station Road are unsafe for cyclists and pedestrians and lack connectivity to routes around the city
Waterbeach	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved in and around Waterbeach <ul style="list-style-type: none"> ○ Most of these respondents felt Waterbeach needed better connectivity to surrounding villages, such as Landbeach, Horningsea, Milton, Cottenham, Ely, and Histon <ul style="list-style-type: none"> ▪ The A10 route was mentioned by a few of these respondents as being unsafe due to the amount of motorised traffic ▪ A few of these respondents indicated that children of secondary school age travelled to Cottenham for school ○ A few of these respondents felt that Waterbeach needed better connectivity to Cambridge and surrounding employment sites
Hills Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved on Hills Road <ul style="list-style-type: none"> ○ Some of these respondents went into more detail. These respondents felt that Hills Road was busy with motorised traffic and that the road/cycle/footpath surfaces are of poor quality, making it unsafe ○ Some of these respondents made particular mention of connecting Hills Road to Addenbrooke's
Cottenham	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved in and

	<p>around Cottenham to many of the same areas as those discussed connectivity for Waterbeach</p> <ul style="list-style-type: none"> ○ The other areas mentioned included Oakington, Rampton, and the Willinghams
Guided bus route	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements were needed to the cycle and pedestrian facilities on the guided bus routes <ul style="list-style-type: none"> ○ Some of these respondents felt the routes needed widening and segregating due to how busy they are and that improvements were needed to safety features, such as lighting and CCTV ○ Some of these respondents felt more connections were needed from other cycle/pedestrian routes and villages to the guided bus paths

Question 9: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

207 respondents left comments on the question asking if the proposals would have a positive or negative impact on any person/s or groups/s protected under the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that shared paths are dangerous for those with disabilities due to potential conflicts with cyclists. These respondents felt that pedestrian routes should be widened to accommodate mobility aids <ul style="list-style-type: none"> ○ A few of these respondents were concerned about losing pedestrian space if cycle routes were widened • Some of the respondents who discussed this theme felt that cycle routes needed widening and consideration should be placed in their design for adapted/larger cycles, particularly around sharp bends and cycle gates • Some of the respondents who discussed this theme felt that improvements to active travel routes, particularly

	<p>safety improvements, would be beneficial to those with disabilities</p> <ul style="list-style-type: none"> ○ A few of these respondents specifically mentioned making more Low Traffic Neighbourhoods and modal filters <ul style="list-style-type: none"> ▪ Some of these respondents specifically mentioned Mill Road ○ A few of these respondents felt that improving active travel routes would reduce motorised traffic resulting in easier travel for those with disabilities that required motorised transport <ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned that Low Traffic Neighbourhoods and modal filters would negatively impact those with disabilities who needed motorised transport to travel because it would increase journey time and cost <ul style="list-style-type: none"> ○ Some of these respondents specifically mentioned Mill Road • A few of the respondents who discussed this theme felt that improvements were also needed to public transport routes, particularly connecting rural areas to each other and Cambridge, in order to ensure those with disabilities had a suitable range of travel options • A few of the respondents who discussed this theme were concerned that any potential loss of parking spaces, particularly disabled parking bays, as a result of improving active travel routes would negatively impact those with disabilities
Motorised traffic	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned that expanding active travel routes would negatively impact on those needing a motorised vehicle, including delivery drivers, those with disabilities, older/younger travellers, those with lower incomes who cannot afford to live in Cambridge, and those who are pregnant • Some of the respondents who discussed this theme felt that improvements to active travel routes would be beneficial to those needing to use a car, due to lower overall traffic, and those who cannot use a car due to age, disability, or lower incomes
Age	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed the impacts on older/younger residents in relation to the same issues as those with disabilities
Positive impacts	<ul style="list-style-type: none"> • Respondents who discussed this theme simply stated that they felt the proposals would have a positive impact

No impacts	<ul style="list-style-type: none"> • Respondents who discussed this theme simply stated that they felt the proposals would have no impact
Sex	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements to the safety of active travel routes, particularly improving the space available and lighting, would be beneficial to female travellers

Question 10: We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below.

319 respondents left comments on the question asking if they had any further comments on the project or the proposed options.

Summary of main themes

Comment Theme	Respondent comments
Safety	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about a lack of ongoing maintenance. These respondents felt that potholes, overgrown plants, and natural detritus resulted in unsafe surfaces and narrowed routes so needed to be repaired/trimmed/tidied • Some of the respondents who discussed this theme were concerned about the safety at junctions and felt that more improvements/priorities were needed for pedestrians and cyclists. Although a few respondents mentioned specific areas (Fen Causeway, Maris Lane, Long Road, Perne Road, Hills Road, Huntingdon Road, Eddington Avenue, Chaucer Road) there was little consensus to specific areas. Most of these respondents discussed issues with junctions more generally <ul style="list-style-type: none"> ○ Some of these respondents felt that clear signage/priority markings were needed ○ Some of these respondents felt that traffic light timings and priorities needed to benefit cyclists and pedestrians • Some of the respondents who discussed this theme were concerned about a lack of improvement to rural routes, particularly where connections to education sites were needed. These respondents felt that current rural routes were unsafe to cycle due to the speed of motorised traffic, narrow roads, and lack of lighting

	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about cycle/pedestrian routes without clear segregation from motorised traffic. These respondents felt that the close passing of motor vehicles, particularly at high speed, made these routes unsafe and difficult to navigate at night due to the blinding nature of vehicle headlights • Some of the respondents who discussed this theme felt that more enforcement was needed on negative motorised traffic behaviour, including speeding and pavement parking along pedestrian/cycle routes • A few of the respondents who discussed this theme were concerned about shared spaces for pedestrians/cyclists. These respondents felt that they resulted in conflict between users and made them particularly unsafe for pedestrians • A few of the respondents who discussed this theme were concerned about the increased use of electric motorbikes and e-scooters using pedestrian and cycle routes. These respondents felt the speed of these vehicles made it unsafe for other users and that some form of enforcement was needed to stop this • A few of the respondents who discussed this theme felt that no cycle routes should be advisory. These respondents felt that all cycle spaces should be protected and safe, with advisory lanes resulting in motorised traffic encroaching on cyclist space • A few of the respondents who discussed this theme felt that more funding was needed for cycling proficiency and training. These respondents were concerned about cyclists not obeying the Highway Code or lacking consideration towards other users <ul style="list-style-type: none"> ○ A few of these respondents felt that some form of licensing/plating of bikes would be beneficial to enforcing those who broke the law. These respondents also felt this would help reduce cycle theft and / or aid police in finding stolen bikes
Motorised traffic	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that more was needed to reduce motorised traffic within Cambridge itself, particularly personal vehicles and heavy goods vehicles. This included pedestrianising the city centre, introducing more Low Traffic Neighbourhoods, reducing speed limits, congestion charging, creating more modal filters, and banning on-pavement/road parking

	<ul style="list-style-type: none"> ○ A few of these respondents also felt that improvements to public transport were needed, particularly connections to rural areas, to ensure those who couldn't walk/cycle (due to age or disabilities) weren't discriminated against • Some of the respondents who discussed this theme were concerned that reducing the viability of using personal vehicles, through road closures/modal filters/Low Traffic Neighbourhoods, would negatively impact those who couldn't walk or cycle (due to age or disabilities) <ul style="list-style-type: none"> ○ Some of these respondents were concerned that, with certain roads being closed to personal vehicles, more motorised traffic would end up on neighbouring streets which would negatively impact on local residents • Some of the respondents who discussed this theme were concerned about the close proximity of motorised traffic to cyclists and pedestrians in areas where there was no clear segregation of traffic, resulting in reduced safety
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about a lack of ongoing maintenance. These respondents felt that potholes, overgrown plants, and natural detritus resulted in unsafe surfaces and narrowed routes so needed to be repaired/trimmed/tidied <ul style="list-style-type: none"> ○ Some of these respondents felt that funding maintenance of existing cycle/pedestrian routes was more important than creating new ones
Segregated routes	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about cycle/pedestrian routes without clear segregation from motorised traffic. These respondents felt that the close passing of motor vehicles, particularly at high speed, made these routes unsafe and difficult to navigate at night due to blinding nature of vehicle headlights • Some of the respondents who discussed this theme were concerned about shared spaces for pedestrians/cyclists. These respondents felt that they resulted in conflict between users and made them particularly unsafe for pedestrians
Lack of cycle/pedestrian routes	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more cycle and pedestrian routes were needed to connect rural locations to Cambridge and each other

	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more of the option proposals should be implemented, particularly for the costs involved • Some of the respondents who discussed this theme felt that new cycle/pedestrian routes should join up with other planned and existing active travel infrastructure, particularly the Greenways projects <ul style="list-style-type: none"> ○ A few of these respondents were concerned about cycle/pedestrian routes having sudden ends, particularly routes to education sites. These respondents felt this made routes unsafe for cyclists and pedestrians • A few of the respondents who discussed this theme felt that the development of new communities in and around Cambridge had lacked cycle/pedestrian routes being created as part of their development • A few of the respondents who discussed this theme felt that limiting pedestrians and cyclists to predefined routes wasn't going far enough. These respondents felt that the whole infrastructure for travel should accommodate safe active travel, allowing for individuals to choose the best and most direct routes for them
Age and disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about a lack of routes for younger residents to safely walk/cycle to education sites, particularly from/to rural areas • Some of the respondents who discussed this theme were concerned about the lack of maintenance of roads and cycle/pedestrian routes. These respondents were concerned about the safety of older/younger/disabled residents having to navigate potholes/overgrown vegetation/natural detritus • Some of the respondents who discussed this theme felt that the width of cycle/pedestrian routes needed to consider the use of buggies/wheelchairs/larger cycles that are often used by families or those with disabilities <ul style="list-style-type: none"> ○ Some of these respondents were also concerned about shared use paths as the potential conflict between pedestrians and cyclists, particularly those with buggies/wheelchairs/larger cycles made it unsafe for older/younger/disabled travellers • Some of the respondents who discussed this theme were concerned that reducing the accessibility of routes for motor vehicles would negatively impact on older/disabled residents who could not walk or cycle

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that improvements were needed to public transport to ensure younger/older/disabled residents who couldn't walk or cycle weren't negatively impacted
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Stakeholders responses

Background

22 responses were received on behalf of a number of different groups or organisations.

- A10 Corridor Cycling Campaign
- Cambridge Biomedical Campus
- Cambridge City Councillor
- Cambridge Past, Present & Future
- Cambridge University Hospital
- Cambridgeshire Local Access Forum
- Camcycle
- Cllr Mike Sargeant
- Cllr Paul Bearpark
- Cllr Richard Howitt
- Cllr Robert McCubbin
- County Councillor Histon & Impington
- District Councillor
- Ely Cycling Campaign
- Green Party
- Living Streets Cambridge
- Smarter Cambridge Transport
- Travel Committee of the University of Cambridge Primary School, Eddington
- Trumpington Residents' Association
- Well-brahams' Mental Health and Wellbeing Group
- Wilbrahams Environment Group
- Willingham Parish Councillor

All of the responses from these groups will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other and so no reference to the relative merit or otherwise of the information received is made.

Summary of main themes

Disability	<ul style="list-style-type: none">• Some of the stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians particularly those with disabilities. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel• Some of the stakeholders who discussed this theme felt that more consultation should have been directed at groups representing disabled needs to ensure route designs took these needs into account• Some of the stakeholders who discussed this theme felt that path surfaces should be accommodating to those with disabilities or those using mobility aids
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	<ul style="list-style-type: none"> • Some of the stakeholders who discussed this theme felt that more pedestrian crossing points and dropped kerbs were needed, particularly for those with disabilities • A few of the stakeholders who discussed this theme felt that low traffic routes were needed to improve access for those with disabilities
Safety	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians, particularly those with disabilities and younger/older travellers. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel • Some of the stakeholders who discussed this theme felt that improvements were needed in making active travel routes more visible, either by improving fields of view, lighting or use of monitored CCTV, and these were needed to improve the personal safety of active travellers, particularly female travellers • Some of the stakeholders who discussed this theme felt that existing and future routes needed ongoing maintenance, as potholes/overgrown vegetation/poor road surfaces were felt to be unsafe for cyclists and pedestrians • Some of the stakeholders who discussed this theme felt that junction improvements were needed to facilitate safe journeys for cyclists and pedestrians
Connections to other projects	<ul style="list-style-type: none"> • Stakeholders who discussed this theme wanted to see this project link up to existing active travel infrastructure, particularly the Greenways, and questioned how this project would connect with other active travel consultations running at the same time (Local Cycling and Walking Infrastructure Plan and the Cambridgeshire Active Travel Schemes) <ul style="list-style-type: none"> ○ Some of these stakeholders were concerned that having multiple active travel focused consultations running at the same time would cause confusion for potential respondents
Segregated routes	<ul style="list-style-type: none"> • Stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians, particularly those with disabilities and younger/older travellers. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel. These stakeholders felt it was important that all modes of travel

	(cycling, walking, public transport, and motorised travel) were suitably segregated from each other
Pedestrian needs	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned the proposals were more focused on cyclist needs over pedestrians. <ul style="list-style-type: none"> Most of these stakeholders were concerned about the focus on shared use spaces, as these put pedestrians at risk, particularly those with disabilities and younger/older travellers Some of these stakeholders were concerned that there would be a loss of pedestrian footpath space to accommodate cycle paths
Rural routes	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt the proposals needed to go further to connect rural locations with each other, Cambridge, and existing active travel routes (Greenways). These stakeholders felt that residents in rural locations had fewer safe transport choices and were often unable to travel in anything other than a personal motor vehicle <ul style="list-style-type: none"> Most of these stakeholders discussed this in relation to the Wilbrahams (Little Wilbraham and Great Wilbraham) and Six Mile Bottom
Maintenance	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt that improvements were needed to maintaining existing and future cycle/pedestrian routes and road surfaces. These stakeholders felt that a lack of maintenance caused poor surfaces due to potholes/surface damage/overgrown vegetation, making it unsafe for pedestrians/cyclists, particularly younger/older travellers and those with disabilities
Age	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians particularly younger/older travellers. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel A few of the stakeholders who discussed this theme felt that more pedestrian crossing points and dropped kerbs were needed, particularly for younger/older travellers A few of the stakeholders who discussed this theme felt that more consultation should have been directed at groups representing younger/older travellers to ensure route designs took these needs into account A few of the stakeholders who discussed this theme felt that low traffic routes were needed to improve access for those with disabilities

Environment	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned about the references to using grass verges to accommodate extra cycle space. These stakeholders felt that these should be preserved as they were important to the natural environment and that road space allocated to make space instead
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Email, social media and consultation event responses

51 responses from 33 respondents were received regarding the consultation through email and social media platforms, such as Facebook and Twitter. Comments were too singular to be grouped together for analytical purposes but followed the sentiment given within comments in the survey. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

Safety	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned with the lack of maintenance of roads/footpaths/cycle paths, feeling that vegetation overgrowth and potholes/surface damage meant road surfaces were dangerous for cyclists/pedestrians, particularly younger/older travellers and those with disabilities • Some of the respondents who discussed this theme were concerned there was not enough segregation of cycle/pedestrian/motorised traffic, particularly cyclists and pedestrians. These respondents felt that cycle/pedestrian routes needed to be wider to avoid conflict between different modes of transport • A few of the respondents who discussed this theme felt that improvements were needed to junction approaches, blind corners, and lighting in order to increase safety for cyclists/pedestrians • A few of the respondents who discussed this theme felt that more enforcement was needed to prevent pavement/cycle lane parking, as this was felt to make travelling unsafe for pedestrians/cyclists
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements were needed to maintaining existing cycle/pedestrian routes and road surfaces. These respondents felt that these caused poor surfaces due to potholes/surface damage/overgrown vegetation, making it unsafe for pedestrians/cyclists, particularly younger/older travellers and those with disabilities
Lack of routes	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that there was a lack of joined up cycle/pedestrian routes linking East Cambridgeshire with Cambridge • Some of the respondents who discussed this theme felt that all 13 travel corridors were needed and that more funding was needed to develop these
Age	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned a lack of maintenance on existing routes and

	<p>lack of segregation of pedestrian/cycle routes meant routes were dangerous for younger/older travellers</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the proposals didn't take the needs of younger/older travellers into consideration, particularly those who couldn't walk/cycle
Disability	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned the proposals didn't take the needs of travellers with disabilities into consideration, particularly those who couldn't walk/cycle • Some of the respondents who discussed this theme were concerned a lack of maintenance on existing routes and lack of segregation of pedestrian/cycle routes meant routes were dangerous for travellers with disabilities



Future Investment Strategy

Active Travel Opportunities
Addendum



GREATER
CAMBRIDGE
PARTNERSHIP

November 2021



Quality Control

Issue/revision	First Issue (Draft)	Second Issue (Final)
Date	22/10/2021	05/11/2021
Prepared by	Andrew Potter Stacy Dowding	Andrew Potter
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Introduction

Background

Greater Cambridge Partnership's (GCP) *Future Investment Strategy* (FIS) – initially adopted in March 2019 – looks across the funding period for the **Greater Cambridge City Deal (2015-2030) to identify priorities for investment, informed by a range of evidence.**

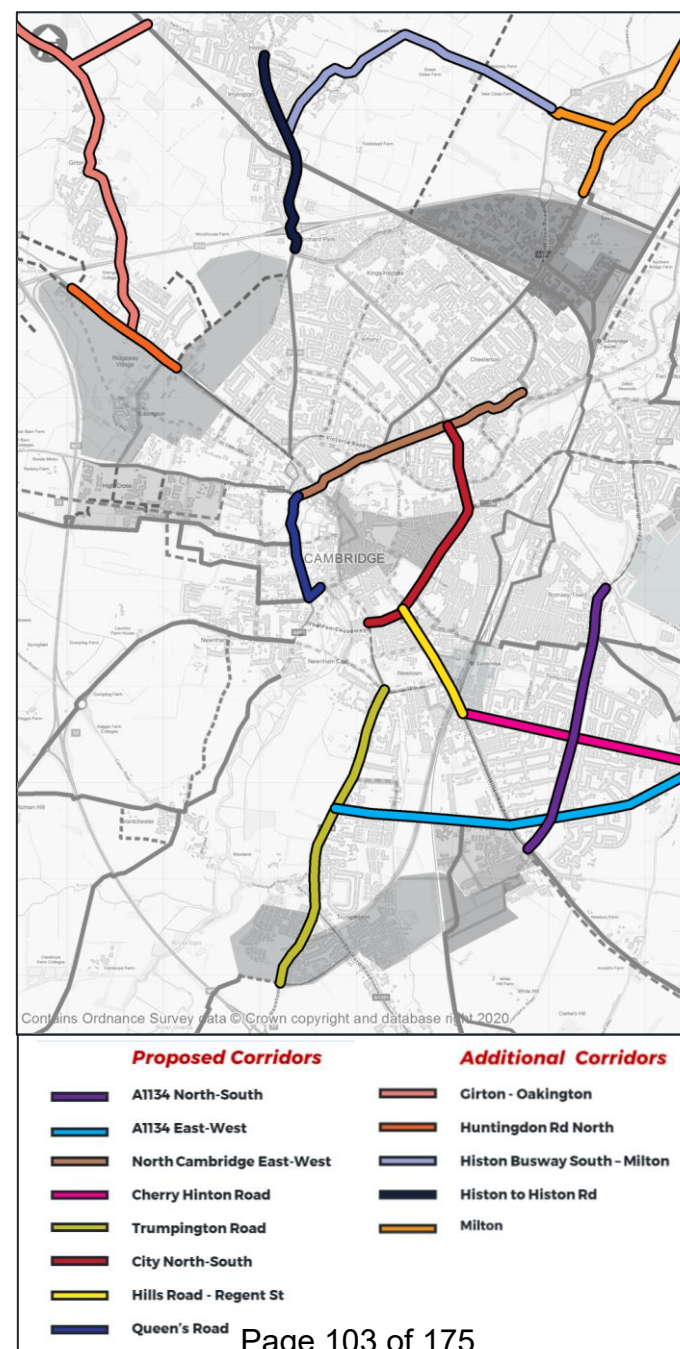
The *Greater Cambridge City Deal* programme has already agreed significant investment in active travel schemes and, as a result of the Covid-19 pandemic, **there is a unique opportunity to lock in long-term modal shift away from car travel towards active travel.**

In March 2021, WSP (on behalf of the GCP) produced an *Active Travel Opportunities* report which **identified 13 corridors – see Figure 1 – where additional investment in active travel infrastructure should be focused** (over and above schemes already funded by the *Greater Cambridge City Deal* or those being delivered and funded by other sources). A summary of the methodology that led to the corridor identification is provided on **page 4.**

A working budget assumption of £20m was used, only for the purposes of illustrating the nature of the benefits that could be achieved with this level of investment.

The 13 corridors were assessed against a series of equally-weighted criteria across two tests (objectives and deliverability). The *Active Travel Opportunities* report led to a **scheme prioritisation and a recommendation for the GCP Executive Board to consider and review.**

Figure 1 Active Travel Opportunities – Identified Corridors for Investment



Addendum Purpose

Between 05 July and 16 August 2021, the GCP held a **public consultation (Cycling Plus), seeking the public's view on active travel in and around Cambridge.** In particular, the public consultation asked participants their views on priorities for active travel investment, with specific reference to the 13 corridors identified within the *Active Travel Opportunities* report. A summary of the key outcomes of the *Cycling Plus* public consultation is provided on **pages 5-6.**

The purpose of this *Addendum* to the *Active Travel Opportunities* report is to **reflect on the outcomes of the Cycling Plus public consultation and provide an updated scheme prioritisation matrix**, taking into consideration:

- levels of public support expressed for the 13 identified corridors; and,
- the extent to which each corridor addresses / supports public priorities for investment.

This *Addendum* considers comments on any of the identified, or new corridors, and assesses whether these alter any of the assumptions made within the *Active Travel Opportunities* report. In response, the *Addendum* reassess the scoring criteria and provides an updated prioritisation matrix, before concluding and **recommending schemes for investment and potential next steps for other corridors.**

Active Travel Opportunities Report¹

The Existing Situation

In order to assess where further investment should be made, the *Active Travel Opportunities* report sought to gain an **understanding of the quality of the existing cycle network and the contribution of funded schemes towards creating a comprehensive network.**

The Greater Cambridge area benefits from a good existing cycle network. **The wider area is well connected via existing National Cycle Network (NCN) routes and funding is in place for a series of “Greenways”** (high-quality, segregated cycle routes) which will connect local towns, villages and major planned growth sites in South Cambridgeshire with key destinations in and around the city. Within the city, **GCP funding is supporting the delivery of the Chisholm Trail and has also been used to complete five Cross City cycling improvement schemes**, which form part of an extensive cycle network.

Whilst the **existing and funded cycle routes will facilitate a range of movements across the study area**, the existing routes within Cambridge City and in South Cambridgeshire vary in quality and gaps in the network reduce connectivity on some key desire lines.

In considering the gaps in the existing network and key desire lines (connections to existing and future planned growth sites), a number of ‘*opportunity corridors*’ for improvement were identified in both the City and South Cambridgeshire.

Corridor Identification

	Methodology	Concept Corridors
South Cambridgeshire	<p>As a part of Cambridgeshire County Council’s (CCC) draft <i>Local Cycling and Walking Infrastructure Plan</i> (LCWIP), CCC Cycle Officers had identified a shortlist of 18 corridors within South Cambridgeshire.</p> <p>WSP undertook an independent spatial review – mapping the shortlisted corridors alongside the ‘Greenways’ – to identify which best formed part of a cohesive network. Furthermore, the shortlisted corridors were compared against the <i>Propensity to Cycle Tool</i> (PCT) to determine which corridors had the highest existing cyclist usage and those that had the highest propensity to encourage additional cycling – using the Department for Transport’s (DfT) <i>Uplift Tool</i> therefore accounting for bi-directional commuter, school and leisure trips.</p> <p>The independent review demonstrated that, of the 18 South Cambridgeshire cycle corridors (identified through the LCWIP process), all of the corridors would contribute towards a more cohesive network; however, five corridors presented significantly higher cycle flows – over 1,000 trips a day – and were therefore assessed within the study. Those corridors with lower propensity to encourage cycle trips were not taken forward, as they would be less likely to generate a positive Benefit to Cost Ratio (BCR).</p>	<p>Girton - Huntingdon Road</p> <p>Histon - Histon Road</p> <p>Huntingdon Road North</p> <p>Impington - Milton</p> <p>Milton</p>
Cambridge City	<p>Evidence gathered within Step 1 and Step 2 of the <i>Active Travel Opportunities</i> report indicated that cycle routes within the city, although well used, vary in quality, and as such connectivity is reduced in key areas of the network.</p> <p>A review of the <i>Rapid Cycleway Prioritisation Tool</i> (RCPT) – which identifies priority locations for new cycleways, ranking roads by their “cycling potential” – was undertaken and, in combination with WSP’s extensive local knowledge, a series of City-based active travel corridors for potential investment were identified which:</p> <ul style="list-style-type: none"> • focused upon high-trafficked radial routes which provide direct connectivity across the city but are poorly served by attractive cycle infrastructure; • focused upon access to / from existing and future residential areas / strategic growth sites and the city; and • focused upon the existing lack of segregation along the main radials that is inhibiting modal shift, particularly for school children and workers. • focused upon junctions which act as a barrier to less confident cyclists or have a cycle accident record. <p>The methodology used to identify these corridors broadly aligned with that which underpins the DfT’s guidance for LCWIP and <i>Emergency Active Travel Fund</i> (EATF), as well as being similar to the LCWIP work for South Cambridgeshire.</p>	<p>A1134 (East-West)</p> <p>A1134 (North-South)</p> <p>Cherry Hinton Road</p> <p>City (North-South)</p> <p>Hills Road – Regent Street</p> <p>North Cambridge</p> <p>Queens Road</p> <p>Trumpington Road</p>

Overview

Between 05 July and 16 August 2021, the GCP held a **public consultation (Cycling Plus), seeking the public's view on active travel in and around Cambridge, covering:**

- whether and how often people use active travel to get into and around Cambridge;
- what barriers discourage people from using active travel methods; and
- people's priorities for active travel investment, including the 13 identified corridors, alongside any other routes.

The consultation adopted a multi-channel approach to promote and seek feedback. Five drop-in events were held across the area to enable people to have their say in person and the opportunity to question project officers.

Responses

Quantitative data was recorded through a formal consultation **questionnaire (online) with 1,009 complete responses (1,000 individuals and nine stakeholders)**. A significant amount of qualitative feedback was also gathered via the questionnaire and through social media, emails and written responses (72).

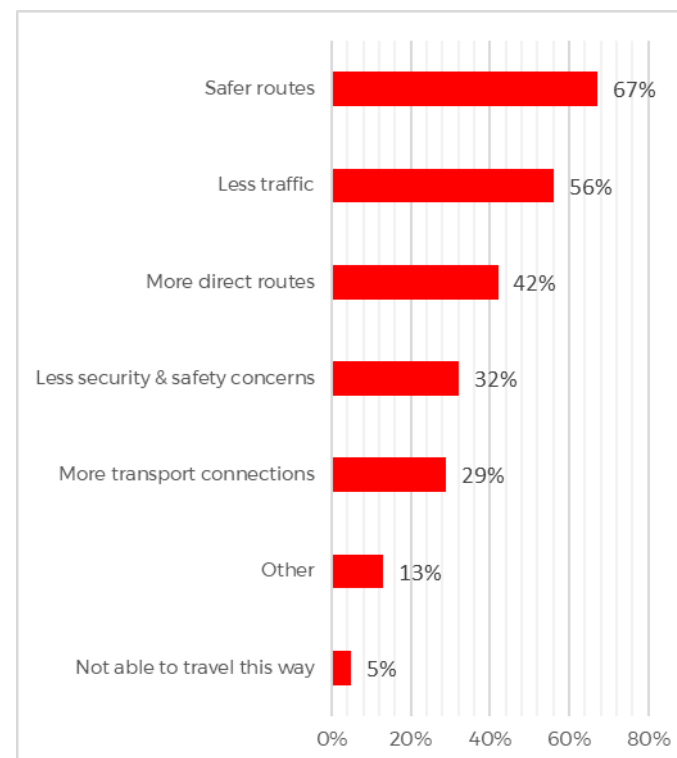
Of the 924 respondents that provided their location, **89% were located within Cambridge (60%) or South Cambridgeshire (29%)**, with smaller proportions from East Cambridgeshire, Huntingdonshire, Fenland and other authorities further afield.

Public Priorities – Walking

Question 4 of the questionnaire asked respondents, from a pre-defined list, what would encourage them to walk or use a mobility aid for journeys more (multiple selections permitted).

Of the 894 responses, **the majority indicated that 'safer routes' (67%) and 'less motorised traffic' (56%) would help them walk or use mobility aids more** – see **Figure 2**. Other prominent themes were more direct routes, greater personal security and safety and more transport connections.

Figure 2 Conditions for Walking More

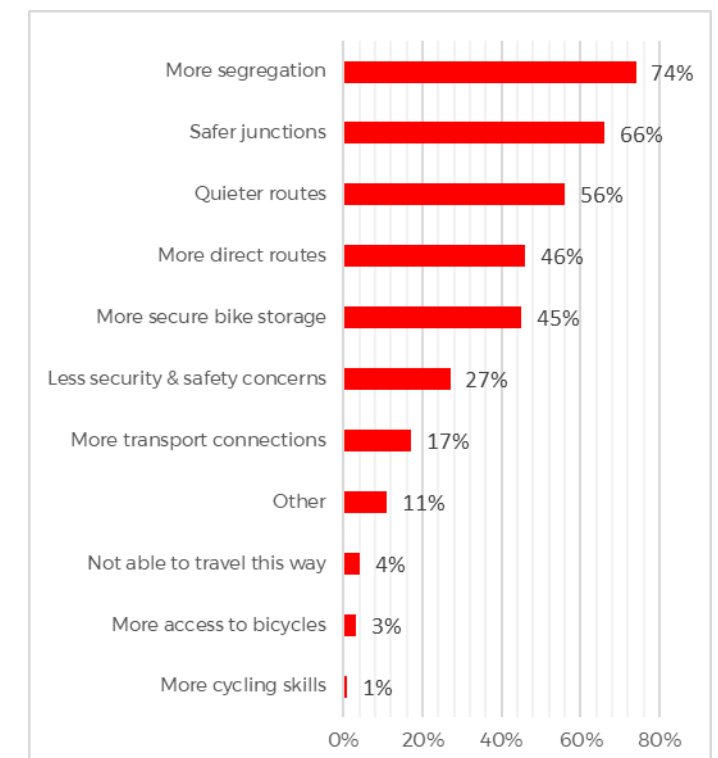


Public Priorities – Cycling

Question 5 of the questionnaire asked respondents, from a pre-defined list, what would encourage them to cycle more (multiple selections permitted).

Of the 967 responses, **the majority indicated that 'more segregation' (74%), 'safer junctions' (66%), 'quieter routes' (56%) and 'more direct routes' (46%) would help them cycle more** – see **Figure 3**. Other prominent themes were secure bike storage and greater personal security and safety.

Figure 3 Conditions for Cycling More



Public Priorities – Investment

Question 6 of the questionnaire asked respondents the importance of nine different priorities for investment in active travel, on a scale of ‘very important’ to ‘not at all important’.

Of the 993 responses, **the majority of respondents felt that eight of the nine priorities were either ‘very important’ or ‘somewhat important’** – see **Figure 4**. ‘Finding schemes that are quickest to deliver’ was significantly less important to the public; thus demonstrating that investment in schemes that deliver the key priorities and themes – identified in **Figure 2** and **Figure 3** – are more important than those that are quick to deliver.

Corridor Support

Question 7 asked respondents which of the 13 identified corridors they would likely use if the active travel infrastructure were to be improved (multiple selections permitted).

Of the 898 responses, **‘Hills Road - Regent Street’ was selected by over two-fifths (44%); ‘Cherry Hinton Road’ was selected by one-third (33%) and ‘City (North-South)’, the ‘A1134 (East-West)’ and ‘North Cambridge (East-West)’ were selected by approximately one-quarter (28%, 27% and 25% respectively)** – see **Figure 5**. Respondents who were located in South Cambridgeshire were more likely to choose ‘Impington - Milton’ (28%) or ‘Histon to Histon Road’ (26%); however, ‘Hills Road - Regent Street’ was still the most popular corridor for South Cambridgeshire respondents (38%).

Figure 4 Priorities for Investment

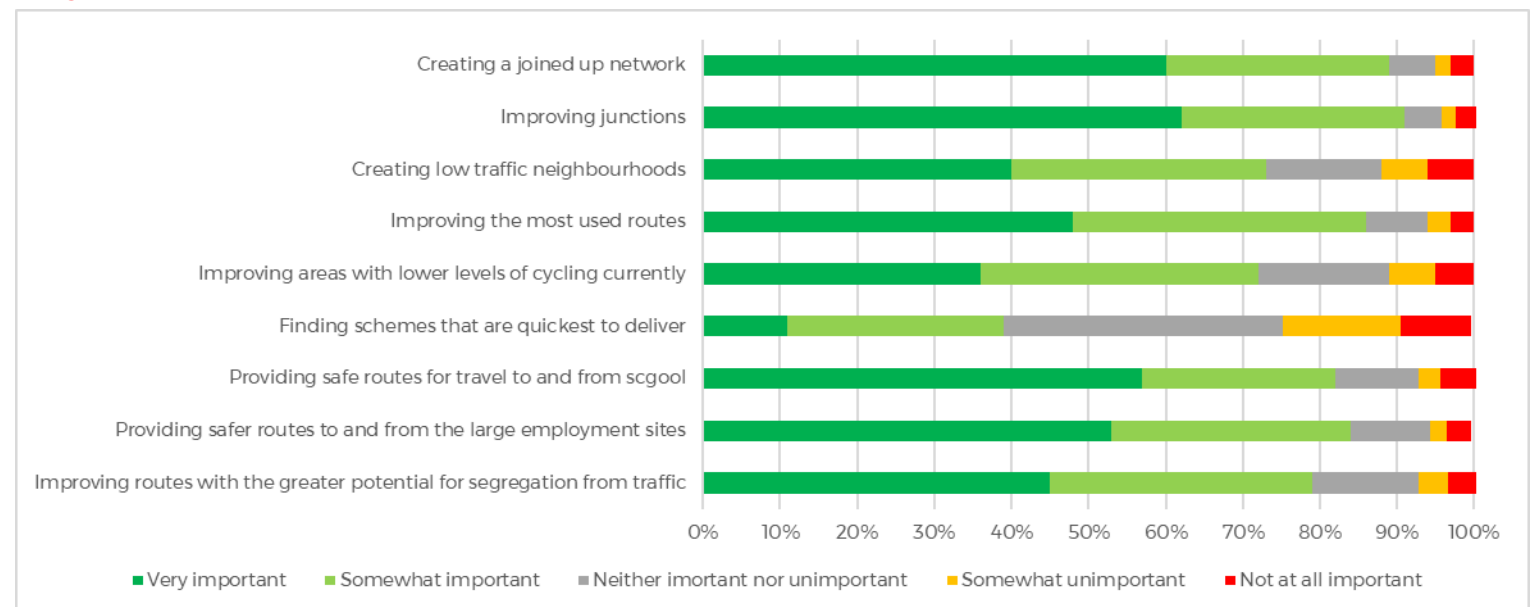
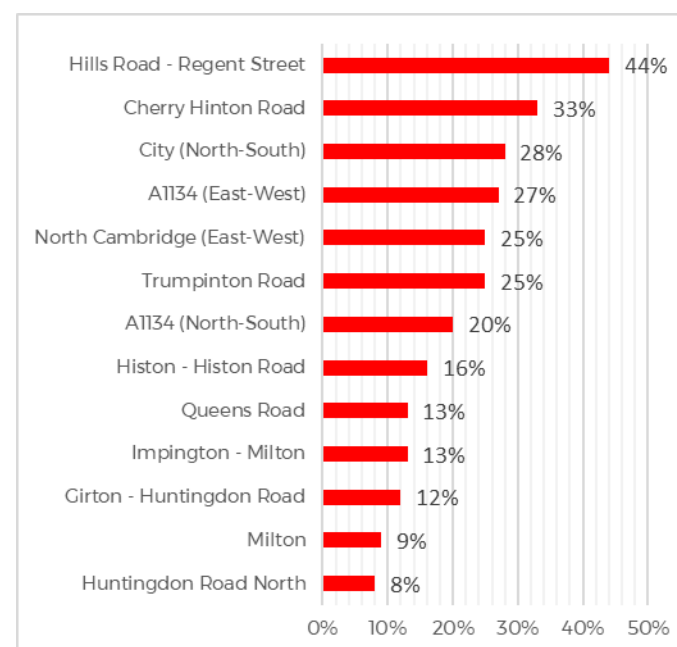


Figure 5 Most Popular Travel Corridors



Cycling Plus

The *Cycling Plus* public consultation results have been incorporated into this study:

- The 13 identified corridors have been appraised against their ability to deliver the most popular themes, and an additional category – **Public Priorities** – has been added to the Test A (Objectives) scoring matrix.
- An additional category – **Consultation Support** – has been added to the Test B (Deliverability) scoring matrix, based upon the level of support for each corridor identified at public consultation.

Further details on the appraisal and prioritisation methodology are provided on **page 7**.

Appraisal & Prioritisation

Ranking Framework

As was done previously, a **strategic evaluation of the corridors has been undertaken, taking into consideration the two new criterion** – Public Priorities and Consultation Support (highlighted in **Figure 6**) – in order to re-rank and re-prioritise the corridors.

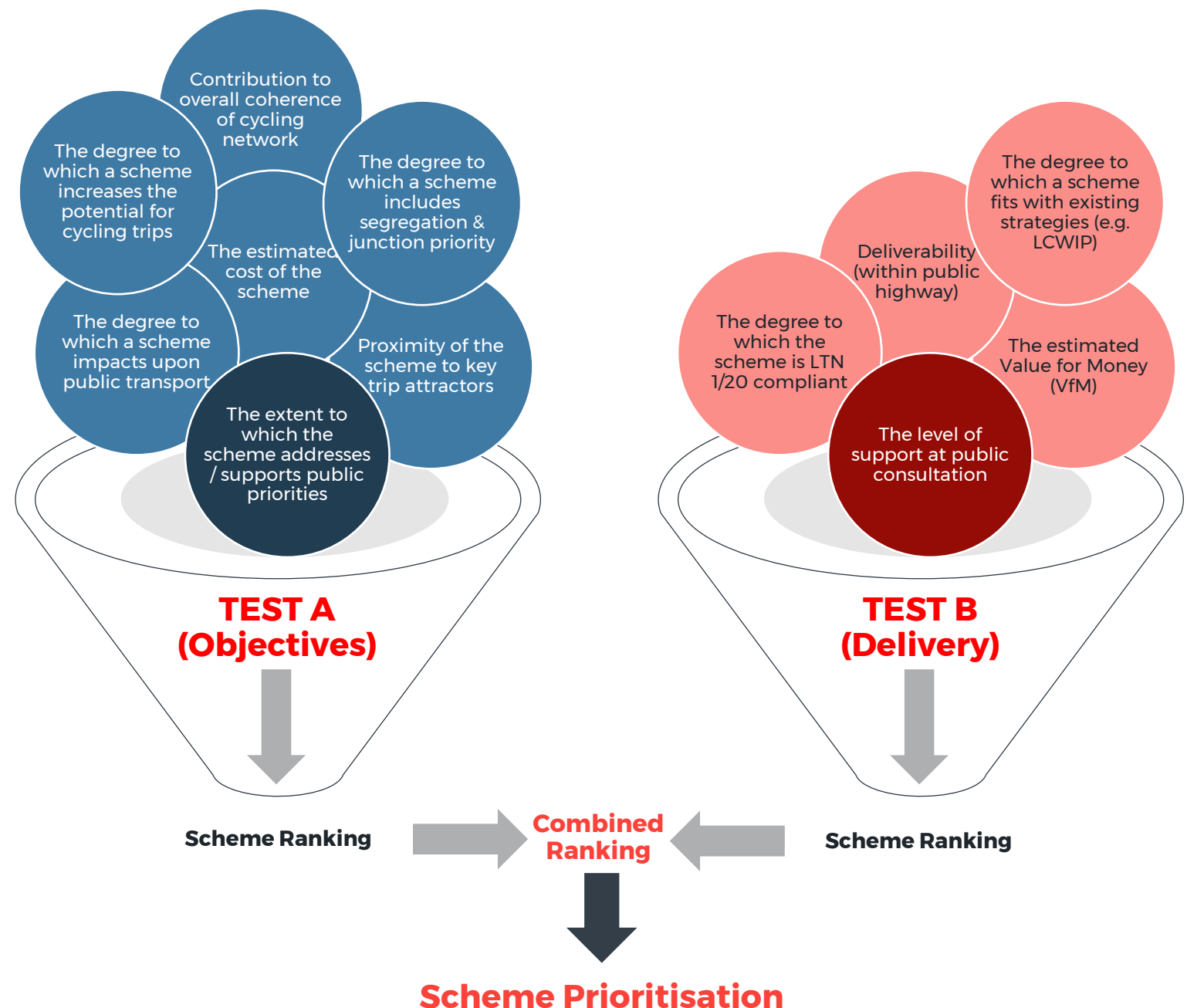
Once again, the corridors have been **assessed using a Multiple Criteria Assessment Framework (MCAF)**, which allowed them to be ranked against one another based upon a series of equally-weighted criteria. The appraisal involved two simultaneous tests:

- Test A: the extent to which each corridor met with the **study objectives**; and
- Test B: the extent to which each corridor is **technically deliverable**.

For each criteria, a score is given between -2 and 2 (based upon data analysis and professional judgement. Details are provided on **pages 8-9**). The scores across all criteria are combined and a subsequent ranking is given. **The rankings for each of the corridors, across both the objectives and deliverability tests have then been combined** in order to prioritise the options.

Those that score the highest are deemed most likely to: meet GCP objectives; fit with wider active travel strategies; have stakeholder support; have the potential to increase cycling; comply with the most recent design guidance; offer value for money; and, be feasible and deliverable. The results of this revised ranking is shown on **page 10**.

Figure 6 Ranking Methodology & Criteria

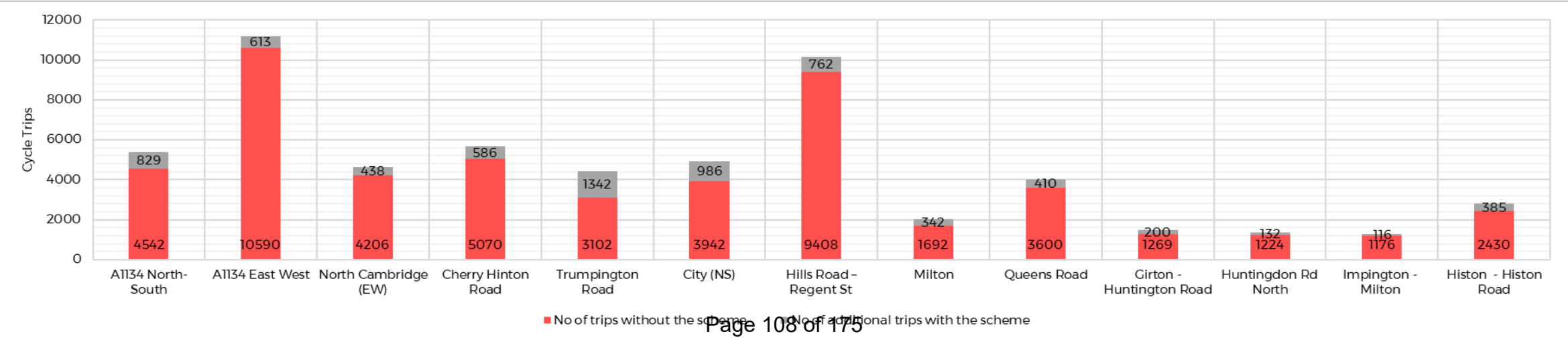


Appraisal & Prioritisation

Scoring Methodology - Objectives

Criteria	Scoring Methodology
Segregation / Cycle Priority	The extent to which the corridor scheme proposals (outlined in the <i>Active Travel Opportunities</i> report) delivered appropriate levels of segregation for cyclists along busy links and offered sufficient cycle priority and safety features at junctions. For example, a high scoring scheme (+2) would seek to segregate cyclists from vehicular traffic along the majority of its length whilst enabling safe cycle movements in all permitted directions at key junctions.
Coherence of Network	Cycle networks should be planned so that they are simple to navigate and are of a consistently high quality. The <i>Rapid Cycleway Prioritisation Tool</i> (RCPT) identifies priority locations for new cycleways – based upon cycling potential and available road space – and highlights links that would contribute to a joined-up, cohesive cycle network if investment in infrastructure were considered. A review of each of the identified corridors against the RCPT was undertaken, and the corridors scored from -2 to +2 based upon their overall alignment with the “top ranked” and “cohesive” corridors identified within the RCPT.
Cycling Potential	The degree to which the corridors would increase cycling was assessed using the Propensity to Cycle Tool (PCT) – a web-based tool for estimating cycling potential – and the DfT’s <i>Uplift Tool</i> . The PCT was used to determine the existing usage of each corridor by commuting cyclists (based upon 2011 Census data) and elevated to account for non-commuting trips using <i>National Travel Survey</i> (NTS) data. The baseline figures and scheme cost were then input into the DfT <i>Uplift Tool</i> to provide an estimate of the increase in cycling trips as a result of scheme implementation. The absolute difference (number of cyclists) between the baseline and the uplifted number was used to determine the scoring between -2 and +2.
Impact on Public Transport	The extent to which the corridor scheme proposals (outlined in the <i>Active Travel Opportunities</i> report) impact upon public transport – in terms of infrastructure (for example, requirements to relocate or redesign bus stops or the impact upon on-street bus lanes / coach parking facilities), and the extent to which the corridors would provide cycling infrastructure to support cycle trips along routes that are currently not well served by buses (i.e. non-competing routes impacting upon patronage).
Proximity to Trip Attractors	Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily. The <i>Active Travel Opportunities</i> report demonstrated that there are plans (adopted Cambridge City and South Cambridgeshire Local Plans and forthcoming <i>Greater Cambridge Local Plan</i>) for significant residential development along with growth of existing employment locations. The degree to which the corridors would deliver more direct connectivity to / from and between key major trip attractors has been scored on a scale of -2 to +2.
Estimated Cost	Indicative costs for each of the corridor scheme proposals (outlined in the <i>Active Travel Opportunities</i> report) have been built up using unit rates from industry standard data (with allowances added for optimism bias, statutory diversion works, design costs and construction supervision costs). Based upon the working budget assumption of £20m, the schemes were scored between -2 and +2 (i.e. the higher cost schemes resulted in lower scores) to implement the proposals.
Public Priorities	The 13 corridors have been appraised against their ability to deliver the most popular themes, identified within the <i>Cycling Plus</i> public consultation, that would encourage more walking and cycling along with how each corridor supports the key public priorities for investment. The extent to which each corridor supports the outcomes of the Cycling Plus public consultation has been scored between -2 and +2. For example, a high-scoring scheme would seek to provide segregation and improve safety at junction along direct routes, connecting to key employment sites and schools as well as contributing to a joined up network.

Figure 7 Cycling Potential

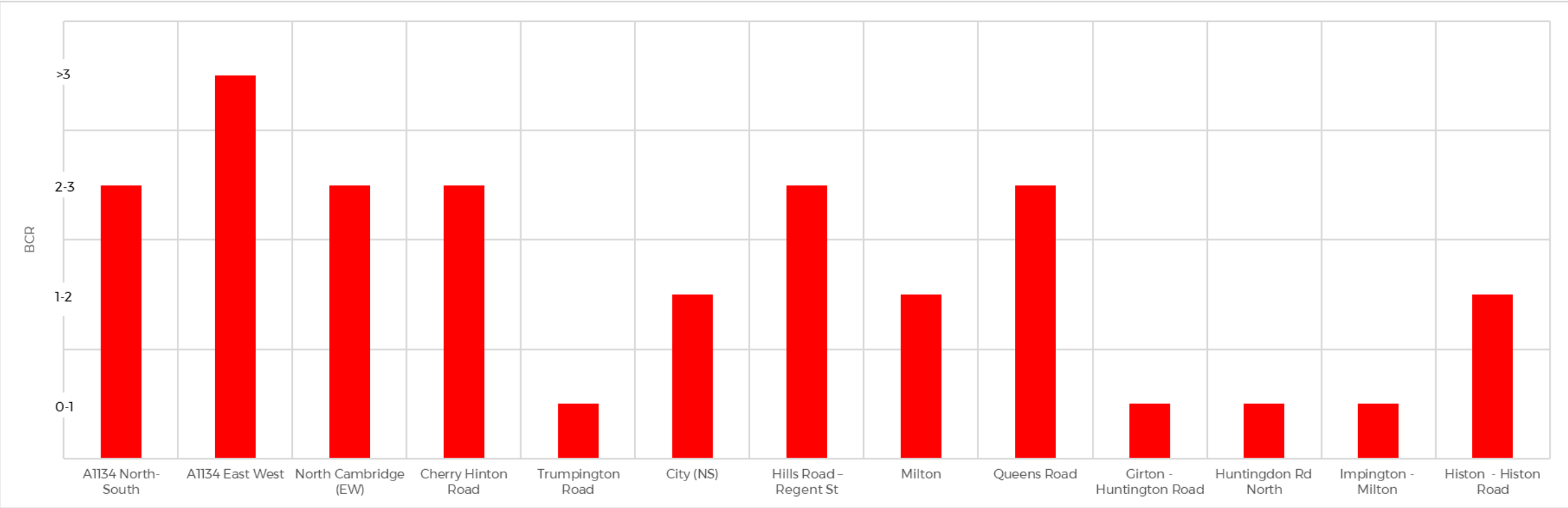


Appraisal & Prioritisation

Scoring Methodology - Deliverability

Criteria	Scoring Methodology
Ease of Deliverability	The feasibility of implementing the schemes in engineering terms, based upon the corridor scheme proposals (outlined in the <i>Active Travel Opportunities</i> report) and the physical constraints of the corridors (for example, number of key junction interactions, available road space, land requirements, environmental and historic considerations) has been scored on a scale of -2 to +2 based upon professional judgement. A high-scoring scheme (+2) would likely encounter less engineering and physical constraints during construction and would be able to minimise disruption on other network users.
LTN 1/20 Compliance	The DfT's <i>Local Transport Note</i> (LTN) 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including; planning for cycling, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and crossings and traffic signs and road markings. The extent to which the corridor scheme proposals (outlined in the <i>Active Travel Opportunities</i> report) follow the design principles contained in LTN 1/20- for example, whether cycle facilities were accessible and whether cyclists were treated as vehicles and kept separate from pedestrians - has resulted in a score between -2 and +2 for each corridor.
LCWIP Strategic Fit	CCC's draft LCWIP highlights priority routes for cycling, using census data to identify where funding could have the greatest effect in terms of where people live and work and the connectivity to key trip attractors such as schools, local shops, employment centres and train / bus stations. The extent to which the 13 identified corridors aligned with or intersected with the LCWIP priority routes determined the associated score for each corridor.
Consultation Support	The <i>Cycling Plus</i> public consultation asked respondents which of the 13 identified corridors they would likely use if the active travel infrastructure were to be improved. Based upon the level of public support received at the public consultation determined the score each corridor received (between -2 and +2).
Estimated Value for Money (VfM)	An initial Benefit-Cost Ratio (BCR) has been calculated using DfT's <i>Active Mode Appraisal Toolkit</i> (AMAT) which ensures that the calculation of a schemes benefits is in accordance with DfT guidance and its value for money can be consistently compared against other proposed schemes. The AMAT calculates impacts linked to an increase in cycle and walking use based upon scheme-specific variables (i.e. scheme length and forecast users). The anticipated BCR determined the score received for each corridor between -2 and +2.

Figure 8 Estimated Value for Money



Appraisal & Prioritisation

Prioritisation Matrix



GREATER
CAMBRIDGE
PARTNERSHIP



	A1134 (North-South)	A1134 (East-West)	North Cambridge (East-West)	Cherry Hinton Road	Trumpington Road	City (North-South)	Hills Road - Regent Street	Milton	Queens Road	Girton - Huntingdon Road	Huntingdon Road North	Histon - Histon Road	Impington - Milton
Segregation / Cycle Priority	2	1	1	1	1	2	1	2	1	-1	1	-1	1
Coherence of Network	2	2	2	2	2	2	2	1	2	2	2	2	2
Cycling Potential	2	1	0	0	2	2	2	-1	0	-1	-2	-2	-1
Minimal Impact on Public Transport	1	1	1	1	1	1	1	1	0	1	1	2	2
Proximity to Trip Attractors	2	2	2	2	2	2	2	2	2	0	2	1	1
Estimated Cost	0	1	1	1	-2	-1	0	2	2	2	2	2	2
Public Priorities	2	0	0	1	2	2	1	0	0	-2	0	-2	0
Total Score	11	8	7	8	8	10	9	7	7	1	6	2	7
Rank A Ranking (Objectives)	1	4	5	4	4	2	3	5	5	8	6	7	5
Ease of Deliverability	2	0	-1	0	-2	-2	1	1	1	0	1	0	-1
LTN 1/20 Compliance	2	2	2	1	1	1	1	1	1	-1	1	-1	-1
LCWIP Strategic Fit	2	1	2	0	2	2	2	2	1	2	2	2	2
Consultation Support	1	1	1	2	1	1	2	0	0	0	0	0	1
Estimated Value for Money (VfM) [^]	0	2	0	0	-2	-1	0	-1	0	-2	-2	-2	-1
Total Score	7	6	4	3	0	1	6	3	3	-1	2	-1	0
Rank B Ranking (Delivery)	1	2	3	4	7	6	2	4	4	8	5	8	7
Ranks Combined	2	6	8	8	11	8	5	9	9	16	11	15	12
Overall Prioritisation	1	3	4	4	7	5	2	6	6	10	7	9	8
Estimated Cost*	£11.5m	£8.5m	£6.0m	£8.0m	£18.5m	£13.0m	£10.5m	£4.5m	£5.5m	£2.4m	£1.8m	£2.9m	£1.5m

* Construction cost estimates have been built up using unit rates from industry standard data adjusted for working in and around the live carriageway. Allowances have been added for optimism bias, statutory utility diversion works, design costs and construction supervision costs. Therefore, costings identified for each potential corridor should be treated as indicative only, for the purposes of illustrating the nature of the benefits that could be achieved with this level of investment. Should any of these potential schemes proceed to the next stage of development, a budget setting process will be required as well as further detailed costing, once scheme designs are confirmed and a contractor is appointed.

[^] An initial BCR has been calculated using The Department for Transport's Active Mode Appraisal Toolkit (AMAT) which ensures that the calculation of a schemes benefits is in accordance with Department for Transport guidance and its value for money can be consistently compared against other proposed schemes. The AMAT calculates impacts linked to an increase in cycle and walking use based upon scheme-specific variables (e.g. scheme length and forecast users). The AMAT also includes a number of default assumptions which, for the purposes of this study, were retained.

Conclusion

Study Outcome



Scheme	Rank	Cost*	Pros	Cons
A1134 (North-South) (Mowbray Road & Perne Road)	1	£11.5m	<ul style="list-style-type: none"> Connects with Dutch Roundabout High cycling potential Relatively good deliverability Supports emerging LCWIP Contributes to a coherent network Strongly supports public priorities for investment 	<ul style="list-style-type: none"> Relatively high-cost scheme Good but not highest VfM
Hills Road - Regent Street	2	£10.5m	<ul style="list-style-type: none"> High cycling potential Relatively good deliverability Supports emerging LCWIP Contributes to a coherent network High level of support from public consultation 	<ul style="list-style-type: none"> Relatively high-cost scheme Cyclists required to use bus lane in sections
A1134 (East-West) (Long Road & Queen Edith's Way)	3	£8.5m	<ul style="list-style-type: none"> Connects with Dutch Roundabout Supports emerging LCWIP Relatively high value for money Contributes to a coherent network 	<ul style="list-style-type: none"> May encounter deliverability issues Low level of segregation achievable in sections
North Cambridge (Chesterton Road & Chesterton High Street)	3	£6.0m	<ul style="list-style-type: none"> Relatively low-cost scheme Relatively high value for money Supports emerging LCWIP Contributes to a coherent network 	<ul style="list-style-type: none"> Low level of segregation achievable in sections Deliverability issues including Mitcham's Corner Gyratory
Milton	4	£4.5m	<ul style="list-style-type: none"> Supports emerging LCWIP Helps facilitate trips from Park & Ride 	<ul style="list-style-type: none"> High cost / low VfM Low level of segregation achievable in sections
Cherry Hinton Road	4	£8.0m	<ul style="list-style-type: none"> Relatively low-cost scheme Contributes to a coherent network High level of support from public consultation 	<ul style="list-style-type: none"> May encounter deliverability issues Not identified in emerging LCWIP
Queens Road	5	£5.5m	<ul style="list-style-type: none"> No bus stops impacted Relatively low-cost scheme Supports emerging LCWIP Contributes to a coherent network 	<ul style="list-style-type: none"> Relatively low cycling potential Few connections to key trip attractors May encounter deliverability issues Potential impact on coach parking
City (North-South) (Lensfield Road, East Road & Elizabeth Road)	6	£13.0m	<ul style="list-style-type: none"> High cycling potential Contributes to coherent network Close to several key trip attractors Strongly supports public priorities for investment 	<ul style="list-style-type: none"> High cost / low VfM Would be difficult to deliver due to physically constrained sections
Huntingdon Road North	6	£1.8m	<ul style="list-style-type: none"> Connects with multiple schools Builds on existing infrastructure and route Relatively low-cost scheme Supports emerging LCWIP 	<ul style="list-style-type: none"> May encounter deliverability issues
Trumpington Road	7	£18.5m	<ul style="list-style-type: none"> High cycling potential Supports emerging LCWIP Contributes to coherent network Strongly supports public priorities for investment 	<ul style="list-style-type: none"> High cost / low VfM Would be difficult to deliver due to high number of junctions
Impington - Milton	7	£1.5m	<ul style="list-style-type: none"> Relatively low-cost scheme Helps facilitate sustainable trips to P&R Supports emerging LCWIP 	<ul style="list-style-type: none"> Low level of segregation achievable in sections
Histon - Histon Road	8	£2.9m	<ul style="list-style-type: none"> Extends the planned Histon Road scheme into Histon Relatively low-cost scheme Supports emerging LCWIP 	<ul style="list-style-type: none"> May encounter deliverability issues Low value for money
Girton - Huntingdon Road	9	£2.4m	<ul style="list-style-type: none"> Relatively low-cost scheme Supports emerging LCWIP 	<ul style="list-style-type: none"> Low level of segregation achievable in sections May encounter deliverability issues Few connections to key trip attractors

Conclusion

Recommendation & Next Steps

Recommendation

In consideration of the results of the *Cycling Plus* public consultation, incorporating into the results of the original study, and assuming a working budget of £20m ($\pm 10\%$), **it is recommended that the following corridors are progressed to preliminary design:**

- **A1134 (North / South) (Mowbray Road & Perne Road); and**
- **Hills Road – Regent Street**

These recommendations align with the draft LCWIP aspirations of CCC.

A1134 (North / South)

The A1134 (North / South) corridor is assessed to have a high cycling potential, building upon the Dutch Roundabout investment, and thereby supporting the emerging LCWIP.

It would support public priorities by contributing to a more coherent network and delivering more direct north-south connectivity – providing a key link between major trip attractors to the east and south of the city, including Addenbrookes Hospital and the wider Cambridge Biomedical Campus.

Whilst the A1134 (North / South) corridor would seek to improve safety at a number of junctions, the *Active Travel Opportunities* report did not include the Addenbrookes Roundabout. Junction improvements were the most supported priority for investment by *Cycling Plus* consultation respondents; therefore, consideration should be made as to whether to include this junction within the scope of this corridor as it progresses into preliminary design and more detailed analysis and costing.

Hills Road – Regent Street

The Hills Road – Regent Street corridor is assessed to have a high cycling potential, which is substantiated through high levels of support received at the *Cycling Plus* public consultation.

As with the A1134 (North / South) corridor, the Hills Road – Regent Street corridor would also support public priorities by contributing to a more coherent network (building upon the investment of cycling improvements already implemented further south along Hills Road).

It should be noted that due to the constrained nature of Hills Road – Regent Street, reallocation of road space to provide compliant cycle infrastructure may impact upon deliverability and may have budgetary implications which need to be carefully monitored as scheme progresses into preliminary design.

Next Steps

This *Addendum* has sought to take into consideration the results from the *Cycling Plus* public consultation and reappraise and reprioritise the 13 corridors identified within the *Active Travel Opportunities* report (WSP, March 2021). **The outcome of this exercise has led to a scheme re-prioritisation and revised recommendation for two corridors to be progressed to preliminary design,** which is presented to the GCP Executive Board for consideration and review.

Whilst funding is not currently available to take all of the identified schemes forward to preliminary design, should additional funding opportunities present themselves (via the *Greater Cambridge City Deal* or other sources), this work should be used as an ongoing reference to assist in bringing specific schemes forward sooner (potentially ahead of their ranking), if linked to wider city initiatives over the next 10 years.

Should additional revenue / funding streams be established in the future, further analysis should be undertaken to develop a wider delivery programme for active travel investment – looking beyond the corridors identified within this study, assessing other gaps in the network within the City and throughout South Cambridgeshire – for example, delivering a package of junction safety improvements.

Going forward, consideration should also be made to the GCP's / CCC's *Road Network Hierarchy* review and CCC's forthcoming *Active Travel Strategy*, in reflection on further investment in active travel infrastructure.





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Foxton Travel Hub

Report to: Greater Cambridge Partnership Executive Board

Date: 9th December 2021

Lead Officer: Peter Blake – Director of Transport, GCP

1 Background

- 1.1 The A10 corridor from Royston and Foxton is a key radial route into Cambridge. It suffers considerably from congestion particularly during peak times. The corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board, as a priority project for developing public transport, walking and cycling improvements.
- 1.2 The Executive Board in June 2020 endorsed the location of the Foxton Travel Hub site and associated infrastructure, and requested officers progress the scheme including further engagement with the local communities. The purpose of this report is to update the Board on the progress made on the project. The report proposes that the project be progressed to the next stage of the project programme. Specifically, the next stage would involve preparing the Full Business Case (FBC) and revising design features of the Travel Hub following the recent public engagement exercise and the proposed submission of a planning application.
- 1.3 The Foxton Travel Hub will support future economic growth by improving connectivity and accessibility to key growth sites and existing areas of economic activity within Greater Cambridge. This new opportunity for transport interchange will offer users a quicker and more reliable public transport alternative to the high levels of highway congestion and journey time delay experienced on the A10. This is particularly the case with the Cambridge South Station on the Cambridge Biomedical Campus site now planned for delivery.
- 1.4 Reducing journey time delays and promoting local rail services supports the GCPs vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.

2 Recommendations

- 2.1 The Executive Board is recommended to:
 - (a) Note the findings of the public engagement exercise;
 - (b) Approve the amendments to the design and associated infrastructure;

- (c) Agree that a planning application is made for the scheme;
- (d) Approve the negotiation of land and rights required for the early delivery of the scheme including Compulsory Purchase and Side Road Orders as appropriate; and
- (e) Approve the development of a bus service agreement with the Cambridge and Peterborough Combine Authority on GCP's behalf.

3 Joint Assembly Feedback

- 3.1 The Joint Assembly was supportive of the project moving to the next stage, as outlined in the emerging recommendations for the Board, and looked forward to receiving a future update in due course.
- 3.2 A question was raised in the Joint Assembly regarding the justification of the reduction in the car parking capacity and the Assembly discussed if fewer spaces would cause further issues along the A10, contribute to local parking problems or result in lowering the value for money of the scheme. The revision of the site's capacity reflects a rebalancing of the proposals to include 200 car parking spaces, 100 cycle spaces and the incorporation of community bus service linking villages. A smaller site also reflects comments from the community following GCP's recent engagement period. Officers will present the Full Business Case to the Executive Board, should planning consent be granted, for a final decision on the scheme.
- 3.3 The issue of the A10 crossing was also considered by the Joint Assembly in questioning on lighting, safety of the design and the ease of use. The pedestrian crossing has been designed to DMRB (Design Manual Roads and Bridges) and have been through the Road Safety Audit 1 process (RSA). The scheme will continue to be developed in accordance with the RSA process.
- 3.4 The secure, safe cycle parking and enhancements to the bus interchange were also discussed by the Joint Assembly. Officers agreed that these elements are essential to the performance of the site and would address these matters in the further design work.

4 Issues for Discussion

- 4.1 The A10 south is currently heavily congested during the peak hours, with slow-moving traffic through Harston and Hauxton and on the approach to the M11 Junction 11, and the Foxton level crossing, causing delay to private vehicles commuting onwards to Cambridge. In the AM peak, the eastbound approach to the M11 Junction 11 from the A10, and the northbound approach from the M11 southbound, experience 25-50% slower travel speeds when compared to free flow conditions.
- 4.2 Congestion in the Royston to Cambridge section of the A10 is also caused by the down time of the rail barrier at the level crossing which, in the peak hour, can cause a 15 – 20 mins delay. Further services on the rail line stopping and passing through Foxton station are proposed by Network Rail and this will result in further delay at the level crossing.

- 4.3 The provision of the new Cambridge South Station is predicted to generate significant additional demand for rail journeys across the wider Greater Cambridge geography. The technical assessment of the scheme, including the impact of the new Cambridge South station, projected a significant car parking requirement in the area.
- 4.4 In June 2020 the Executive Board endorsed the Foxton Travel Hub project, site location and associated infrastructure including a 500 space car park. The Executive Board requested that officers continue to develop the scheme including further engagement with local communities.
- 4.5 In September 2021 officers completed public engagement on the proposed option as illustrated in Figure 1: The plan shows a site with 500 car parking spaces, 150 cycle parking spaces, a pedestrian rail crossing and associated infrastructure.

Figure 1: Proposed Foxton Travel Hub Layout in Engagement Period.

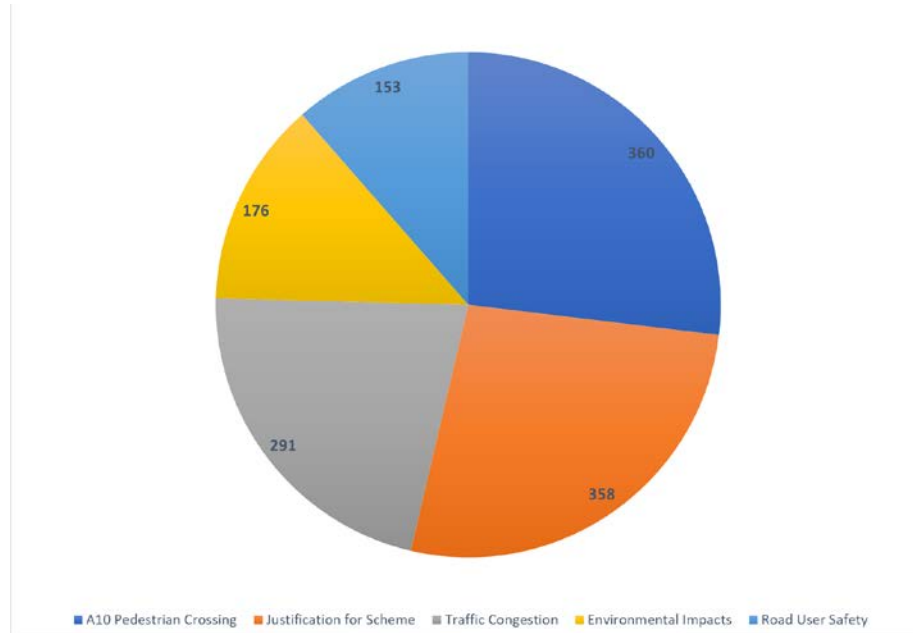


5. Consultation and Engagement

- 5.1 Foxton Travel Hub: Foxton Travel Hub Engagement Outcomes (Appendix 1) summarises the core 224 responses to the Engagement and the 23 additional written responses received. In addition, comments were also registered from the 2 events held in the engagement period and from social media.
- 5.2 Engagement with the local parishes and local community has been undertaken following the last Executive Board report and a public engagement exercise was undertaken in September 2021. A number of key themes relating to the design were raised during the engagement process:

- A10 Crossing – unsafe, poor design (uncontrolled), poor for vulnerable users;
- Justification for scheme – location, no benefits to Foxton, poor multi-modal connectivity;
- Traffic congestion – increased traffic on A10, poor access to/from Station Rd, increased rat-running and localised traffic;
- Environmental impacts - flood resilience, poor drainage, loss of greenspace, increased air and noise pollution; and
- Road safety – poor A10 road safety, unsafe vehicle access to the site, poor pedestrian and cyclist safety outcomes on A10.

Figure 2: Public Engagement Comment Themes Showing Number of Comments



5.3 The Summary Report of Engagement Findings is included in Appendix 1.

6. Options and Emerging Recommendations

6.1 In compliance with the three stages of the Department for Transport's (DfT) transport appraisal process, the Foxton Travel Hub scheme has progressed through a series of optioneering steps to identify and assess options that address the scheme objectives. The OBC stage options assessment concluded with the preferred site as endorsed by the Executive Board in 2019 with the identification of the preferred site location. The Board also requested further engagement with local parishes and the local community on the design elements of the scheme.

6.2 The design for the Travel Hub has been developed in accordance with national standards and the requirement to undertake a Road Safety Assessment (RSA). A number of key design features have already been agreed that will address concerns raised during the public engagement, including:

- Speed limit reduction;
- Enhanced pedestrian crossing facilities;
- Traffic Signals;

- 6.4 The revised design and access to the site could be re-engineered to increase its capacity should demand increase beyond the 200 car parking spaces currently proposed. However, such a decision would require a separate Board decision at the appropriate time.

7. Alignment with City Deal Objectives

- 7.1 The Travel Hub will reduce journey time delays and promote local rail services which supports the GCPs vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 7.2 The Travel Hub will intercept traffic from the A10 giving a sustainable transport option as part of their overall commute to access employment sites.
- 7.3 The Travel Hub will support future economic growth by improving connectivity and accessibility to key growth sites and existing areas of economic activity within Greater Cambridge. This new opportunity for transport interchange will offer users a potentially quicker and more reliable public transport alternative to the high levels of highway congestion and journey time delay experienced on the A10.
- 7.4 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.

8. Citizens' Assembly

- 8.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities
- Provide affordable public transport;
 - Provide fast and reliable public transport;
 - Be people centred – prioritising pedestrians and cyclist;
 - Enable interconnection (e.g. north/south/east/west/urban/rural);
 - Restrict the city centre to only clean and electric vehicles; and
 - Be managed as one coordinated system (e.g. Transport for Cambridge).
- 8.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. While Foxton Travel Hub is not the largest of GCP's schemes the proposals do provide an alternative for vehicles travelling into Cambridge and improving access to public transport.

9. Financial Implications

- 9.1 High level construction costs associated with the future development of the scheme have been provided within the Outline Business Case. The anticipated construction capital costs approximately £9M.
- 9.2 The scheme development costs are charged to the West of Cambridge budget. Subject to the Executive Board's approval and planning permission being granted then the detailed construction costs will be presented to the Executive Board for approval as part of the next steps.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

10. Next Steps and Milestones

- 10.1 Subject to the Executive Board's approval, further work will be undertaken on the design and a planning application will be submitted in Spring 2022. The Statutory planning process will then be triggered and managed by the Local Planning Authority.
- 10.2 It is proposed that discussions with NR regarding the development of design options for a pedestrian bridge over the Cambridge Line railway continue.
- 10.3 Should a favourable outcome from planning be achieved the Executive Board will be presented with the Full Business Case (FBC), the current programme forecasts construction to start in in 2023.
- 10.4 As part of joint working with the CPCA options to provide a new bus service that will serve the local villages connecting to the travel hub are ongoing. The CPCA will need to publicly advertise and tender the service and the current programme forecasts this activity in the first quarter of the next financial year.

List of Appendices

Appendix 1	Foxton Travel Hub Engagement Outcomes
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Background Papers

Source Documents	Location
None	

Project:	Foxton Travel Hub		
Our reference:	418368-MMD-MAN-XX-TN-TA-0001	Your reference:	
Prepared by:	D Levers	Date:	26/10/21
Approved by:	J Pearson	Checked by:	E Jackson
Subject:	Foxton Travel Hub Engagement Outcomes – Final Draft		

1 Introduction

This technical note outlines the methodology and outcomes of public engagement on the design for the proposed Foxton Travel Hub scheme. Public engagement took place over a two-week period from 6th September to 17th September. During this time several engagement events took place and responses were received from members of the public and stakeholders.

1.1 Aims of the Engagement

Following the public consultation on the shortlisted Travel Hub options held between 9th September and 21st October 2019, and a decision from the GCP Executive Board in June 2020 to endorse the preferred location, work to develop the design of the site has continued. This has included regular engagement with key stakeholders during the development of the design, access, and landscape arrangements for the Travel Hub.

The public engagement held in September 2021 aimed to present the updated Travel Hub proposals to the general public, and seek feedback on the design aspects of the proposal, in particular the access arrangements and landscaping proposals.

An overview of the engagement process is included in section 2.

2 Engagement Methodology

2.1 Lead in and webinar invitations

Two weeks' notice was provided to the public ahead of the engagement period, with informal notification of the engagement provided to key stakeholders prior to this. Invitations to two evening webinar events were issued to the stakeholders via email, and general notices posted on the GCP website and events calendar. Local groups and organisations including Parish Councils assisted in notifying members of the public.

2.1.1 Webinars and meetings

In view of COVID-19 guidance, engagement events were held primarily online via Zoom. In place of the face-to-face events that would usually take place in local community centres, two online webinars were held – one in each week of the engagement period - with an open invitation to the public to attend.

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The webinars were led by GCP and attended by key members of the project team. The format included a brief presentation outlining progress on the project since the public consultation and an overview of the key changes to the design. The presentation was followed by a question-and-answer session.

A face-to-face public meeting was held with Foxton Parish Council on 8th September 2021. This meeting was attended by the GCP Project Manager, and included a presentation and the opportunity for the public to ask questions.

2.1.2 Website

Information on the scheme design was published on the Consult Cambs portal at the same time as the webinar invitations were issued. Stakeholders and the public were able to view key documents – including the Travel Hub design, Landscaping Design and Environmental Constraints ahead of the webinars to allow for the most productive use of the webinar time. A 'Key Questions' list was provided to provide clear answers to the most anticipated questions.

A short survey form on the website provided a template for respondents to provide feedback – although responses via email and other means were also accepted.

2.2 Survey Responses

In total 224 survey responses were received over the engagement period.

In the survey, respondents were asked to provide responses to three survey questions:

1. Do you have any comments on the access arrangements for the Travel Hub? For example, are there elements of the access arrangements for people arriving at the Travel Hub on foot, cycling, in buses or in cars that you would like to comment on?
2. Do you have any comments on the proposed site design or landscaping of the Travel Hub? For example, are there any elements of the planting or proposed layout of the Travel Hub site that you would like to comment on?
3. Do you have any other comments or suggestions on the proposed Travel Hub design?

Analysis of the survey responses was then undertaken to determine the key themes of the feedback and to identify a series of actions that should be undertaken in response to the feedback.

2.2.1 Email Responses

A total of 23 responses from the public were received by email over the engagement period in response to the engagement. Analysis of these emails was undertaken to identify key themes and design actions to be taken forward. Responses to the emails were then drafted and sent to recipients where appropriate.

2.2.2 Stakeholder Responses

Several responses were received from stakeholders over the engagement period. Responses were received from:

- Foxton Parish Council/Other Parish Council Feedback
- Smarter Cambridge Transport
- Meldreth, Shrepreth & Foxton Community Rail Partnership
- Cambridge Past, Present & Future (CPPF)
- Cambridge & Peterborough Combined Authority
- Axis Land Partnerships
- Network Rail
- Anthony Browne MP
- Cambridgeshire County Council Highways Maintenance Service – Asset Information Team

The comment themes from stakeholders are summarised in Section 4 of this Technical Note.

2.2.3 Contact and Comments

Contact details for the GCP Communications Team were provided on the website and in the webinars. A feedback form on the website allowed stakeholders to provide comments in a structured format, and comments were taken by email. The webinars were recorded, and questions taken during the webinar events. The events were recorded and comments logged alongside other comments received.

2.3 Post-Engagement

2.3.1 Collation and Analysis of Feedback

Following the two-week engagement period, comments and feedback from stakeholders was collated and analysed.

An internal workshop session has been held with the project team to go through the responses received during the engagement period, understand the key comment themes, identify any updates to the design that may be incorporated to accommodate the feedback and improve the Travel Hub design.

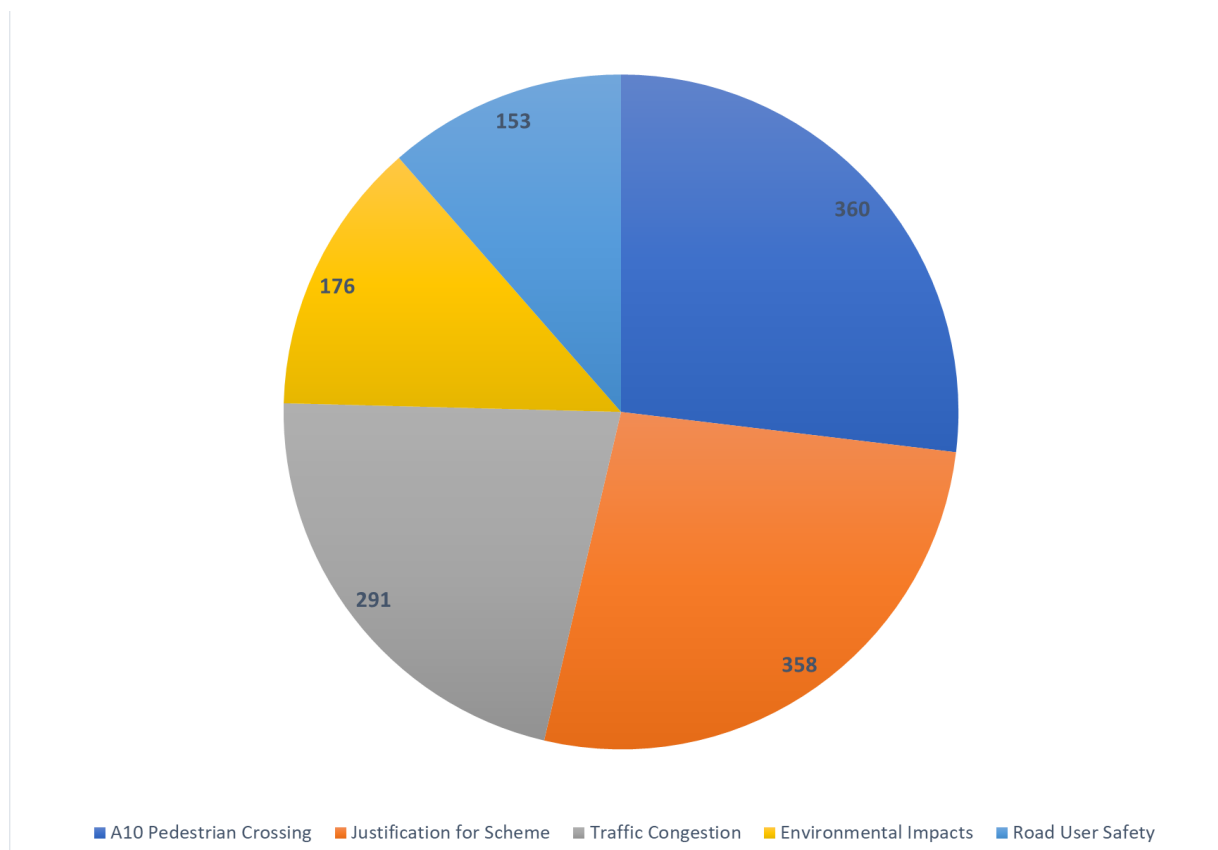
3 Public Engagement Response Themes

Analysis of public engagement responses was undertaken to determine the major comment themes and assist the project team in determining the design actions to be taken forward. For the purposes of analysis, the comments received were categorised into themes, with five major themes emerging:

- **A10 Pedestrian Crossing** - Concern over the proposed arrangements for pedestrians crossing the A10 between the Travel Hub and Railway Station.
- **Justification for Scheme** - Justification for the scheme or of aspects of the scheme such as location, size and proximity to Foxton station.
- **Traffic Congestion** - Concern over how the scheme will impact traffic congestion on the A10, on local roads and in neighbouring villages.
- **Environmental Impacts** - Comments relating to environmental impacts of the scheme such as air pollution, noise pollution, increased air quality and loss of greenspace.
- **Road User Safety** - More general concerns over road user safety on the A10 and surrounding roads resulting from the scheme. Comments referred to vehicle safety due to the level crossing and increased traffic, pedestrian safety near to the A10/on the footway, or cycle safety on the A10/cycle route.

The total number of responses where these themes were referenced in is displayed in Figure 3.1. The themes are discussed in more detail in sections 3.1 to 3.5.

Figure 3.1: Public Engagement Comment Themes showing number of comments

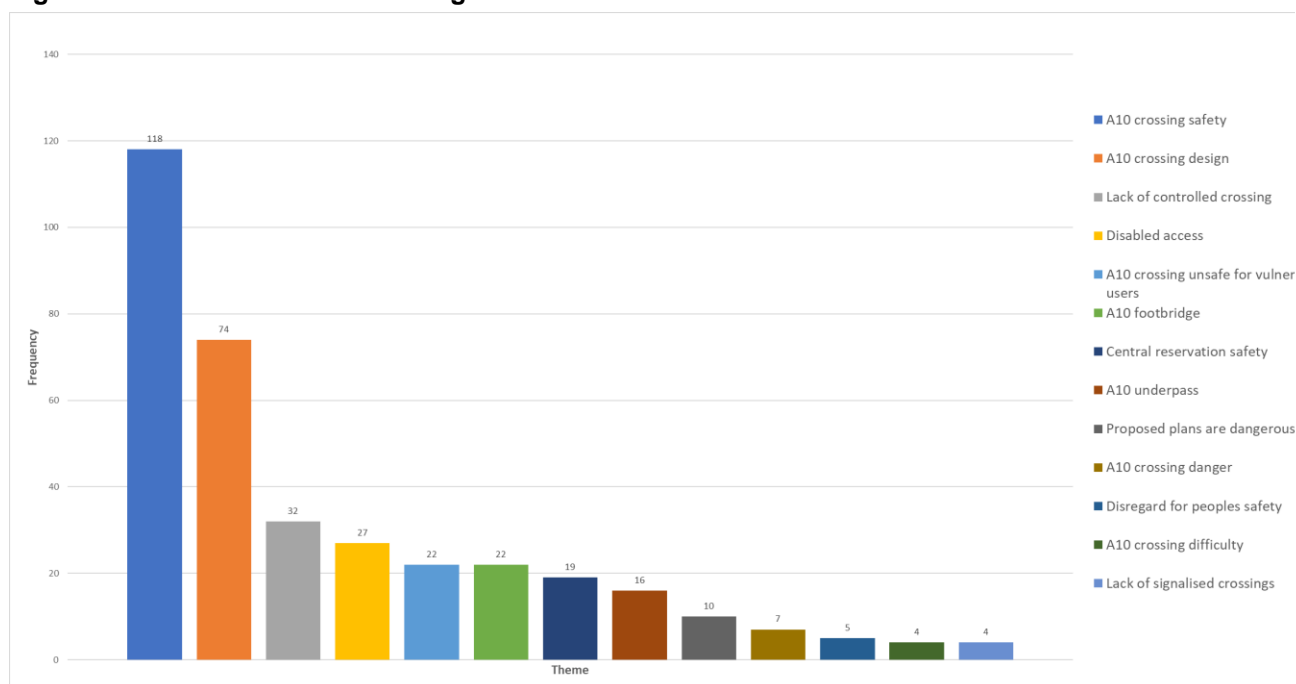


Source: Mott MacDonald

3.1 A10 Pedestrian Crossing

The A10 Pedestrian Crossing was marginally the most prevalent comment theme within the public engagement responses. The A10 Pedestrian Crossing theme consists of 13 more specific comment areas, with the A10 crossing safety, A10 crossing design and lack of controlled crossing being the most frequently raised. Comments vary in their specificity but are largely concerned with the appropriateness of the A10 pedestrian crossing facility between the Travel Hub and the railway station. Several respondents felt that the uncontrolled crossing included in the current design would be unsafe on this busy stretch of road, or that the design could be improved – particularly for disabled or more vulnerable users. The inclusion of a different type of crossing – controlled by signals, or entirely separated from traffic through a bridge or underpass – was suggested by several people.

A total breakdown of the prevalence of each individual comment area is displayed in Figure 3.2.

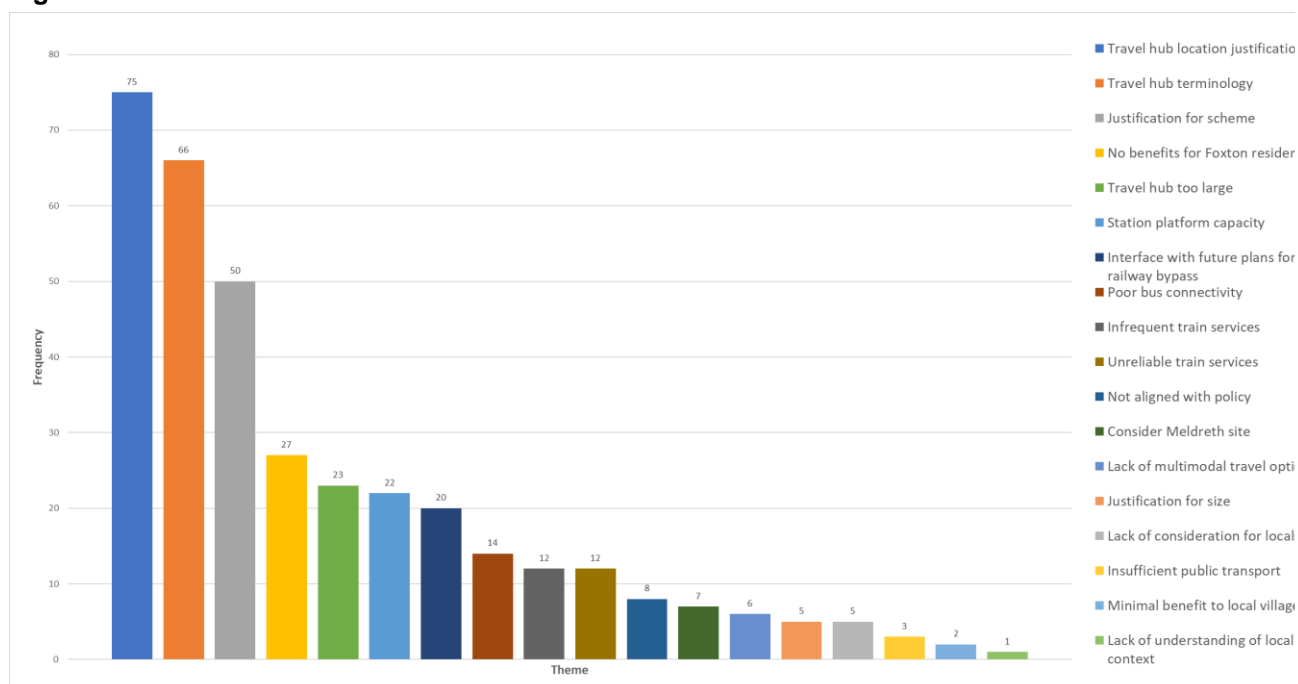
Figure 3.2: A10 Pedestrian Crossing Comment Theme Breakdown

Source: Mott MacDonald

3.2 Justification for Scheme

The justification for the travel hub was the second most prevalent comment theme to emerge from the public engagement responses. The most recurring individual themes include justification for the travel hub's proposed location in the wider area, the use of the term "travel hub" (as opposed to a car park or park and ride) and the general justification/strategic case for the scheme to go forward. The comments varied widely in nature, however there was a strong response to the proposed travel hub location, with many comments questioning the site choice and why alternative sites/locations were not progressed. Several respondents also questioned the 'travel hub' terminology and asked why it was labelled as such believing there to be a lack of multi-modal connectivity. Another popular theme to emerge from the responses was the perceived lack of benefits that the scheme will have for Foxton residents, citing increased traffic congestion and pollution as issues that will be faced by residents.

A total breakdown of the prevalence of each individual comment area is displayed in Figure 3.3.

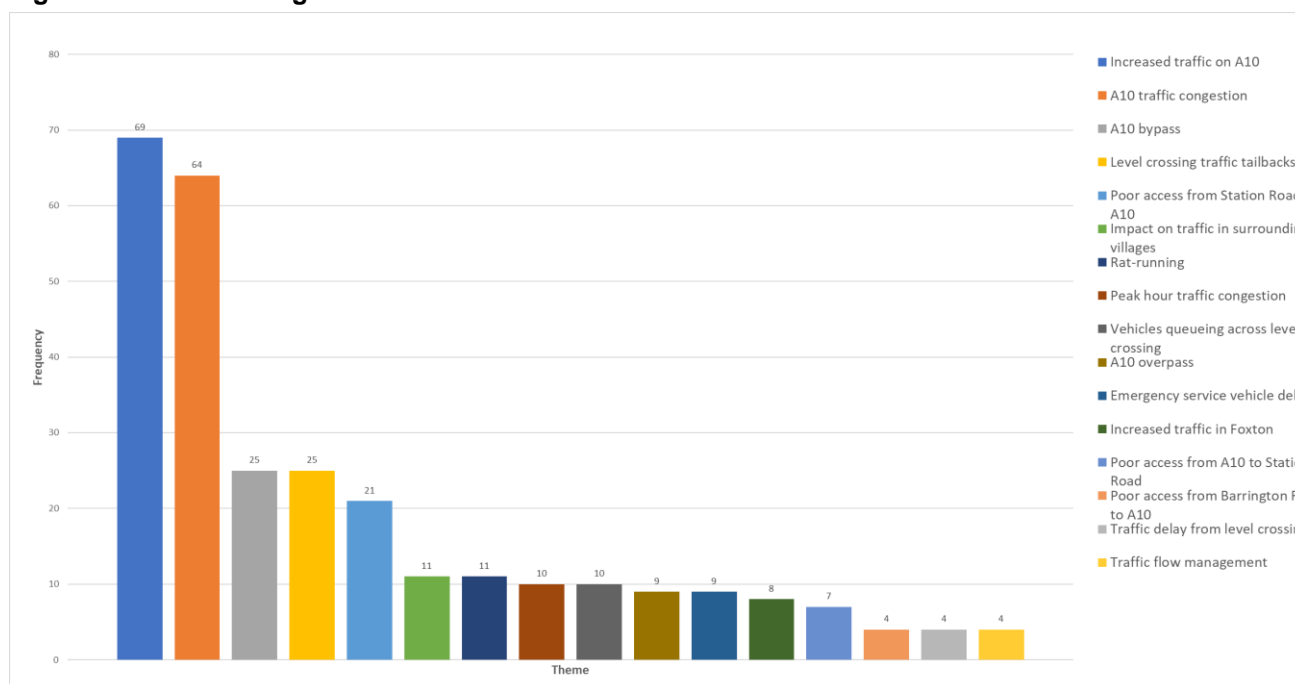
Figure 3.3: Justification for the Scheme Comment Theme Breakdown

Source: Mott MacDonald

3.3 Traffic Congestion

A significant number of engagement responses were related to traffic congestion. These responses referred to the current baseline (e.g., traffic is already too high) and to the possible future impacts following the completion of the proposed scheme (e.g., the travel hub will increase congestion). Most comments on traffic congestion referred to the A10, however, there were also concerns around how the scheme will impact traffic and access on Station Road, in Foxton village and in surrounding local villages. A strong theme to emerge from the responses was the lack of consideration of a A10 Foxton bypass, with many respondents believing strongly that the travel hub will prevent a bypass from being delivered in the future. Other popular themes to emerge from respondents include a possible increase in rat-running in local villages, vehicles queuing across the level crossing and the possibility for emergency service delays to occur due to increased congestion.

A total breakdown of the prevalence of each individual comment area is displayed in Figure 3.4.

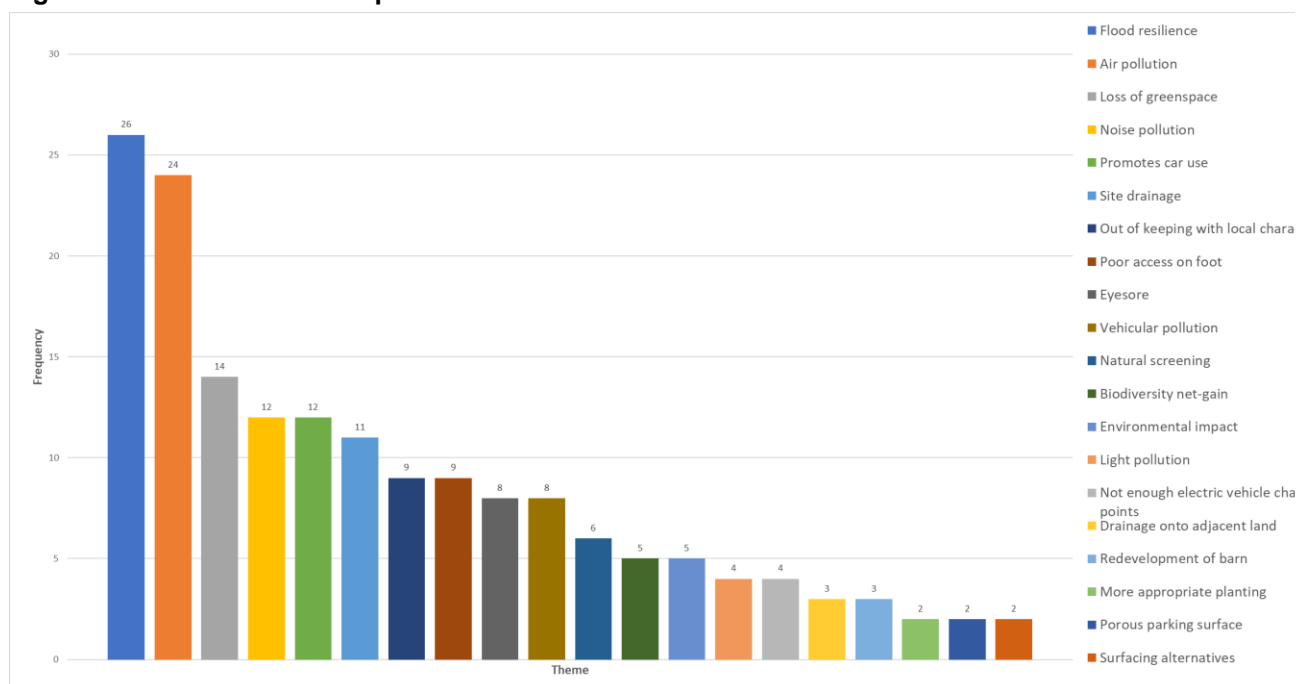
Figure 3.4: Traffic Congestion Comment Theme Breakdown

Source: Mott MacDonald

3.4 Environmental Impacts

Another recurring theme from the engagement responses was concern over the environmental impacts of the scheme. A significant number of comments on this theme were made, varying in specificity, however the most prevalent relate to environmental impact, flood resilience, air pollution and loss of greenspace. Other comments include a possible increase in noise pollution resulting from increased vehicle activity at the site, an increase in vehicle dependency and car use resulting from the development, site drainage issues and visual amenity and keeping with local character. Several respondents made clear that they would like to see more natural screening at the site and a biodiversity net-gain.

A total breakdown of the prevalence of each individual comment area is displayed in Figure 3.5.

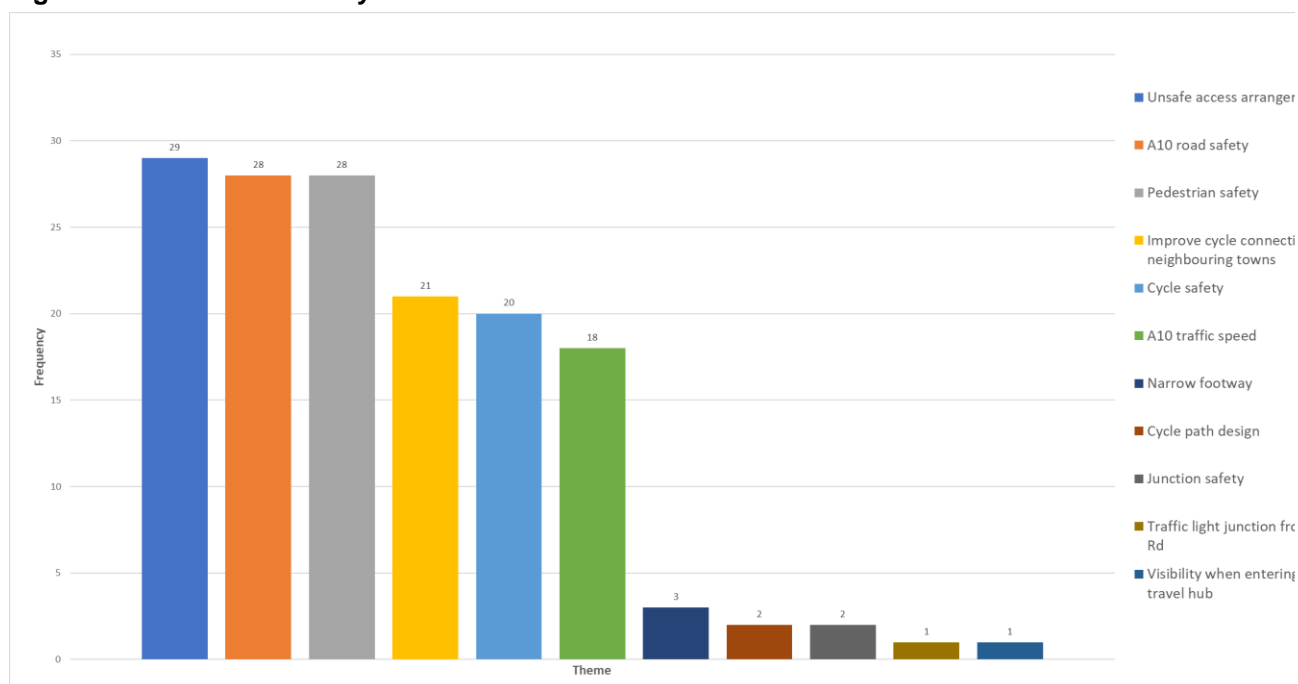
Figure 3.5: Environmental Impacts Comment Theme Breakdown

Source: Mott MacDonald

3.5 Road User Safety

Road user safety was another theme to emerge from the public engagement responses. Comments within this theme vary significantly but all relate to road safety, whether for vehicle users, cyclists or those on foot. The most frequent themes to emerge from the responses were unsafe access arrangements to the site, scheme impacts on A10 road safety and impacts on general pedestrian safety. A significant number of respondents raised concerns over cycle connectivity to neighbouring towns such as Barrington and Fowlmere, citing a lack of dedicated cycle provision. Cycle safety and traffic speed were also mentioned frequently, with many believing a 30mph speed limit would be unenforceable on the A10 and that cyclists would not be safe because of speeding traffic.

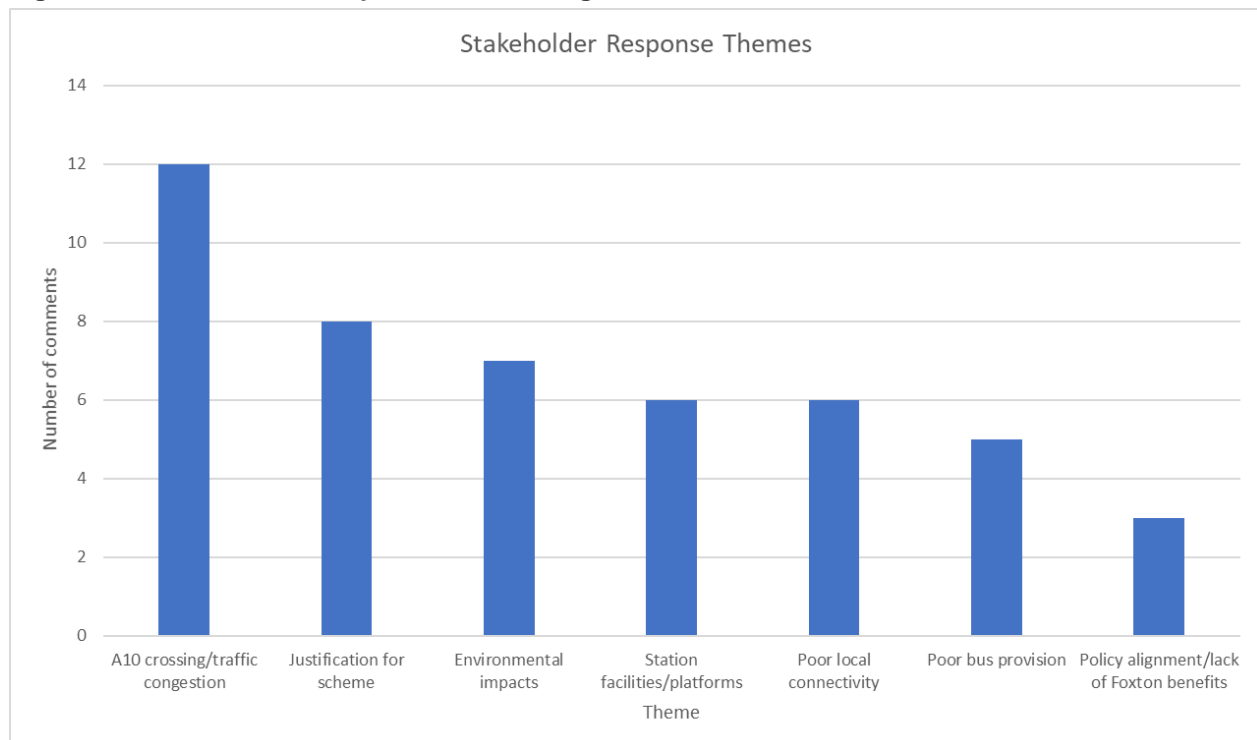
A total breakdown of the prevalence of each individual comment area is displayed in Figure 3.6.

Figure 3.6: Road User Safety Comment Theme Breakdown

Source: Mott MacDonald

4 Key Stakeholder Responses

In addition to the comments received via the survey, responses were received from several key stakeholders over the engagement period. Analysis of stakeholder responses was undertaken to determine key themes and actions to be taken forward and addressed. The key themes to emerge from stakeholder responses are broadly similar to those emerging from the survey comments, and are outlined in Figure 4.1, with more detail on comments from individual stakeholder groups provided in sections 4.1 to 4.9.

Figure 4.1: Stakeholder Response Themes Figure

Source: Mott MacDonald

An overview of key stakeholder responses is outlined below.

4.1 Foxton Parish Council/Other Parish Council Feedback

Several comments were received from Foxton Parish Council referencing both design and non-design aspects of the scheme. The key design themes to emerge from the Parish Council feedback are described here:

- Pedestrian safety at the uncontrolled A10 pedestrian crossing
- Concerns over platform size and station grading
- The quantity of cycle parking spaces
- Not meeting the Neighbourhood Plan Policy *FOX/19 Foxton Travel Hub* which states that the travel hub must clearly demonstrate benefits to the community of Foxton, including integrated transport services and employment opportunities.
- Nothing for the Foxton community/parking charges should be directed to Parish Council.

Several other comments were received, including:

- Poor levels of engagement and outdated information on the GCP website
- Poor bus frequency serving the travel hub
- The impacts of covid-19 on commuting patterns and numbers
- The need for a bypass
- Travel hub terminology (not a 'hub', just a car park)
- Unsustainable design as there isn't cycle path connectivity to all surrounding villages

4.2 Smarter Cambridge Transport

During the engagement period a consultation response was received from Smarter Cambridge Transport. The primary themes of the consultation response are detailed here:

Objection to the definition of Travel Hub:

- Car parking at the Travel Hub undermines rural bus services & exacerbates social inequalities
- Will not reduce emissions
- Will increase traffic locally
- Reduces biodiversity – requiring mitigation
- Increases risk of injury and death on the roads – especially A10 crossing at peaks

Objection to methodology:

- Demand modelling underestimates London-bound rail demand
- Southbound platform capacity is insufficient
- No consultation with train operating company

Alternative proposal:

- Work with the Combined Authority to develop rural bus services
- Provide a network of truly multi-modal travel hubs
- Develop a network of cycleways linking villages to travel hubs

4.3 Meldreth, Shrepreth & Foxton Community Rail Partnership

The Community Rail Partnership consultation response was developed following the CRP's attendance at both Zoom consultation events and from a subsequent conversation with the Project Manager. The key themes of the consultation response are outlined here:

Bus integration:

- Inclusion of bus layby welcomed – need to co-ordinate bus services with trains

Traffic Impacts/Pedestrian Crossing:

- Concern at traffic impact on busy A10. Will be exacerbated by improved Foxton-London rail service.
- Uncontrolled crossing of A10 with high traffic volume not suitable

Site Design:

- Include disabled parking/drop off to north of station as well as main site. Can the car wash site be acquired?
- Include Changing Places facilities in proposed toilet block
- Extend southbound platform
- Widen platforms
- Convert barn to community use – cycle hub/café/meeting space

Facilities:

- Provide a ticket machine on the northbound platform side
- Consider improvements to neighbouring stations

Access:

- Improve footpath to Foxton village to make accessible for all

4.4 Cambridge Past, Present & Future (CPPF)

A consultation response was received from CPPF during the engagement period. Key comments from the response are detailed here:

- What is the relationship between the Foxton Hub and South West Travel Hub?
- If both go ahead is the scale proposed still required?
- If both are developed, what is the evidence that drivers will use Foxton as opposed to the South West Travel Hub?
- Have the comparative fares, travel times, frequency of journeys been considered?
- Concerns that the travel hub will be used by London commuters, taking up car spaces to those commuting to Cambridge
- Support the southern site over the northern site
- Welcome the inclusion of a bus interchange on site
- Would like to see a 20% biodiversity net gain and a lighting scheme to reduce light pollution

4.5 Cambridge & Peterborough Combined Authority

The following consultation response was received from Cambridge & Peterborough Combined Authority:

- 'Our position on this is that we support proposals that encourage and enable individuals to consider alternatives to the car and therefore watch with interest as your proposals progress'.

4.6 Axis Land Partnerships

Axis Land Partnerships produced a consultation response during the engagement period. Their response was based around four headline themes:

Doesn't Deliver on the objectives of GCP:

- Maximise the potential for all journeys to be undertaken by sustainable modes of transport – the proposed travel hub increases vehicular movement on the rural road network
- Improve overall connectivity and accessibility within Greater Cambridge to support economic growth – the scheme misses a significant opportunity to enable economic growth and the development of new community assets in a sustainable location
- To accommodate future growth in trips along the corridor to Cambridge and reduce traffic impact levels and congestion – only the removal of the level crossing will reduce congestion at Foxton and the proposed scheme blocks any future delivery of a bypass
- Contribute to the enhanced quality of life for those living and working within Greater Cambridge – the proposed scheme will increase congestion and therefore local noise and air pollution. It will also dramatically increase the number of people crossing a high-speed road creating significant risk to those using the facilities

Doesn't deliver for Foxton:

- The plan as shown is a large car park bolted onto the village that is out of scale and character, the proposals do not relate to surrounding uses and characteristics of the village.
- The scale of the car park prevents future placemaking potential around the station which is one of the key attributes of the village and key to an accessible and low carbon future.
- Surface parking at this scale is an inefficient use of important and valuable land.
- The increased congestion caused by significant additional vehicular movements, will make it harder for residents to get in and out of the village onto the A10.
- The proposed green infrastructure is of limited value in terms of its benefit to the community.

Doesn't address highways safety:

- The GCP proposals do not deliver the A10 bypass allowing the closure of the level crossing. The location and scale of the proposed car park blocks any future delivery of a feasible scheme.

Doesn't deliver for Greater Cambridge:

- The First Proposals document sets a clear ambition for progressing a comprehensive and integrated approach to development. However, the current proposals for the Foxton Travel Hub fall short of this ambition, presenting a scheme that seeks to address transportation matters in isolation.
- The proposals are too narrowly focused and fail to maximise the opportunity to provide a comprehensive approach to development as promoted in the GCLP.
- The current proposals also do not sufficiently align with the understanding of what makes a 'great place' as set out in the First Proposals document, as somewhere that ensures that infrastructure is delivered coherently in a way that is integrated with place.
- They fail to consider how designing for climate change mitigation and climate change adaptation can be an opportunity to create distinctive and characterful developments, fail to ensure that services and infrastructure are developed alongside new housing and jobs, and miss the opportunity to create a well-used and active public place which helps to foster a sense of community

4.7 Network Rail

Network Rail did not respond formally during the engagement period but have been engaged as a key stakeholder throughout the design development. A formal response to the engagement is currently being prepared.

4.8 Anthony Browne MP

A consultation response was received from Anthony Browne MP during the engagement period. The response focuses around eight key points:

- What work has the GCP undertaken to risk assess the safety of pedestrians and cyclists using an uncontrolled crossing on the A10 (for a car park with a potential capacity of up to 950 car spaces plus cycle parking) and what were the results of any such work?
- What work has the GCP undertaken to risk assess the safety of pedestrians, cyclists and vehicles using the level crossing if the carriageway is narrowed as planned to 6.4m, and what were the results of any such work?
- What assurance can the GCP give that the Foxton Travel Hub will not be used predominantly by commuters travelling to London?
- What plans, if any, are in place to increase the frequency and geographical coverage of local bus services to and from the Travel Hub?
- What assurance can the GCP give that the Foxton Travel Hub will not create more congestion than is presently experienced at the Foxton level crossing?
- What work has the GCP undertaken to assess the impact of the proposed Travel Hub on air quality in Foxton?
- What further opportunities will be given to the public to influence the plans for the Foxton Travel Hub?
- Will the GCP commit to working with me, other transport authorities and the Department for Transport to revisit the option of a bypass?

4.9 Cambridgeshire County Council Highways Maintenance Service – Asset Information Team

The following comments were received from the CCC Highways Maintenance Service during the consultation period:

- Construction of the Travel Hub represents an opportunity to improve pre-existing facilities in the locality. The current roadside footway/cycle track that is in place on the western side of the A10 should be considered for improvement. If it does not currently meet the standards of LTN1/20, it should be improved to meet this standard as a minimum.
- The current footway/cycle track alongside the A10 is proposed to be repositioned to allow the construction of the new road junction into the Travel Hub. Where this happens, the realigned path is moved further from the carriageway and this may result in it falling outside of the existing highway. Therefore, it is possible that a dedication may be required in order to record it as a public highway. The Asset Info team or the Highways Development Management team can advise how this can be done through the appropriate legal agreement.
- The existing treeline along the western side of the A10 currently forms the highway boundary. However, the trees are not part of the highway and their maintenance is currently the responsibility of the adjoining private landowner. If the identified land is purchased for the scheme and turned into a travel hub, this will not change, and the trees will remain the responsibility of the landowner. Accordingly, they should be maintained as part of the management plan for the travel hub site, and not as part of the highway. The trees would only be considered the responsibility of the Highways Maintenance service if the legal extent of the highway is changed to include them – this is not a course of action the service would endorse.

5 Summary

This technical note has outlined the outcomes of public engagement for the proposed Foxton Travel Hub scheme. A significant number of responses were received over the two-week engagement period, from both members of the public and stakeholders across a variety of formats (refer to section 2 for details of the engagement process). Analysis of engagement responses has shown that the emerging themes were consistent across both public and stakeholder responses, and in general the same key concerns were raised by both.

An overview of the main themes to emerge from public engagement (both public and stakeholder responses) are outlined below.

1. A10 Pedestrian Crossing

The most frequent comment theme to emerge from both public and stakeholder responses was the A10 pedestrian crossing. Respondents queried several aspects of the crossing, such as its overall safety, uncontrolled design, disabled access, and whether alternatives such as a controlled crossing/underpass/overpass could be considered.

2. Justification for Scheme

The second most common theme to emerge from the engagement responses was the justification for the scheme and for various aspects of the scheme. Respondents questioned the choice of location, size, and overall justification for its development and whether it is really needed. The demand for the scheme was questioned with reference to the impacts of the Covid-19 pandemic, as well as the benefits that it will bring to Foxton residents. The terminology of the scheme as a 'travel hub' was another recurring comment theme, with many believing a 'car park' or 'park and ride' was a more accurate reflection of the proposal believing

bus connectivity and frequency is poor and does not integrate well with the site. Stakeholder responses also raised concerns over platform size and capacity and station facilities.

3. Traffic Congestion

Traffic congestion was a major theme emerging from both public and stakeholder responses. Issues stemming from the current level of traffic congestion on the A10 and potential issues with congestion following completion of the scheme were raised, in many places with reference to the level crossing and possible level-crossing traffic tailbacks during peak hours. The interface of the travel hub with plans for a future A10 bypass was also raised on several occasions by both public and stakeholder responses.

4. Environmental Impacts

A significant number of individual comments and themes relating to environmental impacts were received from both public and stakeholders. The key issues that were raised include air quality impacts resulting from an increased number of vehicles on local roads and at the travel hub site, the site's resilience to flooding and ability to drain surface water, and a loss of greenspace. Other issues such as promoting vehicle dependency, noise pollution and keeping with local character were also raised.

5. Road User Safety

Road user safety was raised on several occasions in both public and stakeholder responses. These comments were generally less specific in scope and as such were not categorised under the A10 pedestrian crossing or traffic congestion themes. Comments included safety concerns over access arrangements to/from the site, as well as to/from neighbouring roads such as Station Road. In addition to this both cycle and pedestrian safety was raised, both on the A10 and footpath.

Electricity Grid Reinforcements: Update and Next Steps

Report to: Greater Cambridge Partnership Executive Board

Date: 9th December 2021

Lead Officer: Rachel Stopard - Chief Executive, GCP

1 Background and Purpose

- 1.1 Electricity grid capacity constraints in the Greater Cambridge area represent a significant barrier to growth and to schemes which aim tackle climate change. Utility providers are constrained to operate reactively to confirmed demand and this can create significant delays in housing and commercial developments and can projects involving the electrification of transport and renewables unviable.
- 1.2 To unlock grid capacity in Greater Cambridge, officers have investigated the option to fund reinforcement works through two additional grid substations, one at Trumpington and one at Cambridge East, in anticipation of increased demand or “ahead of need”. As set out in Sections 4 and 5 of the Outline Business Case, the proposal is to recoup the cost of this investment from developers, as subsequent connectees to the network, principally through a statutory mechanism known as the Electricity Connection Charges Regulations (ECCR) 2017.
- 1.3 Investment from the GCP, will facilitate the development of 3,780 new homes and 162,000m² of Research and Development (R&D), Commercial and Clinical floorspace if the Cambridge East Grid alone is built, which increases to 5,700 new homes and 270, 000m² R&D, Commercial and Clinical floorspace if both Cambridge East and Trumpington Primary substations are built. These figures are based on the Adopted Local Plans (covering 2021-2031) but there are expected to be further benefits to the planned developments within the Emerging Local Plan (covering 2031-2041). Amongst the planned developments, are 2 hospitals on the Cambridge Biomedical Campus which will most likely need the grid capacity enhancements to be able to operate.
- 1.4 Furthermore, this investment will provide the flexibility to enable the delivery of the electrification of transport and renewable generation projects. Without intervention the network capacity would be likely to become a constraint for projects which will contribute to achieving net zero carbon goals.

2 Recommendations

2.1. The Executive Board is recommended to:

- (a) Approve the current preferred option, presented in Sections 6 and 7 of this report, including taking the project forward to Full Business Case, and the continuation of work to mitigate the risks outlined in Section 6.3 of this report; and
- (b) Approve the spend of £275,000 per substation from the already allocated budget in order to progress engineering feasibility work, detailed design, and planning, by securing the current UKPN 'Grid Connection Offers' within the required timeframe.

3 Joint Assembly Feedback

- 3.1 There was a wide range of views expressed from Assembly Members. Whilst some Members approved of the 'boldness' of the scheme, agreed that the proposal fits with the core principles of the City Deal, and were keen to progress the project promptly, others noted a significant sense of caution around the risks. Several Members raised questions around whether the public sector funding UKPN was an appropriate use of the Greater Cambridge Partnership's (GCP's) funding.
- 3.2 Members noted that negotiation to recover costs is very important – wishing to see the GCP to seek to recover costs fully if possible, and supported efforts to continue lobbying for changes around the regulatory framework and discussed the importance of the project in terms of the zero-carbon agenda.
- 3.3 Members asked if GCP investment might disincentivise UKPN from making their own investment in the scheme but were reassured that this was not the case, and indeed the project had already secured its inclusion in UKPN's bid for future funding from Ofgem.
- 3.4 The majority of Members noted that the risks of not going ahead outweighed the risks of proceeding with the project, and the Chair concluded therefore, that the Assembly supported progressing with the next steps as set out in the report, despite the spectrum of comments on the project.

4 Project Update

- 4.1 In July 2021, the Joint Assembly and Executive Board considered a proposal for the GCP to forward fund electricity grid reinforcement works, to remove the barrier to growth posed by a lack of energy demand capacity in the Greater Cambridge area. This proposal included an update on the intention to recoup the initial cost of investment from developers through the Electricity Connection Charges Regulation (ECCR).
- 4.2 The GCP has previously recognised that although Distribution Network Operators (DNOs) have a statutory duty to provide infrastructure in line with growth, they are

constrained to operate reactively to confirmed demand which can create significant delays to both residential and commercial developments. The way in which the electricity market operates is extremely problematic for areas such as Greater Cambridge with high growth forecasts and ambitious plans for addressing climate change.

- 4.3 In July, the Executive Board agreed to support a formal grid application for the proposed reinforcements to UK Power Networks (UKPN) as the Distribution Network Operator (DNO). Following the submission of the applications for two of the substations, Cambridge East Grid and Trumpington Primary, formal offers were received from UKPN in late August 2021. These offers are detailed in Section 4 of the OBC. If the GCP wish to accept these offers, there is £100k acceptance fee per offer which contributes towards the overall project cost and is the same regardless of the delivery route chosen from the options outlined in Section 7 of this report.
- 4.4 If the GCP does not support intervention then grid reinforcements could proceed at a slower pace in line with UKPN's negotiation with Ofgem on the funding settlement for the RIIO ED-2 regulatory price control period (2023-2028); further details of this are explained in Section 2.6 of the OBC. However, the outcome of this process will not be known until the end of 2022 and even if funding is awarded, delivery by UKPN cannot start until April 2023 at the earliest but could be as late as 2028. This would result in a 2 to 7 year delay in the substations being energised and able to accept connections.
- 4.5 Alternatively, should the work by the GCP continue and UKPN be successful in securing funding to cover the capital costs of the project, much of the groundwork will have already been done to ensure that UKPN can begin work to deliver the substations at the earliest possible opportunity. Therefore, the GCP's current work and any potential further work (detailed in the proposal set out at 1.7) will have effectively brought the project forward to a position which enables delivery and construction to begin more quickly. In advance of the RIIO ED-2 outcome, officers are suggesting that this work is twin-tracked with the UKPN bid in order to ensure that the preliminary design work can be progressed and avoid delays to energising the grid substations.
- 4.6 If UKPN are not successful in securing the funding, then the work which the GCP has been doing could continue to facilitate the project and enable delivery of significant numbers of homes and jobs, as set out below. Given that the timing of the funding round is such, the Joint Assembly and Executive Board may wish to balance the risk of stepping away from this work with the possibility that it may not happen without the GCP's intervention. The timing is outside of the GCP's control and adds a complexity to the decision-making process.
- 4.7 It was also agreed at the July Executive Board meeting that the GCP should explore the option for delivering some of the elements of the infrastructure through an Independent Connection Provider (ICP) and/or an Independent Distribution Network Operator (IDNO). Initial market testing research has therefore been carried out to explore the viability of these alternative options and the results of this are summarised in Section 6.2 of this report, with the full results detailed within the OBC.

- 4.8 Following the receipt of the offers from UKPN and the conclusion of the market testing exercise, the GCP is now able to consider the costs and benefits associated with delivering the proposed grid reinforcement works. Further energy demand analysis has also been conducted to support the business case which is aligned with the planned housing and commercial developments outlined in the adopted Local Plans (2018).
- 4.9 Alongside the development of the business case, work has continued to lobby relevant bodies including Ofgem and the Department for Business, Energy and Industrial Strategy (BEIS) to change the current market operation to enable a timelier, and more satisfactory approach to investing in energy infrastructure, especially in high growth areas such as Greater Cambridge.

5 Alignment with City Deal Objectives

- 5.1 The proposed investment is consistent with the City Deal agreed between Government and Greater Cambridge which allows Greater Cambridge to maintain and grow its status as a prosperous economic area. The City Deal is intended, amongst other things to accelerate delivery of 33,480 planned homes which will not be possible without electricity grid connections.
- 5.2 Grid reinforcement aligns well with GCP objectives as it facilitates growth in the Greater Cambridge area and supports the electrification of transport. The GCP Executive Board has already agreed the principle of investing in grid reinforcement, and this was confirmed by the Future Investment Strategy process in March 2019.
- 5.3 The proposal is that GCP should support investment to pro-actively increase the capacity of the electricity grid in the Greater Cambridge area in order to achieve the following objectives:
- To ensure that growth in Greater Cambridge is not stalled due to limitations in the electricity grid and that costs for new connections are not prohibitive; and
 - To contribute to a net zero economy by ensuring that there is adequate headroom in the electricity grid to enable the following:
 - take-up of renewable technologies;
 - take-up of electric vehicles; and
 - reductions in dependence on gas for domestic power supply.

6 Issues for Discussion

- 6.1 Energy Demand Capacity issues in Greater Cambridge:
- 6.1.1 In 2019, the GCP commissioned a Local Network Analysis report by Asset Utilities to assess the condition of the electricity grid in the Greater Cambridge area and to establish the extent to which constraints on the

electricity network were preventing local development. The report noted that present demand capacity for Greater Cambridge is 240 MW and that the additional demand, driven by the electrification of transport, could almost triple the existing total demand requirement for the Greater Cambridge area to 710MW by 2031 as illustrated in Figure 1.

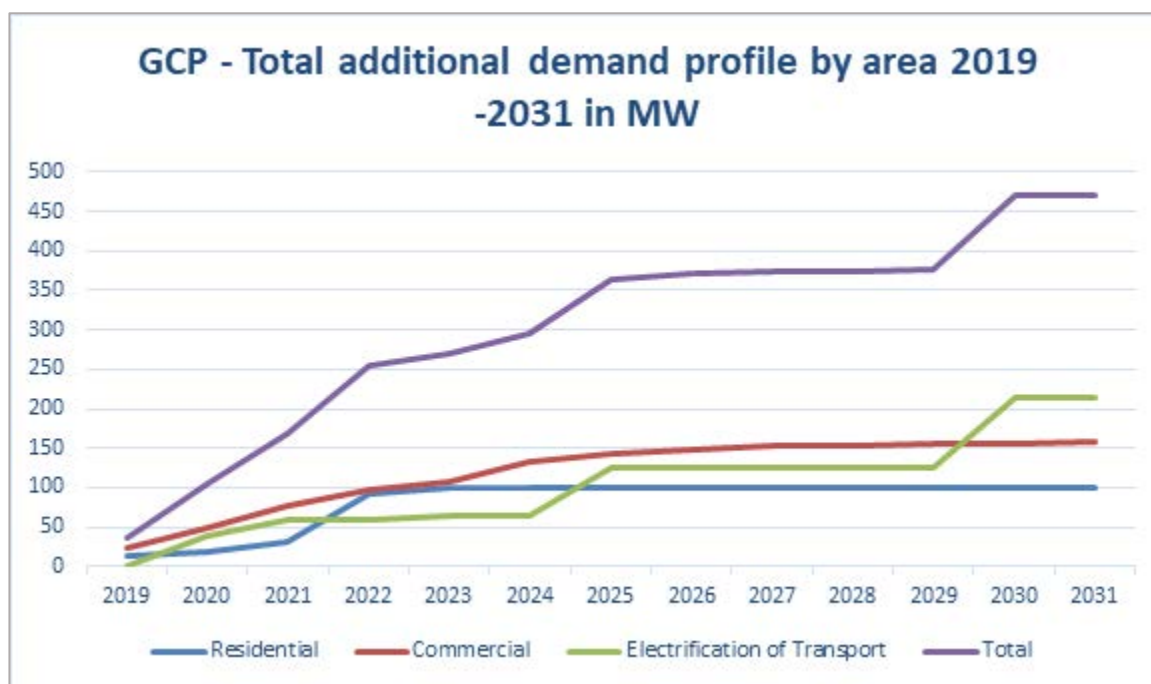


Figure 1 - From Asset Utilities (2019), the cumulative additional demand profile by category together with the total cumulative demand profile from 2019-2031. The demand shown here is for the whole of the Greater Cambridge area.

- 6.1.2 In 2021, two further demand analysis studies were commissioned from Roadnight Taylor and WSP respectively, to provide a more detailed picture of the additional energy demand capacity needed based on the new residential and commercial developments within the Adopted Local Plans and the Planning Register, as well as the demand created by electric vehicle charging and the 'degasification' of heating within existing housing through the installation of heat pumps. These reports form a key part of the OBC. The results of these reports demonstrated that there is a total of 5,700 new homes and 270,000m² of new research and development, clinical and commercial floorspace which will require additional energy demand capacity before 2031.
- 6.1.3 Based on this demand estimate work, the proposal is that the GCP should support investment to pro-actively increase the capacity of the electricity grid in the Greater Cambridge area. This will ensure that economic growth in the area is not prevented through a lack of energy grid infrastructure, facilitating the developments within the Adopted Local Plans and likely those in the Emerging Local Plan (2031-2041) as well.

6.2 Outcomes of the Market Testing Exercise:

6.2.1 The formal grid offers received from UKPN indicated a construction price of approximately £11.5m for East Grid and £11m for Trumpington Primary if the entirety of the construction works are completed by UKPN, further details of which are included in Section 4 of the OBC. However, the GCP has the option to consider having the “contestable” works constructed by an ICP. Therefore, to compare the expected costs, a market testing exercise was conducted with several ICPs. Further details of the market testing are included in Section 4.3 of the OBC.

Summary: ICP Marketing Testing Cost Estimates			
Metric	East Grid Cost Estimate		Trumpington Cost Estimate
Highest Estimate	£	12,325,834.00	£ 12,325,834.00
Lowest Estimate	£	5,569,119.00	£ 5,735,520.00
Range	£	6,756,715.00	£ 6,168,077.00
Mean Average	£	8,254,140.60	£ 8,333,822.20
Average + UKPN Costs	£	10,968,146.78	£ 8,666,541.85

Table 1 - Indicative costs from ICP market testing exercise.

6.2.2 The market testing exercise generated indicative cost estimates from a total of eight companies. A summary of the results is provided in Table 1. The “non-contestable” works which must be constructed by UKPN, have been factored into the calculation in the final row. It is important to note that the figures in Table 1 account for the direct construction costs only, and do not consider project management time, land acquisition or other costs.

6.3 Project Risks:

The below section summarises some of the key project risks to be noted. The OBC contains a more detailed risk management strategy and there is a risk register for the project, kept as a live document.

6.3.1 Cost Recovery Risks

- In the event that UKPN secure RIIO ED-2 funding from Ofgem and the GCP decide to withdraw, then the initial £275k per grid substation will not be recoverable through the Electricity Connection Charges Regulation (ECCR) as no connection will have been created. However, this risk is balanced to facilitate the work outlined in this report. Moreover, this risk is mitigated in part, as UKPN work on a ‘cash-positive’ basis and therefore any funds not spent at the time of withdrawal would be refunded to the GCP.

- The Electricity Connection Charges Regulation (ECCR) is potentially subject to review in the coming years to align it better to the outcomes of Ofgem's Strategic Charging Review. Potential changes could reduce cost recovery. An initial discussion with UKPN suggest that the majority of works at Trumpington substation could be at risk, however further engagement is required. To further mitigate this risk, there is ongoing engagement with both Ofgem and BEIS around the proposed regulatory changes.
- Although several demand analyses have been undertaken, there remains a level of uncertainty over demand uptake. To mitigate this risk further work is proposed at next stage of the project.
- There is a risk that any payment made to the GCP under the ECCR could be the subject of a future legal challenge on the grounds that ECCR does not apply to the GCP in relation to the connection works. However, any application of the ECCR must be made in accordance with the relevant legislation and connection charges methodology statement, which is agreed with Ofgem as regulator. The highly regulated nature of the process therefore mitigates the risk of challenge.

6.3.2 Delivery Risks

- The UKPN formal grid offers are subject to the availability of space at the existing Fulbourn Grid to facilitate the East Grid works. A detailed design study will be conducted by UKPN post-offer acceptance, and a formal notification of any adjustment(s) will be issued.
- The UKPN offers are also subject to change depending on the suitability of the land at the proposed locations for planning and acquisition. Again, a detailed design study will be conducted by UKPN post-offer acceptance, and a formal notification of any adjustment(s) will be issued.
- If the option to use an IDNO and ICP is pursued, then the GCP would be forging a new path for a Local Authority with no similar projects to compare to and/or use as learning
- If the option for an IDNO to adopt the assets is pursued then this delivery route would also require a revision to the UKPN offer for Trumpington, as this is currently dependent on UKPN adopting the assets built at the East Grid.

7 Options and Emerging Recommendations

- 7.1 The options available to the GCP are outlined in Sections 3 and 4 of the OBC, but can be summarised as follows:

- Deliver up to three grid substations originally identified in the UKPN feasibility study and short-listed by Officers; these are Cambridge East Grid, Cambridge West Grid and Trumpington Primary. At present, this report and the accompanying OBC recommend progressing the delivery of East Cambridge and Trumpington substations only. The business case for West Cambridge is still under development and the need for this substation is likely to depend on the progress of the University of Cambridge's North-East developments.
- Delivery of the construction works through different routes for some parts of the infrastructure. As previously presented to the Joint Assembly and the Executive Board in February/March 2021, there are three possible options to facilitate the grid reinforcement works:
 - **Delivery Option 1:** DNO *only*
 - **Delivery Option 2:** DNO + Independent Connection Provider (ICP)
 - **Delivery Option 3:** DNO + ICP + Independent Distribution Network Operator (IDNO)

7.1.1 Technical consultants supporting the project have undertaken a brief assessment of the three possible delivery routes, which is included in Section 4 of the OBC.

7.1.2 The options assessment ruled out Option 2 due to the additional risk and resource associated with procuring an ICP for minimal cost savings. It was also noted that Option 3 would require the reworking of the UKPN formal grid offer for Trumpington if both substations are delivered via this route. Table 2 provides a comparison of the most viable delivery routes.

The preferred route has been identified as one which delivers both grid substations through Delivery Option 1 (DNO only) as the least-risk and highest-benefit route. Using the DNO provides the greatest level of certainty in terms of costs and timescales.

Grid Substation Name:	East Grid	East Grid + Trumpington	
Delivery Route:	Option 1: UKPN build and adopt	Option 1: UKPN build and adopt	Option 3: ICP build, IDNO adopt
Capital Cost Estimate	£12.1m	£23.5m	~£21m
Capacity Reserved	41MVA	41MVA + 20MVA	
Development Facilitated	3,780 new homes 162,000m ² R&D, Commercial and Clinical floorspace	5,700 new homes 270,000m ² R&D, Commercial and Clinical floorspace	
Total Cost Recovery*	£10.4m	£20.5m	~£18m
*Subject to regulatory change if ECCR legislation is reviewed.			

Table 2 - Delivery route options and associated costs and benefits. The cost recovery is based on the demand analysis undertaken, the UKPN offers and the initial market testing.

8 Citizen's Assembly

- 8.1 This work will remove a potential barrier to the electrification of transport by ensuring adequate electricity supply for Greater Cambridge. This supports the Citizen's Assembly vision for transport, in particular 'be environmental and zero carbon' and 'restrict the city centre to only clean and electric vehicles.'

9 Financial Implications

- 9.1 The full financial implications are detailed in the Outline Business Case. The total cost of the project will differ depending on whether one or both grid substations are to be built. As summarised in Table 1, if only the East Grid substation is built the total project cost will be approximately £12.1m and if both grid substations are built the likely cost will be £23.5m. However, it should be noted that these costs are estimates based on the formal grid offers received from UKPN and are subject to change depending on land, planning and other issues which may arise. The total cost will also be lower in the event that the GCP decide to withdraw from the project if UKPN are successful in their funding bid to Ofgem as part of the RIIO ED-2 process (outlined in Section 4 of this report).
- 9.2 To enable the project to progress to the next stage, including securing the current UKPN 'Grid Connection Offers' (as set out in Section 4.1 of the OBC), it is recommended that £275K per grid substation is drawn down from the already allocated budget.
- 9.3 The Executive Board is reminded that the total GCP budget is currently £123M over-programmed, even assuming that any expenditure on the Electricity Grid

Reinforcement project is recovered from developers. Therefore, any expenditure which is not recovered will further increase this funding shortfall.

Have the resource implications been cleared by Finance? Yes,
Name of Financial Officer: Sarah Heywood

10 Next Steps and Milestones

- 10.1 The immediate next steps for the project will require a formal acceptance of either one or both the UKPN grid offers, at which point GCP will enter into a contract with UKPN.
- 10.2 Once the offers are accepted, UKPN will need to engage with National Grid about the transmission impact of the project. Depending on the result of these conversations there may be implications for the cost and timescale of the proposed works.
- 10.3 Following the acceptance of the offers, procurement activity will also need to begin to establish delivery partners which will include technical and legal support, as well as an ICP and an IDNO if either of delivery route options 2 or 3 are chosen.
- 10.4 The major milestones on the project are summarised in Figure 2. Following the Executive Board decision, the next milestone will be the commencement of detailed design in early 2022.

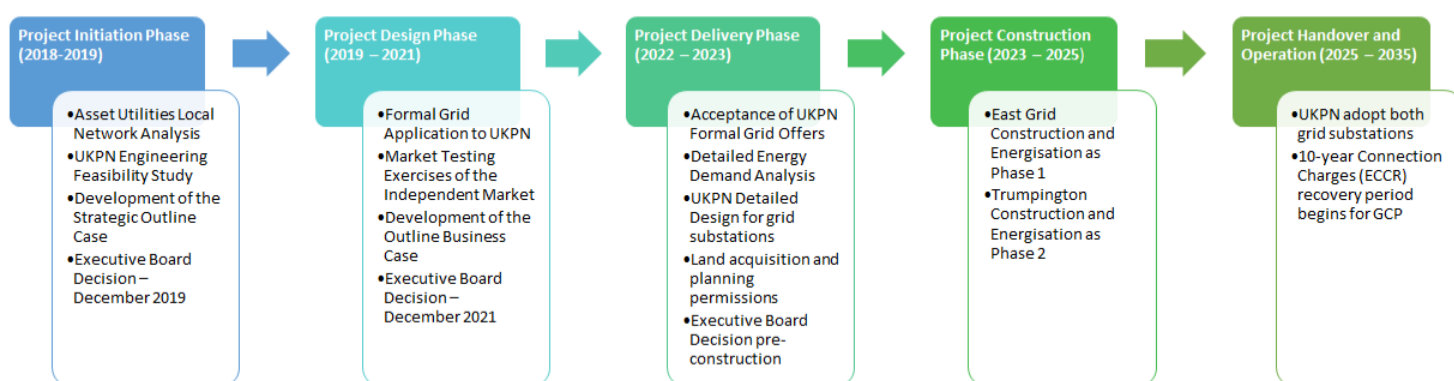


Figure 2 - Project milestones summary from inception to completion.

Background Papers

Source Documents	Location
Electricity Grid Reinforcements: Outline Business Case	https://www.greatercambridge.org.uk/asset-library/Energy-Grid-Reinforcements-Project-Outline-Business-Case.pdf
Greater Cambridge Partnership - Local Network Analysis prepared by Asset Utilities, 2019	Asset-Utilities-Final-report.pdf (greatercambridge.org.uk)
Cambridge City Council – Local Plan 2018	https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf
South Cambridgeshire District Council – Local Plan 2018	https://www.scambs.gov.uk/media/17793/south-cambridgeshire-adopted-local-plan-2018.pdf
Electricity (Connection Charges) Regulation 2017	The Electricity (Connection Charges) Regulations 2017 (legislation.gov.uk)
Ofgem Network Price Control Period 2021-2028 (RIIO-ED2)	Network price controls 2021-2028 (RIIO-2) Ofgem
Ofgem Charges Significant Code Review Consultation on proposed regulatory changes 2021	Access and Forward-looking Charges Significant Code Review - Consultation on Minded to Positions Ofgem
Greater Cambridge Partnership Joint Assembly February 2021	Joint Assembly Report Feb 2021 (cmis.uk.com)
Greater Cambridge Partnership Executive Board March 2021	Executive Board Report Mar 2021 (cmis.uk.com)
Greater Cambridge Partnership Executive Board July 2021	Executive Board Report Jul 2021 (cmis.uk.com)

Quarterly Progress Report

Report to: Greater Cambridge Partnership Executive Board

Date: 9th December 2021

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

1. Background

- 1.1 The Quarterly Progress Report updates the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Executive Board is recommended to
 - (a) Note progress across the GCP programme.

2. Feedback from the Joint Assembly

- 2.1 The Joint Assembly noted the information within the Quarterly Progress Report.
- 2.2 With regards Transport the opening date of the Chisholm Trail was queried. It was confirmed that the exact date would be shared once known but the scheme is on target to be open by the end of the calendar year.
- 2.3 The Cambourne to Cambridge scheme and the progression of on road measures on Maddingley Hill, identified during the independent review of the scheme was questioned. The Director of Transport confirmed this is being reviewed and will be reported back to the Joint Assembly and Executive Board.
- 2.4 It was agreed that a query over the submission of a Transport and Works Act Order and roles and responsibilities (between GCP and the County Council) will be answered in writing.
- 2.5 On skills one Member raised a question suggesting that the reported KPI numbers in the report seemed low. It was confirmed that the data was only until mid-September and numbers are expected to continue to increase as the school year progresses. . This will be reported in future reporting cycles.

3. 2021/22 Programme Finance Overview

3.1 The table below gives an overview of the 2021/22 budget and spend as of September 2021.

Funding Type	**2021/22 Budget (£000)	Expenditure to September (£000)	Forecast Outturn (£000)	Forecast Variance (£000)	Status*		
					Previous	Current	Change
Infrastructure Programme	44,026	13,593	34,456	-9,570	A	R	↓
Operations Budget							

* Please note: RAG explanations are at the end of this report. As part of an officer led review the RAG explanations have been revised to ensure continued accuracy as spend significantly increases. Forecast spend remains well within expected tolerance levels for a programme of such significant scale.

** 2021/22 Budget includes unspent budget allocations from the 2020/21 financial year, in addition to the allocations agreed at the March 2021 Executive Board.

4. GCP Programme – Strategic Overview

- 4.1 The GCP programme reached significant strategic milestones in the previous financial year (2020/21). In particular, in May 2020 the Government confirmed that the GCP passed its first Gateway Review, securing the next tranche (£200m) of investment into the programme; then, in December 2020, the Executive Board agreed a revised Future Investment Strategy (FIS), updating the GCP programme in light of new evidence in order to maximise the benefits realised by the residents and businesses in Greater Cambridge through the delivery of the City Deal. The budget strategy agreed by the Executive Board in March 2021 has been designed to deliver the FIS. This includes the budget for this financial year (2021/22).
- 4.2 The 2020 Gateway Review recognised that Greater Cambridge is on the cusp of realising its most transformative infrastructure programme ever, unlocking the economic growth potential of Greater Cambridge over the coming decades. The GCP programme is also referenced in the Local Industrial Strategy (LIS), Local Transport Plan (LTP) and Local Economic Recovery Strategy (LERS) for Cambridgeshire and Peterborough.
- 4.3 Delivery of the Greater Cambridge City Deal supports sustainable economic growth and the accelerated delivery of the Local Plan, as well as enabling a broader transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The GCP's vision for a future travel network is particularly important to support a green recovery from Covid-19, with sustainable transport options vital to enable communities to access work, study and other opportunities the city-region has to offer.
- 4.4 Investments in 2021/22 are essential to progress and deliver the infrastructure required to transform connectivity, with the GCP investing:
- £18.75m to progress the GCP's four major corridor schemes, linking growing communities to the north, south east, east and west of Greater

Cambridge. This year, a number of quick wins to improve road safety and sustainable travel options are being finalised on the Cambridge South East Transport scheme (CSET);

- £7.7m on cycling and active travel schemes, including progressing the design of the Greenways routes and delivering Phase 1 of the Chisholm Trail; and
- £12.1m on further schemes to improve public transport and sustainable travel options, including the now completed Histon Road scheme and investing £5m in specific public transport schemes and other measures to encourage sustainable travel through the City Access project.

- 4.5 Aside from investments in transport improvements, GCP investments in Skills, Smart, Housing and Economy and Environment projects (as detailed throughout this paper), totalling more than £2m in 2021/22, continues to alleviate barriers to economic growth and shared prosperity in Greater Cambridge. Particularly, the new Skills contract delivered by Form the Future, with Cambridge Regional College, is building on the delivery of new, high quality apprenticeships during the GCP's first five years of investment, providing local businesses with the skills they need to grow. The GCP continues to progress work to enhance energy grid capacity to sustain local growth and the Smart Cambridge programme is investing over £1m in projects to maximise the benefits of technological and digital innovation across the GCP programme.

5. Workstream Updates

- 5.1 This section includes key updates on progress, delivery and achievements across the GCP programme in the last quarter. Full reports for each workstream are attached to this report (Appendix 1-Appendix 5).

Transport

- 5.2 Over the last quarter, significant progress has been made on Transport schemes including the opening of the Histon Road project, construction on CSETS Phase 1 (Linton Greenway at Copley Hill and from Worts Causeway to Addenbrookes) and consultation on both City Access and the Eastern Access project.
- 5.3 In the next quarter a Transport Works Act Order (TWAo) for CSETS Phase 2 (subject to full Cambridgeshire County Council approval) is on schedule to be submitted and the next steps on Eastern Access and City Access, following the consultations, will be progressed. It is also expected that Cambridge South West Travel Hub will go to Planning Committee in February.
- 5.4 Three schemes within the GCP programme are RAG rated as red for expenditure. The first is the Chisholm Trail; the project is currently over-budget. A report on overall project overspend was submitted to the GCP Executive Board on 10th December 2020 where an additional budget of £6.582m was agreed for Phase 1 of the Chisholm Trail. The second is the West of Cambridge Package as the Cambridge South West Travel Hub was deferred at July's Planning Committee. The decision was deferred unanimously by the Committee until further information on Green Belt, demand and drainage is provided. The project is now aiming for a

February 2022 Planning Committee. The delay will result in a reduction in the spend profile which is reflected in the forecast outturn variance. The third scheme with under spend this year is Cambridge South East Transport Phase 1, this is due to the delays to two key elements (land acquisition and planning permission – now due to be brought to CCC Highways and Transport Committee in December this year) of the project for Haverhill Road, Hildersham Crossroads, Bartlow Roundabout and the Babraham Park & Ride extension.

- 5.5 The full workstream report for Transport, including tables outlining delivery and spend information, is available in Appendix 1.

Skills

- 5.6 The Skills contract entered in to with Form the Future in 2019 came to a successful conclusion at the end of March 2021. All the KPI targets were exceeded. Given the continued impact of Covid-19 on the labour market, this is a significant achievement.
- 5.7 The new contract became operational in April 2021 and progress against targets is set out in Section 10.
- 5.8 The full workstream report for Skills is available in Appendix 2.

Smart

- 5.9 Smart signals infrastructure has now been installed at all four junctions which make up the trial area and data is now being captured and analysed. Further information is shown in Section 11.4.
- 5.10 A review of sensor technologies available in the market has been carried out and will inform the full procurement of the Strategic Sensing Network. This is a project being led by Smart and in collaboration with the County Council and Cambridgeshire & Peterborough Combined Authority (CPCA).
- 5.11 The full workstream report for Smart is available in Appendix 3.

Housing

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

Economy and Environment

- 5.13 **Sectoral Employment Analysis:** As previously reported, the latest update from the Greater Cambridge Sectoral Employment analysis was released in July and gives some headline figures on the impact of Covid-19 on our sectors. At headline level the findings outline the strong performance of the Greater Cambridge corporate economy, with the impact of the first lockdown being mitigated by the resilience of KI (Knowledge-Intensive) companies, especially Life Science and ICT sectors. Non-KI companies showed modest employment growth but would have seen falls in employment without the support of the furlough scheme. More detailed findings can

be found in Section 14. This will next be updated in the March 2022 report, with figures expected to be provided to GCP in November/December 2021.

- 5.14 **Energy Grid project:** The draft Outline Business Case (OBC) and covering report for the Energy Grid project has been completed and will be discussed at Agenda Item 9 of this meeting. The OBC includes information on the offers received by UKPN, the delivery routes available for construction and the cost recovery estimates based on the Electricity Connection Charges Regulation (ECCR).
- 5.15 The full workstream report for Economy and Environment is available in Appendix 5.

6. Citizens' Assembly

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

7. Financial Implications

- 7.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2021, the proposed over-commitment is £123m. This assumes that the 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	Quarterly Transport Workstream Report
Appendix 2	Quarterly Skills Workstream Report
Appendix 3	Quarterly Smart Workstream Report
Appendix 4	Quarterly Housing Workstream Report
Appendix 5	Quarterly Economy and Environment Workstream Report
Appendix 6	RAG Explanations
Appendix 7	GCP Completed Projects
Appendix 8	Executive Board Forward Plan

Background Papers

Source Documents	Location
None	-

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

8. Transport Delivery Overview

8.1 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 7.

Project		Current Delivery Stage	Target Completion Date for whole Project	Forecast Completion Date for whole Project	Status		
					Previous	Current	Change
Cambridge Southeast Transport Phase 1		Construction	2022	2022	G	G	↔
Cambridge Southeast Transport Phase 2		Construction / Design	2024	2025	G	A	↓
Cambourne to Cambridge / A428 Corridor		Design	2024	2026	R	A	↑
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 Access Project		Design	2024	2024	A	G	↑
Chisholm Trail Cycle Links	Phase 1	Construction	2020	2021	A	A	↔
	Phase 2	Design	2024	2024	G	G	↔
Histon Road Bus Priority		Construction	2022	2021	G	G	↔
West of Cambridge Package		Design	2024	2025	A	A	↔
Residents Parking Implementation		Implementation / Paused	2021	2021	R	A	↑
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	G	↔
Bottisham Greenway		Project Initiation	2025	2025	G	G	↔
Horningsea Greenway		Project Initiation	2025	2025	G	G	↔

Sawston Greenway	Project Initiation	2025	2025	G	G	↔
Swaffhams Greenway	Project Initiation	2025	2025	G	G	↔
Haslingfield Greenway	Project Initiation	2025	2025	G	G	↔
Madingley Road (Cycling)	Design	2025	2025	G	G	↔

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

8.2 Whilst the forecast completion dates captured above are the anticipated opening dates for each project, delivery risks e.g. land acquisition timescales remain across the programme. Due to the significant scale of the programme its and associated spend, delivery risks, such as these, are expected and are being managed through appropriate mitigation strategies. As it currently stands, the top three risks across the transport programme can be identified as follows:

Risk	Mitigating Action
If projects are unable to secure land through negotiation, then schemes could be delayed and/or require Compulsory Purchases Orders	Project Managers are managing this within each project and raising issues with the Transport Director as required. Transport Director will raise with Executive Board by exception.
If the impact of Covid-19 is not understood or changes then it could have an impact on the deliverability of schemes due to increased cost and programme.	Project Managers continue to assess the impact of Covid-19 on cost and programme and reflect in budget and delivery timescales as required.
If the cost of building materials continues to rise then the cost of projects could increase	Each project maintains a risk budget appropriate with the stage of the project. Issues will be reflected in budget and delivery timescales as required. Value engineering will be adopted at every relevant stage of each project.

8.3 Since the last Quarterly Progress Report the following changes to the programme have been made:

- Cambridge South East Transport Study has been separated into two phases. The second phase date has been updated to reflect the timescales around the Transport and Works Act Order and the paper which went to the July 2021 Executive Board.
- Cambourne to Cambridge - the date has been updated to reflect the project being substantively paused following two interventions by the former Mayor of Cambridgeshire and Peterborough in 2018 and 2020. Following completion of an independent audit and agreement by the Executive Board, the project is now proceeding to the next stage of scheme development. This date reflects a more realistic completion date.
- City Access - The Executive Board approved a road map for taking forward the City Access project at their meeting in September 2021. The target and forecast dates have been updated to reflect this programme. It is anticipated that aspects of the project, for example the public transport improvements, will be delivered in advance of the final completion date.

- Linked to the City Access roadmap, officers had planned to bring a 'Two-years-on' report on progress implementing the response to the Citizens' Assembly to this Joint Assembly/Executive Board meeting cycle. As the Making Connections consultation is underway and a workshop with Citizens' Assembly members is planned, it is proposed that the report providing an update on progress will be brought to the Joint Assembly and Executive Board meetings in June 2022 instead.
- Residents Parking- This has been moved from RAG status Red to Amber as the project will be restarted subject to agreement by the Executive Board. A separate agenda item (6 is provided on this project.
- Chisholm Trail 2 - the dates have changed to reflect the delivery of all sections of Phase 2.
- Cambridge South West Travel Hub - the date has been updated to reflect the delay to the programme as a result of the deferral of the planning application.

9. 2021/22 Transport Finance Overview

- 9.1 The table below contains a summary of expenditure to September 2021 against the budget for the year.

Project	Total Budget (£000)	2021-22 Budget (£000)	2021-22 Forecast Outturn Sep 21 (£000)	2021-22 Forecast Variance Sep 21 (£000)	2021-22 Budget Status		
					Previous	Current	Change
Cambridge South East (A1307) – Phase 1*	16,950	11,550	6,500	-5,050	G	R	↓
Cambridge South East (A1307) – Phase 2*	132,285	2,988	2,660	-328	G	A	↓
Cambourne to Cambridge (A428)	157,000	2,663	1,663	-1,000	G	A	↓
Waterbeach to Cambridge	52,600	464	464	0	G	G	-
Eastern Access	50,500	1,500	600	-900	G	A	↓
West of Cambridge Package	42,000	2,750	1,439	-1,311	R	R	↓
Milton Road Bus, Cycle and Pedestrian Priority	23,040	12	50	+38	A	A	-
Histon Road Bus, Cycle and Pedestrian Priority	10,600	3,065	3,065	0	G	G	-
City Access Project	20,320	3,500	2,700	-800	G	G	-
FIS Allocation – Public Transport Improvements and Sustainable Travel	75,000	2,500	2,500	0	G	G	-
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	250	150	-100	G	G	-
Chisholm Trail – Phase 1	17,914	4,419	4,300	-119	R	R	-
Chisholm Trail – Phase 2	5,000	750	750	0	G	G	-
Madingley Road Cycling	993	580	580	0	A	A	-
Greenways Programme	76,000	3,000	3,000	0	G	G	-
Cambridge South Station	1,750	635	684	+49	A	A	-

Programme Management and Scheme Development	5,450	350	350	0	G	G	-
Total	688,102	40,976	31,455	-9,521	A	A	-

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

Commentary relating to each project is set out below. This includes an update on financial spend for this year.

9.2 Cambridge South East (A1307) – Phase 1

This year, the project has successfully delivered Variable Speed Cameras from Linton to Horseheath, Granhams Road and Worts Causeway Junction improvements and the Linton Greenway section at Copley Hill with construction currently ongoing from Addenbrookes to Granhams Road.

It is currently anticipated that the ongoing land acquisition and planning approval issues are likely to affect the delivery of the remaining Phase 1 projects planned for this financial year.

An evaluation of progress on these issues is ongoing, but with planning and permitted development approvals now delayed until December, this will cause a delay in spend this year as construction on some elements will not begin as early as previously expected.

9.3 Cambridge South East (A1307) – Phase 2

The scheme is following Cambridgeshire County Council's governance process for Transport and Works Act Order (TWAo) applications. Agreement from the full County Council is required in order to submit the TWAo, this is expected in December.

The programme for the scheme is reliant on the TWAo but it is currently anticipated to complete in 2025. Costs are currently being fully evaluated and will be reported as part of the Full Business Case sign off. Spend is slightly below target for this financial year due to the delay in submitting the TWAo.

9.4 Cambourne to Cambridge (A428)

At this stage, a year-end underspend of £1m is anticipated. This is due to the delay in the project following interventions by the previous mayor. The scheme is now advancing following the decision by the Executive Board in July 2021. Consultants are now working on the Environmental Impact Assessment and TWAo for the project with a view to submission of the TWAo application in late 2022 following EIA consultation in Summer 2022.

9.5 Waterbeach to Cambridge (formerly A10 North study)

The project received approval from July's Executive Board to progress to the next stage, which includes delivery of the Outline Business Case.

Consultants have been commissioned through the Joint Professional Services Framework and have begun technical work and public engagement. At this stage, spend is on target for this financial year.

9.6 Eastern Access

Scoping works have now started and approval to resume the project and restart Phase A was given at July's GCP Executive Board. Consultation on short term improvements to Newmarket Road is planned for late 2021. Work on the longer term busway is now progressing following the allocation for development of the Airport site in the first draft of the Greater Cambridge Local Plan. The scheme is currently predicting an underspend this year due to a delay in commissioning of works. However, the scheme remains on track overall.

9.7 West of Cambridge Package

Cambridge South West Travel Hub was presented at July's County Planning Committee for determination. The decision was deferred unanimously by the Committee until further information on Green Belt, demand and drainage was provided. Other details, requested prior to the item being presented, included the possible impact on Trumpington Country Park, the number of Solar PV panels and charging points as well as specific detail on the proposed species and height of proposed vegetation. The Local Planning Authority has requested an extension of time for determination of the planning application until February 2022.

Officers are working with County colleagues to determine next steps. The delay will result in a reduction in the spend profile which is reflected in the forecast outturn variance.

Foxton Travel Hub engagement programme was delayed to September and has now been completed. The delay was to allow for further discussions with local councillors and parish councils - this revised timeline has led to a reduction in the spend profile which is reflected in the forecast outturn variance.

9.8 Milton Road bus and cycling priority

Construction of this project is on hold until Spring 2022 to allow a break following Histon Road's completion. This year's budget will cover the second Road Safety Audit, Traffic Regulation Order process and final tweaks to the design and procurement.

A slight in-year overspend is currently expected to cover additional design work on the Elizabeth Way roundabout, following receipt of the service diversion quotes from statutory undertakers and discovery of a large BT chamber in the centre of the roundabout.

9.9 Histon Road bus and cycling priority

Construction of the project is now complete (as of November 2021) therefore all of the 2021/22 budget has now been committed. Whilst the project was being progressed, the project team worked with the County Council to identify additional maintenance requirements that could be undertaken through the construction

contract. This resulted in approximately £1.4million of additional work such as full resurfacing, repairs to the binder course layers where required and improved drainage along the road. The cost of this work will be funded by the County Council. It is not anticipated that additional GCP funding will be required.

9.10 City Centre Access Project

The City Access budget funds multiple workstreams which focus on tackling congestion, improving bus services and the cycling network, addressing air quality issues and better management of parking.

In September 2021, the Executive Board agreed a road map to develop a final package of options for improving bus services, funding an expansion of the *cycling-plus* network and managing road space in Cambridge. Further work on budget implications is in hand and an initial allocation has been made at this stage which is reflected in the current budget forecast. This will be updated in due course.

9.11 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)

Work on developing and delivering various projects included in the strategy has been held over to await the outcome of the Cambridge and Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council. It is anticipated that design work on improvements to bus access to the station will commence once the implications of the A505 study are known.

9.12 Chisholm Trail cycle links – Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)

Final safety checks are currently taking place on Abbey Chesterton Bridge and jetty. Work is also starting on the safety improvements to Fen Road –this is expected to be completed by early December.

The project is in the final part of the construction programme and is due to complete by the end of 2021. However, significant time risks remain which are being carefully managed alongside budgets. A key risk is anticipated negotiations at the end of the construction with the contractor over final costs.

The £1,086k underspend from 2019/20 was allocated to this financial year's budget and there is now an anticipated underspend of £119k for 2021/22. As the Executive Board has already agreed the total budget, no further agreement was required for this change.

9.13 Chisholm Trail cycle links – Phase 2

The Chisholm Trail Phase 2 is finalising design elements ahead of procurement for construction. Specifically, the Coldham's Junction works is completing detailed design for tendering purposes but is now also subject to the County's Experimental Traffic Regulation Order's (ETRO) consultation. The Great Eastern Street car park works are still under development and to be agreed with Cambridge City Council.

The GCP is currently waiting for the County to confirm the ETRO programme so at this stage there is no anticipated cost variance.

9.14 Madingley Road

The existing preliminary designs are currently being updated. Detailed design and final costs will be required to go to GCP Executive Board for approval.

It is currently anticipated that this project will come in on budget at year-end.

9.15 Greenways Programme

The outline budgets for all Greenways projects were allocated during 2020/21.

Consultants have been appointed to the Joint Professional Services Framework. The Greenways programme has been split geographically between the two consultants and work has now begun on the design of each scheme.

The expectation is that the budgeted £3m will be spent on delivering various early interventions across the Greenways this financial year. As part of this budget, £1.25m is expected to be spent on design and preparation.

9.16 Cambridge South Station

The Department for Transport has now drawn down on the budget although additional contributions may be required later in the year.

9.17 Programme Management and Scheme Development

This is anticipated to come in on budget at year-end.

APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

10. Update on Current Skills Delivery (2021-2025)

10.1 GCP's new skills and training contract began delivery on 1st April 2021 and Form the Future has provided the following information on progress against their targets.

Indicator	Target (2021-2025)	Progress (Aug to Sep 2021)	Previous (Apr to Jul 2021)	Progress (Apr to Sep 2021)	Status	
					Current*	Change
Apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship	600	6	14	20	G	↑
Adults supported with careers information, advice and guidance, broken down by sector where applicable	1520	30	29	59	G	↔
Early Careers Ambassadors/Young People Champions recruited, trained and active, broken down by sector	600	0	22	22	G	N/A
Employers supported to access funds and training initiatives, broken down by sector	450	17	13	30	G	↔
Students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector	400	0	0	0	G	N/A
Careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact	2,486	82	24	106	G	↔
All Primary Schools accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact	73	0	3	3	G	N/A
Students accessing mentoring programme as part of this service	200	0	0	0	G	N/A

*The RAG status highlights whether the work to achieve these targets is on track rather than the current actual.

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 10.2 Monitoring data for the eight service KPIs is outlined in the table above. Data is reported as of the end of September 2021. Service data shows that Form the Future are continuing to make progress against most of the KPIs, with all indicators currently having a Green RAG rating.
- 10.3 The number of adults supported with careers information, advice and guidance has doubled since last quarter and between Form the Future (FtF) and Cambridge Regional College (CRC), this work will continue to be delivered in two strands with FtF focusing on career guidance through one-to-one sessions and CRC delivering an annual series of roadshows and events to reach different audiences. It is anticipated that provision will be delivered to a total of 235 adults in the first year, increasing to 420 in the second and third years, and 445 in the fourth.
- 10.4 Form the Future has so far been able to support 20 apprenticeship training starts, despite the fact that the summer months are generally a quiet period of the year, in addition to the continuing challenges of Covid-19. Once analysed, latest figures for September and October are likely to show a significant increase compared with the same period last year.
- 10.5 Since last quarter, an additional 17 employers have taken up support to set up their Apprenticeship Service Account and access funding.
- 10.6 Despite the challenges of Covid-19, careers guidance activities aimed at students aged 11-19 have increased from 24 to 106 since last quarter. Most planned workshops and careers guidance activity took place as projected, with some switching to virtual formats where necessary.
- 10.7 Other key points:
- Recruitment of Early Careers Ambassadors (ECAs)/Young People Champions (YPCs) - both FtF and CRC are on track for cohorts of ECAs and YPCs onboarding in November 2021;
 - Primary Schools accessing careers advice activities -12 digital and virtual Cambridge LaunchPad resources are now close to completion for delivery to schools with online library resources progressing;
 - 50 mentoring places have already been allocated for the first year (first tranche started after October half-term).

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

11. Smart Programme 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 7.

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Behaviour Change: Scoping work for MaaS Pilot	Mar 2022	Mar 2022	G	G	
Smart Signals – Phase Two	Mar 2022	Mar 2022	G	G	↔
Smart Signals – Phase Three	Jun 2022	Jun 2022	N/A	N/A	
Strategic Sensing Network – Phase Two	Mar 2022	Mar 2022	G	G	↔

Progress reported up to 31st July 2021

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 11.2 A revised forward plan of work is being developed to reflect requirements in the context of the increasing pace of delivery across all GCP workstreams.

11.3 Behaviour Change: Scoping work for MaaS Pilot

Work has been started to scope a Mobility as a Service (MaaS) pilot for Greater Cambridge. MaaS is a digital platform that offers users the ability to plan, book and pay for multiple types of mobility service through one digital platform. This encourages the use of more sustainable modes by reducing friction and enabling a smoother journey for the user.

The aim of this initial phase is to produce a report that will identify best practices and recommendations from other MaaS examples already in place around the world. The scoping exercise will also align the research objectives to the strategies, targets and policies of the GCP and Combined Authority. International research projects, as well as MaaS prototypes, will give insight and direction to ensure our solutions proposed are effective and beneficial to the authorities and users.

11.4 Smart Signals – Phase 2: Data Collection and Analysis

Phase Two of the project (data gathering, analysis and modelling) is progressing to schedule with the smart signals infrastructure on the Hills Road junctions, gathering data and analysing models and decisions since June 2021. On two occasions the Vivacity control “agent” has taken initial supervised control of the junction for limited time periods. The data and learnings from the supervised control periods are being

used to further develop the agent, ensuring a suitable baseline is established before any unsupervised control is implemented.

The equipment at the Robin Hood junction has now been installed following a slight delay (as explained last quarter) and data gathering will commence following the validation of the sensors later this month. Over the next three months (up to January 2022) the sensors will gather further data to be used to analyse current traffic trends and evaluate how effective decisions made by the machine learning would have been. This will be carried out before any switch to full use of the smart signal solution is approved.

This project is being run in collaboration with the City Access project and Cambridgeshire County Council's Signals team.

11.5 Strategic Sensing Network – Phase 2: Procurement

GCP's next Gateway Review is due in April 2025 and has the potential to unlock a further £200m of City Deal funding. The detail of the methodology by which GCP will be assessed has not yet been agreed with central government but it is imperative that GCP undertakes appropriate data collection to enable the impact of the investment to date to be demonstrated.

Further to the decision of the Board to support the GCP funded element of the network last quarter, a specification has been drawn up and a soft market test exercise undertaken. Potential suppliers attended workshops to provide information that will be used to improve and clarify the full specification ahead of the Invitation to Tender (ITT) being issued.

This work remains on schedule with the release of the ITT documentation expected this month.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

12. Delivering 1,000 Additional Affordable Homes

- 12.1 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 7.

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes**	1,000	2011-2031	742 (approx.)	A	A	↔

*** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2021) and new sites permitted or with a resolution to grant planning permission at 30th September 2021 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.*

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 12.2 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 12.3 The Greater Cambridge housing trajectory published in April 2021 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 2022-2023. Until 2022-2023, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 12.4 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 12.5 The table above shows that on the basis of known rural exception schemes and other sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council's Planning Committee, approximately 742 eligible affordable homes are anticipated to be delivered between 2022 and 2031 towards

the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 74% of the target on the basis of currently known sites.

- 12.6 There have been no additional permissions granted in the last quarter that contribute towards this indicator.
- 12.7 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2021) 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.
- 12.8 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 37,226 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 3,726 dwellings more than the housing requirement of 33,500 dwellings. There are still a further nine 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 and therefore we can be confident that the target will be achieved.

APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

13. Greater Cambridge Implementation of the Local Economic Recovery Strategy (LERS) and Local Industrial Strategy (LIS)

- 13.1 As previously reported the GCP and the local authorities in Greater Cambridge (with engagement with the CPCA) collaborated to produce an Action Plan, designed to align ongoing local action with the five 'foundations of productivity' outlined in the LIS. The Action Plan identified 82 local actions, grouped under a series of objectives which blend local and regional priorities for growth.
- 13.2 Officers continue to identify progress against the actions outlined in the Action Plan. Of the 82 actions identified the majority continue to be well on track.
- 13.3 The LIS is due to be updated by the CPCA in the coming months. GCP officers will engage in that process to continue to ensure alignment in key policy areas.

14. Greater Cambridge Sectoral Employment Analysis

- 14.1 As previously outlined, this research programme is being undertaken by the Centre for Business Research (CBR) and is funded by the Greater Cambridge Partnership and Cambridge Ahead. The research will analyse the growth of employment in different sectors across Greater Cambridge, enabling local partners to have robust, timely data on local sectors and businesses. It will take the form of a series of updates, analysing data drawn from company accounts over time, designed specifically to understand the challenges facing specific local sectors over the coming months, in light of Covid-19.
- 14.2 The latest update, which was finalised in June, analysed data from accounting year ends between 6th April 2020 and 31st December 2020. The full report can be found at <https://www.greatercambridge.org.uk/asset-library/Future-Investments-Strategy/Research-and-Evidence/Greater-Cambridge-Employment-Update-June-2021-rev2.pdf>
- 14.3 This version reports that corporate employment growth has slowed down from 5.0% in 2018-19 to 3.9% in 2019-20 although it is noted that the latter is still a significant rate of growth considering the unprecedented challenges brought about by Covid.
- 14.4 Employment growth in Knowledge Intensive (KI) sectors (+6.9%) has been five times faster than in non-KI sectors (+1.3%). The fastest growing sectors during 2019-20 have been 'Life science and healthcare' (+10.6%), 'Information technology and telecoms' (+10.0%) and 'Wholesale and retail distribution' (+5.8%). A relatively large fall in employment has occurred in the 'Property and finance' sector (-1.5%) and 'Other services' (-0.8%) sector which includes hotels, pubs and restaurants.

- 14.5 The next update on this project will be in early December and will be reported to the Joint Assembly and Executive Board in early 2022.

15. Electricity Grid Reinforcement

- 15.1 Officers from the GCP have been developing proposals to forward fund electricity grid reinforcement works to remove a barrier to jobs and housing growth, with the intention of recouping the investment from developers. An outline Business Case and covering report will be discussed further at Item 9 of this meeting's agenda.

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

- **Green:** Projected to come in on budget
- **Amber:** Projected to come in over or under budget, but with measures proposed/in place to bring it in on budget
- **Red:** Projected to come in over or under 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 7: COMPLETED GCP PROJECTS

Project		Completed	Output	Related Ongoing Projects	Outcomes, Monitoring & Evaluation
Transport projects					
Ely to Cambridge Transport Study		2018	Report, discussed and endorsed by GCP Executive Board in February 2018.	Waterbeach to Cambridge	
A10 Cycle Route (Shepreth to Melbourn)		2017	New cycle path, providing a complete Cambridge to Melbourn cycle route.	Melbourn Greenway	
Cross-City Cycle Improvements	Hills Road / Addenbrookes Corridor	2017	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
	Arbury Road Corridor	2019	Range of improvements to cycle environment including new cycleway.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to Cambridge North Station & Science Park	2019	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to East Cambridge and NCN11/ Fen Ditton	2020	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	

	Fulbourn/ Cherry Hinton Eastern Access	2021	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
Greenways Quick Wins		2020	Range of cycle improvements across Greater Cambridge e.g. resurfacing work, e.g. path widening etc.		
Greenways Development		2020	Development work for 12 individual Greenway cycle routes across South Cambridgeshire.	All Greenways routes	
Cambridge South Station Baseline Study (Cambridgeshire Rail Corridor Study)		2019	Report forecasting growth across local rail network and identifying required improvements to support growth.	Cambridge South Station	
Travel Audit – South Station and Biomedical Campus		2019	Two reports: Part 1 focused on evidencing transport supply and demand; Part 2 considering interventions to address challenges.	Cambourne to Cambridge; CSETS; Chisholm Trail; City Access; Greenways (Linton, Sawston, Melbourn)	
Smart programme projects					
ICP Development – Building on the Benefits		2021	Data platform in operational use. Parking, Bus and Road Network datasets and analytic tools available for use.	Strategic Sensing Network CPCA Transport Data Platform	Better insight and information for the transport network is now available
Data Visualisation – Phase Two		2021	Visualisations of Automatic Number Plate Recognition (ANPR) data	Strategic Sensing Network CPCA Transport Data Platform	Enhanced insights extracted from 2017 ANPR survey

		Connectivity to County Council PowerBI services enabled.		
New Communities - Phase One (Extended)	2021	Three topic papers for North East Cambridge Area Action Plan (AAP) and input into Local Plan		Smart solutions and connectivity principles embedded in area action plan
Smart Signals – Phase One	2021	Installation of smart signal sensors at 3 junctions (Hills Road)	Smart Signals – Phase Two Smart Signals – Phase Three	Will be realised as part of the following phases
Strategic Sensing Network – Phase One	2021	Gathering requirements and developing specification	Strategic Sensing Network – Phases Two and Three	Will be realised as part of the following phases
C-CAV3 Autonomous Vehicle Project	2021	Successful trial of autonomous shuttle on the West Cambridge site. Development of safety cases for this trial and to support future work. Development of business cases for potential future opportunities in Greater Cambridge		Successful demonstration of the utilisation of autonomous vehicles as part of the future public transport system
Digital Wayfinding	2021	Upgrade of wayfinding totem at Cambridge station and development of walking routes map for display.		Improved wayfinding experience for travellers
Housing projects				
Housing Development Agency (HDA) – new homes completed	2018	New homes directly funded by the GCP have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.		

APPENDIX 8: EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

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

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

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

Executive Board: 9th December 2021	Reports for each item to be published 29th November 2021	Report Author	Key Decision	Alignment with Combined Authority
Electricity Grid Reinforcement: Update and Next Steps	To approve next steps and the Outline Business Case.	Rachel Stopard	No	N/A
Integrated Parking Strategy	To consider a draft Integrated Parking Strategy.	Peter Blake	No	CA LTP
Inclusive Access Study	An initial paper on improving accessibility for all looking at issues and options	Isobel Wade	No	CA LTP
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Foxton Travel Hub	Request to submit planning application and confirmation of budget	Peter Blake	Yes	CA LTP
Executive Board: 17th March 2022	Reports for each item to be published 7th March 2022	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
Update on Greenways Programme	To receive an update on the programme and agree next steps.	Peter Blake	No	N/A
Chisholm Trail Phase 2	To provide an update following consultation and an overview of the projected cost of the scheme.	Peter Blake	Yes	CA LTP
Milton Road	Acceptance of the Detailed Design and sign off of Full Business Case.	Peter Blake	Yes	CA LTP
Executive Board: 30th June 2022	Reports for each item to be published 17th June 2022	Report Author	Key Decision	Alignment with Combined Authority
Public Transport and City Access Strategy	To receive feedback on the City Access consultation and agree next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Cambridge South West Travel Hub	To sign off the Full Business Case and planning application	Peter Blake	Yes	CA LTP
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Executive Board: 6th October 2022	Reports for each item to be published 26th September 2022	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 note public consultation outcomes and Environmental Impact Assessment and request County to review and submit Transport and Works Act Order application	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
9 th December 2021	29 th November 2021	18 th November 2021	8 th November 2021
17 th March 2022	7 th March 2022	17 th February 2022	7 th February 2022
30 th June 2022	20 th June 2022	1 st June 2022	20 th May 2022
6 th October 2022	26 th September 2022	8 th September 2022	29 th August 2022