

**GREATER CAMBRIDGE PARTNERSHIP
EXECUTIVE BOARD**

4:00 pm

Thursday 17th March 2022

**Council Chamber
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA**

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

AGENDA

1. **Apologies for Absence** (-)
2. **Declaration of Interests** (-)
3. **Minutes** (3-21)
4. **Membership** (oral)
5. **Public Questions** (22)
6. **Feedback from the Joint Assembly** (23-25)
7. **Greater Cambridge Greenways Progress Update** (26-31)
8. **Chisholm Trail: Phase 2** (32-39)
9. **Cambridge Road Network Hierarchy Review** (40-57)
10. **Milton Road** (58-90)
11. **Quarterly Progress Report** (91-127)
12. **Date of Future Meetings** (-)
 - 4:00 p.m. Thursday 30th June 2022
 - 4:00 p.m. Wednesday 28th September 2022 [change from Thursday 6th October 2022]
 - 4:00 p.m. Thursday 15th December 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]

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.

CORONAVIRUS GUIDANCE - 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.

Following the lifting of the Government's Plan B restrictions, guidance has been issued by the Cambridgeshire County Council's Public Health Officer. The guidance refers to the need to continue to be cautious and to maximise Covid prevention measures. Therefore, for meetings taking place in the Chamber at South Cambridgeshire Hall, these measures are:

- a) We request that only people who need to attend in person should do so, and if you do not need to attend physically that you do so remotely.
- b) All who are in the Chamber should wear face coverings whenever possible. Advice from Public Health states that although the legal requirements on face coverings expired 27th January, the Government guidance still recommends the use of face coverings in enclosed or crowded places, particularly where people come into contact with people they don't normally meet.
- c) All attendees are asked to observe 1m distance as far as possible in the Chamber.
- d) We ask that all attendees please follow national guidance on taking Lateral Flow Tests before attending meetings, staying away if testing positive or having Covid symptoms.
- e) We also ask that you please make use of the sanitiser for hands and surfaces and that you please keep to the one-way system in the Chamber as far as possible.
- f) Attendees are reminded to bring their own drinks bottles which can be filled at the tap in the Kitchenette opposite the Chamber, as there are no cups provided.
- g) The doors to the Chamber will be propped open during meetings to increase ventilation.

If you have accessibility needs, please let Democratic Services know.

For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services) on 01223 699763 or via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.

Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Thursday 9th December 2021
4:00 p.m. – 5:30 p.m.

Present:

Members of the GCP Executive Board:

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

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:

Jasmine Berrill	Assistant Project Manager (GCP)
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. Apologies for Absence

No apologies for absence were received.

2. Declarations of Interest

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

3. Minutes

The minutes of the previous Executive Board meeting, held on 30th September 2021, were agreed as a correct record, subject to the correction of Councillor Meschini being a Member of Cambridgeshire County Council in the list of Members present on the first page, and signed by the Chairperson.

4. Public Questions

The Chairperson informed the Executive Board that ten 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 6 (Residents Parking Scheme Delivery), five questions related to Agenda Item 7 (Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation), and four questions related to agenda item 8 (Foxton Travel Hub).

5. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 18th November 2021.

6. Residents Parking Scheme Delivery

One public question was received from Councillor Jocelynn Scutt, City Councillor for West Chesterton. The question and a summary of the responses are provided at Appendix A of the minutes.

The Assistant Director of Sustainable and Inclusive Growth presented a report to the Joint Assembly which outlined proposals for the resumption of delivery of Resident Parking Schemes (RPSs), following a request from the County Council's Highways and Transport Committee for the GCP to initiate the delivery of new schemes. It was proposed that the first stage would involve informal consultations, through local Members, on all the unimplemented indicative schemes, which would allow for the prioritising of schemes for delivery to support the wider aims of the City Access Strategy. In Romsey West, where informal consultations had already indicated support for a RPS, it was proposed to directly proceed to work with Members and residents to develop the proposals.

The development of an Integrated Parking Strategy with the County Council and City Council, which would be presented to the Joint Assembly and Executive Board in 2022, would provide an opportunity to reflect on the future role of RPSs as part of a wider plan to manage parking in the city. Emphasising that the proposals at this stage did not include details about the order of delivery for schemes or factors such as boundaries or designs, the Assistant Director confirmed that the proposed consultations would lead to such developments, which would then be presented to the Joint Assembly and Executive Board.

The Chairperson of the Joint Assembly highlighted that members had shown a consensus in welcoming and supporting the recommendations, observing that the proposals represented a natural progression following the GCP's commitment to an Integrated Parking Strategy.

The Executive Board also welcomed the proposals for the resumption of RPSs and it was resolved unanimously 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.

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

Five public questions were received from Councillor Linda King (on behalf of Willingham Parish Council), Mary Wheeler (on behalf of Windsor Road Residents'

Association), Vincent Poole, George Vardoulakis, and Marie Louise Holland. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Assistant Director for Sustainable and Inclusive Growth presented the report, which outlined the results of the Cycling Plus consultation, including thirteen routes that had been identified as missing links in the active travel network. Attention was drawn to the findings that were detailed in section 3 and Appendix 1 of the report, with safety, lower traffic levels, more direct routes and segregation identified as the key factors for people deciding to use active travel modes. Responses suggested there were high levels of support for further investment in the network, and members were informed that the indicative funding envelope of £20m would need to be increased significantly if all the schemes that had been identified were to be delivered. It was therefore proposed to move forward with the development of two schemes, as outlined in section 6.4 of the report, while simultaneously continuing to develop the active travel network in the context of consultation feedback and wider developments, including the City Access Strategy.

The Chairperson of the Joint Assembly noted that members had welcomed all the recommendations, with support also given to the remaining proposed schemes and the potential inclusion of further additional schemes. While consideration had been given to how the schemes had been prioritised, the Joint Assembly acknowledged the analysis that led to two of the schemes being progressed initially. The Chairperson also drew attention to the important relationship provided by the Making Connections consultations that had been identified by the Joint Assembly between providing capacity for funding for schemes further down the list and providing more capacity and road space within the highway network for this sort of schemes to proceed.

While discussing the report, the Executive Board:

- Supported the progression of active travel improvements on Hills Road and the A1134, noting that the consultations had produced extensive feedback and widespread support. Members welcomed the feedback from residents, and emphasised the value of local knowledge and the ideas that had been suggested, noting that sometimes just minor changes to the details of schemes could make them more attractive and safer. It was also suggested that further improvements could be considered, based on the contributions that had been made during the consultations.
- Observed that the active travel improvements were based on missing links that had been identified with the Greenways schemes that were already underway, and noted widespread support for those main schemes to be progressed as quickly as possible.
- Highlighted that every part of the Greater Cambridge area would be taken into consideration during the development of the City Access Strategy.

The Executive Board resolved unanimously to:

- (a) Note the results of the Cycling Plus consultation (Appendix 1 of the report);
- (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
- (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.

8. Foxton Travel Hub

Four public questions were received from Antony Carpen, Mal Schofield, Andy Brown (on behalf of Foxton Parish Council), and Amanda Hopewell (on behalf of Barrington Parish Council). The questions and a summary of the responses are provided at Appendix A of the minutes.

A written statement from Councillor Peter McDonald, County Councillor for Duxford electoral division, was read out, in which he endorsed the concerns raised by the local community and asked the GCP to address them in further detail before the Travel Hub progressed. He requested more tangible evidence of it being a multi-modal hub with regular bus services to surrounding villages, and noted that he would seek assurances from County Council officers regarding the safety of the A10 crossing. Suggesting that a portion of any car parking revenue could be shared with the local community for active travel development to improve the multi-modal nature of the Travel Hub, he requested that these matters be included in the GCP's submission to the County Council's Planning Committee so that they could be taken into consideration during the determination of the matter.

The Transport Director presented the report, which provided an update on progress made on the Foxton Travel Hub. It also proposed progressing to the programme's next stage, which included preparing the Full Business Case and revising design features of the Travel Hub following the recent public engagement exercise and the proposed submission of a planning application. Attention was drawn to the proposed changes to the scheme that had been identified following engagement with the local community, which were set out in section 6.3 of the report, including a reduction to the number of car parking places, an increase to the number of bicycle parking spaces,

and the introduction of a bus service connecting residents of local villages to the facility.

Noting that concern had been expressed by members about the significant reduction in car parking spaces without any change to the original forecasted requirement, the Chairperson of the Joint Assembly observed that officers had clarified that some users would arrive at the Travel Hub through the use of additional bus services and would therefore not require car parking spaces. Given that the Full Business Case would provide further clarity and evidence on such issues, as well as the fact that the number of car parking spaces could be increased at a later date if it became necessary, the Joint Assembly had supported the recommendations on the basis that it would have a further opportunity for consideration when presented for final approval. Members had also expressed concern about the A10 crossing, and the Chairperson noted that assurances had been given that safety standards would be met, and similarly the Joint Assembly and Executive Board would have another opportunity to consider the proposals when the Full Business Case was presented.

While discussing the report, the Executive Board:

- Sought clarification on whether the proposed 200 car parking spaces included disabled parking bays. The Transport Director confirmed that disabled parking bays would be provided in addition to the 200 car parking spaces, and that the provision would be above the required level.
- Welcomed the increased focus on the Travel Hub being multi-modal in nature, but emphasised the need to ensure that the bus service provided sufficient coverage to ensure this multi-modal nature.
- Observed that increasing bus connections to local communities would reduce traffic in surrounding villages if residents used the bus to access the Travel Hub.
- Highlighted the importance of ensuring the A10 crossing was not just safe, but also convenient, including for people with disabilities. Observed that the A10 crossing at Foxton had been the GCP's highest priority project at its first meeting and expressed frustration that neither the County Council, Network Rail or the GCP had been able to resolve the issue since.
- Expressed concern that people could be less likely to use the Travel Hub if they did not have the reassurance that there would be any car parking spaces available. Noting that the main driver for an increase to the demand for the Travel Hub would be the opening of Cambridge South train station in 2025, it was suggested that the GCP should monitor usage before that, to ensure that it was prepared to increase capacity if such a need was identified.
- Drew attention to the danger for cyclists crossing the A10, and highlighted the need to ensure cycle routes were safe and well-lit.
- Welcomed the Combined Authority's commitment to buses and its improved working relationship with the GCP. Members also noted the Mayor of Cambridgeshire and Peterborough's suggestion that the dynamic Demand

Responsive Transport trial currently underway in Huntingdonshire could be replicated with the bus service to the Travel Hub.

The following amendments to recommendations (c) and (e) were proposed by Councillor Gough, seconded by Councillor Baigent, and agreed unanimously (additions in bold):

- (c) Agree that a planning application is made for the scheme, **emphasising its multi-modal nature and providing assurances on associated road safety issues**;
- (e) Approve the development of a bus service agreement with the Cambridge and Peterborough Combined Authority on GCP's behalf **that would provide regular bus services to the Travel Hub between the hours of 7:00 a.m. and 7:00 p.m. to and from the surrounding villages.**

The Executive Board resolved unanimously 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, emphasising its multi-modal nature and providing assurances on associated road safety issues;
- (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 Combined Authority on GCP's behalf that would provide regular bus services to the Travel Hub between the hours of 7:00 a.m. and 7:00 p.m. to and from the surrounding villages.

9. Electricity Grid Reinforcements: Update and Next Steps

The Chief Executive presented the report, which provided an update on the project to resolve electricity grid capacity constraints in the Greater Cambridge area. Noting that additional capacity was needed to support future growth of jobs and homes in the region, as well as to underpin ambitions around the electrification of transport, she emphasised that the standard process of increasing capacity in the system was reactive and therefore represented a risk to the delivery of future jobs and homes, due to the area's rapid growth. City Deal funding could therefore be used to invest in two proposed new grid substations, with the majority of the cost claimed back once new applicants were connected to the grid, and it was noted that the additional substations would increase grid capacity in the area by 29%. Members were informed that the preparatory work already carried out by the GCP had led to UK Power Networks (UKPN) recognising the need for additional capacity in its latest bid to the Office of Gas and Electricity Markets (Ofgem), although the Chief Executive highlighted that the

timeline of that process would be unable to address the urgent need for immediate action.

Noting that members of the Joint Assembly had expressed a variety of opinions and concerns about the recommendations, the Chairperson of the Joint Assembly emphasised that there had been agreement about the need to progress the work as proposed. Concerns had been raised about the GCP's competence and capacity to carry out the work, and members had also observed that there was a proper body that would normally be expected to deliver such infrastructure. He also highlighted the Joint Assembly's request to ensure recovery of any funds that were provided.

While discussing the report, the Executive Board:

- Acknowledged the need to progress the work in order to remove restraints to growth in the Greater Cambridge area, although expressed concern that it was necessary for the GCP to undertake such work as a result of a failure in the regulatory system. It was argued that this would represent investment in an area that the GCP did not have experience, and would result in a significant dependence on work being carried out by consultants.
- Requested that officers continue to lobby Ofgem to develop regulatory incentives for UKPN to anticipate growth in the area and increase grid capacity accordingly. The Chief Executive confirmed that such efforts would continue and emphasised that the issue was an inhibitor to growth in areas of the country where the Government specifically wanted to see growth.

The Executive Board resolved unanimously 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.

10. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report which provided an update on progress across the GCP's whole programme. Paying tribute to the work carried out by Form the Future and Cambridge Regional College in the twelve weeks of in-school teaching since the skills contract had been signed, she emphasised that they were doing all they could to adopt their practices and make sure they could engage as many young people as possible. Members were also informed that the latest research had been presented by the Centre for Business Research (CBR) on 8th December 2021, with a report based on the findings to be published on the GCP's website. It was highlighted that there had been a marginal drop in overall growth in the

Greater Cambridge area, from 4.8% in 2019/2020 to 3.7% in 2021, although the knowledge intensive sectors had maintained the previous level of around 8% growth.

Welcoming the research provided by the CBR, the Executive Board resolved unanimously to:

Note progress across the GCP programme.

11. Date of Next Meeting

The Executive Board noted that the next meeting was scheduled to be held on Thursday 17th March 2022.

Chairperson
17th March 2022

Greater Cambridge Partnership Executive Board – 9th December 2021
Public Questions Listed by Agenda Item

From	Question	Answer
Councillor Jocelyn Scutt	<p>Agenda item 6 – Residents’ Parking Scheme Delivery</p> <p>Before the Residents Parking Scheme Programme was suspended by the County Council, the areas contiguous with Ascham, namely Elizabeth and Hurst Park, were a part of the Residents Parking Scheme Programme. Informal consultations had been conducted, but the possibility of advancing these areas was interrupted by the County Council suspension. The Milton Road Project, which will provide advantages to the area – good road grade (we are confidently trusting of subgrade, sub-base, membrane, paving slab and asphalt); well-constructed cycleways and footpaths, tree-lined and lush verges, with public art incorporated, whilst welcomed will impact on parking provision. The need for public consultation and progression on residents parking in the area is more than pressing already, and this major project makes it even more so.</p> <p>May residents have an assurance from the GPC that these areas will be at the front of the queue, with residents consulted and action taken accordingly, so that the parking needs can be fairly, competently, appropriately and promptly addressed.</p>	<p>The paper recommends beginning informal consultation on all areas of the city without a residents’ parking scheme, which would include the Elizabeth and Hurst Park areas. This will include understanding parking issues and pressures, as well as the linkages with other projects such as Milton Road. A prioritised delivery plan will be presented to the Executive Board for consideration next year.</p>
Councillor Linda King, Willingham Parish Council	<p>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network</p> <p>Willingham is a large village in South Cambridgeshire with around 5000 inhabitants, but only one cycleway – an inadequate shared use one to the Busway at Longstanton, but not one to Cottenham village college. Numerous comments</p>	<p>The paper recommends continuing to develop the active travel network for Greater Cambridge in the context of the feedback from the Cycling Plus consultation, as well as the emerging city access strategy and wider local and national</p>

	<p>throughout the report highlight the need for better connections between rural locations and to education establishments and the inadequacy of shared use paths. For example, the executive summary mentions:</p> <p>“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”</p> <p>When drawing up proposals for cycleways following the consultation, how will these many comments be taken into account in the provision of new cycleways?</p>	<p>policy developments. This would include continuing to work with partners to develop the rural cycling network, building on the greenways. The feedback from the consultation will inform the development and design of new cycleways and footpaths.</p>
<p>Mary Wheeler, on behalf of the Windsor Road Residents' Association (WIRE)</p>	<p>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network</p> <p>The "Cycling plus" consultation, by its very title, emphasises the importance of cycling compared with other forms of active travel. In spite of this, more than half of respondents reported walking daily, whereas less than half said they cycled daily. Is there a danger of the GCP being influenced by vocal cycling campaign groups to the disadvantage of the quiet majority of pedestrians?</p> <p>The needs of pedestrians and those with disabilities seem rarely to be prioritised. It is unfortunate that while stakeholders responding to the consultation included three cycling pressure groups there was no-one representing the needs of those with physical disability, or of the older citizen. For example:</p> <ul style="list-style-type: none"> Many pavements in and around the City are in a poor state of repair and present trip hazards, particularly to walkers with imperfect vision. 	<p>The consultation sought feedback from people walking or using mobility aids, as well as people cycling, and this will be used to inform the design of the schemes which are recommended to be taken forward initially, as well as the continued development of the wider network.</p> <p>The GCP is also undertaking a study looking at accessibility for disabled and mobility impaired people across all modes of transport. This is expected to report next year and will inform transport proposals including the city access strategy, which aims to lower traffic levels to improve the environment for people walking or using mobility aids, cycling or using other active travel modes.</p>

	<ul style="list-style-type: none"> • It is common for illegally parked vehicles and other objects to obstruct pavements. • Shared cycle/pedestrian paths are hazardous to less-than-nimble pedestrians, and many pedestrian paths not designed to be shared are in fact used by cyclists. • The recent increase in the use of electric scooters and cycles (less-than-active transport and capable of silent speed) presents hazards to pedestrians <p>What improvements for pedestrians and the users of mobility aids are planned? Will they tackle the problems listed above?</p>	
Vincent Poole	<p>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network [specifically to pp 38-41 which looks at active travel and priority cycle routes]</p> <p>GCP papers for the joint assembly meeting on the 18th November 21 state (point 4.5 on page 41) '<i>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</i>'.</p> <p>Motorised traffic should use appropriate roads: roads which are wider, roads that don't have multiple schools directly them on or just off them, roads that have protective grass verges, wider pavements, cycle lanes, and where homes are set back further from the road.</p> <p>Arbury Road at its eastern end has none of this protective infrastructure and has two schools directly on it and several more on adjacent roads. Arbury Road east is very narrow,</p>	<p>The city's current road network hierarchy dates from the 1980s. The GCP is working closely with the County Council and other partner authorities to review the hierarchy to better reflect current and future transport priorities. 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>It would not be appropriate to pre-empt the outcome of the review, but have shared a copy of Mr Poole's comments concerning Arbury Road with officers undertaking the review.</p>

	<p>dangerous and does not even have B road designation. The Arbury Road is not a 'completed GCP project' (as suggested on p170 of today's Agenda) but is instead left as a dangerous 'missing link'.</p> <p>Please can the board confirm that Arbury Road east:</p> <ul style="list-style-type: none"> • will not be considered a 'key corridor' for motorised traffic after the network hierarchy review • will instead be considered a strategic road for active travel as it already carries high cycle volumes despite its perils. Arbury Road East is an obvious gap in the cycle network for the city and creating a 'joined up network of safe and attractive active travel routes has been identified as a key priority for the city access strategy' as noted in today's Agenda (point 6.7 p41). Also Cambridge County Council's own LCWIP highlights Arbury Road east as a Priority Cycle Route (in appendix 2 (matrix) and in appendix 3 (map)) <p>Also will the GCP will act on the LWCIP's recommendation for 'short term' implementation of improvements.</p>	
George Vardoulakis	<p>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network</p> <p>The GCP left behind a dangerous missing link in the cycling network when it failed to provide protection for the large number of cyclists using Arbury Road, Cambridge, at its eastern end. This section is a popular route to the river, the station and the cycle bridge and town but congestion and speeding means it is extremely dangerous, polluted and unpleasant. Cyclists (including school children heading to the NCA) are usually forced off the road onto a narrow pavement creating a further</p>	<p>The GCP is working closely with the County Council and other partner authorities to review the city's road network hierarchy to better reflect current and future transport priorities. The review will guide the future implementation of measures such as that proposed for Arbury Road.</p>

	<p>hazard to pedestrians. The two schools on Arbury Road mean school children use this narrow pavement each day, often walking inches from speeding cars and HGVs as there is no verge protection.</p> <p>Will the Committee support the implementation of measures identified in the LCWIP for Arbury Road where it is listed as a 'priority' cycle route and 'short-term' for implementation? Only then can GCP correctly say that the Arbury Road corridor is complete.</p>	
Marie-Louise Holland and James Murray-White	<p>Agenda item 7 – Further Investment in the Greater Cambridge Active Travel Network</p> <p>I refer to the proposed scheme for a section of orbital cycleway as described in an article (pages 12-14) in the Cambridge Cycling Campaign newsletter 117 (Dec 2014/Jan 2015) newsletter [extract attached].</p> <p>Darwin Green (Castle ward and sections in S. Cambs)</p> <p>A section of the orbital cycleway route was integral at the masterplanning stage of the proposed Darwin Green development. The cyclepath which would route along the perimeter of the development would link West Cambridge/Eddington to King's Hedges Road alongside the guided busway to the Science Park.</p> <p>Currently the provision of this transport infrastructure is not a priority for the developer. However, I ask the committee to reflect on how times have changed since 2014. Government funds are now available for transport projects which would never have been envisaged a decade ago. The expectation is that the developer (Barratt Wilson Homes) are responsible for</p>	<p>We understand that the orbital cycling route referred to forms part of the planning permission for the developer, and that they therefore have the responsibility for funding and delivering this scheme. It would be inappropriate for GCP or any other public funding to be used for this.</p> <p>We have requested that CCC as the Highways Authority provide an update on the current situation.</p>

	<p>the delivery of this important section of cycle route. I have spoken to their representatives and the project is not a priority.</p> <p>Would the GCP raise the importance of this long-awaited cycle route by offering match-funding to the developer, if the GCP cannot fund in total? This would kickstart a project which is desperately needed in the North-West of Cambridge and so much time has lapsed in the delivery of this Active Transport infrastructure project?</p>	
Antony Carpen	<p>Agenda item 8 – Foxton Travel Hub</p> <p>I note the GCP plans for Foxton do not involve building a bridge for the A10 over the railway line/level crossing. The level crossing was formally identified in the Cambridgeshire Regional Plan of 1934 as and I quote: "One of the most obstructive". The author Mr William Davidge, and the Chair of the Committee Cllr Dr Alex Wood stated that Cambridgeshire County Council had plans for a bridge to be built over the railway line. Please could officers explain whether any analysis was done on Davidge's report, and whether any search of the county's archives was done on why the bridge remains unbuilt, and whether the results of archival searches were included in any analysis of whether to build a bridge over the railway line?</p>	<p>The Foxton Travel Hub scheme does not include building a bridge or bypass for the A10 over the railway line/level crossing. The development of the scheme is based on the current and emerging transport policy in the Greater Cambridge area and in accordance with DfT requirements.</p> <p>As such, a review of Mr William Davidge's work has not been undertaken.</p>
Mal Schofield	<p>Agenda item 8 – Foxton Travel Hub</p> <p>There are operational concerns as confirmed by the minutes copied below. The travel hub and rail station need to be adjacent to each other on the same side of the track.</p> <p>“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</p>	<p>Q1. The Foxton Travel Hub 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 that is now planned for delivery.</p>

	<p>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"</p> <p>The strategic significance of a "travel hub" south of has still not been addressed. (Question to the Assembly see below*) The attached reference (Appendix 2) from East West Rail illustrates the issue well.</p> <p>Foxton as a "travel hub", Whittlesford as a "parkway" are designed to add capacity and choice to motorists accessing the city and Bio Medical Centre. In addition, there is the existing P&R at Trumpington and a proposed higher capacity P&R at Hauxton. Neither offers the choice of transfer from road to rail.</p> <p>Question. Does the Board consider the proposal as is stands, of strategic value as part of this future triple rail corridor?</p> <p>[*The A10 corridor, Royston to Trumpington is subject to traffic delays at the Foxton level crossing. There are other tail backs as the route reaches the villages of Hauxton & Harston and the M11 interchange. The Trumpington Park and Ride provides double decker bus access to the city centre along the A10 and single decker by guided busway via the Addenbrookes/Bio Medical Centre (BMC).</p> <p>This corridor is to be provided with a travel hub at Foxton*, recently scaled down in size and a second higher capacity Park & Ride just west of the M11 interchange. There is also the planned intent to site the new East West rail route in part within this corridor; destination an additional city rail station - South Cambridge, at the BMC. Three major rail links accessing the city from the south & west.</p>	<p>Q2. The Foxton Travel Hub is programmed to be complete in 2024. The scheme has been closely developed with the CSWTH and Cambridge South station projects, e.g. modelling approach.</p> <p>The proposals for an East-West Rail route linking Cambridge and Oxford are still in development. We await an update from EWR on next steps following their recent consultation and we look forward to working closely with them.</p>
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	<p>Question.</p> <p>To what extent is there planned integration of this new infrastructure and its timing for the four schemes?]</p>	
<p>Andy Brown, Foxton Parish Council</p>	<p>Agenda item 8 – Foxton Travel Hub</p> <ol style="list-style-type: none"> 1. The whole Travel Hub concept needs to be considered as part of a broader transport review which will include the closure of Foxton Level Rail Crossing, a bypass for Foxton and Harston and true bus, cycle and pedestrian connectivity. This should include changing work/travel patterns due to Covid and the impact this has on the need for the current design of the Travel Hub, the serious safety issues of crossing the A10 to access the car park and the lack of true bus/ cycle/pedestrian connectivity. Will the Executive Board request a whole new Outline Business Case to reflect the latest iteration of the Travel Hub? 2. The biggest item of concern with the current Travel Hub proposals is safety. There are major concerns for pedestrian safety in accessing the car park and station when crossing the very busy A10 using the current designed unlit and uncontrolled road crossings. There are also concerns for cycle safety intersecting pedestrian routes, as well as using the proposed width reduced route crossing the railway tracks at the level crossing. It also seems that there is a potential for traffic chaos with vehicles becoming trapped within the zones of the level crossing itself. 3. Please will the Executive Board seriously consider 'mothballing' the whole scheme for at least a year and go 	<ol style="list-style-type: none"> Q1. The scheme has been developed to promote sustainable and active transport schemes to seek to reduce private car use – not move the problem as in the case of the bypass. Q2. The design for the Travel Hub and crossing of the A10 has been developed in accordance with national standards and the requirement to undertake a Road Safety Assessment (RSA). The pedestrian crossing has a central refuge and reduced speed limit, been designed to DMRB (design manual roads & bridges) and have been through the RSA 1 process. The design does include lighting. Q3. The proposed scheme seeks to intercept the existing commuting trips already on the A10 and projected increase in trips associated with Cambridge South Station. The technical modelling assessment does not show more car journeys to Foxton as a result of the scheme.

	back to the drawing board to take proper and effective account of all the multitude of problems which have not been satisfactorily addressed? The current Travel Hub as presented is just not fit for purpose and could end up generating more car journeys to Foxton with a free or low cost car park near Foxton station –totally contrary to the sustainable transport aims of the GCP.	
Amanda Hopewell on behalf of Barrington Parish Council	<p>Agenda item 8 - Foxton Travel Hub</p> <ol style="list-style-type: none"> 1. Is the GCP confident that the Safety Case for the proposed “Foxton Hub” is robust and that the risk of fatality or serious injury – especially amongst the vulnerable when crossing the A10 is acceptable? 2. Is the GCP confident that the Business Case for the proposed “Foxton Hub” passes the appropriate tests? Has any allowance made for substantial s106 payments to Foxton, and to Barrington to support traffic calming through the village? 3. Is the GCP convinced that the proposed “Foxton Hub” passes the Sustainable Development test? Is this a truly environmentally, socially, and economically sustainable multi-modal “travel hub”, or is it just another station car park? 4. Is the GCP aware that this proposal does not address, but will most likely worsen, the already significant traffic hold-ups at the Foxton Level Crossing? 5. Is the GCP confident that the current proposed location for the Travel Hub and the timing of its implementation, is consistent with the CPCA’s Local Transport Plan (2020) which recognises the rail crossing as a “Pinch Point”? 6. What data has been used to properly consider the traffic impact on local villages? Our independent consultants found excessive speeds through Barrington from traffic 	<p>Q1. The design for the Travel Hub and crossing of the A10 has been developed in accordance with national standards and the requirement to undertake a Road Safety Assessment (RSA). This assessment is made for all users of the site and surrounding highway area.</p> <p>The pedestrian crossing has a central refuge, been designed to DMRB (design manual roads & bridges) and have been through the RSA 1 process. The design does include lighting.</p> <p>Q2. The FBC will be presented to a future GCP Executive Board when a final decision can be made. Further work is needed to complete the FBC in line with the government guidance for developing transport schemes.</p> <p>Q3. The principle of intercepting car journeys and switching commuters onto sustainable transport modes complies with the GCP aims and objectives.</p> <p>The site is seeking to achieve;</p> <ul style="list-style-type: none"> ○ Up to 20% Biodiversity Net Gain ○ Connect with the planned Greenways, ○ Provide new bus routes and to better connect commuters to the train network.

	<p>avoiding the Foxton crossing.</p> <p>7. Why has the Choice of Site not been reconsidered, given so many objections on the grounds of safety, environmental impact, sustainability and the lack of a convincing business case – for this “wrong side” southern location? Can the GCP please defer this proposal and consider a more holistic approach to the complex problems arising from the A10 / Foxton Level Crossing?</p> <p>Barrington Parish Council also supports the approach and questions being put to the GCP by Foxton Parish Council.</p>	<p>Q4. The proposed scheme seeks to intercept 200 car-based journeys from the A10 on a daily basis. The work undertaken does not show that the traffic ‘hold-ups’ at the Foxton Level Crossing will be made worse.</p> <p>Q5. The proposed location for the Travel Hub and the timing of its implementation, is consistent with the current and emerging CPCA Local Transport Plan (2020).</p> <p>Q6. The scheme has used Cambridge Sub regional Model (CSRM) as well as localised traffic counts on the A10.</p> <p>Q7. The choice of site made by the GCP Executive Board in 2019. The site selection followed government guidance for developing transport 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. 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, taking account of guidance from Public Health officers. We therefore would 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 14th March 2022**

Feedback from the Joint Assembly Meeting 17th February 2022

Report to: Greater Cambridge Partnership Executive Board

Date: 17th March 2022

Lead: Councillor Tim Bick, Joint Assembly Chair

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 17th February 2021. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Twenty public questions were received. There were four questions on Greater Cambridge Greenways Progress Update; three questions on Chisholm Trail: Phase 2; six questions on Cambridge Road Network Hierarchy Review; and seven questions on Milton Road. Two partner body members addressed the meeting; County Councillor Susan van de Ven spoke on the Greenways proposals and City Cheyney Payne Councillor spoke on the Cambridge Road Network Hierarchy Review. City Councillor Jocelyn Scutt attended the meeting as Chair of the Milton Road Local Liaison Forum (LLF) and reported feedback from the recent meeting.
- 1.3 Five reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

2. Greater Cambridge Greenways Progress Update

- 2.1 The Joint Assembly was supportive of the direction of travel set out in the report and noted progress with the Greenways programme. Members acknowledged plans to engage with key stakeholders and to present details of the Outline Business Case and the planned delivery programme to the Executive Board in October 2022.
- 2.2 Some members expressed concern about lack of progress and suggested that the report did not provide as much detail as had been anticipated. It was considered important for the Joint Assembly to be aware of progress and issues that had the potential to delay progress and posed a risk to reaching agreed objectives. It was acknowledged that a number of the public questions had expressed varying degrees of frustration and impatience with delivery which should not be ignored. It was suggested that going forward there was a need for a better way of keeping track of each of the Greenways as separate projects on an ongoing basis, so members could better understand the issues

and timelines and monitor progress. Officers undertook to reflect on this and address it in the report planned for the September/October meeting cycle.

- 2.3 Some members commented on the importance of the planned engagement and stressed this should be accessible, in terms of the language used, avoiding jargon and unfamiliar terminology. It was also suggested that questionnaires should be designed to capture not just the views of individuals, but also those wishing to respond on behalf of a group, such as Parish Councils.
- 2.4 As part of the debate members raised a number of detailed points about the design of individual schemes which officers undertook to take away and consider as part of the ongoing work.

3. Chisholm Trail: Phase 2

- 3.1 The Joint Assembly welcomed the opening of Phase 1 of the Chisholm Trail and in going forward, acknowledged the complexity of delivering Phase 2. That said members were keen for progress to be made as soon as possible, acknowledging the popularity of the project.
- 3.2 It was considered important to consider the proposals as part of the wider network. Members commented that in addition to creating a gold standard, safe, cycling 'super highway' it was important to consider how to get people onto it safely. Consideration would need to be given to the ingress and egress routes to the Trail as well as how it would connect with adjacent major routes, some of which were very dangerous. There was some consensus that the Coldham's Lane crossing work was a priority, although it was important to ensure the design was right. This included finding ways to enhance safety by segregating pedestrians and cyclists.
- 3.4 It was considered important to take advantage of opportunities that emerged through the planning process that could help develop parts of the trail, potentially enhancing what was already planned. The Beehive Centre was an example of where this might be the case.

4. Cambridge Road Network Hierarchy Review

- 4.1 The Joint Assembly welcomed plans to develop a new road network hierarchy for Cambridge, which was considered an important piece of work, key to delivering the GCP's overall objectives.
- 4.2 Commenting on the proposed consultation exercise, members stressed the need to keep it simple, inviting comments from those living outside the city, as well Cambridge residents. It was important to make it clear how these proposals related to the City Deal objectives, in particular plans for City Access and Making Connections. It would be helpful if the consultation included an explanation of this, as well as information on benefits of these proposals in isolation. There was a need to offer reassurance that full account would be taken of equalities issues; such as access for Blue Badge holders, and for the consultation to include an indication of what the implications of the proposals were for bus routes. It was also suggested that rather than use open ended questions, some potentially contentious topics, specific issue related questions should be asked. An

example was asking respondents if they agreed or disagreed that taxis should be treated separately to cars.

- 4.3 Members commented on the controversial nature of some aspect of the proposals. It was suggested that before any proposals were implemented, steps should be taken to gather baseline data, which could be used to demonstrate to residents what the impact of the changes had been.

5. Milton Road

- 5.1 The Joint Assembly supported plans to review construction and traffic management plans for Milton Road and noted that budget estimates and the decision to award the construction contract to Milestone Infrastructure.
- 5.2 The main issue emerging from the debate was about residents' parking and the relationship of that to this project, and the specific suggestion that early action should be taken to address this. In response to a request from the Joint Assembly Chair, there was a commitment from officers to take this away and consider it in more detail.
- 5.3 The Joint Assembly debate focussed on the strategic proposals, given this was the matter for discussion at this stage of the process. A number of points about the detailed design were raised, including comments from the LLF and in the public questions which officers undertook to take away and consider as part of the ongoing work.

6. Quarterly Progress Report

- 6.1 The Joint Assembly noted the Quarterly Progress report, which set out progress across the whole GCP programme and endorsed the proposed multi-year budget strategy. As part of the debate questions were asked about the approach to the longer term financial strategy beyond 2022/23, specifically previous decisions to consciously over allocate the budget. It was suggested that as the GCP approached the half way mark of the City Deal funding, it was timely to receive a report on what the options and risks were in relation to that.

Background Papers

Source Documents	Location
None	N/A

Greater Cambridge Greenways Progress Update

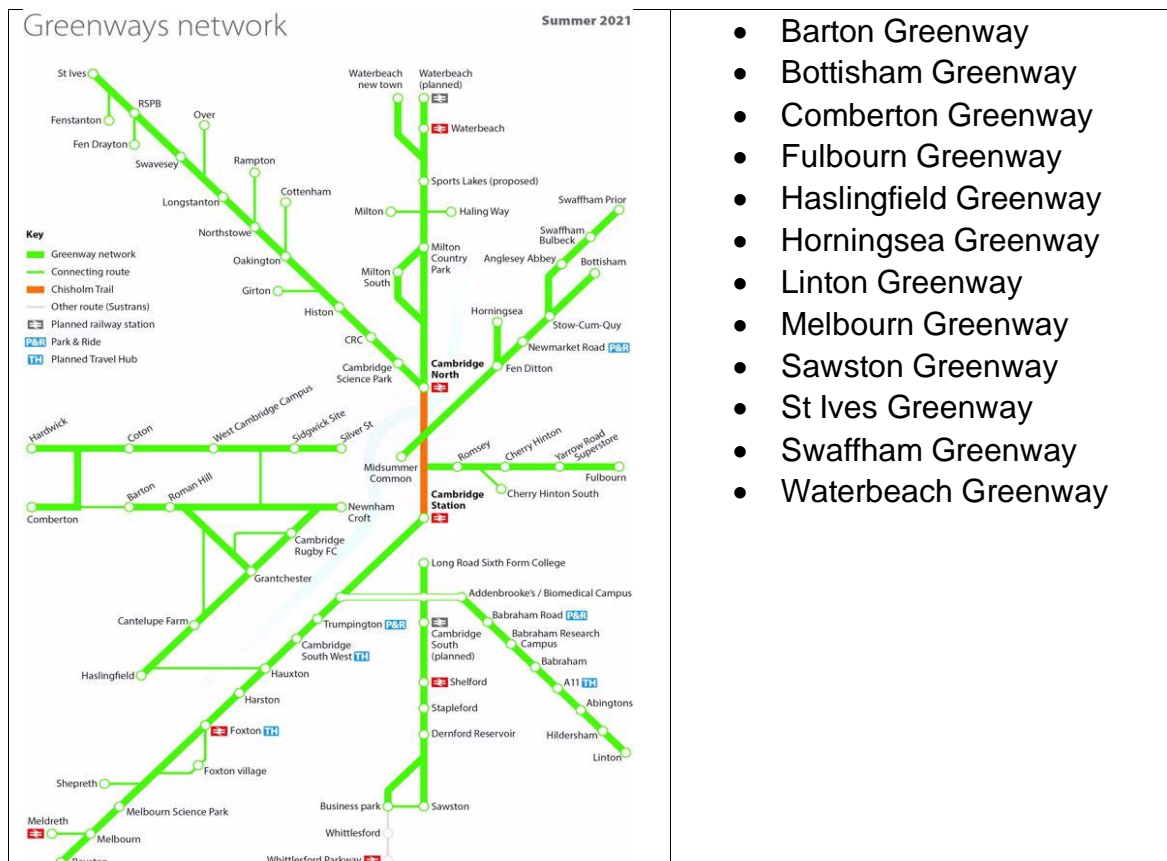
Report to: Greater Cambridge Partnership Executive Board

Date: 17th March 2022

Lead Officer: Peter Blake, Director of Transport

1. Background

- 1.1 The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.
- 1.2 Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier. The development of these corridors focuses on the improvement of existing corridors, and also the development of new corridors, in order to create a more connected active travel network to and from Cambridge from surrounding villages.
- 1.3 Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).
- 1.4 There are a total of 12 Greenways routes being developed, as shown in the network map below.



1.5 The Executive Board is invited to consider the progress and in particular:

a) Note the proposal to present the Outline Business Case and a delivery programme for Greenways to the September Board and

b) Agree the proposed engagement with local communities.

2. Feedback from the Joint Assembly

2.1 The Joint Assembly agreed with the recommendations in the paper and put forward the following

2.2 The wording of the recommendation is to engage with Key Stakeholders, the Joint Assembly requested that this is changed to make it clear the engagement is to be with local communities. The recommendation has been updated to reflect this.

2.3 The Joint Assembly asked for more regular detailed updates on the Greenways to be provided. This should begin following the paper to the Board that is recommended to be brought forward in September 2022.

2.4 The extents of the Greenways were raised, with concerns that the Greenways do not extend far enough. It was noted that the focus of this work is the agreed Network.

3. Overview of Programme Progress

- 3.1 The Greenways project began in 2016 with a review of the existing cycling and walking routes into Cambridge. The Greater Cambridge Partnership then consulted local communities to understand how the Greenways could best meet their needs and mitigate concerns. Formal public consultations were then carried out on each route and reported on, prior to approval at Executive Board meetings throughout 2020. Throughout 2021 development of the Greenways has been advanced through procurement of consultants, concept design work and surveying. Specific details are set out below.
- 3.2 A number of Route-wide workstreams are underway to ensure consistency in the approach for the Greenways. These include:
- **Programme Outline Business Case** – This will set out the overarching strategic case and objectives for development of the Greenways. Due to be presented to the Executive Board in September 2022;
 - **Overarching Design Principles** – to provide design principles on the Greenways so that a consistent and joined up Greenways network is delivered. This will aid the designers and will cover elements such as surfacing, widths, structures, lighting, design elements, and character of the area (e.g. rural or urban setting) and will follow national guidance on the construction of active travel infrastructure. Draft document for engagement in the first quarter of 2022;
 - **Wayfinding Strategy** – This will ensure a consistent approach to wayfinding signage for active travel users across the Greenways network. Work is due to complete by March 2022. The document will then be shared with key stakeholders, Parish, District and the County Council for feedback;
 - **Updated Land Referencing** – To understand the land ownership along each Greenway. This is due for completion in the first quarter of 2022;
 - **Early Contractor Involvement (ECI)** – A contractor has been procured to programme the construction delivery of the Greenways and provide costings for the schemes. ECI will be throughout 2022.

4 Greenway Specific Progress

- 4.1 The following work is ongoing across the specific Greenway Projects:
- **Linton Greenway** - Construction is underway, construction updates are available at [Linton Greenway - Greater Cambridge Partnership](#).
 - **Next stage of design & stakeholder engagement** – This is the next stage in the process. Publication of the next stage of design, completion of road safety assessment phase 1 and initiation of the next stage of stakeholder

engagement will commence on a rolling programme basis from May 2022, beginning with Haslingfield and Comberton.

- 4.2 All of the Greenways were consulted on with key stakeholder groups and the public during 2019. Following these consultations agreement to prepare the full designs for each scheme was agreed by the Executive Board in 2020.
- 4.3 In the last 6 months work has included Environmental Constraint mapping, technical assessment of proposed structures, utilities searches and engagement with statutory stakeholders such as National Highways and the Environment Agency.
- 4.4 In some areas construction work has already begun. This includes on the A1307 where large parts of the existing path have already been widened to accommodate the Linton Greenway. On the St Ives Greenway, a spur to Rampton has started through the resurfacing of the byway, Reynolds Drove (due to take place in March 2022). On the Comberton Greenway, work is complete on resurfacing a 300m section of path on the Coton M11 bridleway bridge to make cycling, walking and other active travel journeys safer.
- 4.5 Each Greenway has a dedicated consultant team procured through the Joint Professional Services Framework who are working on producing the next level of technical design, based on the agreed alignments. These designs will consider topographical information, environmental constraints and construction deliverability. More detailed costing and land negotiations are also underway
- 4.6 Planned meetings will be held with key stakeholders, community groups and Parish Councils to present the design and allow for consideration of any changes that may be required.
- 4.7 The anticipated timescales for this engagement are set out in the table below

Greenway	Approximate engagement timescale
Comberton	May / June
Haslingfield	June / July
Sawston	September / October
Melbourn	September / October
Waterbeach	September / October
St Ives	October / November
Barton	October / November
Fulbourn	October / November
Horningsea	November/ December
Bottisham	November/ December
Swaffhams	November/ December

- 4.8 It is likely that Statutory Approvals will be required (such as Planning Permission) for the majority of the Greenways. Where this is the case, the usual statutory consultations will also take place.

5 Programme Risks

- 5.1 The Greenways Programme has a number of risks associated with delivery within the timescale of 2025. Principally these include acquisition of land and understanding the feasibility and cost of key elements such as underpasses. The Programme Team are working closely with consultants and land agents to mitigate these risks.
- 5.2 To assist in mitigating these risks specific land acquisition strategies are being produced for each scheme and the Executive Board will be requested to consider it's appetite for the use of the Compulsory Purchase Order where required.

6 Alignment with City Deal Objectives

- 6.1 The Greenways network will: -
- Contribute to securing the continued economic success of the area through improved access and connectivity;
 - Contribute to improvements to air quality and enhancements to active travel, supporting a healthier population;
 - Contribute to 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 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: -
- Be people centred – prioritising pedestrians and cyclists
 - Enable interconnection (e.g. north/south/east/west/urban/rural)
 - Restrict the city centre to only clean and electric vehicles
 - Environmental and zero carbon transport
- 7.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

8 Financial Implications

- 8.1 The Executive Board has approved a total budget of £76m for the Greenways and it is anticipated that all of the schemes will be developed and constructed within the agreed parameters.
- 8.2 Have the resource implications been cleared by Finance? Yes
- 8.3 Name of Financial Officer: Sarah Heywood

9 Next Steps and Milestones

- 9.1 Subject to the Executive Board's approval, further work will be undertaken on the design and with engagement to be undertaken on elements of the Greenways network outlined in the paper.
- 9.2 A Programme Business Case and Programme Delivery Timeline for the Greenways network will be brought back to the Executive Board in September 2022.

Background Papers

Source Documents	Location
February 2020 Waterbeach and Fulbourn Executive Board Decision to progress design	Document.ashx (cmis.uk.com)
Melbourn, Comberton and St Ives Executive Board Decision to progress design	Document.ashx (cmis.uk.com)
Barton Bottisham, Horningsea, Sawston and Swaffhams Executive Board Decision to progress design	Document.ashx (cmis.uk.com)
Haslingfield Executive Board Decision to progress design	Document.ashx (cmis.uk.com)

Chisholm Trail: Phase 2

Report to: Greater Cambridge Partnership Executive Board

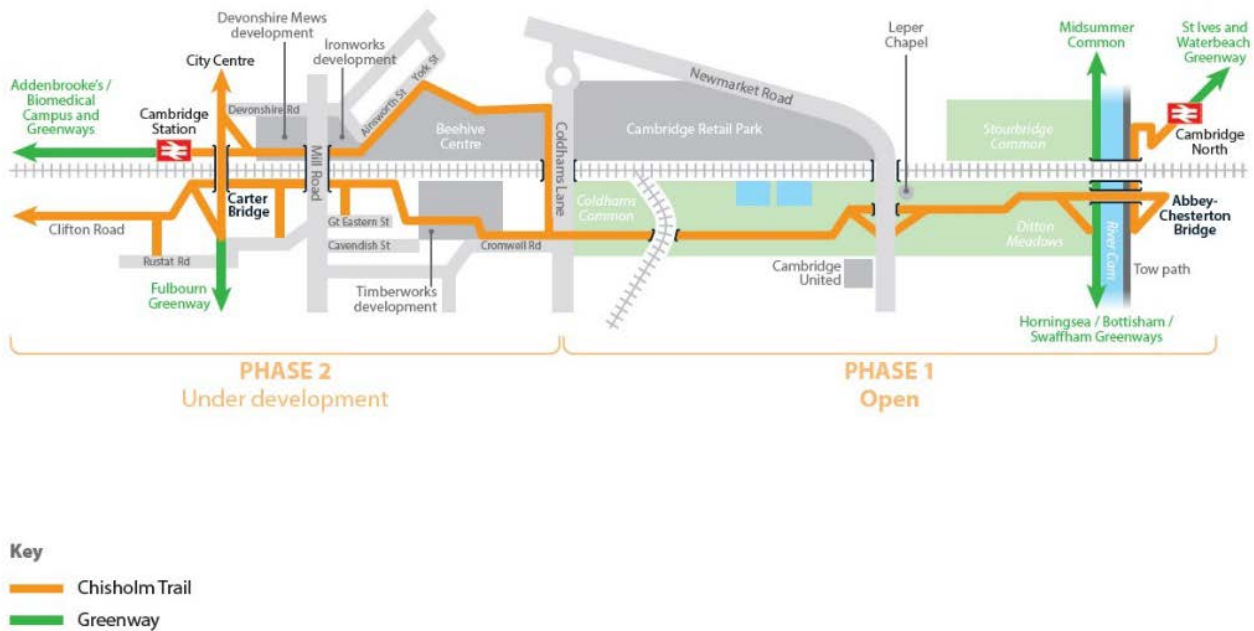
Date: 17th March 2022

Lead Officer: Peter Blake – Director of Transport

1. Background

- 1.1. The Chisholm Trail scheme supports the Greater Cambridge Partnership's (GCP's) transport vision of implementing improved public transport and active travel routes to encourage more people to use sustainable transport modes instead of the private car. This is part of a wider transport strategy which aims to support the delivery of the proposed housing and employment growth in Greater Cambridge.
- 1.2. The Chisholm Trail (Phase 1 and 2) is a 3.5km route from Cambridge Central Station to Cambridge North Station. The Chisholm Trail will provide a new largely off-road link across the eastern side of the city linking Cambridge Railway Station with Cambridge North Railway Station, and in so doing provide links to employment, education, and growth sites, and connecting green spaces.
- 1.3. Phase 1 of the Chisolm Trail, including the Abbey-Chesterton Bridge was opened in December 2021.
- 1.4. Phase 2 begins at the Coldham's Lane Junction. There are two routes, one to the east of the railway line runs via Cromwell Road, onto land owned by Network Rail and linking to Clifton Road. The second western route will link up existing cycling and walking infrastructure along with the new Ironworks and Devonshire Mews Developments. A high-level plan of the outline route is shown in Figure 1.
- 1.5. Phase 2 of the trail will connect to both Fulbourn Greenway and Melbourn Greenway. Fulbourn Greenway will have access from Carter Bridge to the east of Cambridge, whereas Melbourn Greenway will provide a cycle link south of the Chisholm Trail past Trumpington to Royston connecting at Cambridge Station.
- 1.6. In 2019 the GCP Executive Board allocated an overall budget for Phase 2 of the Trail of £5,000,000.

Figure 1: Chisolm Trail Phase 1 and 2



2 Recommendations

2.1 The Executive Board is recommended to:

- Endorse recommendations for public engagement on designs for Coldham's Lane Junction, and Cromwell Road in Summer 2022 to further inform the design;
- Endorse recommendations for public engagement on designs for Great Eastern Street Car Park in Summer 2022 to further inform the design;
- Approve the land acquisition at Clifton Road;
- Approve plans for continued work in partnership with stakeholders and the landowners to develop a package of local mitigation to support the scheme;
- Approve the negotiation of land and rights required for the early delivery of the scheme including Compulsory Purchase and Side Road Orders as appropriate;
- Approve the further work on a Public Path Order to secure the links from Cromwell Road Shops into the Timber works development; and
- Approve work for the further design of all other elements of the Chisolm Trail Phase 2.

3 Joint Assembly Feedback

- The Joint Assembly commented on the need for urgency in the Chisolm Trail Phase 2 programme, with a particular focus on the Coldham's Lane junction section of the scheme. The assembly wanted officers not to lose sight of the importance of the access and egress options for the trail and to focus on how the trail connects with other routes.
- The Assembly emphasised that the GCP should work closely with stakeholders, developers, landowner and partners to make sure that opportunities for greater permeability and options for the Chisolm Trail are not lost.

- 3.3 The issue of safety for all was discussed by the Joint Assembly questioning the relative benefits of segregation of users. The discussion during the engagement period in Summer 2022 will provide an opportunity for all users to raise any concerns regarding safety standards, segregation and the need for other design considerations.

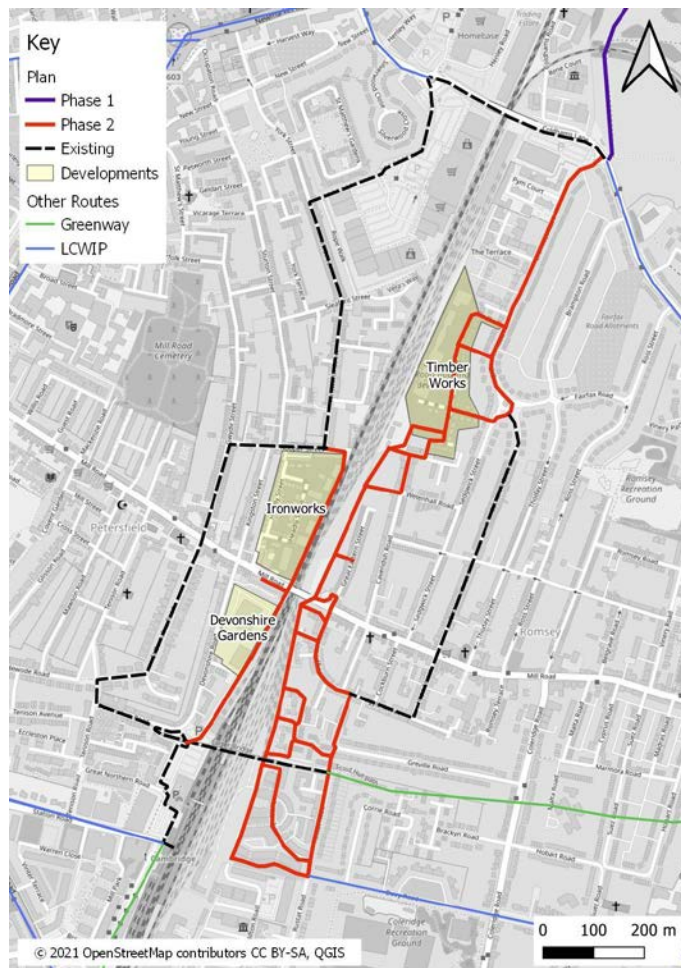
4 Issues for Discussion

- 4.1 Phase 2 of the Chisholm Trail is very different to phase 1. Phase 1 was a discrete project requiring planning permission and involved significant elements of infrastructure such as the Abbey-Chesterton bridge over the River Cam and the Newmarket Road underpass.
- 4.2 Phase 2 does not require any large infrastructure elements. Instead, it is a series of linked projects with a combination of the following activities:
- upgrading existing highways and junctions.
 - linking together existing on-street cycling and walking infrastructure.
 - connecting cycling and walking infrastructure that is being provided as part of the planned Timberworks, Ironworks and Devonshire Mews developments.
 - providing new off-road cycling and walking on land owned by third parties (mainly Network Rail).
- 4.3 Phase 2 is therefore expected to be delivered in a series of sections to ensure delivery of the project as soon as practicable, with elements opened as they are completed.
- 4.4 Consultants Atkins have been commissioned to review the proposed route and produce a value for money assessment of the separate elements. Contractor, Milestone, have been undertaking some early design work to inform costings and options along the route. This work has been undertaken in line with Stage 2 Local Authority Scheme for Land and Property Purchases and the recently published guidance: Active Mode Appraisal Toolkit. The conclusion of this work is that the Chisholm Trail phase 2 would achieve a Value for Money Category of 'High'.

5 Scheme Elements

- 5.1 Phase 2 of the Chisholm Trail can be split into several component parts. Each section has different challenges and different partners, landowners and stakeholders that need to be consulted and considered. Some of this engagement with stakeholders needs to be reviewed and re-establishing as the last engagement was undertaken as part of Phase 1 of the Trail.

Figure 2: Connections to Phase 2 and developments



5.2 Coldham's Lane Junction

Phase 2 of the trail begins with the need to cross Coldham's Lane to access Cromwell Road. The interface of the 2 roads comprises of a 4-way signalised junction for motorised and active modes. This section of the trail is largely residential, although there are some industrial units on the west side of Cromwell Road. Coldham's Lane junction currently involves a number of complicated movements for active modes to safely navigate the junction. The change of access requirements presents an opportunity for improvements for all modes in this location, but especially active modes.

GCP has progressed significantly with the design and pricing of this element of the scheme. The next stage for this element of the scheme is to undertake public engagement in Summer 2022 to further inform the design with implementation programmed to commence in 2023.

5.3 Cromwell Road

The Trail seeks to provide a wide shared path to be constructed within the public highway, using re-allocated space made possible by redevelopment of the former Ridgeon's site and reduced HGV use. A design has been developed, but public engagement is required. It is considered that the next stage for this element of the

scheme is to undertake public engagement in Summer 2022. Implementation is currently programmed for 2023.

5.4 The 'Timberworks' Housing Development

The Timber Works site is currently building out its planning permission and has incorporated the Trail as part of its development. No further work is needed from GCP on this section of the Trail.

5.5 Cromwell Road Shops / links into Timber works development

This section of the Trail is a short link to provide useful permeability and access to the Trail. A Public Path Order is needed and GCP officers are working with Cambridgeshire County Council Rights of Way on proceeding with this order. Work to begin this legal process will follow the Executive Board decision.

5.6 Cavendish Road to the Mill Road Bridge

The section of the Trail that runs from the entrance at Cavendish Road to the Mill Road Bridge is an existing good quality track, which requires surfacing and secure railway fencing. The path was formally used by as a Train Drivers walkway, but negotiations with Network Rail have concluded that there is a possibility for the walkway to be converted for use as part of the Trail. The work to the arch under Mill Road Bridge to accommodate the Trail has already been undertaken by Govia Thameslink (GTR) as part of the sidings and train wash project.

A Basic Asset Protection Agreement (BAPA) has been agreed to work with Network Rail and their partners on this element of the Trail. A final design solution has yet to be agreed with Network Rail and GTR, but discussions are ongoing.

5.7 Great Eastern Street Car Park

The land is owned by Cambridge City Council who want to remodel this area to increase parking, accommodate carpool parking, reduce antisocial behaviour and install Taxi charging points. Agreement on a design has been reached, but GCP require land agreements with the City Council to undertake the works. Further engagement with residents and stakeholders will be undertaken on the proposed design. It is considered that the next stage for this element of the scheme is to undertake public engagement in Summer 2022 with a target delivery date of 2023.

5.8 Mill Road Bridge to Clifton Road

In March 2019 the GCP Executive Board approved *'the delivery of the Romsey section of Phase Two by Govia Thameslink/Network Rail's contractor, as part of the Thameslink work'*.

GCP officers have been working with the Department for Transport (DfT) and Network Rail on the design and delivery of these shared works for the Chisholm Trail Phase 2. DfT's contractor has completed the design and priced the works that are required to be undertaken as part of the Thameslink work and the officers have agreed that the cost of the agreed scope of works is £508,000. DfT officers forecast that the works will be completed by the end of this financial year on the basis that GCP has agreed to fund this

enabling work. GCP will separately need a lease agreement (in line with existing phase 1 agreements) for the use of this section of land. A Basic Asset Protection Agreement (BAPA) has been agreed with Network Rail to establish this process.

5.9 Fletcher Terrace

An access point at Fletcher Terrace may be required to access the route currently allocated as a driver's walkway from the highway. Further engagement would be required as the last public consultation was undertaken some time ago. The project team needs to liaise further with the neighbouring housing co-op regarding this section of the Trail. The current programme targets engagement on this section to begin in late 2022.

5.10 William Smith Close

William Smith Close provides another important access point from the currently allocated driver's walkway to the highway. An option has been identified that works best for the permeability of the Trail, but further engagement is needed with the landowner of the private housing development. Liaison with landowners will be ongoing while DfT and Network Rail are delivering the Mill Road Bridge to Clifton Road section and a lease agreement is being reached.

5.11 Clifton Road

Where Clifton Road ends it becomes a private road which could be used to provide a link for the Trail to access Carter Bridge and Cherry Hinton Road area. GCP have agreed heads of terms for the land acquisition and are currently undertaking surveys in advance of exchanging contracts. Completion on the contract exchange is expected within the next 3 months.

5.12 Link to Rustat Road

The land is owned by Cambridge City Council who have agreed the principle of the design, but GCP need land agreements with the City Council to undertake the works. Further consultation is planned on the proposed design. It is considered that the next stage for this element of the scheme is to undertake surveys and further design before public engagement at the end of 2022.

5.13 Works on the western side of the railway

The work to link Cambridge Central Station via the proposed Devonshire Meadows (former Travis Perkins site) development is currently being further designed by First Base, the developers of the former Travis Perkins site.

The new City Council Ironworks development, through which the Trail is currently being constructed, is currently building out its planning permission and has incorporated the Trail as part of its development.

A section of Network Rail land links the Ironworks development and the proposed Devonshire Meadows development through an archway under Mill Road bridge. GCP officers have an agreement in principle to use the redundant railway arch. A Basic Asset Protection Agreement (BAPA) has been agreed with Network Rail to establish a working

partnership on this element of the Trail. If the Devonshire Meadows development is resubmitted, then GCP will re-engage with Network Rail on this section of the Trail.

6. Alignment with City Deal Objectives

6.1 Phase 2 of the Chisholm Trail will:

- Secure the continued economic success of the area through improved access and connectivity;
- Provide significant improvements to air quality and enhancements to active travel, supporting a healthier population;
- Reduce carbon emissions in line with the partners' zero carbon commitments;
- Help to address social inequalities where poor provision of transport is a contributing factor; and
- Provide wellbeing and productivity benefits from improving people's journeys to and from employment.

7. Citizen's Assembly

7.1 The 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:

- Be people centred – prioritising pedestrians and cyclists.
- Enable interconnection (e.g. north/south/east/west/urban/rural).
- Restrict the city centre to only clean and electric vehicles.
- Environmental and zero carbon transport.

7.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. Phase 2 of the Chisholm Trail will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

8. Financial Implications

8.1 The various component parts of Chisholm Trail Phase 2 will need to be carefully monitored and controlled to ensure they come within the £5m budget approved by the Executive Board.

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

9. Next Steps and Milestones

- 9.1 Completion of the Mill Road Bridge to Clifton Road section by April 2022.
- 9.2 Subject to the Executive Board's approval, engagement to be undertaken on elements of the Trail commencing in summer 2022, including:
 - Coldham's Lane Junction.
 - Cromwell Road.
 - Great Eastern Street Car Park.
- 9.3 Discussions with Network Rail, Cambridge City Council and other landowners regarding the development of design options will continue to finalise all the outstanding land and design issues.
- 9.4 The Executive Board to receive a further report in December 2022.

10. Background Paper

Atkins Report (<https://www.greatercambridge.org.uk/ChisholmTrail-VFM-Jan2022>)

Cambridge Road Network Hierarchy Review

Report to: Greater Cambridge Partnership Executive Board

Date: 17th March 2022

Lead Officer: Peter Blake – GCP Transport Director

1. Background

Purpose

- 1.1 The Executive Board is asked to consider initial ideas on developing a new road network hierarchy for Cambridge which seeks to reallocate road space in favour of public transport and active travel. This work forms a key component of the City Access work to achieve City Deal objectives of improving public transport and active travel opportunities, reducing traffic and vehicle emissions, and contributing to the net-zero agenda. A review of the road network hierarchy would be the subject of a public consultation in summer 2022.

Context

- 1.2 The GCP's public transport and city access strategy sits at the heart of the City Deal, aiming to address some of the major pressures on the local economy by reducing congestion and pollution, and by providing people with better, healthier and more sustainable options for their journeys. Developing a new road network hierarchy for Cambridge presents an opportunity to make better use of our road space to increase the number of journeys made by public and active transport. Alongside wider city access work streams, it seeks to improve bus journey times and reliability, facilitate more frequent services and create a better, safer environment for people walking, cycling and using other active travel modes.
- 1.3 The current road classification in Cambridge was last reviewed in the early 1980s when the M11 western bypass and A14 (formerly A45) northern bypasses were opened. At that time the focus was on directing motorists towards the most suitable routes for reaching their destination by identifying roads that were considered the best suited for traffic. Appendix 1 shows the current 'A' and 'B' road classification in the city.
- 1.4 Since that time there has been a considerable shift in transport policy, physical changes to the road network in the city and travel habits that need to be better reflected in the way that the city road network is managed and operated. Local

transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) supports the importance of sustainable travel in reducing congestion, improving air quality and tackling issues of climate change. The review offers an opportunity to make a fundamental change to the way that the road network facilitates travel in the city through a step change in the allocation of road-space for public transport and active travel (walking and cycling).

- 1.5 This mirrors similar work being undertaken by other authorities across the UK, such as the traffic cells initiative being developed by Birmingham City Council which seeks to prioritise active travel and public transport access in its city centre. Many authorities are developing low traffic neighbourhoods by filtering out through traffic with the London Borough of Waltham Forest at the forefront of this work. Low traffic or car free zones are an increasing popular concept being considered for many city centres with Ljubljana in Slovenia, where motor vehicles access is only allowed under permit conditions during a few hours early in the day, often given as an exemplar. The review offers an opportunity to take the city centre in this direction.
- 1.6 As well as facilitating transport objectives, the review aims to support improved quality of life, helping to meet the challenges of climate change and focus on place making within highway environments. Improving public and active transport has significant health and wellbeing benefits, through increasing physical activity, lowering air pollution and improving access to work, education, leisure opportunities and green spaces particularly for groups without access to a car.
- 1.7 The Government's ambition to secure a green legacy as the country builds back from the Covid-19 pandemic was supported by Gear Change - a bold vision for cycling and walking, published in July 2020. Its vision states that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. This ambition is strengthened by the promise of an updated Cycling and Walking Investment Strategy and commitment for further funding for sustainable travel initiatives. Similarly, the Government's 'Bus Back Better' initiative highlights the need to encourage greater use of public transport and to create space and sets clear expectations about the introduction of priority measures for bus services to operate efficiently.
- 1.8 The Government has also demonstrated support for initiatives to reduce emissions from transport through their Transport Decarbonisation Plan. Locally, the Combined Authority has accepted the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate which support lower traffic levels and a refocusing of the city centre away from the private car.
- 1.9 By better managing traffic access, the review offers an opportunity to develop a city centre that has place-making at its core, with more pleasant spaces to visit and spend time, cleaner air and a safer environment for vulnerable road users. The review therefore supports achieving the vision of the City Council's Making Space for People project.
- 1.10 Taken together, national and local policies support the development of a new road network hierarchy for Cambridge as part of a wider package of measures through the GCP's city access project. The recent Making Connections consultation considered how lower traffic levels could support improvements to public transport and active travel as well providing wider environmental, economic, health and

wellbeing benefits, including through potential road user charging or parking charges. The extent to which a new road network hierarchy can be implemented will be, in part, dependent on how these measures are taken forward, with greater opportunities arising from lower traffic levels as displacement issues would be reduced.

2. Recommendations

2.1. The Executive Board is recommended to:

- (a) Note the project objectives and outputs; and
- (b) Support the draft proposals set out in appendices 2-4, as a basis for public consultation.

3. Joint Assembly Feedback

- 3.1. The Joint Assembly welcomed the report and supported the need for the review. It emphasised the importance of undertaking a wide ranging consultation that would include all users of the city road network and which would explain how the review links to the wider City Access agenda, in particular the Making Connections workstream.
- 3.2. Bus routing, particularly in the city centre, and access for blue badge holders and taxis were highlighted as significant issues to address at consultation.
- 3.3. The Joint Assembly also identified a need for an Equalities Impact Assessment and sound baseline data to underpin the review.

4. Project Definition and Development

- 4.1. The current network classification does not necessarily represent the required functionality for all network users in Cambridge or reflect the most up to date local transport and land use policies. Therefore, the review will define a new network hierarchy that will establish the functionality of individual roads and streets within the city to inform policy for its future use and help develop and prioritise future network investment strategies.
- 4.2. The review seeks to:
 - define the role of particular types of road and street.
 - prioritise and provide a step change in road-space for active travel.
 - promote and better manage bus movements within the city centre.
 - set modal principles for the operation and management of the road network.
 - optimise the use of radial routes and the ring-road as the main circulatory element.
 - reduce and/or prevent the use of inappropriate routes whilst encouraging the use of the most appropriate routes for general traffic.
 - reflect developing transport plans for the area.

- prioritise and inform future investment strategies.
- influence road classification and parking management.

Draft Objectives

4.3 The project has the following key objectives:

- Defining the role and functionality of individual roads and streets based on a series of defined categories.
- Providing guidance on the key characteristics of individual street categories.
- Establishing links to the Healthy Streets agenda.
- Prioritising the needs of pedestrians, particularly within the city centre.
- Clarifying future routing for buses within the centre of the city.
- Developing an active travel friendly network.
- Optimising the use of radial routes and the ring road as the primary circulator element.
- Encouraging the use of the most appropriate routes for general traffic.
- Contributing to achieving GCP traffic level reductions in the city.
- Developing a plan for road-space reallocation across the city road network to deliver the newly defined network functionality.

4.4 The project will take account of relevant strategies, policies and planned infrastructure projects that may impact directly or indirectly on the scope of the project. The following links and dependencies have been identified:

Policy/Strategy/Infrastructure	Dependency
GCP public transport corridors (CSETS, C2C, Eastern Access, W2C)	Interface between transport corridors and city road network
GCP City Access agenda	Dependency and interface with other key City Access measures
CPCA Local Transport and Connectivity Plan	Alignment with the new network plan
County Council's Active Travel Strategy	Alignment with the new network plan
City Council's Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies	Alignment with the new network plan
Highway asset management policies	Compatibility with new network plan and modal principles
Existing transport mode policies and practices	Compatibility with new network modal principles
Vision Zero strategy	Alignment with road safety strategy
Greater Cambridge Local Plan	Alignment with the new network plan

Governance

4.5 Whilst the GCP is leading the review, Cambridgeshire County Council, as the Highway Authority, will be responsible making final decisions on the new road network hierarchy and its adoption. The new hierarchy will also need to be

reflected in the new Local Transport and Connectivity Plan (LTCP) which is due to be adopted later this year by the CPCA.

Process

- 4.6 The project is being developed in two stages. The first stage is developing the new network hierarchy with the second stage focussing on a road-space reallocation plan.

5. Key issues

Traffic Displacement

- 5.1 One of the key challenges for the project is how to reallocate road-space to sustainable transport modes without simply displacing congestion and traffic to other roads as some level of displacement is inevitable. Aligning delivery with other City Access initiatives, in particular the proposals set out in the Making Connections consultation, will help maximise the benefits of the new hierarchy and potentially shorten the timescale for its implementation. Road user or parking charging as advocated in the Making Connections proposals, will reduce overall traffic levels thereby creating more opportunity for road-space reallocation and reducing the scale of any traffic displacement.

Bus Routing

- 5.2 The CPCA and the GCP are engaging with bus operators as part of the work to develop the Bus Service Improvement Plan and to deliver the aspirations set out in the Making Connections consultation and the work in developing a new road hierarchy will need to align with this work.
- 5.3 The feedback that emerged from the early engagement on the City Council's Spaces and Movement study for the city centre suggested that some of the routes currently used by bus services are no longer considered appropriate given the impact that buses have on the street environment and on air quality. Bus interchange is currently concentrated in the St. Andrew's Street/Emmanuel Street/Drummer Street area where pre-pandemic demand exceeded capacity with no scope for increasing stop capacity.

Taxis

- 5.4 Under current traffic orders, taxis (hackney carriages and private hire cars) are permitted to use all bus lanes and bus gates in the city and taxis are permitted access to some access restricted streets such as St. Andrew's Street. This practice dates back to the 1990s but since that time the number of taxis has increased significantly and the review is considering what level of network access for taxis would be appropriate within a new network hierarchy.

Pedestrian and Cycling Priority

- 5.5 The City Council's Making Space for People vision document advocates making central Cambridge more 'people focussed' by reducing the dominance of motor

vehicles to facilitate an increased area of pedestrian priority and create the right conditions for re-imagining streets and spaces. Potentially, displacing bus and taxi movements away from some sensitive streets and a focus on consolidating deliveries (see section below) offers an opportunity to expand the extent of pedestrian and cycling priority streets where motor vehicle access would be restricted by time of day and limited to essential needs.

- 5.6 Whilst removing more traffic from central area streets will benefit both pedestrians and cyclists, the review also offers an opportunity to create alternative routes to allow through cycle movements to avoid the busiest footfall streets where interaction between both groups can cause delay and friction.
- 5.7 However, if the area of pedestrian priority were to be expanded it will be important to ensure that the resulting longer walking distances were not a barrier for those with disabilities through the provision of alternative means of access such as enhanced shop mobility and exploring the potential for reinstating some form of zero emission shuttle service linking the whole area. Creating a wider area where motorised traffic is removed (at least for part of the day) will present an opportunity to enhance the place making aspects of many city centre streets and improve safety through better design, including for disabled users.

Deliveries Consolidation

- 5.8 Initial work on freight/deliveries consolidation has taken account of previous experience in the UK and has explored the potential for a pilot scheme in the city centre with private sector logistics companies. Early engagement with potential users of a scheme for the city centre has identified some level of support. The potential for further restrictions on motor vehicle access in the city centre core could act as a catalyst for a consolidation pilot but it will need to demonstrate value for users over and above their current delivery arrangements and how it can enhance existing consolidation activities taking place at procurement level across university departments and colleges and at supplier and operator level, to optimise costs.
- 5.9 Further engagement with service providers and users is in hand to assess the scope for further collaboration to help inform decisions on a potential pilot and a long term solution for the city centre with a further report later this year.

Vehicle and User Exemptions

- 5.10 Clear operational principles and practices are important for consistent management of the network but flexibility is required to address disproportionate impacts on vehicular access. Further restrictions on motorised movements on the road network will inevitably lead to requests for exemptions. The review offers an opportunity to develop a joined up approach to vehicle exemptions which could encompass other network management initiatives, such as any road user or parking charging, to demonstrate fairness and consistency. Key areas to be considered include:
- Blue badge holders.
 - Deliveries (potential to incentivise consolidation schemes).
 - Public services (wider range of services from health and social care provision through to refuse collection).

- Taxis (consider access arrangements for local hackney carriages and private hire cars).

This work will be underpinned by an Equalities Impact Assessment.

Network Operations

- 5.11 The current arrangements for managing works on the road network including diversion routes and the issuing of work permits will need to be reviewed in light of any new network hierarchy and the project team are actively engaging with the County Council on these aspects.

6. Project Proposals

Draft Network Hierarchy

- 6.1 The initial stage of the review has focussed on developing draft operational and modal principles and newly defined street categories which have then been applied to the network to define a new hierarchy plan. To facilitate a collaborative approach, the project team has undertaken initial engagement with officers from the GCP's partner authorities and the CPCA to support the preparation of these initial network proposals. Further collaboration is planned throughout the project to ensure the outcomes align with relevant network policies, strategies, plans and operational aspects, alongside the public consultation. The project team has also established an officer working group to consider the issues associated with broadening the area of pedestrian priority in the city centre.
- 6.2 Draft network operational principles are shown in Appendix 2. Appendix 3 sets out draft street categories and characteristics. These have been applied to the road network to define a draft hierarchy plan shown in Appendix 4. This approach filters out through movements on many parts of the network but with network permeability retained for pedestrians, cyclists and for public transport, where required. In the city centre core, the draft hierarchy plan shows a broadening of pedestrian priority, where motorised access would be controlled by time of day to promote leisure and retail activity and create better environments for walking and cycling.
- 6.3 This would focus motor vehicular movement on the city's main distributor roads with access and egress to/from city destinations made via the closest available distributor road junction(s), thereby prioritising the road-space of other network street categories for active travel and public transport, providing a step change in network accessibility for these modes. These initial ideas would form the basis for public consultation and stakeholder engagement to develop a final network proposal.

Road-space Reallocation Delivery Plan

- 6.4 The second stage of the project will focus on a delivery plan for reallocating road-space based on a network hierarchy to embed the new role and function of individual roads and streets. This is aligned with the wider GCP City Access programme, in particular future investment in public transport, walking and cycling.

- 6.5 Last year, as part of its response to the Covid-19 pandemic, the County Council consulted on a second phase of potential active travel measures and subsequently asked the GCP to consider how the sites in Cambridge should be taken forward in the context of the wider City Access project, including the road network hierarchy review. The consultation outcomes will be considered as the review develops and will help inform its delivery plan.
- 6.6 For each phase of the plan strategic filtering points would be identified which would then be subject to transport modelling to:
- fully understand the effects on the wider network;
 - inform how the strategic filters should be implemented (on an individual basis, in combination or collectively?); and
 - assess the need for mitigation measures.

Consideration would be given to those parts of the distributor road network, particularly on the ring road, where traffic volumes could remain high and where the impact on the environment was still significant; further or alternative traffic management measures may be necessary to mitigate the situation, at each stage of implementation. Modelling would also help to identify any need for further, more localised filtering to address any displacement issues within local neighbourhoods.

- 6.7 The traffic orders required to implement each strategic filter would be subject to the usual public consultation and formal advertisement processes. Traffic orders to implement further pedestrian priority in the city centre would also be subject to the same processes.
- 6.8 A robust complementary wayfinding, branding and communication strategy will need to be in place to raise awareness amongst regular travellers and inform visitors. This will need to extend beyond the city to link to the surrounding national road network.

7. Consultation and Engagement

- 7.1 Public conversation is an essential component in shaping the new hierarchy. In particular, feedback would be sought on:
- draft street categories and their application to the road network;
 - the routing on bus services in the city centre;
 - walking and cycling priority areas;
 - the level of access that should be given to taxi movements on the network;
 - identifying specific exemption categories and requirements; and
 - the phasing for a road-space delivery plan.

This process will help shape a final network hierarchy proposal with a further report to the Executive Board, before the County Council's Highways and Transport Committee is asked to determine the final outcome of the review.

- 7.2 The consultation is planned for late May/early June to coincide with a second Making Connections consultation and that there would need to be links/references between the two exercises.

8. Alignment with City Deal Objectives

- 8.1 The City Access Project is designed to improve access, reduce congestion, and deliver a step-change in public transport, cycling and walking, alongside significantly improving air quality and reducing carbon emissions in Greater Cambridge. The proposals set out in this report will support the realisation through enhancements to active travel and public transport, supporting a healthier population.

9. Citizen's Assembly

- 9.1 When developing and prioritising their vision for transport in Greater Cambridge, the Citizen's Assembly members identified the need to improve public transport, prioritise pedestrians and cyclists and were strongly in favour of road closures.

10. Financial Implications

- 10.1 The costs associated with the review process and the delivery of any 'quick wins' arising from the review will be met from the 2022/23 City Access budget. Any implementation costs for the road-space reallocation plan will be taken from future year's City Access budget.

Any reclassification of roads in the city will have financial implications for the County Council as Government grant for highway maintenance is influenced by the lengths of road within each road classification category. This will be assessed as the project develops.

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

11. Next Steps and Milestones

- 11.1 It is anticipated that the Executive Board will consider the response to public consultation at its December meeting when it will be asked to make recommendations to the County Council's Highways and Transport Committee on the adoption of a new network hierarchy.

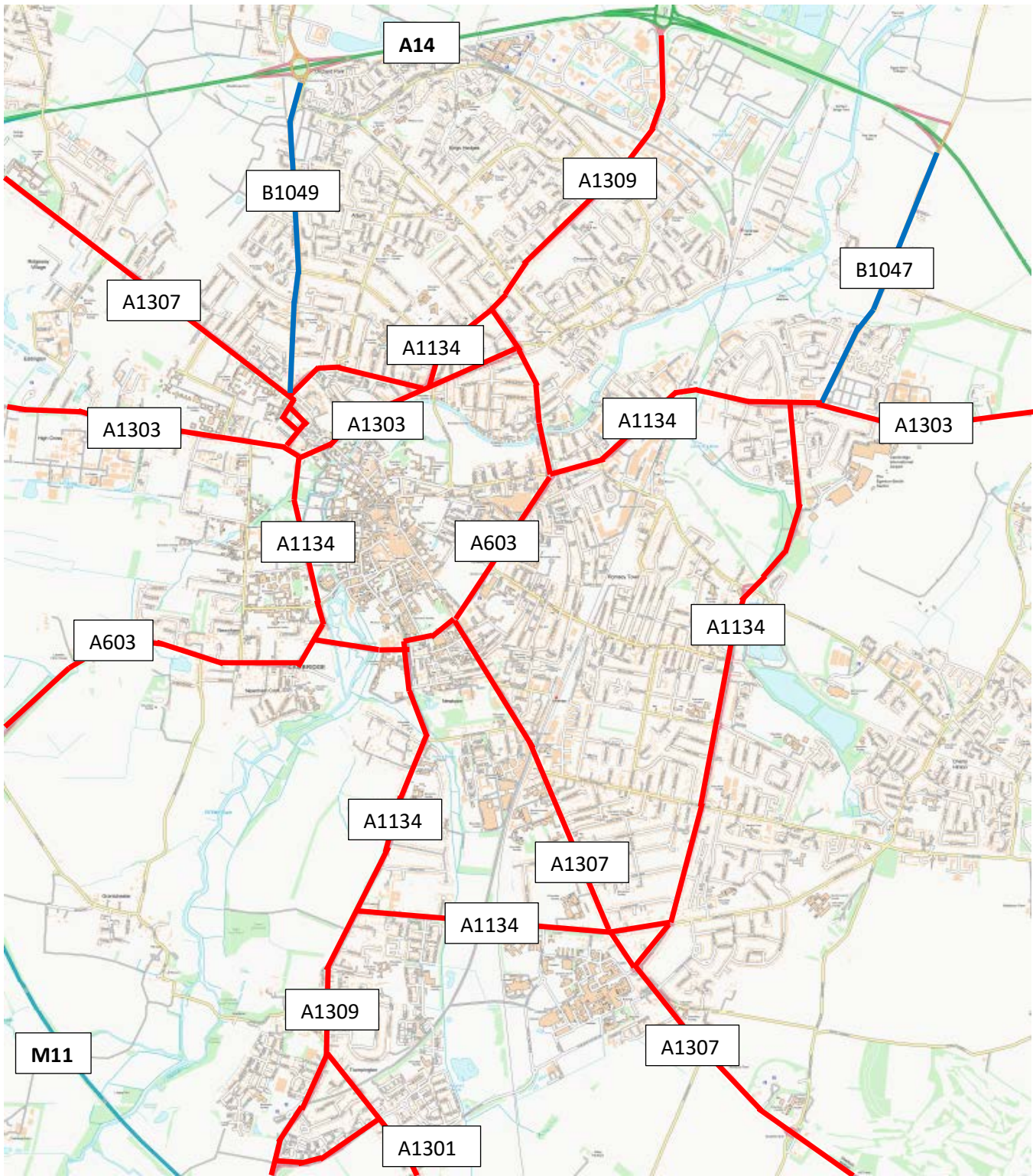
List of Appendices

Appendix 1	Current road network classification
Appendix 2	Draft network operational principles
Appendix 3	Draft street categories and characteristics
Appendix 4	Draft network hierarchy map

Background Papers

Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies	https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf
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Appendix 1: Current Road Network Classification



Appendix 2: Draft Network Operational Principles

General access principles

Motor vehicular access to all properties and premises will be maintained albeit by routes which may no longer be as direct or as convenient.

In streets where motor vehicle access is restricted by time of day, access will be maintained outside of the restricted period.

Private motorised transport: routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations made via the closest available distributor road junction(s)

Network accessibility by transport mode

Mode	Network accessibility	Detail
Walking	Total network permeability other than where road safety would be compromised.	Pedestrian access to be restricted or prohibited only where road safety would be compromised. e.g. Drummer Street bus station where reversing buses conflict with pedestrian safety.
Cycling	Total network permeability other than where road safety or pedestrian comfort and convenience would be compromised	Access for cycling to be restricted or prohibited only where road safety or pedestrian convenience or comfort would be compromised and where a suitable alternative route is available e.g. in densely populated pedestrian streets where access for cycling may be limited by time of day.
Bus <i>Local bus services</i> <i>School transport</i> <i>Community transport</i>	Extensive network permeability other than on network street categories where bus movements are not permitted.	Buses operating local services to be allowed access through all network modal filtering points on those categories of street where through bus movements are permitted. Buses being used for school transport and community transport vehicles to be permitted through all network modal filtering points on those categories of street where through bus movements are permitted.

Cars <i>Private cars & Taxis</i> Motorcycles	Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction(s)	Cars and motorcycles will not be allowed access through network modal filtering points. Consultation will help shape any exemptions for taxis and other car users where the impacts from filtering traffic are disproportionate.
Commercial vehicles (Light and heavy goods vehicles) Coaches	Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction	Good vehicles will not be allowed access through network modal filtering points. Within streets subject to restricted access, goods vehicles will only be permitted access outside of the restricted periods other than for vehicles operating zero emission freight consolidation schemes.
Emergency service vehicles	Total network permeability	Emergency service vehicles to be allowed access through network filtering points either through 'exemption-listing' at camera enforced filters or using keys at physically enforced modal filters.
Vehicles used by blue badge holders	Level of access to be determined through consultation	The ambition is to promote access for disabled residents across the network. Consultation will help shape the approach to delivering on this ambition.

Appendix 3: Draft Street Categories and Characteristics

Category	Typical movement functions	Typical place characteristics
Primary Distributor Roads (RED)	<p>These roads act as the backbone of the movement network for the city and provide for the efficient multi-modal distribution of traffic to, from and around the city underpinning economic activity. As such these roads are often used by visitors as well as commuters, residents and other users of the city and its services.</p> <p>They are 'A' or 'B' class roads to which lower categories of street connect.</p> <p>The principal distributor network consists of the main arterial roads and the designated ring road within the city (A1134/A1303) and links to the surrounding national strategic road network (M11, A14 & A11)</p> <p>These roads are used by all classes of vehicle and are not subject to restrictions on access other than for heavy commercial vehicles where a suitable alternative route of an equal status is available.</p> <p>.</p>	<p>Where space permits, these roads provide some level of segregation of pedal cyclists and buses from general motorised traffic by the provision of bus and/or cycle lanes.</p> <p>Where space permits, the provision of green landscaping through highway trees and verges should be a characteristic of these roads.</p> <p>Any designated on-street parking should provide for cyclists, local servicing and blue badge requirements as a priority with any general car parking restricted to layby or off-carriageway spaces and limited to short duration stays. Parking for local residents should only be considered where no alternative locations exist in neighbouring roads or streets.</p> <p>Controlled crossing facilities for active travel modes should be provided at all major junctions and at key pedestrian and cycle intersections.</p> <p>These roads would generally be subject to a speed limit of 30 mph or 20mph where the road width / layout would dictate / warrant a lower limit.</p> <p>At side road junctions the layout should give priority to pedestrians and cyclists wherever highway space permits.</p>
Secondary Distributor Roads (GREEN)	<p>These roads also provide for the distribution of all traffic modes, particularly to/from villages and fringe areas adjacent to the city boundary, supplementing the primary distributor road network.</p>	

<p>Area Access Streets (BLUE)</p>	<p>These streets provide the next level of network movement facilitating access to, from and within areas of the city.</p> <p>They are generally 'C' class roads that primarily link distributor roads to local access streets.</p> <p>These streets are used by all classes of vehicle and are not subject to restrictions on access other than where a suitable alternative route of a higher or equal status is available.</p> <p>These streets do not facilitate movements between distributor roads other than by public transport and active travel modes.</p>	<p>These streets provide some level of segregation of pedal cyclists from other motorised traffic by the appropriate allocation of space including the provision of cycle lanes.</p> <p>Where space permits, the provision of green landscaping through highway trees and verges should be a characteristic of these streets.</p> <p>Controlled crossing facilities for active travel modes should be provided at all major junctions and at key pedestrian and cycle intersections.</p> <p>Any designated on-street parking should provide for cyclists, local servicing and blue badge requirements as a priority with any general car parking limited to short duration stays. Parking for local residents should only be considered where no alternative locations exist in neighbouring streets.</p>
<p>Local Access Streets (PINK)</p>	<p>These streets provide access to, from and within local areas of the city.</p> <p>They are generally 'C' class roads that primarily link area access streets although they may also link to distributor roads.</p> <p>These streets are used by all classes of vehicle and are not subject to restrictions on access other than where a suitable alternative route of a higher or equal status is available.</p> <p>These streets do not facilitate movements between distributor roads other than by public transport and active travel modes.</p>	<p>These roads would generally be subject to a speed limit of 20 mph.</p> <p>At side road junctions the layout should give priority to pedestrians and cyclists wherever highway space permits.</p> <p>Where local shops and businesses form a significant part of the street frontage, the street environment would be conducive to promoting local economic activity and social interaction as well as facilitating community and residential needs with seating and amenity areas a key characteristic. The street layout would facilitate safe and convenient pedestrian accessibility through the provision of frequent formal and informal at grade crossing facilities throughout this part of the street. The provision of any on-street parking should avoid impacting on pedestrian permeability.</p> <p>Where these streets are adjacent to green open spaces the street layout should be conducive to convenient and safe crossing by pedestrians and cyclists to facilitate the linking of key walking and</p>

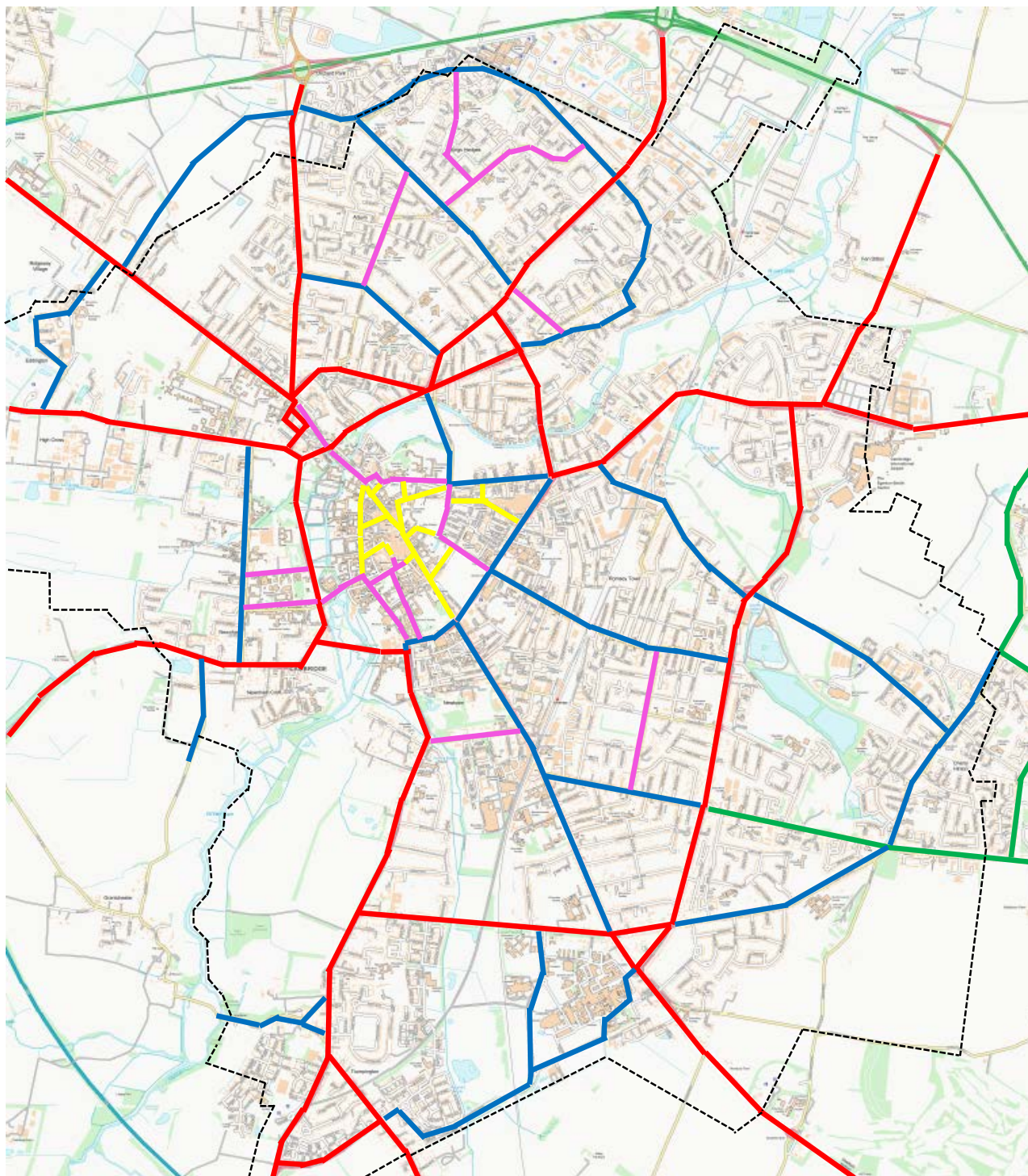
		<p>cycling routes with controlled crossing facilities provided at key intersections.</p> <p>The street design should aim to soften the interface between hard and soft landscaping to mitigate the impact of passing traffic on the green open space. Any designated on-street parking should be kept to a minimum to enhance the setting of the street and its neighbouring green space.</p>
Civic Streets (YELLOW)	<p>Civic streets provide access to main retail, entertainment and leisure areas of the city as well as to residential properties.</p> <p>Motor vehicle access is limited to essential residential and servicing needs and those with limited mobility, often managed by time of day to underpin priority for walking and cycling, particularly during the busiest footfall hours.</p> <p>These routes would not normally form part of the public transport network although managed access for scheduled services may be permitted to provide links with the wider network of local bus services.</p>	<p>These often comprise of narrow streets and lanes that reflect patterns of development that have grown up over time.</p> <p>They include the key shopping, tourist and leisure streets where pedestrian footfall is at its greatest and are intended primarily to promote pedestrian dwelling rather than through movement.</p> <p>These streets have a high-quality public realm with surfacing materials appropriate to the local setting and context and an operational regime that reflects the economic and social importance of the streets and that addresses security aspects.</p> <p>Street trading is a key element of the street scene to facilitate and promote dwell time in support of retail, leisure and tourist activities.</p> <p>Street layouts facilitate and encourage street performance and community and cultural events to enrich and enliven the pedestrian experience and promote social interaction.</p> <p>Some streets would also experience some level of through movement by pedestrians and cyclists which would be managed through street design to allow safe co-exist with, where possible, alternative routes provided for cycle trips at least during the busiest footfall hours.</p> <p>The provision of cycle parking would primarily facilitate short duration stays through multiple locations.</p>

Neighbourhood Streets	<p>These streets carry primarily neighbourhood traffic gaining access either directly from distributor roads or access streets.</p> <p>They provide access only for individual neighbourhood streets or linked groups of neighbourhood streets although they may allow through movements to the wider network by cycle or on foot.</p>	<p>These are typically residential streets that reflect patterns of development that have grown up over time.</p> <p>Motor vehicle access is generally unrestricted and significant space may be allocated to on-street parking that is designated for local residents' needs with appropriate cycle parking provided to satisfy local needs.</p> <p>Parking for car club vehicles would also be common feature of the street scene to promote an alternative to car ownership.</p>
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Note:

Any changes to existing speed limits to align with the characteristics set out above should be considered in the context of the emerging Speed Management Strategy being developed by the Cambridgeshire and Peterborough Zero Vision Partnership

Appendix 4: Draft Network Hierarchy Map



Primary distributor	—
Secondary distributor	—
Area access street	—
Local access street	—
Civic street	—

Milton Road

Report to: Greater Cambridge Partnership Executive Board

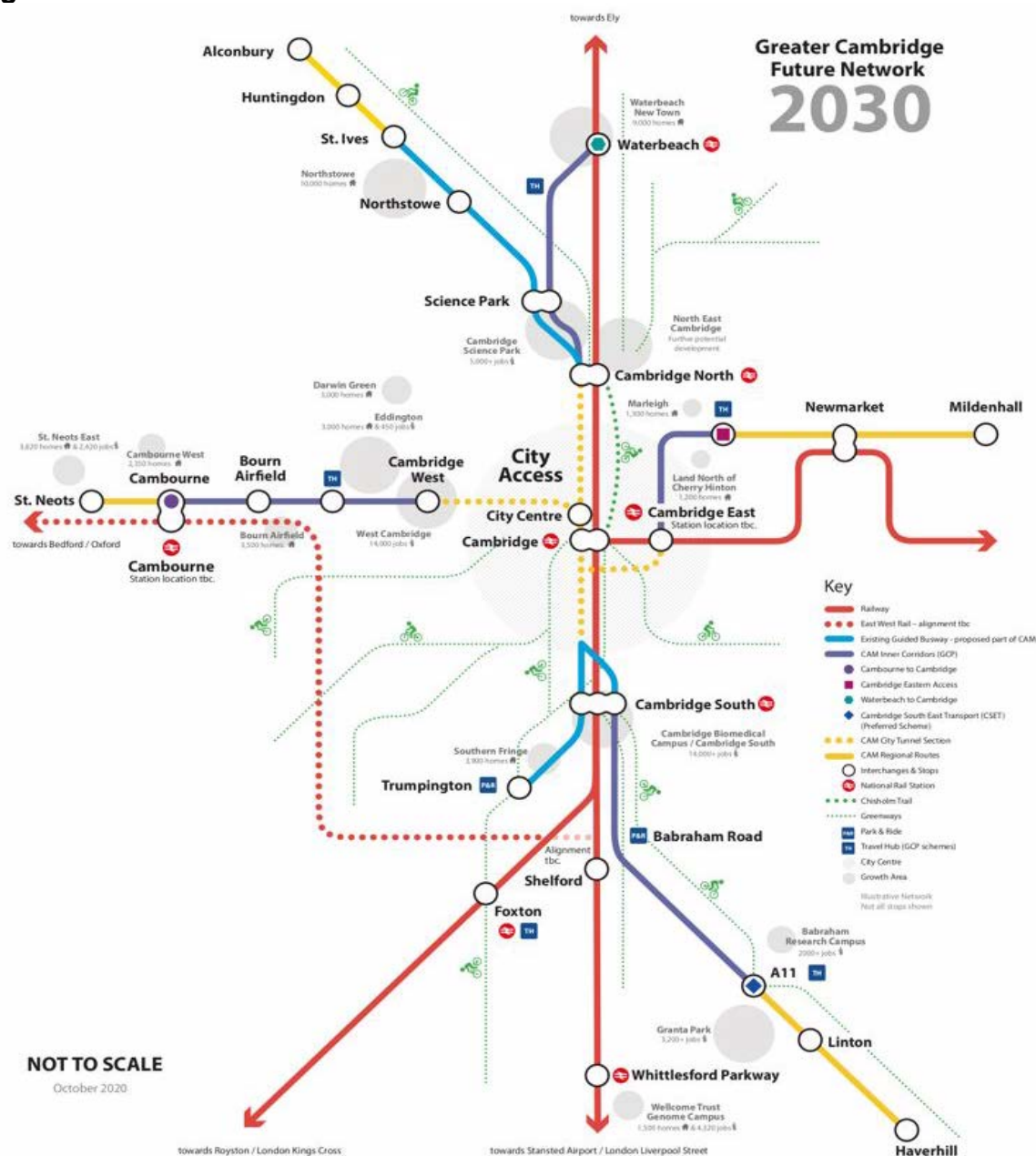
Date: 17th March 2022

Lead Officer: Peter Blake – Director of Transport

1. Background

- 1.1 The Milton Road scheme supports the Greater Cambridge Partnership's (GCP's) transport vision of implementing improved public transport and active travel schemes to encourage more people to use sustainable transport modes instead of the private car. This is part of a wider transport strategy which aims to support the delivery of proposed housing and employment growth across Greater Cambridge, including at Cambridge Northern Fringe, Ely, Cambridge Science Park, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,800 new jobs to 2031).
- 1.2 The Milton Road project aims to greatly improve access for pedestrians, cyclists and public transport along its length. Milton Road is strategically important as it provides a link between the City Centre and Cambridge Science Park/North East Cambridge. It also connects directly with the existing Guided Busway. Figure 1.0 sets out the GCP's future sustainable transport network for Greater Cambridge and the Milton Road scheme contributes to this programme.
- 1.3 The project has the following key objectives:
 - a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - c) Enhanced local environment and streetscape; and
 - d) Additional capacity for sustainable trips to employment/education sites.
- 1.4 In March 2019, the Executive Board approved the final design for Milton Road to be developed for construction.

Figure 1.0



2. Recommendations

2.1. The Executive Board is recommended to:

- a) approve the construction and traffic management plan;
- b) approve the award of the construction contract to Milestone Infrastructure under the terms of Cambridgeshire County Council Highways Service Framework: and
- c) approve an increased budget of £24M for the Milton Road project that follows the target cost proposal developed by Milestone Infrastructure.

3. Joint Assembly Feedback

- 3.1. The Joint Assembly were supportive of the final designs for Milton Road and raised no objections to the proposed traffic management and construction strategy
- 3.2. A concern was raised with regard to the possibility of increased congestion on Milton Road as a result of the works. It was suggested that GCP officers might try to work with Stagecoach to promote Milton Park & Ride during the construction period in order to try to reduce traffic using Milton Road. Officers will follow up on this suggestion.
- 3.3 The Chair of the Milton Road LLF requested that the issue of Residents Parking (specifically in the areas to the southern end of Milton Road) is prioritised to ensure that provision is made for residents who will lose parking areas that currently exist on Milton Road itself. Officers have agreed to support this process and have begun drawing up a programme of work to ensure that this issue is addressed.

4. Issues for Discussion

- 4.1 In March 2019, the Executive Board approved the final design for Milton Road to be developed for construction. Aside from several minor modifications to bus stop locations that followed feedback from members of the Local Liaison Forum, and a minor revision to the short section of cycleway on the approach to Westbrook Drive, the construction package remains consistent with the previously approved design as demonstrated in the General Arrangement drawings that are set out in **Appendix 1**.
- 4.2 The consultant's design team has addressed issues raised by the Stage 1 and Stage 2 road safety audits and has worked closely with the County Council to develop the signals, signs, street lighting, drainage and construction details. The County Council's highways services contractor, Milestone Infrastructure, were also appointed to provide early contractor involvement throughout the design process in order to provide an expert view on any buildability issues, value engineering and to assist in developing the construction and traffic management plans. Milestone have been involved in the liaison with statutory undertakers to help develop the methodology and approach for dealing with service diversions with the view to minimising the cost and programme disruption for these activities.
- 4.3 A new Traffic Regulation Order (TRO) for Milton Road is required to implement the new scheme. In following the statutory process the Order will be prepared by the Policy and Regulation team at Cambridgeshire County Council. It is planned to undertake the required TRO consultation when construction is underway.

5. Consultation and Engagement

- 5.1 As detailed in the March 2019 Executive Board report, public consultation on the Milton Road proposals was undertaken in the Autumn of 2018, with various modifications made to the preliminary designs following the feedback received. Following the decision in March 2019, community concerns about delivering the

Histon Road and Milton Road schemes at the same time led the Executive Board to pause delivery of the Milton Road scheme until after completion of the Histon Road project.

- 5.2 Since the designs were approved, the design team has taken on board further comment from the Local Liaison Forum specifically around the proposed location of bus stops. Subsequently, the inbound bus stop which was located just to the south of Arbury Road has been moved to avoid the blocking of the junction. Additionally, the pair of bus stops that were previously located near to the Milton Arms have been moved much closer to Downhams Lane in order to better serve the residential development in this area. The revised locations of these stops are shown in **Appendix 1**
- 5.3 The design team has also taken on board further comment from the County Council's Road Safety team addressing the proposed short section of verge separated cycleway on approach to Westbrook Drive. Officers recommend that the design is modified in light of these comments and that in this location, the cycle lane is instead, provided adjacent to carriageway and segregated by Cambridge kerb as shown in **Appendix 2**.
- 5.4 The continued engagement with local residents has brought about a level of public support for the scheme that is demonstrated by the resolution put forward by the Local Liaison Forum in March 2021 that stated "Milton Road LLF is concerned to ensure that the Milton Road Project advances to construction no later than the beginning of 2022 - to bring about the much-needed improvements set out in the detailed plans. Milton Road LLF is aware that residents are keen to have the construction commence so that planned safety improvements are delivered sooner rather than later".

6. Options and Emerging Recommendations

Construction and Traffic Management Plan

- 6.1 The construction and traffic management plan for Milton Road has been developed by Milestone Infrastructure in discussion with the County Council's Streetworks Team as set out in **Appendix 3**. In developing the traffic management plan the project team engaged with Local Councillors, the Local Liaison Forum, Local businesses, and Stagecoach. This is a live document and will continue to be refined as part of the ongoing engagement with the local community.
- 6.2 The preferred traffic management option will retain two way traffic flow on Milton Road throughout the construction period, removing the current bus lanes to make space for construction works. There will be multiple work zones operating along the length of the road in order to significantly reduce the construction programme duration.
- 6.3 There will be a requirement for short term night closures during the site set up process and while undertaking final re-surfacing. These closures and resulting diversions will be communicated to the public via signage and construction bulletins.

- 6.4 There will also be further small scale diversions that are required when undertaking works at side roads and junction. These closures and diversions will be communicated at the appropriate times.
- 6.5 The preferred solution balances the need to retain two-way traffic with the length of delivery time for the delay. A construction period of up to 2 years is therefore required,

Construction Contract Award

- 6.6 It is proposed to award the construction contract for Milton Road to Milestone Infrastructure Services through the Cambridgeshire Highways Services Contract. This followed consideration of the various procurement options including using the Eastern Highways Alliance Framework.
- 6.7 The proposal is driven by a number of factors:
- Milestone Infrastructure have recent history of successfully managing and carrying out similar works in and around Cambridge, e.g. Histon Road
 - Given that Milestone Infrastructure has provided Early Contractor Involvement during the detailed design stage, this should provide a more seamless transition to construction phase.
 - Milestone Infrastructure has committed to developing a major projects team to work on larger scale projects thus demonstrating that they are committed to providing the necessary resources
 - No lengthy procurement exercise was necessary thus keeping the project on track to commence in mid 2022

Budget Estimate

- 6.8 Milestone Infrastructure have worked with their supply chain to develop a target cost estimate for construction. Following this work, and also accounting for separate items such as design, project management, signals, lighting, utility diversions, and risk, the project team require board approval for an increased scheme budget of £24m in order to deliver the scheme as currently designed.
- 6.9 The increase against previous estimates and the currently approved budget of £23.04m is largely down to inflationary costs such as the current high price for materials and transportation.

7. Alignment with City Deal Objectives

- 7.1 The proposed investment is consistent with the deal agreed between Government and Greater Cambridge which allows Greater Cambridge to maintain and grow its status as a prosperous economic area. Specifically, this initiative improves existing links between homes and jobs and enables the provision of better greener transport and improved air quality.
- 7.2 The proposed measures address existing barriers to growth represented by congestion of key routes into and out of the City Centre.

7.3 In addition the proposals set out in this report will support the realisation of 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;
- Promoting place-making in the new North East Cambridge development;
- 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.

8. Citizens' Assembly

8.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions being considered for Waterbeach to North East Cambridge directly contributes to delivery of 5 of the highest 7 scoring priorities, namely:

- Provide affordable public transport (32).
- Provide fast and reliable public transport (32).
- Be environmental and zero carbon (28).
- Be people centred – prioritising pedestrians and cyclist (26).
- Enable interconnection (e.g. north/south/east/west/urban/rural) (25).

9. Financial Implications

9.1 The current budget for Milton Road is £23.04m.

9.2 Milestone Infrastructure have worked with their supply chain to develop a target cost estimate for construction. Following this work, and also accounting for separate items such as design, project management, signals, lighting, utility diversions, and risk, the project team require an increased scheme budget of £24m. The increase against previous estimates is largely down to inflationary costs such as the current high price for materials and transportation.

9.3 In light of the above, the Executive Board are asked to approve an increased scheme budget of £24m

9.4 In the timeline leading to construction, the project team will undertake further value engineering work, with the view to reducing costs and risks where it is possible to do so.

Have the resource implications been cleared by Finance: Yes

Name of Financial Officer: Sarah Haywood

10. Next Steps and Milestones

10.1 Subject to the decision made by the Executive Board, officers plan to follow the broad programme as set out below:

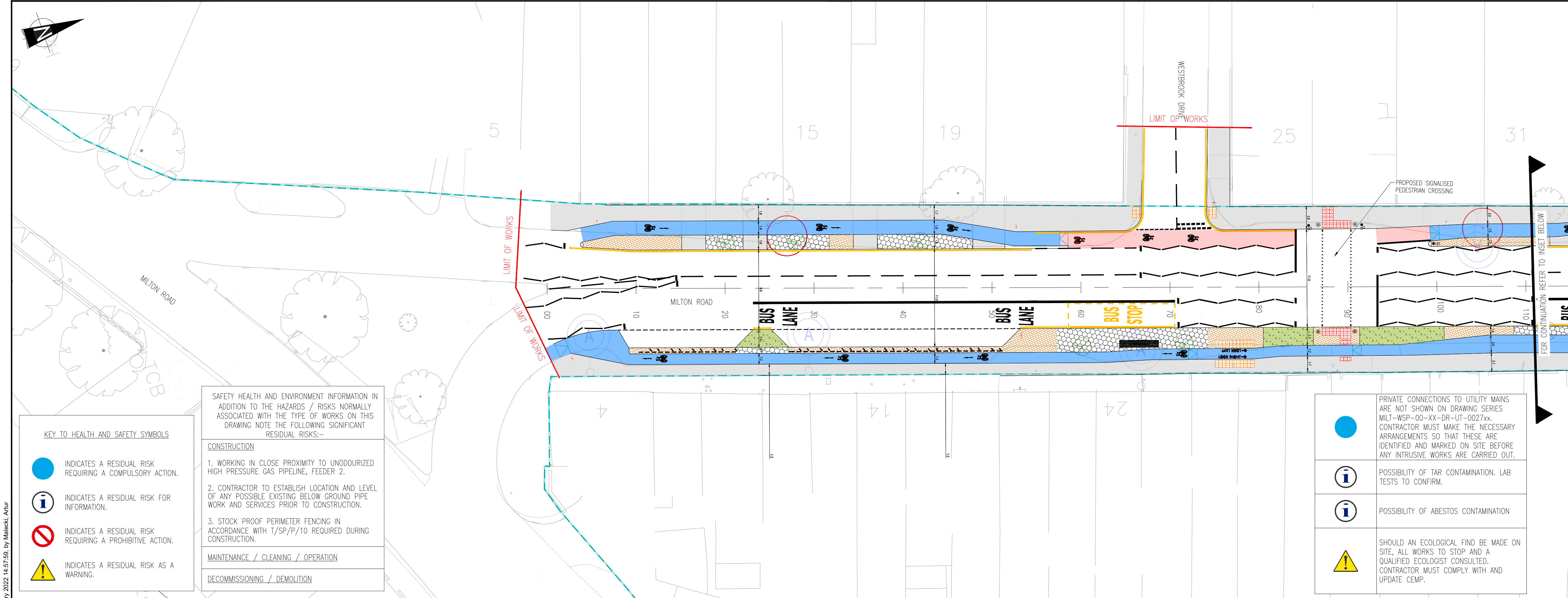
- | | |
|---------------|---------------------------------------|
| ○ March 2022 | Executive Board |
| ○ April 2022 | Appoint Contractor |
| ○ May 2022 | Mobilisation and Site Clearance Works |
| ○ June 2022 | Commence Construction |
| ○ Summer 2024 | Scheme Completion |

List of Appendices

Appendix 1	Detailed Design – General Arrangement Plans
Appendix 2	Proposed Modification near Westbrook Drive
Appendix 3	Construction Management Plan Full version, including appendices available here: preview.greatercambridge.cambscc.contentis.cloud/asset-library/milton-road-construction-management-plan.pdf

Background Papers

Title	Link
Milton Road Histon Road Draft Stage 1 Report 25.09.15	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Milton_Road_Histon_Road_Draft_Stage_1_Report_25.09.15.pdf
Executive Board agenda and minutes November 2015	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6537&Ver=4
Executive Board agenda and minutes June 2016	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6632&Ver=4
Executive Board agenda and minutes July 2017	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6856&Ver=4
Executive Board agenda and minutes July 2018	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6856&Ver=4
2018 Consultation Analysis Report	https://www.greatercambridge.org.uk/download/7595/Milton%20Road%20report%202019%20FINAL.docx
Executive Board agenda and minutes March 2019	https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=7291&Ver=4



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KEY

HIGHWAY BOUNDARY

PROPOSED KERB

PROPOSED SIGN

PROPOSED BUS SHELTER

PROPOSED LIGHTING COLUMN

PROPOSED TREE

BLISTER TACTILE STANDARD – RED

BLISTER TACTILE STANDARD – BUFF

PROPOSED TRAFFIC SIGNAL POLE

EXISTING TREE TO BE REMOVED

EXISTING TREE TO BE RETAINED

PROPOSED CYCLE RAMP 0-25mm

CORDOROY PAVING/LADDER AND TRAMLINE PAVING SURFACE

PROPOSED ON-ROAD CYCLEWAY

PROPOSED OFF-ROAD CYCLEWAY

PROPOSED FOOTWAY

PROPOSED BLOCK PAVING

PROPOSED PERMEABLE BLOCK PAVING

GRASS VERGE

ORNAMENTAL PLANTING

WILDFLOWER SWALE

RAIN GARDEN

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POSSIBILITY OF ABESTOS CONTAMINATION

SHOULD AN ECOLOGICAL FIND BE MADE ON SITE, ALL WORKS TO STOP AND A QUALIFIED ECOLOGIST CONSULTED. CONTRACTOR MUST COMPLY WITH AND UPDATE CEMP.

NOTES

5. IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE GA DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.

6. INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING SERVICES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKER.

7. THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ARBORICULTURE IMPACT ASSESSMENT REFERENCE HIST-WSP-00-XX-RP-AB-0001

8. CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE NEC SUPERVISOR OR PROJECT MANAGER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE NEC SUPERVISOR OR PROJECT MANAGER BEFORE THE WORKS COMMENCE.

9. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES. DIMENSIONS MARKED 'DIMENSIONS TO BE SITE CHECKED' ARE SUBJECT TO CONFIRMATION BY THE CONTRACTOR BEFORE THE WORKS COMMENCE.

10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE PUBLIC HIGHWAY AND ADJACENT THIRD PARTY LAND AT ALL TIMES DURING THE COURSE OF THE WORKS UNLESS OTHERWISE AGREED IN WRITING WITH THE INTERESTED PARTIES.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL TRAFFIC MANAGEMENT PROPOSALS & PHASING. SUCH DETAILS SHALL BE SUBMITTED TO THE LOCAL HIGHWAY AUTHORITY FOR APPROVAL PRIOR TO THE START OF THE WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASSOCIATED COSTS AND ORDERS.

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T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT:
GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT:
MILTON ROAD
CAMBRIDGE

TITLE:
HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 01 OF 11

SCALE @ A1:
1:250

CHECKED:
AKM

APPROVED:
LM

PROJECT NO:
70056482

DESIGNED:
AKM

DRAWN:
BP

DATE:
July 2021

DRAWING NO:
MILT-WSP-00-XX-DR-CV-000001

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NOTES

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GENERAL ARRANGEMENT PLAN
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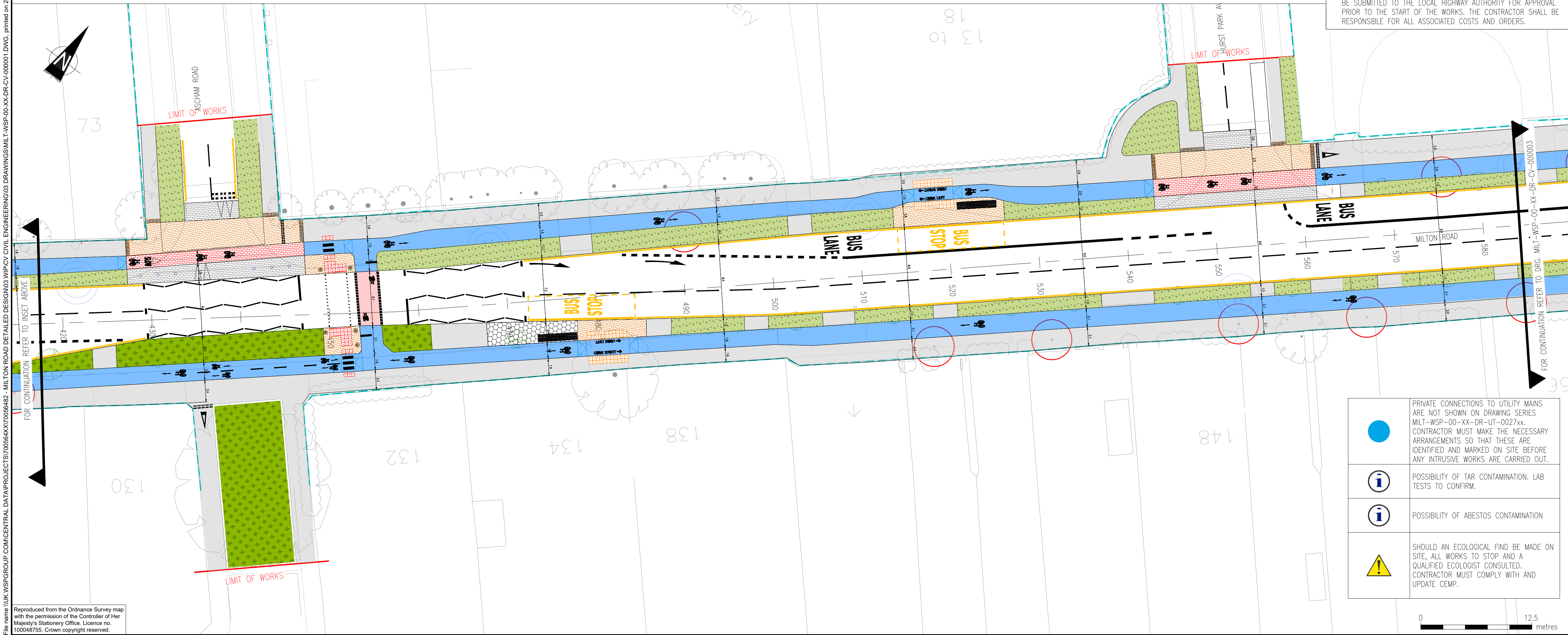
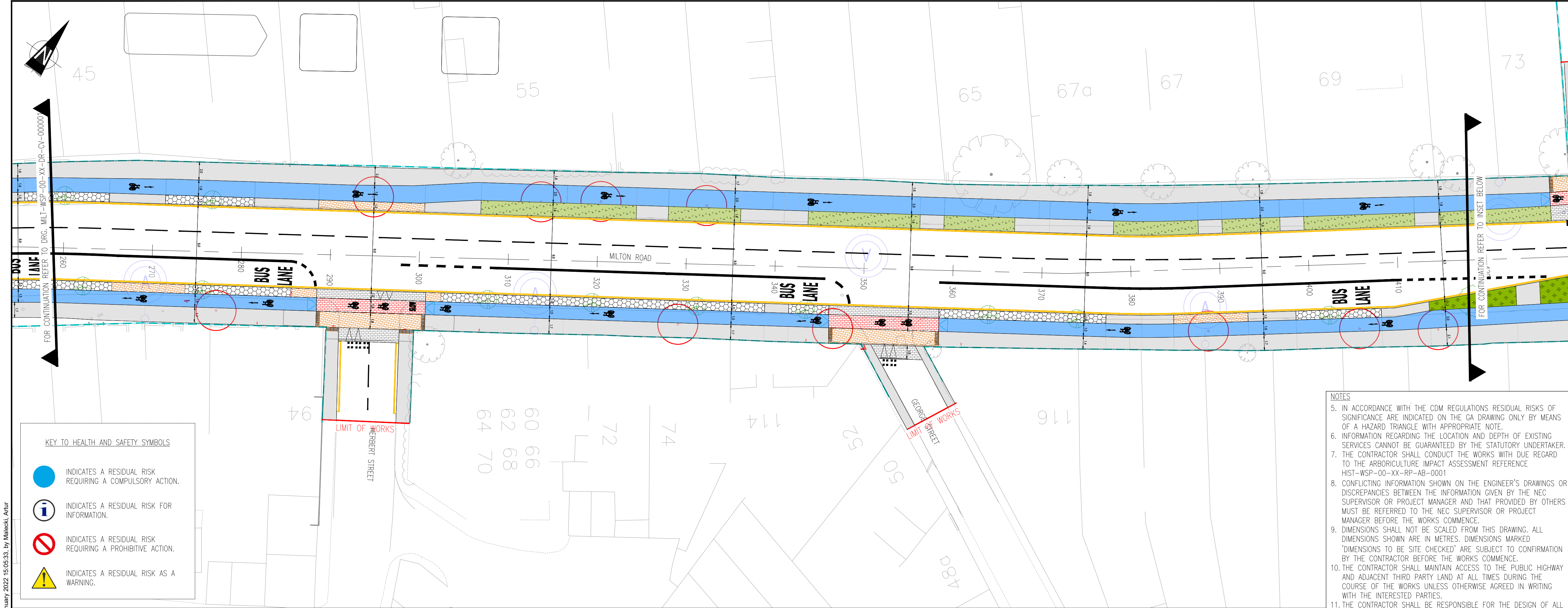
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HIGHWAY BOUNDARY

PROPOSED KERB

PROPOSED SIGN

PROPOSED BUS SHELTER

PROPOSED LIGHTING COLUMN

PROPOSED TREE

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NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. THIS GENERAL ARRANGEMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS A COMPOSITE DRAWING SHOWING THE SPATIAL RELATIONSHIP BETWEEN THE PROPOSED AND EXISTING FEATURES. REFERENCE SHOULD BE MADE TO THE RELEVANT SPECIFIC CONSTRUCTION PLANS.

3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS.

4. THE DESIGN HAS BEEN DEVELOPED & AGREED THROUGH CONSULTATION WITH THE RELEVANT AUTHORITIES (HIGHWAYS, SEWERAGE, PLANNING).

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30/09/2021

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ISSUED FOR TENDER

AKM

LM

REV

DATE

BY

DESCRIPTION

CHK

APP

DRAWING STATUS: D2 - FOR TENDER

62-64 Hills Road, Cambridge, CB2 1LA, UK

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wsp.com

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 02 OF 11

SCALE @ A1: 1:250

CHECKED: AKM

APPROVED: LM

PROJECT NO: 70056482

DESIGNED: AKM

DRAWN: BP

DATE: July 2021

DRAWING NO: MILT-WSP-00-XX-DR-CV-000002

REV: P01

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INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.

INDICATES A RESIDUAL RISK FOR INFORMATION.

INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.

INDICATES A RESIDUAL RISK AS A WARNING.

PRIVATE CONNECTIONS TO UTILITY MAINS ARE NOT SHOWN ON DRAWING SERIES MILT-WSP-00-XX-DR-UT-002xx. CONTRACTOR MUST MAKE THE NECESSARY ARRANGEMENTS SO THAT THESE ARE IDENTIFIED AND MARKED ON SITE BEFORE ANY INTRUSIVE WORKS ARE CARRIED OUT.

POSSIBILITY OF TAR CONTAMINATION. LAB TESTS TO CONFIRM.

POSSIBILITY OF ASBESTOS CONTAMINATION

SHOULD AN ECOLOGICAL FIND BE MADE ON SITE, ALL WORKS TO STOP AND A QUALIFIED ECOLOGIST CONSULTED. CONTRACTOR MUST COMPLY WITH AND UPDATE CEMP.

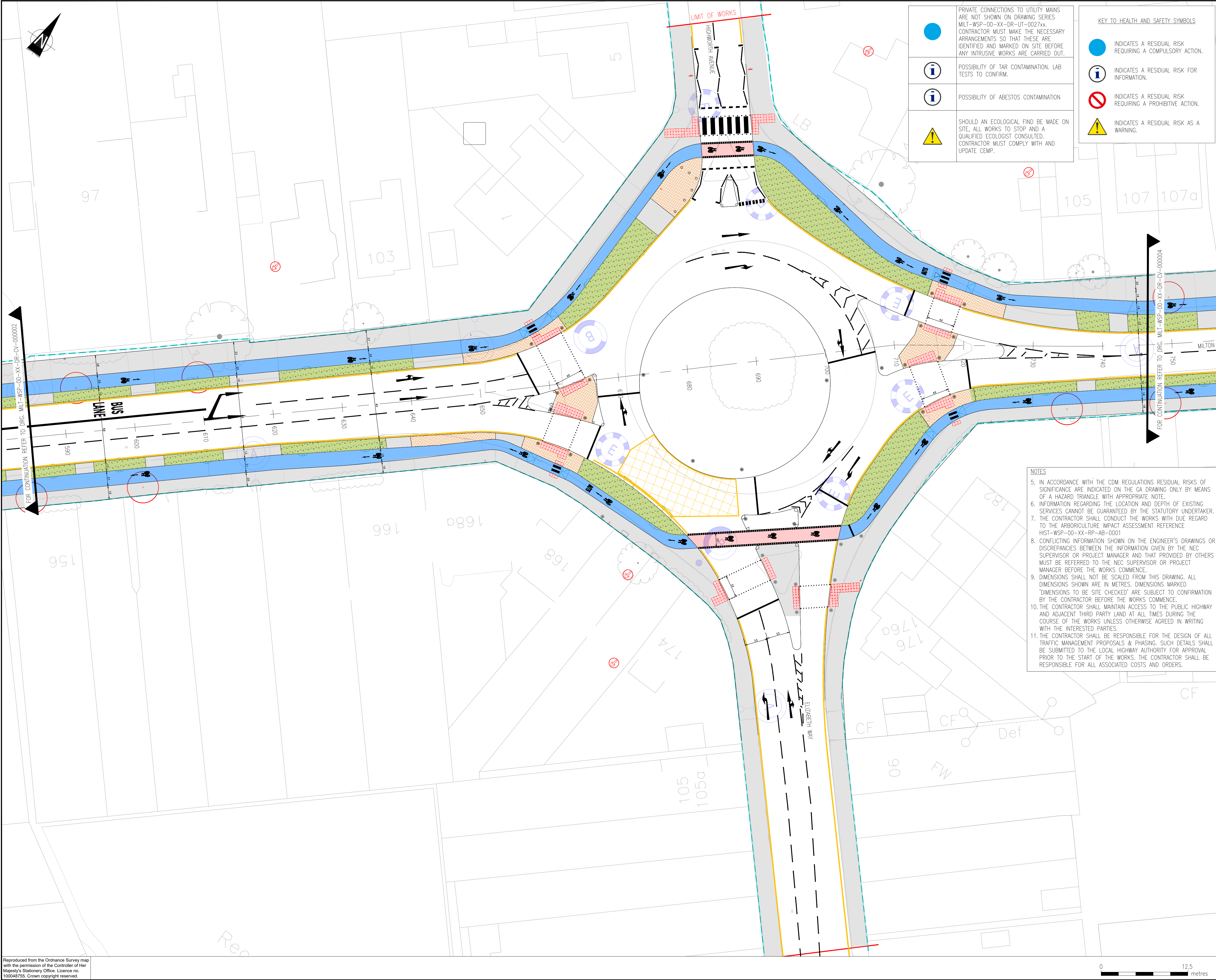
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12.5

metres

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Page 66 of 127



PRIVATE CONNECTIONS TO UTILITY MAINS ARE NOT SHOWN ON DRAWING SERIES MILT-WSP-00-XX-DR-UT-0027xx. CONTRACTOR MUST MAKE THE NECESSARY ARRANGEMENTS SO THAT THESE ARE IDENTIFIED AND MARKED ON SITE BEFORE ANY INTRUSIVE WORKS ARE CARRIED OUT.

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DO NOT SCALE

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERB
- PROPOSED SIGN
- PROPOSED BUS SHELTER
- PROPOSED LIGHTING COLUMN
- PROPOSED TREE
- BLISTER TACTILE STANDARD - RED
- BLISTER TACTILE STANDARD - BUFF
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TREE TO BE REMOVED
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- PROPOSED CYCLE RAMP 0-25mm
- CORDUROY PAVING/LADDER AND TRAMLINE PAVING SURFACE
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- PROPOSED BLOCK PAVING
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- GRASS VERGE
- ORNAMENTAL PLANTING
- WILDFLOWER SWALE
- RAIN GARDEN

NOTES

5. IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE CA DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.

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NOTES

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P01	30/09/2021	BP	ISSUED FOR TENDER	AKM	LIM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: D2 - FOR TENDER

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CLIENT: GREATER CAMBRIDGE PARTNERSHIP

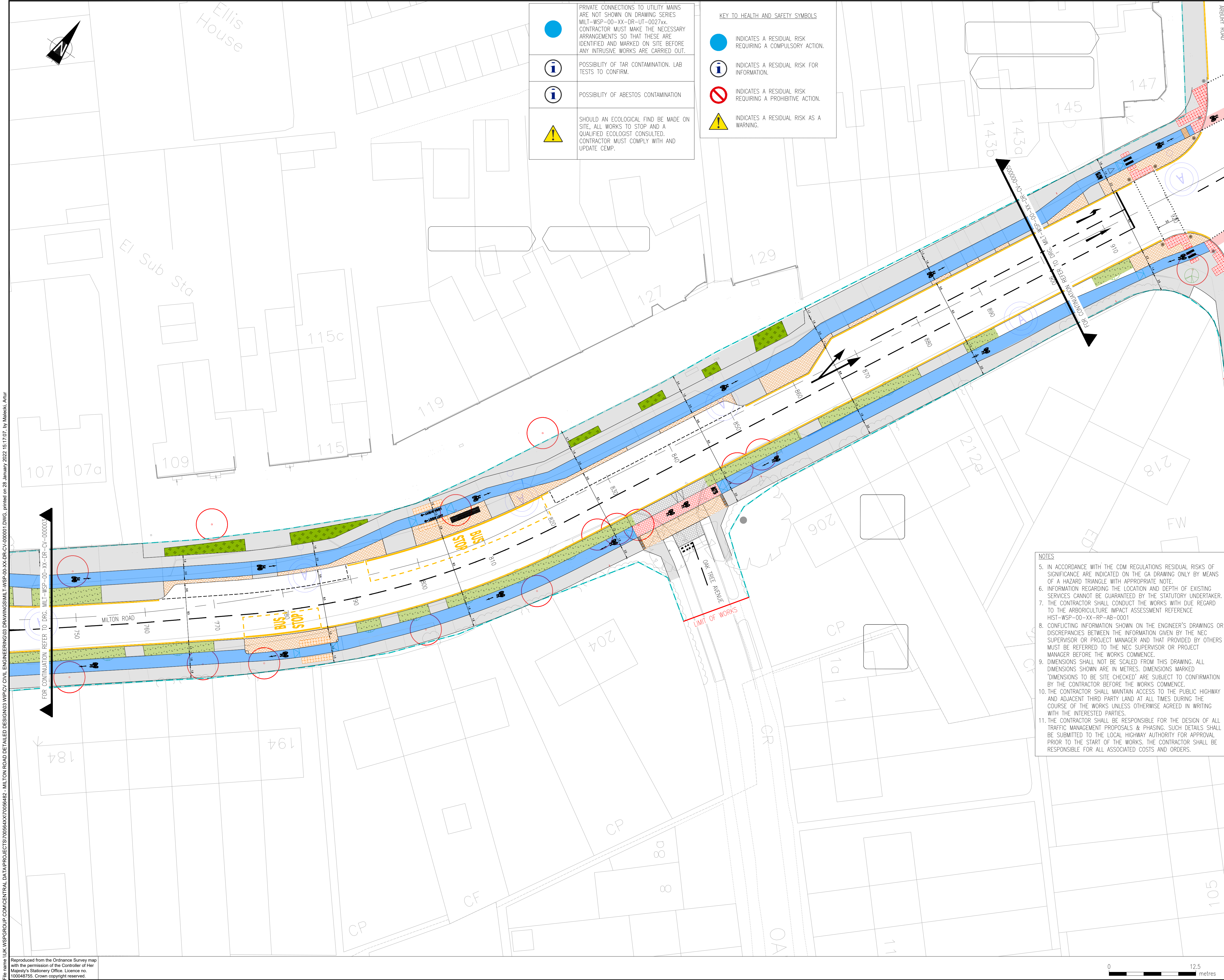
ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 03 OF 11

SCALE @ A1: 1:250	CHECKED: AKM	APPROVED: LM
PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP
DRAWING No: MILT-WSP-00-XX-DR-CV-000003		REV: P01

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DO NOT SCALE

KEY

HIGHWAY BOUNDARY

PROPOSED KERB

PROPOSED SIGN

PROPOSED BUS SHELTER

PROPOSED LIGHTING COLUMN

PROPOSED TREE

BLISTER TACTILE STANDARD - RED

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PROPOSED OFF-ROAD CYCLEWAY

PROPOSED FOOTWAY

PROPOSED BLOCK PAVING

PROPOSED PERMEABLE BLOCK PAVING

GRASS VERGE

ORNAMENTAL PLANTING

WILDFLOWER SWALE

RAIN GARDEN

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P01

30/09/2021

BP

ISSUED FOR TENDER

AKM

LW

REV

DATE

BY

DESCRIPTION

CHK

APP

DRAWING STATUS:

D2 - FOR TENDER

CLIENT:

GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT:

MILTON ROAD
CAMBRIDGE

TITLE:

HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 04 OF 11

SCALE @ A1:

1:250

CHECKED:

AKM

APPROVED:

LM

PROJECT NO:

70056482

DESIGNED:

AKM

DRAWN:

BP

DATE:

July 2021

DRAWING NO:

MILT-WSP-00-XX-DR-CV-000004

REV:

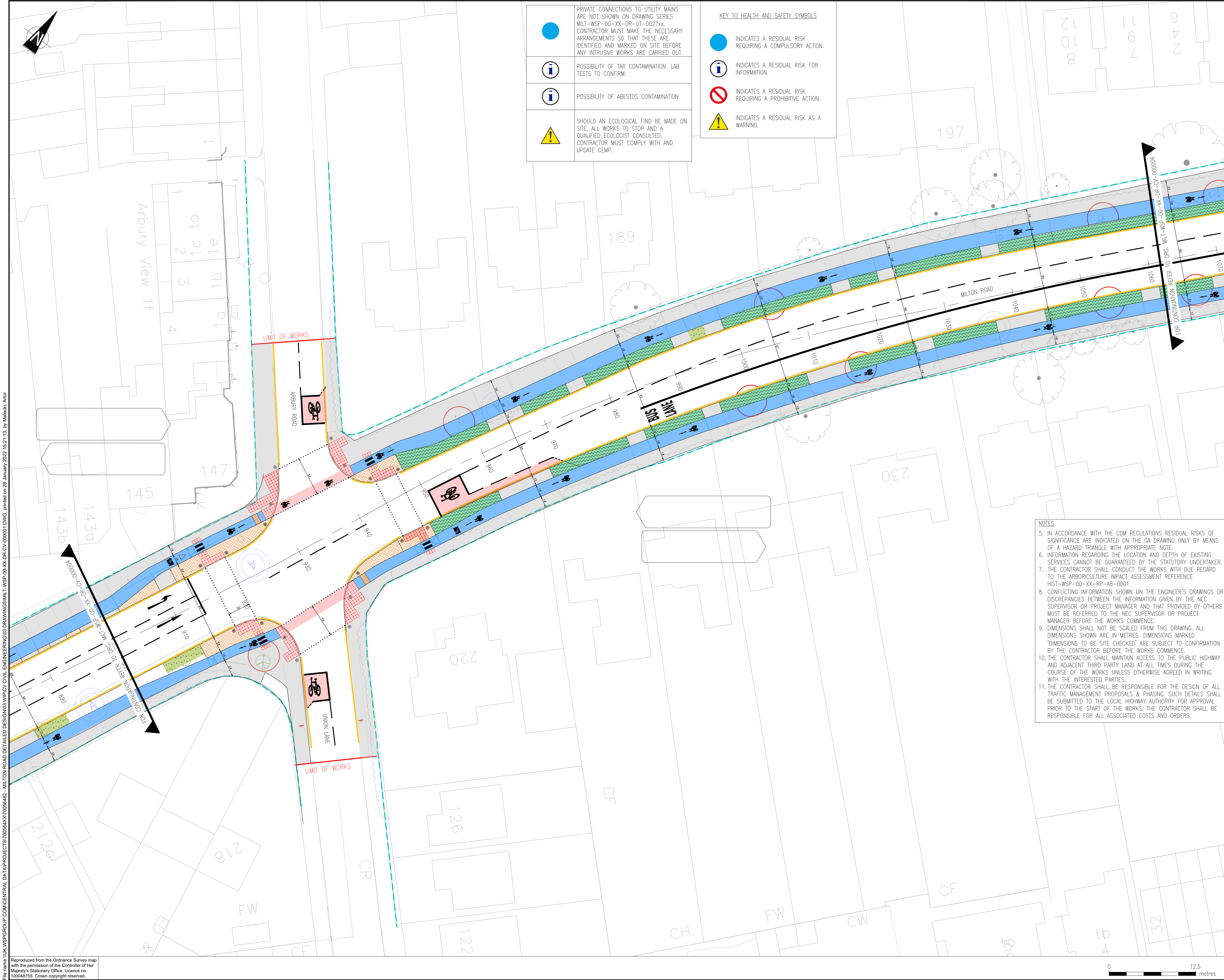
P01

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Page 68 of 127



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KEY

HIGHWAY BOUNDARY

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PROPOSED SIGN

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PROPOSED LIGHTING COLUMN

PROPOSED TREE

BLISTER TACTILE STANDARD - RED

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P01	30/09/2021	BP	ISSUED FOR TENDER	AKM	LM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: D2 - FOR TENDER

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CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 05 OF 11

SCALE @ A1: 1:250	CHECKED: AKM	APPROVED: LM
PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP
DATE: July 2021		REV: P01

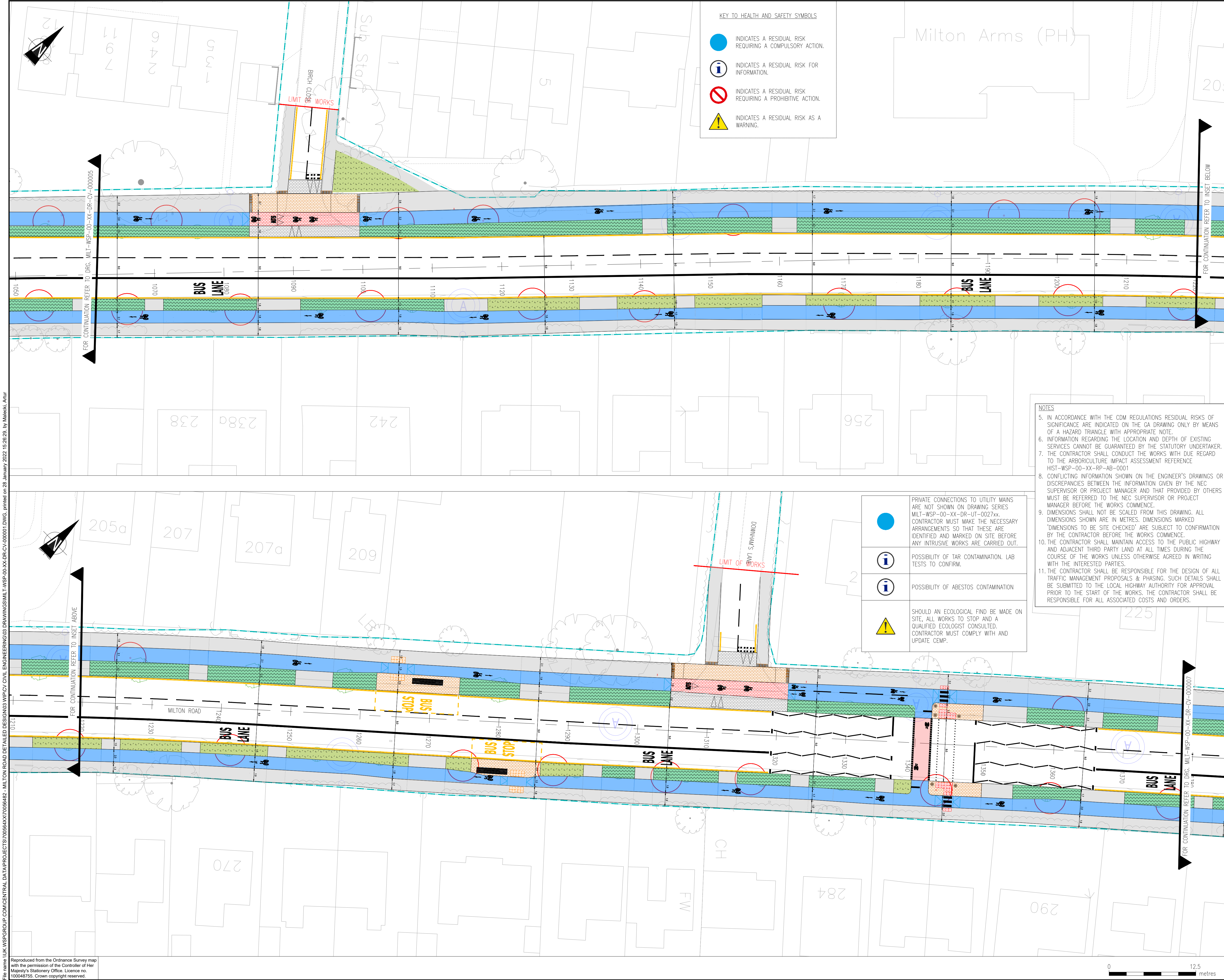
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Page 69 of 127



KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
- ⓘ INDICATES A RESIDUAL RISK FOR INFORMATION.
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DO NOT SCALE

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERB
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REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: D2 - FOR TENDER

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ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 06 OF 11

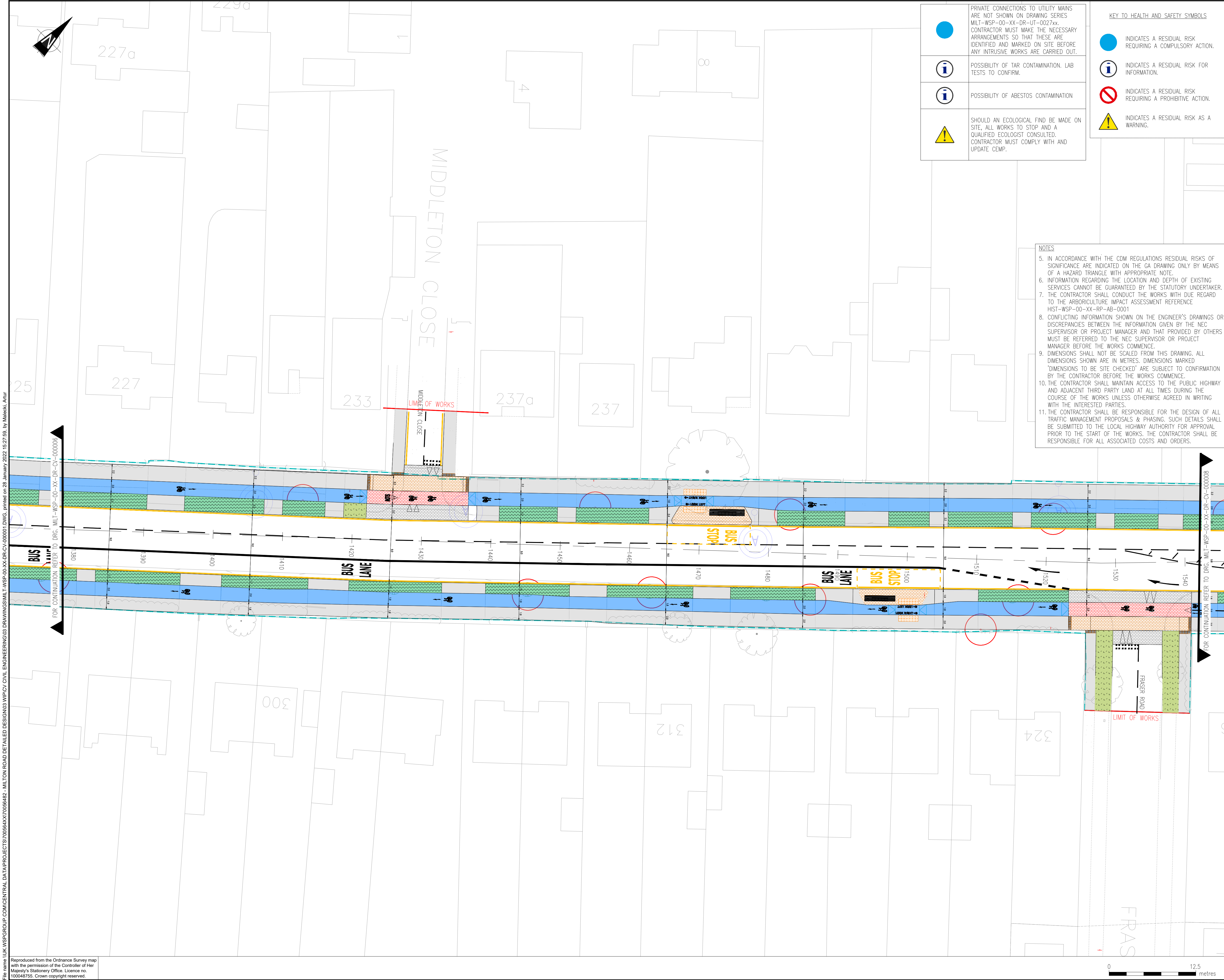
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PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP
DATE: July 2021		REV: P01

DRAWING No: MILT-WSP-00-XX-DR-CV-000006

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DRAWING STATUS:	D2 - FOR TENDER
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62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD
CAMBRIDGE

TITLE: HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 07 OF 11

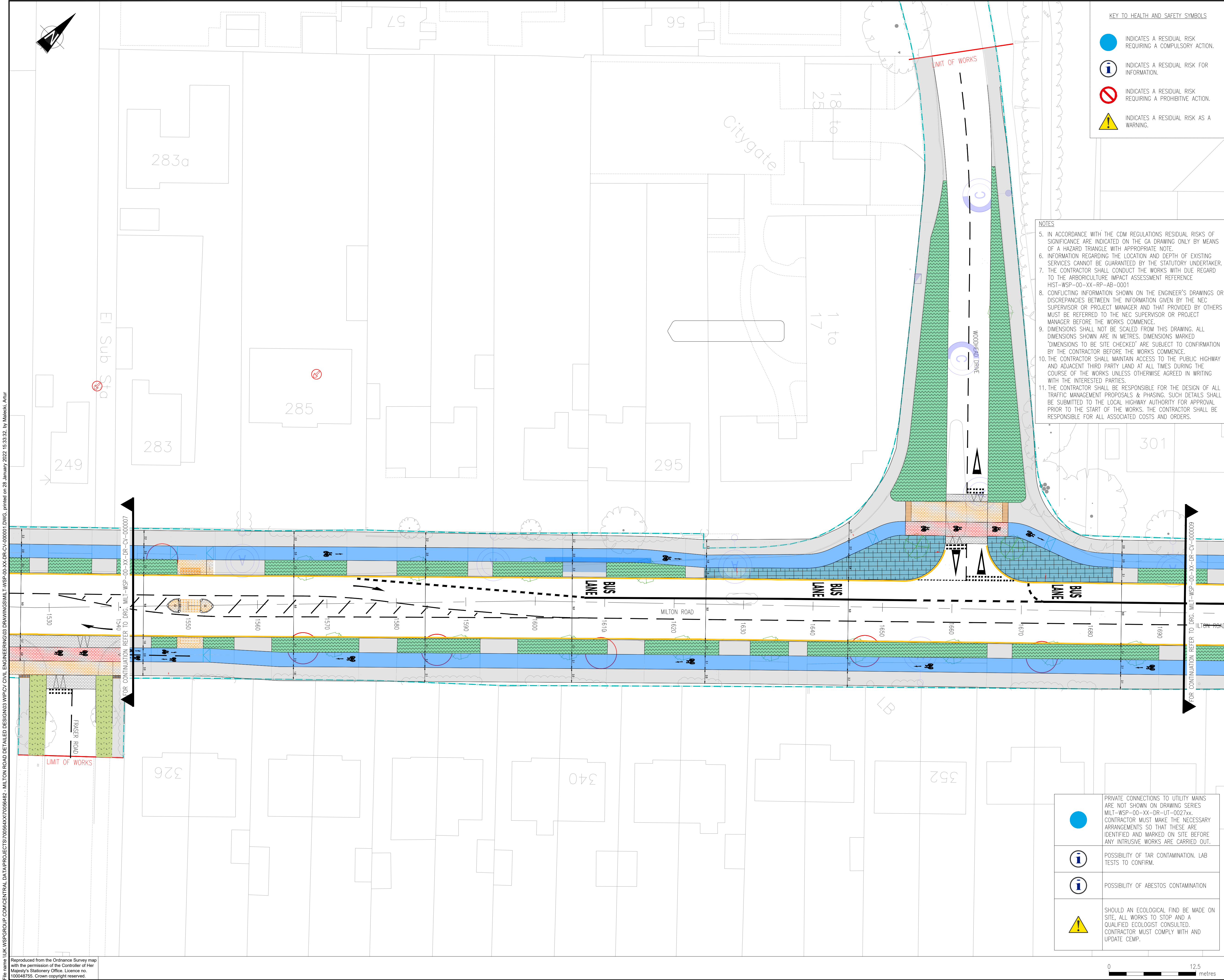
SCALE @ A1:	1:250	CHECKED:	AKM	APPROVED:	LM
PROJECT NO:	70056482	DESIGNED:	AKM	DRAWN:	BP
				DATE:	July 2021

DRAWING No:	MILT-WSP-00-XX-DR-CV-000007	REV:	P01
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- KEY TO HEALTH AND SAFETY SYMBOLS
- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
 - INDICATES A RESIDUAL RISK FOR INFORMATION.
 - INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
 - INDICATES A RESIDUAL RISK AS A WARNING.

- NOTES
- IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE GA DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
 - INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING SERVICES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKER.
 - THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ARBORICULTURE IMPACT ASSESSMENT REFERENCE HIST-WSP-00-XX-RP-AB-0001
 - CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE NEC SUPERVISOR OR PROJECT MANAGER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE NEC SUPERVISOR OR PROJECT MANAGER BEFORE THE WORKS COMMENCE.
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- DO NOT SCALE
- KEY
- HIGHWAY BOUNDARY
 - PROPOSED KERB
 - PROPOSED SIGN
 - PROPOSED BUS SHELTER
 - PROPOSED LIGHTING COLUMN
 - PROPOSED TREE
 - BLISTER TACTILE STANDARD - RED
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 - GRASS VERGE
 - ORNAMENTAL PLANTING
 - WILDFLOWER SWALE
 - RAIN GARDEN

- NOTES
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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	30/09/2021	BP	ISSUED FOR TENDER	AKM	LM

DRAWING STATUS: D2 - FOR TENDER

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wsp.com

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 08 OF 11

SCALE @ A1: 1:250	CHECKED: AKM	APPROVED: LM
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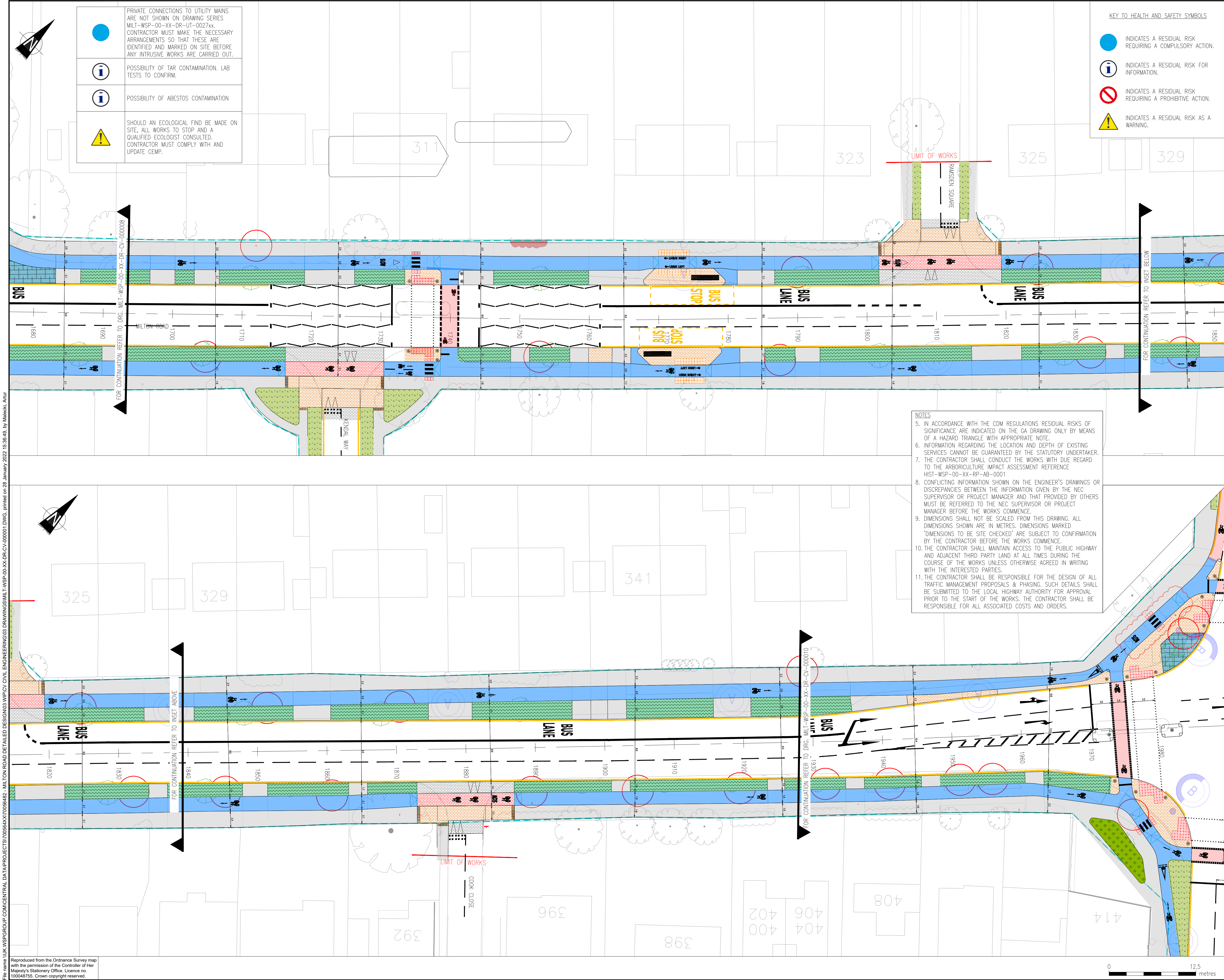
PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP	DATE: July 2021
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DRAWING NO: MILT-WSP-00-XX-DR-CV-000008	REV: P01
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- PRIVATE CONNECTIONS TO UTILITY MAINS ARE NOT SHOWN ON DRAWING SERIES MILT-WSP-00-XX-DR-UT-0027xx. CONTRACTOR MUST MAKE THE NECESSARY ARRANGEMENTS SO THAT THESE ARE IDENTIFIED AND MARKED ON SITE BEFORE ANY INTRUSIVE WORKS ARE CARRIED OUT.
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P01	30/09/2021	BP	ISSUED FOR TENDER	AKM	LM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	D2 - FOR TENDER
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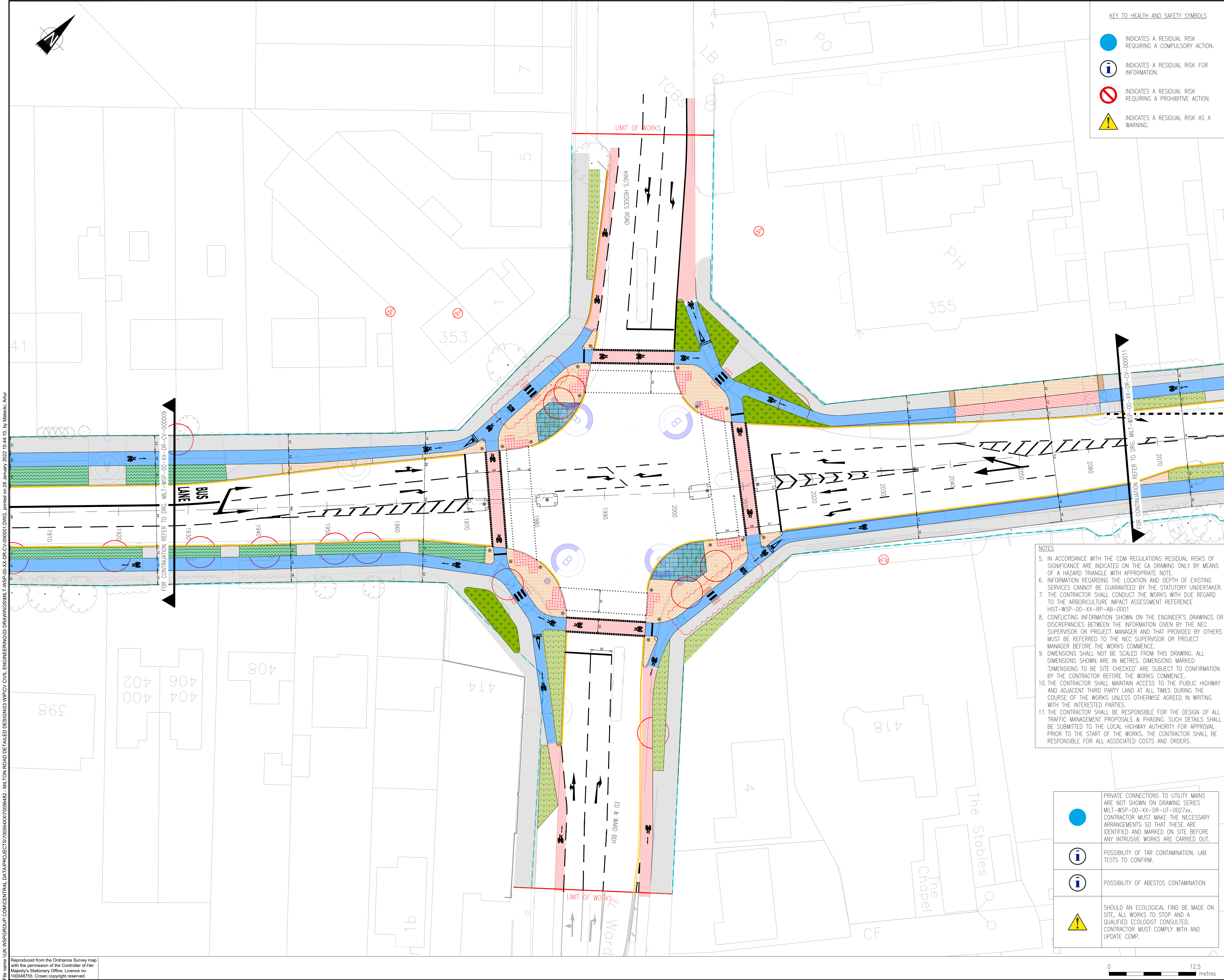
CLIENT:
GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:
MILTON ROAD
CAMBRIDGE

TITLE:
HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 09 OF 11

SCALE @ A1: 1:250	CHECKED: AKM	APPROVED: LM
PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP
DRAWING NO: MILT-WSP-00-XX-DR-CV-000009		REV: P01

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CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 10 OF 11

SCALE @ A1: 1:250	CHECKED: AKM	APPROVED: LM
PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP
DATE: July 2021		REV: P01

DRAWING NO: MILT-WSP-00-XX-DR-CV-000010

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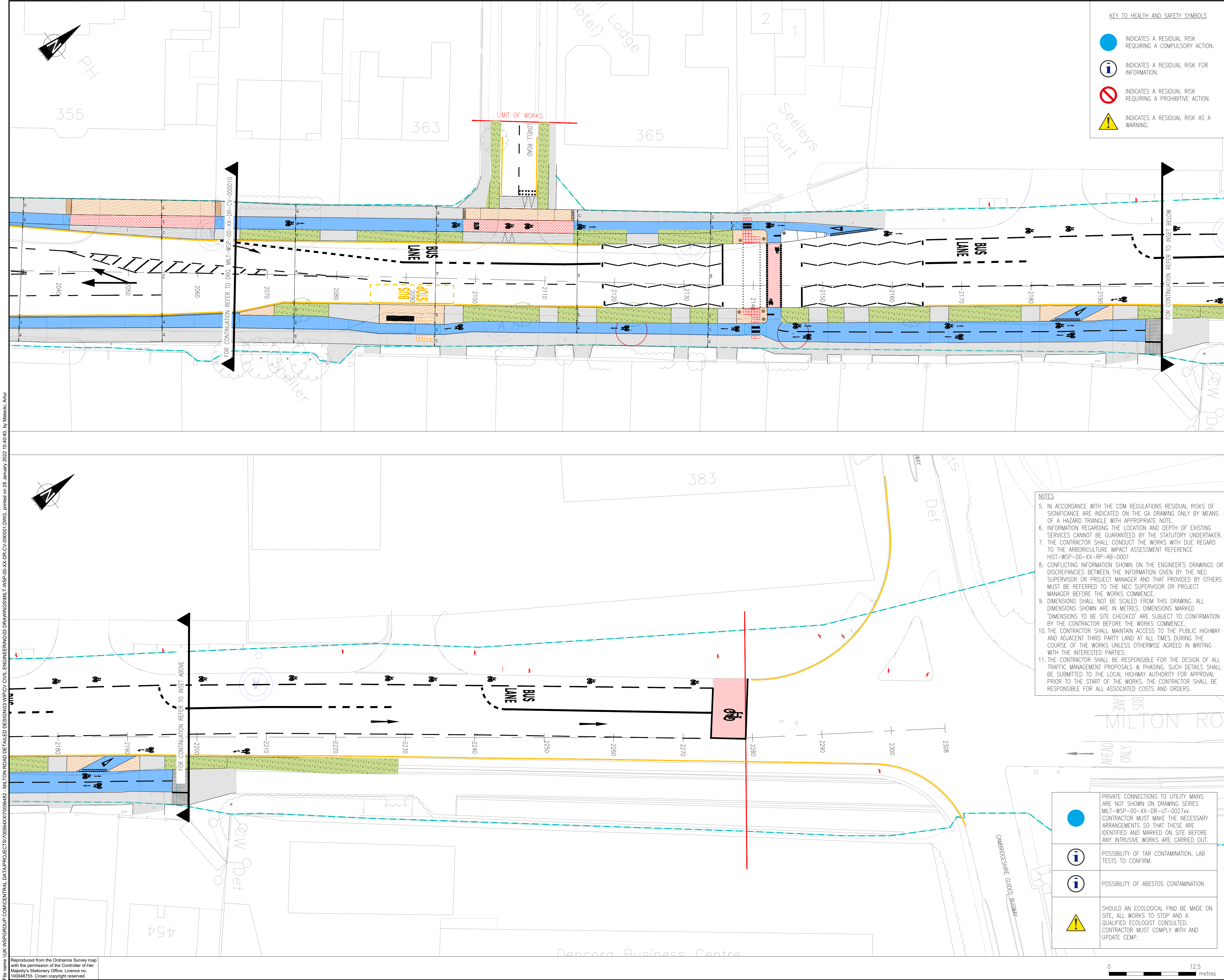
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KEY TO HEALTH AND SAFETY SYMBOLS

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P01	30/09/2021	BP	ISSUED FOR TENDER	AKM	LM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

D2 - FOR TENDER

CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: MILTON ROAD CAMBRIDGE

TITLE: HIGHWAY WORKS GENERAL ARRANGEMENT PLAN SHEET 11 OF 11

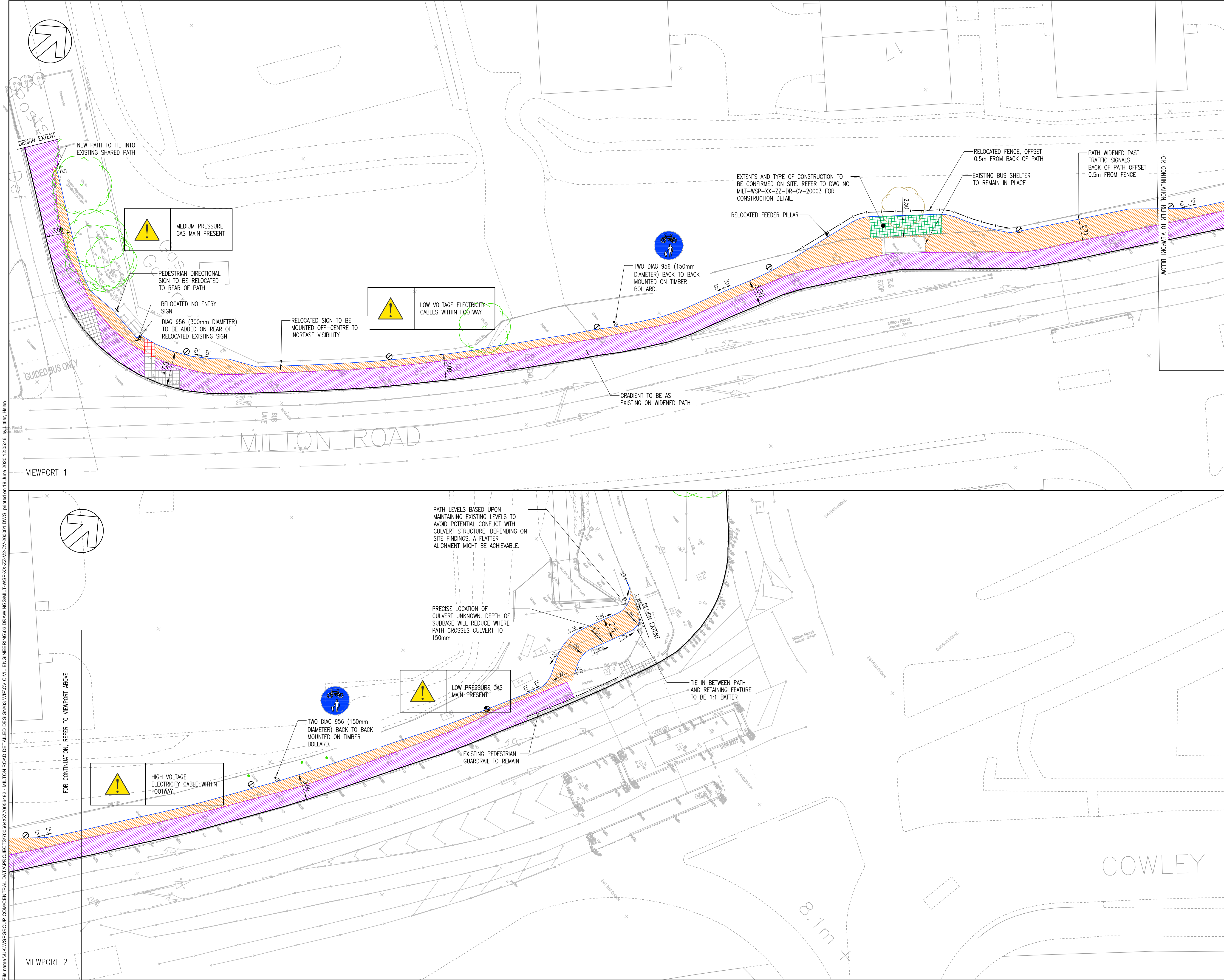
SCALE @ A1: 1:250	CHECKED: AKM	APPROVED: LM
PROJECT NO: 70056482	DESIGNED: AKM	DRAWN: BP
DATE: July 2021		REV: P01

DRAWING No: MILT-WSP-00-XX-DR-CV-000011

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DO NOT SCALE

NOTES:

1. HIGHWAY BOUNDARY INFORMATION TAKEN FROM PDF RECORDS PROVIDED BY CAMBRIDGESHIRE COUNTY COUNCIL.

2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILS, DRAWINGS AND SPECIFICATIONS.

3. ANY DISCREPANCIES SHOULD BE REFERRED TO THE ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORKS.

4. ALL WORKS TO BE IN ACCORDANCE WITH CAMBRIDGESHIRE COUNTY COUNCIL REQUIREMENTS AND HIGHWAYS ENGLAND SPECIFICATIONS FOR HIGHWAY WORKS.

5. MOUNTING HEIGHTS TO LOWER EDGE OF SIGNS TO BE 2.4m.

6. REFER TO DRAWING NO. MILT-WSP-XX-ZZ-CV-200004 FOR EXISTING SERVICES.

7. REFER TO DRAWING NO. MILT-WSP-XX-ZZ-M2-CV-20002 FOR SITE CLEARANCE.

KEY:

EF

PROPOSED FLAT TOP CONCRETE EDGING (50x150). REFER TO CAMBRIDGESHIRE COUNTY COUNCIL HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION (CCC HERCS) 2019 APPENDIX 4 FOR EDGING STANDARD DETAIL.

EXISTING KERB LINE

FOOTWAY RESURFACING
25mm AC6 SURFACE COURSE 40/60 WITH REGULATING COURSE IF REQUIRED.
REFER TO CCC HERCS 2019 APPENDIX 10 FOR STANDARD DETAIL.

FULL DEPTH FOOTWAY PAVEMENT CONSTRUCTION
25mm AC6 SURFACE COURSE SURF 100/150
60mm AC14 BINDER COURSE BIN 40/60 PEN
225mm TYPE 1 SUB BASE
REFER TO CCC HERCS 2019 APPENDIX 10 FOR STANDARD DETAIL.

INDICATIVE LOCATION OF TREES

ROOT PROTECTION AREA (SHOWN INDICATIVELY)

PROPOSED BOLLARD MOUNTED SIGN. REFER TO CCC HERCS 2019 APPENDIX 21 FOR DETAIL.

PROPOSED TACTILE PAVING. REFER TO CCC HERCS 2019 APPENDIX 8 FOR LAYING DETAIL.

EXISTING TACTILE PAVING TO REMAIN

RELOCATED LIGHTING COLUMN

RELOCATED FEEDER PILLAR

RELOCATED TRAFFIC SIGNAL, TO BE LOCATED 0.6m FROM KERB EDGE

LIGHTING COLUMN TO BE RETAINED

PROPOSED GRADIENT

P04	19/06/2020	HL	PATH WIDENED AROUND TRAFFIC SIGNALS	LM	LM
P03	11/06/2020	YO	PATH LEVELS AMENDED	HL	AK
P02	05/05/2020	YO	EXTENT OF PATH EXTENDED	HL	AK
P01	17/12/2019	CM	FIRST ISSUE	HL	AK
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp

Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
T+ 44 (0) 2380 101 700
wsp.com

CLIENT:
GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:
-

SITE/PROJECT:
MILTON ROAD
DETAILED DESIGN

TITLE:
GENERAL ARRANGEMENT

SCALE @ A1:
1:200

CHECKED:
HL

APPROVED:
AK

PROJECT NO:
70056482

DESIGNED:
CM

DRAWN:
CM

DATE:
June 20

DRAWING NO:
MILT-WSP-XX-ZZ-M2-CV-200001

REV:
P04

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Page 76 of 127

Zoom out (Ctrl+Minus)

Proposed design Alteration (Sketch)

Extended on-carriageway cycle lane from Mitchams Corner to Westbrook Drive

MILTON ROAD

WESTBROOK DRIVE

BUS LANE

PROPOSED SIGNALISED PEDESTRIAN CROSSING

Whichcote House

PROPOSED FLOATING BUS STOP

Zoom out (Ctrl+Minus)

Proposed design Alteration (Sketch)

Extended on-carriageway cycle lane from Mitchams Corner to Westbrook Drive

MILTON ROAD

WHICHCOTE HOUSE

PROPOSED SIGNALISED PEDESTRIAN CROSSING

PROPOSED FLOATING BUS STOP

BUS LANE

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MILTON ROAD

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MILTON ROAD

WHICHCOTE HOUSE

PROPOSED SIGNALISED PEDESTRIAN CROSSING

PROPOSED FLOATING BUS STOP

BUS LANE

Zoom out (Ctrl+Minus)

Proposed design Alteration (Sketch)

Extended on-carriageway cycle lane from Mitchams Corner to Westbrook Drive

MILTON ROAD

MILTON ROAD BRIDGE

MILTON ROAD JUNCTION

BUS LANE

PROPOSED FLOATING BUS STOP

PROPOSED SIGNALISED PEDESTRIAN CROSSING

Whichcote House

MILTON ROAD: **BUS, CYCLING AND WALKING IMPROVEMENTS**

Construction Management Plan

Note: The CMP is a live document and will be developed further as discussions take place with the local community and key stakeholders including adjacent Projects taking place in the area.



28/2/22 – Rev A

Milestone Infrastructure
Authored by: D Wood

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1. Introduction

Milton Road is a well-known and busy residential area in Cambridge which also acts as a key route between the city centre, the A14 and A10, as well as the nearby villages of Milton and Waterbeach. As a key arterial route, Milton Road has been identified as vital to the local economy. However, growing levels of peak-time traffic congestion threaten the continued economic growth of the local area. With the population of Cambridge and South Cambridgeshire expected to grow by around 28% over the next 15 years, improvements to Milton Road will need to be made now, to accommodate the increasing number of journeys in the future.

The Milton Road project aims to improve public transport, cycle and walking infrastructure to make these sustainable travel options a more attractive alternative to the car, and to encourage the continued economic growth of Greater Cambridge, without harming existing communities, and the environment.



This Construction Management Plan details the outline arrangements for the duration of the works but is a live document that will continue to be reviewed and updated through the planning, tender and construction phases.

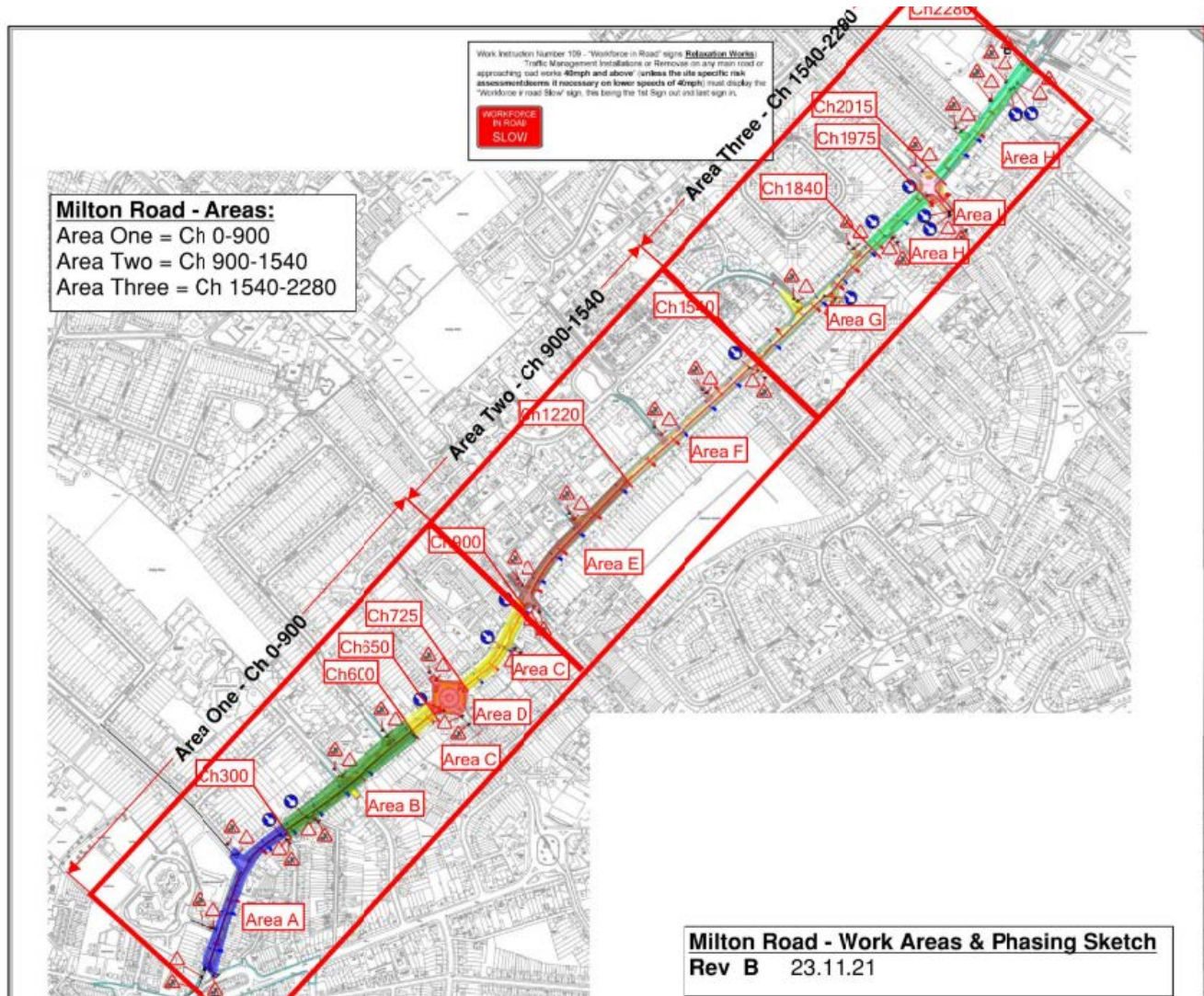
2. Programme

a. Phasing of Works

The Milton Road Cycleway Project has been split into three phases of work as described in the table below:

Works Phase	Location	Proposed Programme Dates
Phase 1	Ch 0 – 900: Chesterton Road to Arbury Road	May 2022 – November 2023
Phase 2	Ch 900 – 1540: Arbury Road to south of Woodhead Drive	May 2022 – Jan 2024
Phase 3	Ch 1540 – 2280: South of Woodhead Drive to Guided Busway Junction	May 2022 – November 2023

See Appendix A for high level construction programme.

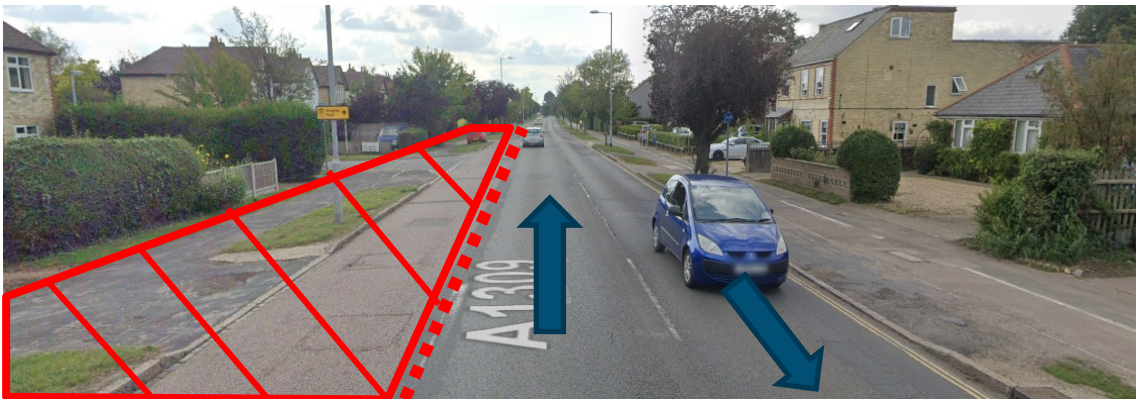


b. Proposed Traffic Management

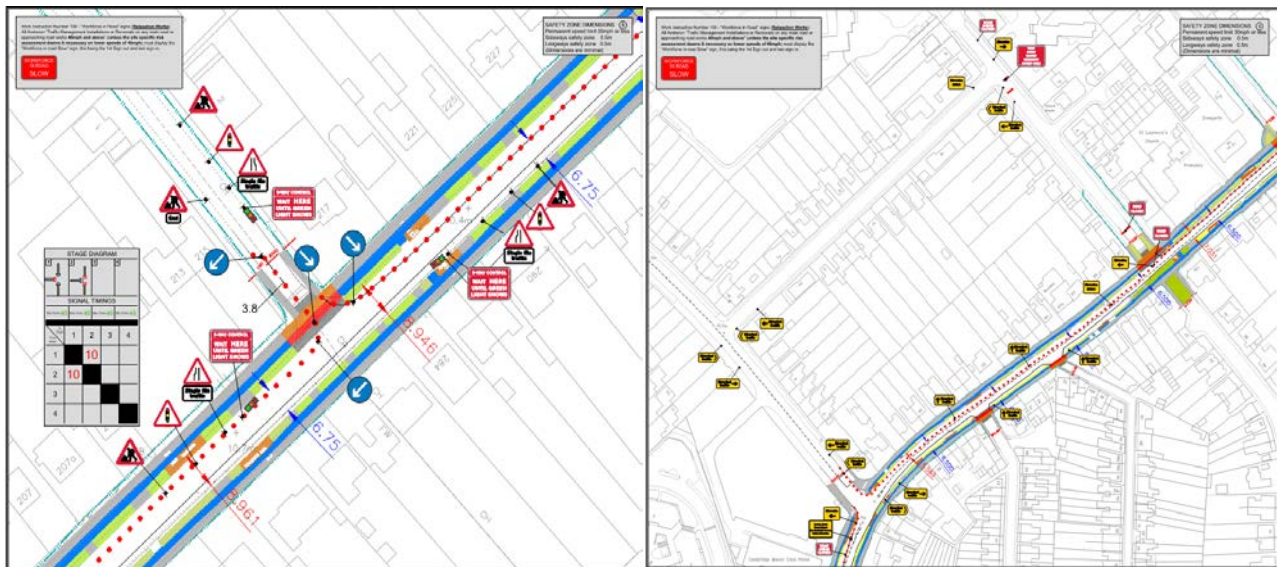
During the initial work phases a series of full road closures will be placed on Milton Road and adjoining roads to facilitate the enabling works and roll out of the temporary traffic management. It is proposed that two way running will be maintained throughout most of the construction period.

The working room required to construct the works will be gained by closing the inbound bus lane and narrowing the existing two traffic lanes with temporary lining works. It is proposed that works will be completed on the east side of Milton Road first, with traffic then switching to the opposite side of the road so that the west side can be constructed. Whilst the west side is being constructed,

inbound traffic will travel in what will become the inbound bus lane, and outbound traffic will travel in what will become the inbound lane. This will be signed, lined, and demarcated to ensure traffic routes are clear to all road users.



Whilst constructing the junctions along the length of Milton Road, it will be necessary to install temporary lights or fully close the junction to be able to access and construct the works. The traffic management plans appended to this document detail the proposed solution for each junction. It must be noted that junctions will only have temporary traffic management installed for the duration it takes to construct the area. This will not be left on unnecessarily.



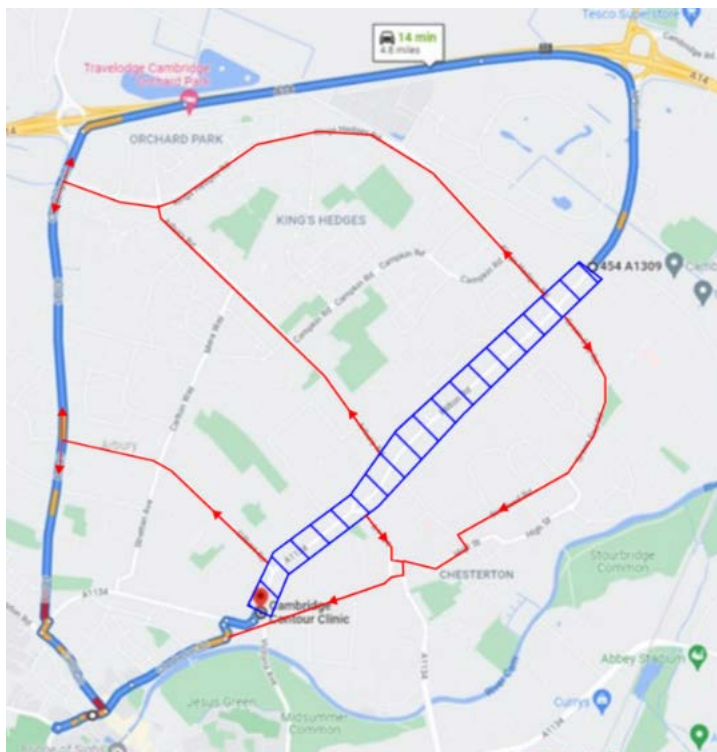
On some areas of Milton Road, the existing road width is too narrow to maintain two-way traffic flow and create enough temporary working room for the construction of the works. In these areas the following is to be completed:

- Where possible contractors are to construct the works whilst travelling on the footway/cycleway in the area and transporting materials/equipment along the works area.
- Where this is not possible, temporary traffic lights are to be installed to reduce Milton Road to a single running lane and will be manually controlled by traffic management operatives.

Throughout the construction period it will be necessary to complete works that cannot be accessed safely during daytime work hours on night shifts. These will be completed under either full road closures or temporary traffic lights depending on the specific area and operation being completed.

Advanced warning signs will be installed in advance of this taking place to notify members of the public and additional notifications will be issued via GCP media channels/mailling list.

During full road closures completed at night (1900-0600), the formal signed diversion route will be via Chesterton Road, Histon Road, A14 to Junction 33 (blueline), as shown on the plan below:



Access to cul de sac side roads will be maintained and controlled via gates or escort vehicles.

Where possible, closures on Milton Road will be completed in sections to minimise impact on local road users. Local routes (red arrows) will not be signed as formal diversion routes to minimise risk of vehicles reassigned and using local residential roads.

Where possible, through routes will be opened once works are completed in an area, to reduce impact on local traffic. Full road closures of Milton Road, Kings Hedges, Green End Road, Arbury Road and Gilbert Road will be restricted to night-time closures only.

Draft traffic management plans are included under Appendix B.

c. Pedestrian and Cycling Routes

Pedestrian Routes:

These will be closed within working areas to ensure safety of pedestrians and workers. Where existing crossing exist, they will be utilised to serve as the diversion route. Alternatively temporary crossing points will be installed, and the diversion route signed. Pedestrians walking towards the work area will be met by barriers and footway closed signs. Crossing points will be installed at either end of the works areas, so that pedestrians can cross the road safely and continue on their journey on the opposite side of the road via the open footway.

Residents within a work area can either cross the road to the open footway on the opposite side, or walk within a fenced route in the work zone outside of work hours. During the working day, working gangs will include lookouts that will be tasked with stopping the works and providing a safe passage for residents within the working areas.

Cycling Routes:

During initial phases on the east of Milton Road, the cycle lane on the opposite side will remain open and in use. Following traffic management switchovers, cyclists will be encouraged to use the pedestrian crossing points and then travel on the newly constructed cycleway in completed sections.

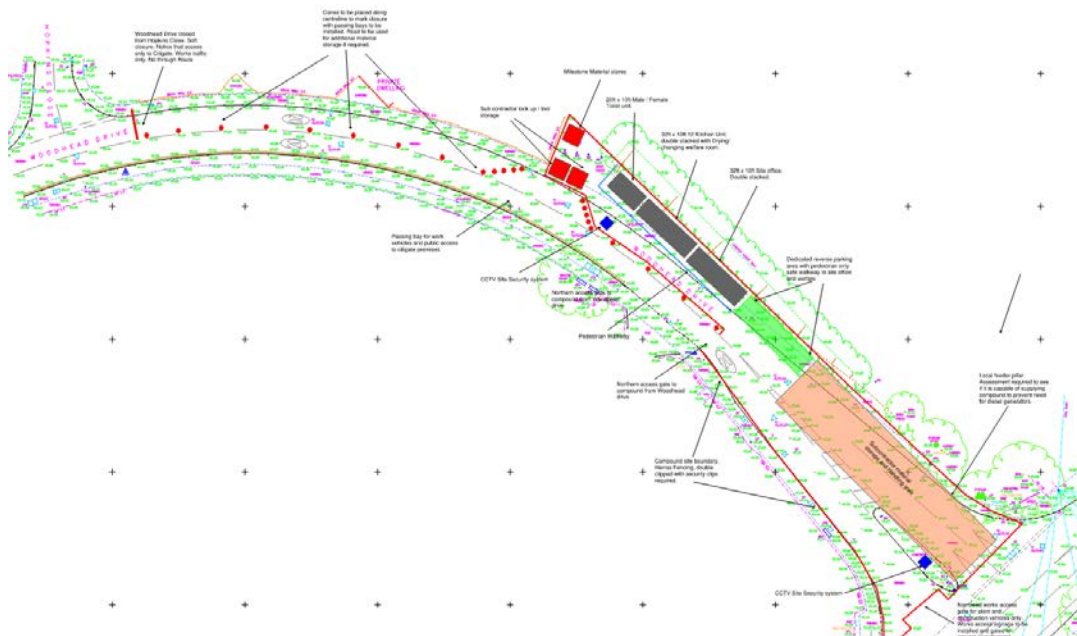
Alternatively, cyclists can travel in the open traffic lanes. It is noted that the narrow lanes installed for the works do impact the ability of vehicles to overtake cyclists and may therefore result in vehicles following cyclists at a reduced speed. To minimise the risk to cyclists, Milton Road will be reduced to a 20mph speed limit for the duration of the works. In addition to this the team will install additional signage along the length of Milton Road to warn road users of the reduced width and impact to overtaking.

Appendix F details the planned works phasing and options for pedestrians and cyclists throughout this period. It must be noted that there are various iterations of this phasing, as sections are completed earlier and transition on to the next area. The principle for pedestrian and cyclist management remains as detailed and explained within the text above. Should the overall phasing and delivery programme change, so too will this management plan.

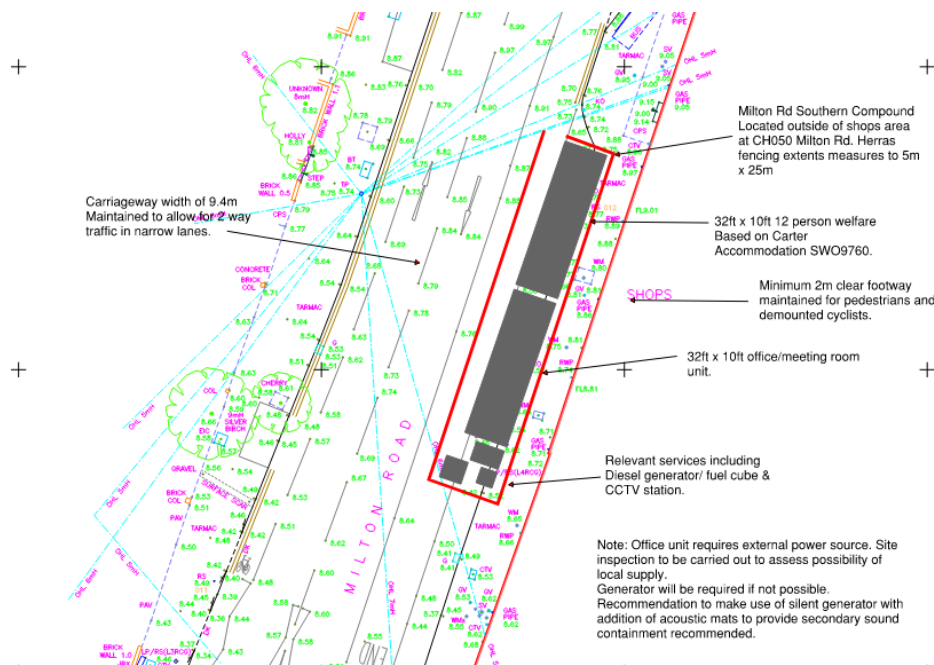
3. Location of Compounds, Welfare Facilities, and storage areas

Due to space limitations on site and no suitable parcels of land being available to establish a main site compound area, the offices and welfare units provided by Milestone are to be located within the closed lane on the site. A set up will consist of a welfare unit/dry room, toilet block and office unit. These will be located within work areas and positioned to ensure they can be accessed safely by users and so that they do not create a hazard for road users.

The main site compound is to be located within Woodhead Drive, which will be closed for the duration of the project. The draft compound layout plan is shown below:



The majority materials/equipment provided by the supply chain are to be stored on site within the works area. The supply chain partners are responsible for securing their own materials and equipment to ensure they are not stolen/damaged. These areas are maintained and without risk to health, safety, or environment, i.e., stacking of materials, chemicals etc. The typical draft site compound location on site is shown below:



4. Stakeholder Liaisons

Customer Liaison Officer:

Milestone will provide a full-time dedicated CLO to manage key messages to the public and local stakeholders. The CLO will act as a conduit between the CCC, the GCP, the Milestone construction delivery team and affected stakeholders.

Where works are to be carried out in the vicinity of an area the CLO will manage advance notification of works and ongoing progress updates to the affected properties. This would be in the form of letters, face to face contact or electronic communication.

Project Contact Details during construction period:

Email Address – [TBC](#)

Phone Number – **TBC**



5. Typical Setup across Property entrances

Access to and from properties and businesses will be maintained throughout the duration of the works. Designated access and exit points within the closed lanes will be communicated via the CLO, supply chain teams and signage on site.

Whilst completing excavation operations across property access/exit points, the team on site will have available steel road plates that shall be positioned to create a safe access ramp. Outside of working hours, the team will ensure where possible that excavations are backfilled up to safe running level with stone, to create a temporary access and egress point. This shall be fenced and made safe to avoid any damage to vehicles, cyclists, or pedestrians.

On occasion where works across individual property access is more onerous, for example when installing drainage which will require curing time for the concrete surround to harden, the team will liaise with the homeowner through the CLO and agree appropriate timings and access arrangements on a specific case by case basis.



6. Excavation Methods

All excavation methods must comply with HSG47. **Milestone will not permit mechanical excavation of unbound material within utility exclusion zones.** Mechanical methods can be used to remove asphalt/concrete whilst using a toothless bucket and peeling method.

All contractors will ensure excavation works are carried out using safe dig methods including obtaining service plans, scanning, and marking the area for utilities (Cat and Genny), looking for visual signs of utilities (boxes, trench reinstatement). Excavation works will be carried out in accordance with HSG47 and will include the use of vacuum excavation techniques where excavation is carried out within 500mm of a known service.

To facilitate this Milestone have produced a drawing showing proposed digging techniques to be employed across the site. This also highlights areas on site where vacuum excavation techniques are to be used. (See Appendix C) – this is issued as a guide document and all contractors are responsible for reviewing their own excavation methods and ensuring their target cost includes sufficient allocations.

7. Service Diversions

The delivery of the project works will require both new works and diversions to existing utility assets. The scope of works is currently being developed and may therefore impact the phasing and programme detailed within this document.

The current diversion information is detailed under Appendix D, which sets out scope split, type, and number of diversions. This clearly differentiates between work that are the responsibility of the Milestone and the utilities owner.

Milestone will be responsible for coordinating the utility contractor's works and ensuring they are provided adequate notification to ensure they programme their visits to work with the programme.

8. Landscaping Scope Split

In areas of tree planting and swale construction, the scope of works is split between civils contractor and landscaping contractor. On all occasions the civils contractor will excavate the full trench (shown by the red line on the plans under Appendix E), install the drainage pipe and surrounding aggregate. From this level up the landscaping contractor will install the geotextile/plastic mesh reinforcement, soil cells where appropriate, subsoil, topsoil, and trees.

Following completion of this work the civils contractor will then install kerbs and construct the footway/cycleway/pavement. This is shown on the sketches under Appendix E.

9. Clearance of Vegetation

The works on Milton Road will require for existing trees and vegetation, including private hedges, to be cleared to allow the proposed design to be installed. The works then include the provision of new trees and vegetation to act as replacements for the removed plant life.

Private Properties – Hedge Clearance or tree pruning – Existing hedges and trees have been surveyed and required clearance is identified on the landscaping site clearance plans. The GCP will contact all property owners where vegetation is to be cleared in advance of the works. During the construction period, prior to removal of the vegetation contact will be made with the property owner to confirm works scope and access requirements. Once works on the project are completed the property owner will become responsible for future maintenance within their property boundary.

Public Landscaping areas – Where trees or hedges on the highway are to be trimmed or removed these will be fenced off and pedestrians diverted as needed. The vegetation will then be trimmed, or trees cut down to the base of the stump. The remaining stump will then be ground down with care taken to ensure there are no services around the stump.

Vegetation clearance shall be programmed to avoid the nesting bird season (March to August inclusive). Where this is not possible, a breeding bird survey shall be carried out by an ecologist 48 hours in advance of proposed clearance to check for bird nesting activity. If active nests are found a buffer of vegetation shall be retained until all young have fledged and the nest deemed inactive by an ecologist.

10. Dust and Noise Management Plan

Milestone will liaise with the local Environmental Health Officer to gain agreement for potentially disruptive works regarding statutory nuisance. Best practical means shall be implemented during the construction period to minimize the impact of noise to local sensitive receptors and the community kept informed of any particularly noisy activities. Principally, any plant used on site shall be silenced or sound reduced models, appropriately maintained and any static plant sited away from receptors or within acoustic enclosures.

The type of construction activities that will be carried out on site can create significant noise levels that are over the 80-decibel limit. Therefore, ear defenders for all operatives and staff will be advised between 80 and 85 decibels and mandatory on activities over 85 decibels. All trade contractors need to risk assess their own activities to ensure the relevant safety precautions are being carried out.

All tools and equipment must be suitably selected, maintained and inspected to reduce noise and vibration so far as reasonably practicable. As minimum operatives should know their exposure limits for the equipment they are using and the steps necessary to reduce the risk. PPE must afford the appropriate level of protection as indicated by the risk assessment and manufacturers guidance. Health surveillance for all operatives must be undertaken if there is a residual risk from noise and or vibration.

The table below details the standard project working hours and noise restrictions:

Day	Times	Comments
Monday – Friday Day Working Standard Hours	07:30 – 18:00	
Monday – Friday Day Working – Off Peak Hours	09:30-15:30	
Saturday Working	07:30 – 16:00	Only with prior agreement from Principal Contractor
Monday – Sunday Night Works	20:00 – 06:00	Restricted to works that cannot be completed within standard traffic management, such as carriageway surfacing which will be completed under full road closures. **all noisy works must be completed before midnight during road closures. Surfacing operations can continue, however planing of existing asphalt is restricted to be completed before 00:00.

11. Typical Plant to be used for Project

The following plant types are proposed to be used for the project delivery

Description	Expected Noise Levels	Activity
Vacuum Excavator	86-97dB	Civils
Road Saws/ Stihl Saws	95-105dB	Civils
8t/ 5t/ 3t Excavator with breaker attachment	80-86dB	Civils
5t Dumper	80-86dB	Civils
8 Wheel Lorries inc with grab facility	80-86dB	Civils
Breakers – Hydraulic/ with compressor	86-95dB	Civils
MEWP (Mobile elevated works platform)	80-90dB	Street Lighting
Hiab vehicle	80-86dB	Deliveries/ Street Lighting/ Traffic signal works
Planer	86-95dB	Surfacing Works

Surfacing Paver	80-90dB	Surfacing Works
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12. Waste Management Plan

Milestone and our supply chain shall produce a site-specific Site Waste Management Plan for the Project with the aim to encourage effective waste management practices, ensure regulatory compliance, improve environmental performance, and reduce the cost of waste disposal. All waste to be disposed of in accordance with Milestone Minimum Standard details.

The plan will detail a breakdown of waste streams likely to be produced by the project, a waste forecast, and details of waste carriers and disposal sites. Waste will be segregated on site to enable either on site reuse or off-site recycling of material. Milestone will track and record all waste movements to ensure legal compliance and for inclusion in monthly KPI reporting.

Quarterly Progress Report

Report to: Greater Cambridge Partnership Executive Board

Date: 17th March 2022

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) Endorse the multi-year budget strategy as outlined in Section 14, including the detailed GCP budgets for 2022/23. The budget strategy will continue to be updated annually.
 - (b) Delegate authority to the Director of Transport to appoint a land agent to represent the GCP Programme as set out in Section 5.6 of this report

2. Feedback from the Joint Assembly

- 2.1 The Joint Assembly noted the information within the Quarterly Progress Report and raised the following points with regards to the report
- 2.2 The Joint Assembly raised the following specific issues during the debate:
- 2.3 In terms of the Skills workstream, a query was asked about what GCP is doing with regards to Green Jobs. It was confirmed by officers that this is an active topic of discussion with our delivery partners Form the Future and Cambridge Regional College.
- 2.4 A query was raised about the budget allocated to City Access, it was confirmed that future funding for this is also within the Future Investment Strategy budget.
- 2.5 The Joint Assembly requested that when the Budget is on the agenda it should be discussed as the first agenda item due to its importance.

- 2.6 It was requested that a paper is brought to the Joint Assembly and Executive Board at the appropriate time to set out the risks of over programming.

3. 2021/22 Programme Finance Overview

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

Funding Type	**2021/22 Budget (£000)	Expenditure to December (£000)	Forecast Outturn (£000)	Forecast Variance (£000)	Status*		
					Previous	Current	Change
Infrastructure Programme	44,557	21,807	29,393	-15,164	R	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 over the whole programme given 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.
- 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 throughout 2021/22 have been essential to progress and deliver the infrastructure required to transform connectivity, with the GCP investing:

- £8.5m 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, work has progressed significantly on Cambridge South East Transport scheme Phase 1 (CSET1) and consultations were held on Eastern Access and Waterbeach to Cambridge.
- £6.2m on cycling and active travel schemes, including progressing the design of the Greenways routes and delivering Phase 1 of the Chisholm Trail; and
- £10.2m on further schemes to improve public transport and sustainable travel options, including the now completed Histon Road scheme and investing £2m 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 Chisholm Trail Phase 1 project, construction on CSETS Phase 1 and consultation on Mill Road has begun. This has added to the success of the opening of Histon Road in Quarter 3 of 2021/22. Cambridge South West Travel Hub was presented at Planning Committee on the 24th February, a decision was taken by members to defer the project to a future Planning Committee, this is explained in more detail within Section 6.3 of this report.
- 5.3 In the first half of next financial year (2022/23) significant progress is expected across the Transport programme. This will include the start of construction for the Milton Road project, continuation of CSETS Phase 1 delivery, submission of a planning application for Foxton Travel Hub and completion of the next stage of design for the first set of Greenways (expected to be Haslingfield and Comberton Greenways). The work expected on each scheme is set out in Section 14 of this report.

- 5.4 A number of schemes are underspent this financial year, the full details for this are set out in Appendix 1, Section 7 of this report. The major reasons for this are as follows:
- Cambridge South East Transport Phase 1, this is due to the delays to two key elements (land acquisition and planning permission) of the project for Haverhill Road, Hildersham Crossroads, Bartlow Roundabout and the Babraham Park & Ride extension. These delays have led to construction slipping into 2022/23 when the majority of construction and spend is scheduled to take place.
 - A number of projects including Cambourne to Cambridge and Eastern Access changed consultant this financial year, with the new Joint Professional Services Framework being utilised from the Summer of 2021. This led to a delay in the design of works getting underway, this is now remedied, and significant work is expected on these projects during 2022/23 with expenditure expected to accelerate.
 - Delays occurred within the West of Cambridge Package due to the planning application for the Cambridge South West Travel Hub being deferred at the July planning committee. This impacted the spend this financial year. As above, at the Planning Committee on the 24th February a decision was taken again to defer the decision to a later Committee, a more detailed update is available in Section 6.3
- 5.5 The consultants review of potential short-term wins for the Cambourne to Cambridge scheme is ongoing and will be published when complete.
- 5.6 A significant proportion of the GCP Programme includes projects that require acquisition of land, and/or rights in order to be completed. The Executive Board has previously agreed for projects including the Greenways, CSWTH and the Foxton Travel Hub to open land negotiations and serve Compulsory Purchase Orders where required. Based on these recommendations, on a scheme by scheme basis, land agents have been employed in order to secure the required land and rights. However, with the Greenways programme advancing, as well as significant schemes such as Cambourne to Cambridge, Waterbeach to Cambridge and the energy project work moving forward it would be beneficial to employ a Programme wide land agent to represent the GCP programme and coordinate the work required. This land agent will be procured through the Crown Commercial Services Framework and be expected to complete the following tasks:
- Land acquisition strategies for each scheme (where this does not already exist).
 - Land negotiations on behalf of GCP.
 - Land valuation exercises.
 - Compulsory Purchase Order support.
- It should be noted that where significant work has already happened with an existing land agent, for example if land negotiations are already underway, these will continue under the existing arrangement.
- 5.7 The full workstream report for Transport, including tables outlining delivery and spend information, is available in Appendix 1.

Skills

- 5.8 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.
- 5.9 The new contract became operational in April 2021 and progress against targets is set out in Section 8.
- 5.10 The full workstream report for Skills is available in Appendix 2.

Smart

- 5.11 Smart signals infrastructure has now been installed at all four junctions which make up the trial area and initial testing has been completed. Data is now being captured and analysed. Further information is shown in Section 9.4.
- 5.12 The full procurement of the Strategic Sensing Network, led in collaboration with the County Council and Cambridgeshire & Peterborough Combined Authority (CPCA) has now closed with work due to begin in Quarter 1 of 2022/23.
- 5.13 The full workstream report for Smart is available in Appendix 3.

Housing

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

Economy and Environment

- 5.15 **Sectoral Employment Analysis:** The latest update from the Greater Cambridge Sectoral Employment analysis was released in December and gives some headline figures on the impact of Covid-19 on our sectors. The new data covers the period between October 2020 and April 2021 and is based on a sample of companies covering 68% of corporate employment in Greater Cambridge. At headline level, findings outline the resilience of knowledge intensive (KI) sectors, ensuring employment rates in Greater Cambridge continued to grow despite the challenges of Covid-19.

Overall, corporate employment growth slowed from 4.8% in 2019/20 to 3.7% in 2020/21 although this still remains a 'significant rate of growth' despite the effects of the pandemic. The slow-down is due to the impact on non-knowledge intensive (non-KI) sectors which have been hit hardest by Covid-19, with non-KI growth slipping from 1.6% in 2019/20 to -0.8%. More detailed findings can be found in Section 12. An annual analysis of the 2020/21 financial year will be published in Spring 2022.

- 5.16 **Energy Grid project:** The Outline Business Case (OBC) and covering report were taken to the GCP Executive Board in December 2021. The OBC has now been published on the GCP website ([Electricity Grid Reinforcement SOBC Final \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk)). The OBC includes information on the formal grid offers

received by UK Power Networks (UKPN), the delivery routes available for construction and the cost recovery estimates based on the Electricity Connection Charges Regulation (ECCR). The OBC was reviewed by the GCP Executive Board and the project gained approval, with an additional £550k drawn down from the existing budget, to enable progression with demand, design and engineering feasibility work.

- 5.17 The full workstream report for Economy and Environment is available in Appendix 5.

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

6. Transport Delivery Overview

6.1 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	2023	G	A	↓
Cambridge Southeast Transport Phase 2		Construction / Design	2024	2026	A	A	↔
Cambourne to Cambridge / A428 Corridor		Design	2024	2026	A	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	G	G	↔
Chisholm Trail Cycle Links	Phase 1*	Construction	2020	2021	Complete		↑
	Phase 2	Design	2024	2024	G	G	↔
Histon Road Bus Priority*		Construction	2022	2021	Complete		↔
West of Cambridge Package		Design	2024	2026	A	A	↔
Residents Parking Implementation		Implementation / Paused	2021	2021	A	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	↔

*Following this Executive Board these projects will be moved to Appendix 7, completed projects

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

- 6.2 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 and its 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.

- 6.3 Since the last Quarterly Progress Report the following changes to the programme can be captured as follows:

- Chisholm Trail 1 – The status of this has been changed to Green to reflect the opening in December 2021. It is acknowledged that minor work is still required to complete the project to the anticipated standard.
- Cambridge South East Transport Scheme - A planning application along the route for a new Retirement Care Village has recently been approved, on appeal, by the Planning Inspector. Officers are currently reviewing the implications of this decision on the CSETS scheme.
- Cambridge South West Travel Hub- At the Planning Committee on the 24th February 2022 a decision was taken by members to defer the application for the Travel Hub, this follows a similar decision at the July Planning Committee. This decision was taken despite significant technical evidence being provided to the Planning Committee and an officer recommendation to approve (subject to

Secretary of State referral). GCP officers are now considering the next steps on the project with the aim of responding to these concerns as quickly as possible.

7. 2021/22 Transport Finance Overview

7.1 The table below contains a summary of this year's budget and forecast information to December 2021.

Project	Total Budget (£000)	2021-22 Budget (£000)	2021-22 Forecast Outturn Dec 21 (£000)	2021-22 Forecast Variance Dec 21 (£000)	2021-22 Budget Status		
					Previous	Current	Change
Cambridge South East (A1307) – Phase 1	16,950	11,550	3,000	-8,550	R	R	-
Cambridge South East (A1307) – Phase 2	132,285	2,988	2,725	-263	A	A	-
Cambourne to Cambridge (A428)	157,000	2,663	1,663	-1,000	A	R	↓
Waterbeach to Cambridge	52,600	464	464	0	G	G	-
Eastern Access	50,500	1,500	600	-900	A	R	↓
West of Cambridge Package	42,000	2,750	2,081	-669	R	R	-
Milton Road Bus, Cycle and Pedestrian Priority*	23,040	12	1,550	+1,538	A	G	↑
Histon Road Bus, Cycle and Pedestrian Priority*	10,600	3,065	4612	+ 1,547	G	G	-
City Access Project	20,320	3,500	2,100	-1,400	A	R	↓
FIS Allocation – Public Transport Improvements and Sustainable Travel	75,000	2,500	0	-2,500	G	R	↓
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	250	25	-225	G	A	↓
Chisholm Trail – Phase 1*	17,914	4,999	4,799	-200	R	G	↑
Chisholm Trail – Phase 2	5,000	750	100	-650	G	R	↓
Madingley Road Cycling	993	580	350	-230	A	A	-
Greenways Programme	76,000	3,000	1,275	-1,725	A	R	↓
Cambridge South Station*	1,750	635	1,369	+734	A	G	↑
Programme Management and Scheme Development	5,450	350	350	0	G	G	-
Total	688,102	41,556	27,063	-14,493	A	A	-

* These projects achieved accelerated spend within the overall budget envelope. Therefore these are classed as green as they have been delivered ahead of the profiled budget.

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.

7.2 Cambridge South East (A1307) – Phase 1

The ongoing land acquisition and planning approval issues have substantially affected the delivery of the Phase 1 projects planned for this financial year. The main issue has been the delay in getting approvals for the commencement of construction which has reduced the forecast spend this financial year.

Land acquisition issues have now been largely resolved or negated by design so there is now a full construction programme planned for 2022 and early 2023 to deliver all the remaining CSET Phase 1 schemes. The exceptions are the Haverhill Road and Babraham Park and Ride schemes which are subject to full planning approvals being granted.

7.3 Cambridge South East (A1307) – Phase 2

The scheme is following Cambridgeshire County Council's governance process for Transport and Works Act Order (TWAO) applications. The next stage for the project will be to go to Full Council for agreement from Cambridgeshire County Council Members, before an application for a Transport and Work Act Order (TWAO) can be made.

This is currently under review following the planning issue outlined in 6.3.

7.4 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 the change in transport consultants. 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.

7.5 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. The scope of works and contract documents have been finalised and final sign off is required.

At this stage it is anticipated that there will be a slight underspend against this year's budget.

7.6 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 are 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.

7.7 West of Cambridge Package

Cambridge South West Travel Hub was presented at July's County Planning Committee for determination. The decision was deferred by the Committee until further information on impact on the Green Belt, demand for the Hub and drainage requirements are provided. The Local Planning Authority have requested an extension of time for determination of the planning application until February 2022.

On the 24th February the scheme was again deferred by the Planning Committee. The delays have resulted in a reduction in the spend profile which is reflected in the forecast outturn variance.

Foxton Travel Hub engagement programme was delayed allowing for further discussions with local councillors and parish councils - this revised timeline led to a reduction in the spend profile which is reflected in the forecast outturn variance.

7.8 Milton Road bus and cycling priority

Construction of this project is on hold until April 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.

Officers are seeking to bring forward the C4 (statutory undertakers) diversion work for the scheme to de-risk future delivery. If this aim is realised then this will bring forward approximately £1.4 million of additional spend by the end of 2021/22.

The expenditure is currently negative reflecting underspend that was carried over from the previous financial year.

7.9 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. In addition, whilst works were being undertaken, 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 £1.4 million 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 City Deal funding will be required.

A further income of £200k and £180k is also expected from City Fibre and Granta Backbone Network respectively.

7.10 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. An allocation has been made which is reflected in the current budget forecast which will be updated as the scope of the work is refined.

7.11 FIS Allocation – Public Transport Improvements and Sustainable Travel

There will be no spend on this project during 2021/22 - the Covid pandemic meant that there were limited opportunities to invest in bus services. This budget has been reviewed and spending is expected next year on Cycling Plus development as well as development of the programme for Public Transport improvements.

7.12 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. This is likely to result in an underspend this financial year.

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

The project was successfully opened to the public at the end of December. Positive comments have been received and the Trail is providing a huge benefit to the public. A number of items of work still remain outstanding by the Contractor which including landscape works and railing - these are due to be completed during January.

A key risk remains with the contractor over final costs and a maintenance budget is required over the coming years for works such as landscape maintenance.

Final pavement surfacing will be complete in the coming weeks and final completion of all works is programmed in January 2022.

7.14 Chisholm Trail cycle links – Phase 2

Chisholm Trail Phase 2 is being presented to the Executive Board (Agenda Item 8) in March 2022 seeking permission to undertake design work on Coldham's Lane, Great Eastern Street Car Park and Cromwell Road.

The Experimental Traffic Regulation Order (ETRO) for Coldham's Lane has delayed the design and construction of the Coldham's junction element of the scheme and the forecast has been adjusted to reflect the delay.

7.15 Madingley Road

The existing preliminary designs are currently being updated and are set to be complete by mid-2022. Detailed design and final costs will be required to go to GCP Executive Board for approval.

It is currently anticipated that this project will be underspent at year-end due to delays earlier in the year with the completion of transport modelling.

7.16 Greenways Programme

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

Consultants have been appointed via 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. In addition, work has begun on key workstreams such as the Wayfinding Strategy and updated land referencing across the entire programme.

The expectation is that the Greenways programme will be underspent by approximately £1.7m at year-end. This reflects the delays in appointing consultants earlier in the year. Work will significantly increase during 2022/23 with commissions underway on all Greenways. A separate item is provided to update on progress for the Greenways (Agenda Item 7).

7.17 Cambridge South Station

The Department for Transport has now drawn down the final contribution towards these works. No further spend is anticipated for this project. The forecast annual variance has increased but the GCP's overall contribution to the project has come in under budget by £15k.

7.18 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”

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

8.1 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 (Oct to Dec 2021)	Previous (Aug to Sep 2021)	Progress (Apr to Dec 2021)	Status*		
					Previous	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	62	6	82	G	G	↔
Adults supported with careers information, advice and guidance, broken down by sector where applicable	1520	20	30	79	G	A	↓
Early Careers Ambassadors/Young People Champions recruited, trained and active, broken down by sector	600	1	0	23	G	A	↓
Employers supported to access funds and training initiatives, broken down by sector	450	19	17	49	G	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	G	↔
Careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact	2,486	250	82	356	G	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	0	3	G	G	↔
Students accessing mentoring programme as part of this service	200	5	0	5	G	G	↔

*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.

- 8.2 Monitoring data for the eight service KPIs is outlined in the table above. Data is reported as of the end of December 2021. Service data shows that Form the Future (FtF) are continuing to make progress against most of the KPIs, with six out of eight indicators currently having a Green RAG rating.
- 8.3 Since the last quarter, FtF has been able to support an additional 62 apprenticeship training starts, taking the total in the contract year to date to 82. Although recruitment to apprenticeship vacancies remains challenging across most sectors, latest data shows that FtF are still on track to deliver against their target of 100 in the first contract year.
- 8.4 The number of adults supported with careers information, advice and guidance has increased by 20 since last quarter but is behind the year-end target of 235 adults in the first year as reflected in the Amber rating.

This indicator's work continues to be delivered in two strands between FtF and Cambridge Regional College (CRC), 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. CRC's schedule of planned roadshows is currently being revised, responding to current Covid-19 guidance and FtF has not yet delivered any individual sessions to date as no adults have converted into recipients of this service despite content and delivery teams being in place and the free service being advertised through libraries, community centres, careers fairs etc. CRC and FtF are working hard to identify the reasons behind this and to tailor their approach accordingly.

- 8.5 The recruitment of Early Careers Ambassadors (ECAs)/Young People Champions (YPCs) is being delivered jointly by FtF and CRC. Although companies remain keen to participate in the ECA programme, take up from staff has not followed. Only 1 ECA has been trained this quarter against a target of 10, this is likely to have been impacted by Covid-19 and the number of staff in offices.

As office workers return to offices, more fully trained ECAs will be able to engage with learners, as well as provide a rationale for converting more prospective ECAs at engaged employers.

FtF are creating a further training programme for mentors for ECAs who wish to develop their skills and progress further. They are also currently working with a provider to get an online platform ready to enable ECAs to gain an accredited online Level 2 qualification in mentoring/coaching so that the participants can join the YPC network.

Although recruitment of ECAs and YPCs is still expected to hit its target within the contracted period, the delays to rolling out the online course for YPCs means that the target may not be met this year.

- 8.6 Other key points:

- This quarter has seen 19 new employers engaged in meetings to explore apprenticeships and navigate funding opportunities. This is delivered by CRC and it is anticipated that the target of engaging 50 new employers will be exceeded this year;

- Following a slow start to the year, work experience and industry placements are improving in performance with 12 new placements pledged this quarter. As the Covid situation improves, FtF will increase their employer engagement network and will be talking to schools to ensure a fair spread of opportunity across the secondary school and sixth form network;
- Careers guidance aimed at students aged 11-19 (and parents where appropriate) has been affected by Covid although FtF anticipated this and was ready to pivot to digital engagement with 51 careers-related virtual and face-to-face learning events delivered this period;
- Primary Schools accessing careers advice activities – a date for the Primary careers fair has been confirmed for March this year and employer engagement is underway. In addition to this, 11 STEM digital resources have now completed development, with two more close to completion;
- Five students out of the 50 allocated this year have started and completed their mentoring programmes this quarter. The remaining 45 places are still allocated and booked in with targeted schools for year one.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

9 Smart Programme Overview

- 9.1 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 December 2021

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

- 9.2 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.

9.3 Behaviour Change: Scoping work for MaaS Pilot

Work to scope a Mobility as a Service (MaaS) pilot for Greater Cambridge continues to be on schedule.

The objective of the work is to scope a MaaS pilot Greater Cambridge which will support travellers in making sustainable journey choices.

The first phase of the work will identify best practice from MaaS trials in the UK and Europe and map how MaaS can support the strategic objectives of the GCP and partners. To support this, a stakeholder workshop was held in December with representatives from the relevant County, GCP and CPCA teams. Outputs from the workshop are being included in the final report alongside the review of existing policies for the organisations to ensure any potential trial is accurately aligned with GCP targets. The final report will be delivered at the end of March 2022.

9.4 Smart Signals – Phase 2: Data Collection and Analysis

On-site supervised control of the Hills Road junctions involved in the trial have now been completed. This has included successful trials of the solution at peak times and the project will now move to remote supervision of those sites. This will allow more frequent deployments and therefore increased testing of the solution. Additionally, a separate project to independently validate the traditional Split Cycle Offset Optimisation Technique (SCOOT) control at the site has been completed.

This will allow data to be collected facilitating full comparisons of the impacts of the two different methods of control.

Following the installation of equipment at the Robin Hood junction, as reported last quarter, the Vivacity control system is on track to be fully site tested and commissioned. As with the previous junctions, on-site supervised Vivacity control deployments will need to be successfully carried out prior to any remote supervision and more frequent testing which is expected to start towards the end of March.

It has been confirmed that the Smart Signals project will be extended to September 2022 at no additional cost to the authority, allowing greater volumes of data to be gathered and additional priority modes to be evaluated.

9.5 Strategic Sensing Network – Phase 2: Procurement

Following the soft market testing undertaken last quarter, the specification for the sensor network was revised to reflect the comments received. The full procurement document pack has been produced and issued.

The deadline for clarification questions from suppliers closed in December and the deadline for tenders to be submitted was 7th January 2022. Bids have been submitted and will be reviewed by the County Council Procurement team and representatives from Smart, GCP and CPCA.

Assuming that one or more of the bids offer the service required by GCP and the partner organisations, the contract will be awarded and (due to the value of the contract), a 10-day standstill period will then be in place. Following this, a contract will be entered into with the successful supplier and work to plan initial deployments of sensors will be initiated. It is expected that the first sensors will be deployed in Quarter 1 of 2022/23.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

10. Delivering 1,000 Additional Affordable Homes

- 10.1 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 31st December 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.

- 10.2 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.
- 10.3 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 2022/23. Until 2022/23, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 10.4 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*”.
- 10.5 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.

- 10.6 There have been no additional permissions granted in the last quarter that contribute towards this indicator.
- 10.7 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.
- 10.8 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

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

- 11.1 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.
- 11.2 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.
- 11.3 An updated economic strategy is being developed by the CPCA and GCP officers will contribute and engage in that process to continue to ensure alignment in key policy areas.

12. Greater Cambridge Sectoral Employment Analysis

- 12.1 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.
- 12.2 The latest update, which was finalised in October 2021, analysed data from accounting year ends between October 2020 and April 2021. The full report can be found at <https://www.greatercambridge.org.uk/asset-library/Future-Investments-Strategy/Research-and-Evidence/Greater-Cambridge-Employment-Update-October-2021.pdf>
- 12.3 It is reported that corporate employment growth has slowed down from 4.8% in 2019/20 to 3.7% in 2020/21 although it is noted that the latter is still a significant rate of growth considering the unprecedented challenges brought about by Covid.
- 12.4 Employment in Knowledge Intensive (KI) sectors such as 'Life science and healthcare' and 'information technology and telecoms' have been the fastest growing sectors during 2020/21, with employment rates accelerating despite lockdowns, although there has been variation in these growth rates across both industry sectors.
- 12.5 Employment growth to 2021 has either declined or remained unchanged in seven of the nine non-KI sectors, with the largest decline occurring in 'other services' – e.g.

hotels, pubs and restaurants (-3.6%). A sample of 185 corporate companies also found that turnover fell from 9.3% to 1.5%, while employment dropped from 7.7% to 5.5% - with the government furlough scheme holding up employment in sectors with declining sales.

- 12.6 The next update on this project will be in early Spring 2022 when an annual analysis of the 202/21 financial year will be published.

13. Electricity Grid Reinforcement

- 13.1 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 through the Electricity Connection Charges Regulation (ECCR). The Outline Business Case (OBC) was approved by the Executive Board in December 2021 and has now been published on the GCP website ([Electricity Grid Reinforcement SOBC Final \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk)). Work towards a full Business case is underway and intended to be presented to the Joint Assembly and Executive Board towards the end of 2022.

14. GCP Budget Strategy and Allocations for 2022/23

- 14.1 The attached spreadsheet (Appendix 9) sets out the proposed GCP budget for 2022/23.
- 14.2 Explanations for individual project budget profiles, including any changes to previously agreed budgets and new allocations, are set out below. Proposals assume that any over or underspend against a given 2021/22 budget line will be rolled over into the 2022/23 budget for that line, unless otherwise specified.

Infrastructure Programme

- 14.3 Cambridge South East (A1307) – Phase 1

£3.8m has been allocated for CSET Phase 1 in 2022/23. A significant construction programme is planned for 2022 and early 2023 to CSET Phase 1 schemes. Some risk remains with Schemes 4 (Safety improvements at the Gog Farm Shop/ Haverhill Road Junction) and 19 (Babraham Park and Ride extension) which are subject to full planning approvals being granted.

- 14.4 Cambridge South East (A107) – Phase 2

£3.825m has been allocated for CSET Phase 2 for 2022/23. Expenditure next year is dependant on Programme and the anticipated Transport and Works Act Order (TWAO) application. The profile of expenditure has also been updated to reflect the current position.

14.5 Cambourne to Cambridge (A428)

£2m has been allocated for Cambourne to Cambridge in 2022/23. Environmental Impact Assessment consultation will take place in Summer 2022 and preparation work will be required for the TWA0 application which is due to be submitted at the end of 2022. Spend may increase if land acquisition takes place in 2022/23 but this is not included in the budget at this stage due to the desire to avoid land acquisition until there is greater certainty of consent

A report is scheduled to be taken to September's GCP Executive Board to note public consultation outcomes and Environmental Impact Assessment and request the County Council to review and submit the TWA0 application.

14.6 Science Park to Waterbeach

£700k has been allocated for the Science Park to Waterbeach scheme in 2022/23 which will cover the costs of developing the Outline Business Case for the scheme. The major milestone this financial year will be the consultation which is currently scheduled for October 2022.

The overall profile anticipates that the main construction costs will occur between 2025 and 2028.

14.7 Eastern Access

£1.2m has been allocated for Eastern Access in 2022/23. The Outline Business Case (OBC) and Public Consultation on Park and Ride options are planned to take place during 2022/23. Expenditure may increase depending on the progress of Phase 2 of the project which depends on Marshalls plans for vacating the Airport site.

The overall spend profile anticipates that spend will peak between 2024 and 2027, when the most significant interventions will be delivered.

14.8 West of Cambridge Package

£1m has been allocated for the West of Cambridge package for 2022/23, which includes work on Cambridge South West Travel Hub (CSWTH) and Foxton Travel Hub.

The spend profile for next year may be impacted by the February Planning Committee decision to defer, this will be assessed early in the next financial year. It is anticipated that the majority of costs for this project will occur between 2023 and 2025.

The Foxton Travel Hub planning application is due to be submitted in Summer 2022.

14.9 Milton Road Bus and Cycling Priority

£7m has been allocated for the Milton Road scheme for 2022/23. This figure is based on the construction rate of spend achieved on Histon Road. The Detailed

Design, Full Business Case and increased overall budget to £24million are in Agenda item 10 for approval. Construction is planned to start in May 2022 and complete during Summer 2024. The budget has increased from £23.04million to £24million due to inflation. This is reflected in the proposed budget.

14.10 Histon Road Bus and Cycling Priority

Construction of the project is now complete (as of November 2021) and all of the 2021/22 budget has been committed. £20k has been allocated for 2022/23 to cover the Road Safety Audit (RSA) 3 and landscape maintenance.

14.11 City Centre Access Project

The budget profile for City Access includes £7m allocated to 2022/23 and £2.8m allocated to 2023/24. Following the initial consultation that took place in December 2021 the work will now focus on evaluating the response and setting out the next steps. This budget covers a multitude of workstreams including the Network Hierarchy Review, Parking Strategy and the main Making Connections programme.

In June 2022 an item on Public Transport and Making Connections is scheduled to be taken to GCP Executive Board to receive feedback on the Making Connections consultation and agree next steps.

14.12 Whittlesford Station Transport Infrastructure Strategy (WSTIS) (formerly Travel Hubs)

£175k has been allocated for WSTIS in 2022/23. It is anticipated that design work on improvements to bus access to the station will commence during the year once the implications of the Cambridge and Peterborough Combined Authority funded multi-modal study of the A505 study are known.

14.13 FIS Allocation – Public Transport Improvements and Sustainable Travel

It was agreed in December 2020 that the FIS would be used to help develop proposals for public transport services, a fund for operator investment in zero emissions buses and a further programme of permanent active travel measures. In 2022/23 £500k has been allocated to support the development of the Cycling Plus schemes (A1134 North-South and Hills Road as agreed at the December 2021 GCP Executive Board) and the programme for public transport improvements. A further £2.5m is allocated for 2023/24 and £4.5m in 2024/25 which are likely to support the outcome of the Making Connections work and therefore proposals for public transport services.

Cycling

14.14 Chisholm Trail Cycle Links – Phase 1 and Phase 2

£20k has been allocated for the Chisholm Trail Phase 1 in 2022/23 for Road Safety Audits and any minor work, with £1m allocated for Phase 2.

The profile for Chisholm Trail Phase 2 assumes spend will peak across 2023/24 and 2024/25 as construction is currently forecast to start in Spring 2023. In March

2022, an overview of the projected engagement and programme of the scheme will be presented at GCP Executive Board as part of this agenda.

14.15 Madingley Road

A budget of £353k is set for 2022/23. This is the remainder of the approved overall budget of £993k so GCP Executive Board and will bring completion of the preliminary design and Outline Business Case. This will then be presented to the GCP Executive Board (currently forecast for September) when the cost will be presented and the Executive Board asked to approve the Budget.

14.16 Greenways Programme

The Greenways Programme includes the 12 Greenways approved by the Executive Board to December 2020. Officers consider that the budget is most effectively managed as a single programme at the current time. £5.755m has been allocated for the Greenways Programme for 2022/23 as it is anticipated that work will significantly increase during the year with commissions underway on all Greenways. Work during 2022/23 will include completion of the next stage of designs for the majority of Greenways as well as potential early construction works where work can be done within the Highway boundary. A full paper is provided to the Executive Board at agenda item 7 on progress of the Greenways.

Other Transport Allocations

14.17 Cambridge South Station

No further spend is anticipated for this project as the Department for Transport has now drawn down the final contribution towards these works. This budget line will now be closed.

14.18 Programme Management and Scheme Development

The Executive Board is recommended to approve a budget of £300k for 2022/23, to cover the anticipated additional costs of early work to manage scheme development. This annual budget will be reviewed regularly to ensure it is in line with the requirements of the programme.

Operational Budgets

14.19 Operational Budgets are remaining similar to 2021/22 with minor uplifts for inflation. The individual budget information is set out below.

14.20 Central Programme Co-Ordination

In order to meet the needs of a post Gateway Review ramped up delivery programme, the Executive Board is recommended to approve a budget of £850k for 2022/23. This has increased since 2021/22, to accommodate further costs which are anticipated as a result of new recruitment for the programme co-ordination function of the GCP.

14.21 Engagement and Communications

The Executive Board is recommended to approve the continuation of an £88k budget for 2022/23 and future years. This annual budget will be reviewed regularly to ensure it is in line with the requirements of the engagement and communications programme. This annual allocation is in line with last year's budget.

14.22 Skills

In October 2020, the Executive Board approved a proposal to procure a new Skills contract, over four years, from April 2021. £550k is allocated for Skills provision for 2022/23 (and £550k for every financial year to 2024/25), to deliver the new Skills contract, which will cost c£2.2m over four years.

14.23 Evidence, Economic Assessment and Modelling

The Executive Board is asked to approve £150k per year for 2022/23 and future years to 2025, in line with last year's budget, to support the design and implementation of the GCP programme's assessment criteria to 2025.

14.24 Affordable Housing

£58k has been allocated for Affordable Housing in 2022/23; this represents the carry forward of expected underspend in 2021/22.

14.25 Cambridgeshire County Council costs

The Executive Board is recommended to approve £34k per year for 2022/23 and future years, in line with last year's budget.

14.26 Smart

In December 2020, the Executive Board approved the Future Investment Strategy (FIS), which included a £2.8m allocation to Smart Cambridge to 2024/25. The allocation for 2022/23 was £745k which, together with the underspend from 2021/22 will be used to fund a number of Smart projects to support themes including Behaviour Change, Network Management, Better Use of Data and Sustainable Communities.

14.27 Energy

The forecast underspend has been the result of lower than anticipated consultancy fees and slower progress on land acquisition than originally planned. A further £550k was approved at Executive Board in December 2021 to develop a full business case and continue to lobby Ofgem to fund these infrastructure works.

14.28 GCP Formal Meeting Support Costs

£12k has been allocated to GCP formal meeting support costs for 2022/23, broadly in line with last year's budget. This follows on from last year's recommendation to approve an increase to the overall budget allocated to GCP formal meeting support costs of £72k, increasing the overall budget to £93k. This will continue to be

reviewed in line with meeting requirements as a result of Covid-19 restrictions on venues.

14.29 Accommodation

£30k has been allocated to pay for accommodation for GCP within Mandela House (Cambridge City Council offices). Following the County Council's move from Shire Hall in Cambridge to New Shire Hall in Alconbury, GCP have been working with partner organisations to secure office space within the geography of Greater Cambridge. The City Council has made a space available within the offices on Regent Street which GCP are scheduled to move into from March 2022 (subject to any change of government Covid-19 guidance).

15. GCP Budget 2022/23 – Funding Assumptions

15.1 S106 Position

In line with due process, every financial year S106 estimates are reviewed. The S106 estimated profile assumes s106 receipts of £86.846m which has been updated from the £74.5m figure previously set out. This has been updated following a review of anticipated S106 receipts, working with the Planning Department at the County Council. It should be noted that all S106 receipts are subject to specific site by site requirements, for example build out rates and therefore this figure is subject to change. At this stage the estimated amount does not consider some of the larger allocated sites in the draft Local Plan which should lead to an increase in receipts at a later date. This number will be reviewed annually.

15.2 New Homes Bonus (NHB) Position

NHB was introduced in 2011 to provide an incentive for local authorities to encourage housing growth in their areas. The latest published NHB figures for 2022/23 are £1,956,913 for Cambridge and £2,375,863 for South Cambridgeshire and it is assumed they will contribute 10% of this to GCP.

15.3 The Energy Grid substation continues to explore options for cost recovery as part of future investment decisions.

16. Citizens' Assembly

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

17. Financial Implications

17.1 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 c.£111m. 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
Appendix 9	Proposed GCP Budget 2022/23

Appendix Background Papers

Source Documents	Location
None	-

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

- **Green:** Projected to come in on budget or accelerated spend within overall budget
- **Amber:** Projected to come in under budget, but with measures proposed/in place to bring it in on budget
- **Red:** Projected to come in over budget in year and overspend the overall budget, or under spend the budget in year, without measures in place to remedy

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: 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 and approval of the GCP's 2022/2023 Budget.	Niamh Matthews	Yes	N/A
Update on Greenways Programme	To provide an update on progress developing the Greenways network and approve planned engagement over the next 12 months and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy N/A
Chisholm Trail Phase 2	To provide an update on the programme for delivering Phase 2 of the Chisholm Trail and approve planned consultation over the next 12 months and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange

				Strategy
Milton Road	To approve construction of the Milton Road scheme.	Peter Blake	Yes	CA LTP
Road Network Hierarchy and Freight Consolidation Report	To provide an update on the programme for delivering the Road Hierarchy review and Freight Consolidation work, and in particular planned consultation over the next 12 months.	Peter Blake	No	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
Eastern Access	Feedback on consultation and next steps,	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Executive Board: 28th September 2022	Reports for each item to be published 16th 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
Cambridge South West Travel Hub	To sign off the Full Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Electricity Grid Capacity	To sign off the Full Business Case and agree next steps.	Rachel Stopard	Yes	N/A
Better Public Transport: Cambourne to Cambridge	To note public consultation outcomes and Environmental Impact Assessment and agree to submit Transport and Works Act Order application.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Residents Parking Zones	To review a delivery programme and agree next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Next stage of the Road Hierarchy Review	To consider feedback on the consultation and agree next steps	Isobel Wade	No	CA LTP Passenger Transport / Interchange Strategy

Executive Board: 15th December 2022	Reports for each item to be published 5th December 2022	Report Author	Key Decision	Alignment with Combined Authority
Public Transport and City Access Strategy	Business Case and implementation timetable.	Isobel Wade	Yes	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
17 th March 2022	7 th March 2022	17 th February 2022	7 th February 2022
30 th June 2022	20 th June 2022	9 th June 2022	24 th May 2022
28 th September 2022	16 th September 2022	8 th September 2022	26 th August 2022
15 th December 2022	5 th December 2022	24 th November 2022	14 th November 2022

Proposed Budget 22.23

	Agreed Budget	Actual Spend	Actual Spend	Actual Spend	Actual spend	Actual Spend	Actual Spend	Forecast spend	Budget	Budget	Budget	Budget	Budget	Future Years Budget
EXPENDITURE	£000	2015/16 £000	2016/17 £000	2017/18 £000	2018/19 £000	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	£000
Infrastructure Programme Investment Budget														
Cambridge South East (A1307) - Phase 1	16,950	18	20	41	206	756	2,568	3,000	3,800	6,542				0
Cambridge South East (A1307) - Phase 2	132,285	139	155	312	1,582	4,163	3,444	2,725	3,825	10,715	54,600	46,000	4,624	0
Cambourne to Cambridge (A428)	157,000	268	1,485	1,871	1,588	1,820	1,037	1,663	2,000	13,000	26,000	66,100	36,000	4,168
Science Park to Waterbeach (formerly A10 North study)	52,600	67	72	391	3	125	272	464	700	1,000	2,000	12,000	25,000	10,506
Eastern Access	50,500					115	193	600	1,200	10,200	10,000	10,000	12,500	5,692
West of Cambridge Package	42,000	240	416	717	2,337	6,680	5,568	2,080	1,000	11,000	10,639	1,323		0
Milton Road bus and cycling priority	24,000	188	238	339	287	576	378	1,550	7,000	9,960	3,424	30	30	0
Histon Road bus and cycling priority	10,600	199	181	46	509	1,388	5,172	4,612	20	20				-1,547
City Access Project	20,320	255	566	1,438	1,672	2,563	1,898	2,100	7,000	2,828				0
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700			84	57	28	73	25	175	258				0
FIS Allocation - Public Transport Improvements and Sustainable Travel	75,000								500	2,500	4,500			67,500
FIS - Housing Investment	20,000													20,000
Cycling														
Chisholm Trail cycle links - Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)	17,914	235	679	849	1,493	4,952	4,687	4,799	20					200
Chisholm Trail cycle links - Phase 2	5,000					0	0	100	1,000	2,000	1,900			0
Madingley Road	993						290	350	353					0
Greenways Programme	76,000						950	1,275	5,755	16,295	38,635	13,090		0
Other Transport														
Cambridge South Station	1,750			0		366	0	1,369						15
Programme management and scheme development	5,450	355	781	802	559	510	354	350	300	350	350	350	350	39
Closed Infrastructure Budgets														
COMPLETE - Residents Parking implementation (to progress through City Centre Access Project)	659			114	175	220	125							25
COMPLETE - Greenways Quick wins	3,079			0	2,079	1,000	68							-68
COMPLETE - Developing 12 cycling greenways	568			256	250	62								0
COMPLETE - Cross-city cycle improvements	11,266	257	864	2,966	4,979	1,894	214	92						0
COMPLETE - A10 Cycle route - Frog End Melbourn	553		511	42										
COMPLETE - Travel Audit - South Station and biomedical campus	200			88	112									
Operational budgets														
Central Programme Co-ordination	7964	111	391	728	517	512	532	750	850	867	884	902	920	0
Engagement & Communications	1071			251	89	88	88	88	88	90	92	93	95	9
Skills	4,423	47	188	205	84	343	459	600	550	550	500			897
Evidence, economic assessment and modelling	1266			31	246	239	124	150	150	150	150			26
Affordable Housing	200		10	0	44	65	0	0	58					23
Cambridgeshire County Council costs	334			31	31	31	33	33	34	34	35	36	36	0
Smart Cambridge	5070		271	391	596	589	374	510	845	645	600			249
Energy	25,140					15	77	87	663					24,298
GCP Accommodation	300								30	30	30	30	30	150
GCP Formal Meeting Support costs	93					11	12	12	12	12	12	12	12	-2
Closed operational budgets														
South Cambridgeshire District Council costs	80			40	40	0								0
Planning Capacity & Support (formerly Towards 2050)	321			52	148	60	61							0
COMPLETE - Cambridge Promotions Agency	150	60	90	0										
COMPLETE - Housing Delivery Agency	400		200	200										
COMPLETE - Cambridge Promotions	40			40										
Total Expenditure	772,239	2,439	7,118	12,325	19,683	29,171	29,051	29,384	37,928	89,046	154,351	149,966	79,598	132,179
FUNDING														
City Deal grant	500,000	20,000	20,000	20,000	20,000	20,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	120,000
S106 contributions	86,846					6,719	3,547	1,344	2,500	3,000	3,000	3,000	3,000	60,736
Energy income	25,000													25,000
NHB - Cambridge City	12,869	1,986	3,166	2,385	2,238	1,651	901	346	196					0
NHB - South Cambs	8,794	1,683	2,633	1,570	1,204	742	507	219	236					0
NHB - CCC	5,153	917	1,485	1,023	860	599	269							0
Housing income	20,000													20,000
Interest accrued on grant funding	1,802	0	80	149	291	253	69							960
Total income	660,464	24,586	27,364	25,127	24,593	29,964	45,293	41,909	42,932	43,000	43,000	43,000	43,000	226,696
NET OVERALL GCP BUDGET	-111,775													
Forecast Cashflow Balance		22,147	42,393	55,195	60,105	60,898	77,140	89,665	94,669	48,623	-62,728	-169,694	-206,292	-111,775