

Greater Cambridge Partnership Executive Board

4 00 p.m.

Thursday 30th September 2021

**Auditorium
Cambridge Corn Exchange
2 Wheeler Street
Cambridge
CB2 3QB**

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

Agenda

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- **4:00 p.m. Thursday 9th December 2021**

Membership

The Executive Board comprises the following members:

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

By Invitation
Mayor Dr Nik Johnson

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

IMPORTANT INFORMATION FOR THOSE WISHING TO OBSERVE PROCEEDINGS

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

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

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

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

Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Thursday 1st July 2021
10:00 a.m. – 4:10 p.m.

Present:

Members of the GCP Executive Board:

Cllr Neil Gough	South Cambridgeshire District Council
Cllr Lewis Herbert	Cambridge City Council
Cllr Elisa Meschini	Cambridgeshire County Council
Claire Ruskin	Business Representative
Phil Allmendinger	University Representative

Members of the GCP Joint Assembly in Attendance:

Councillor 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
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Officers:

Peter Blake	Transport Director (GCP)
Niamh Matthews	Head of Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Election of Chairperson

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

2. Appointment of Vice-Chairperson

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

3. Apologies for Absence

The Chairperson welcomed Councillor Herbert, who had replaced Councillor Massey as the Cambridge City Council representative on the Executive Board. He also welcomed Councillor Meschini as the Cambridgeshire County Council representative on the Executive Board.

The Chairperson also welcomed Mayor Dr Nik Johnson of the Cambridgeshire and Peterborough Combined Authority (CPCA) He confirmed that he had exercised the discretion available to him to interpret Standing Orders and with the agreement of the other voting members of the Executive Board, suspend them if necessary, to invite Mayor Dr Johnson to join the meeting in an informal non-voting capacity in recognition of the CPCA's role as the Strategic Transport Authority in the area.

In response, Mayor Dr Johnson thanked the Chair for allowing him to attend the meeting and acknowledged the importance of a cooperative and collaborative working relationship between the GCP and the CPCA in order to continue the development of a joined-up transport system in Greater Cambridge and the wider region. Emphasising the need to encourage more car users to travel in buses and other public transport, as well as alternative, healthier modes of transport, he noted that the CPCA was in the process of developing a revised Local Transport Plan, and in recognition of the benefits of existing busways, he assured the Executive Board that they formed part of this emerging transport strategy. While acknowledging that there had been challenges during the consultation processes for GCP projects and arguing that further consultation was still required, he confirmed that he would not seek to cause further delay and would accept the decisions made by the Executive Board.

There were no apologies for absence.

4. Declarations of Interest

Phil Allmendinger declared a non-statutory disclosable interest in relation to the Quarterly Progress Report (agenda item 11) due to his employment at the University of Cambridge.

5. Minutes

The minutes of the previous Executive Board meeting, held on 18th March 2021, were agreed as a correct record and signed by the Chairperson.

6. Executive Board Membership

The Chief Executive presented the report, which included a request from the CPCA Business Board concerning its representation on the GCP Executive Board. The Business Board had nominated Austen Adams, the Chair of the Business Board, as its representative on the Executive Board, while also nominating Dr Andy Williams, a co-opted member of the Business Board, as the substitute representative. The Executive Board was asked to support the Chairperson in using his discretion to allow both representatives to attend and speak at meetings. It was further proposed that the Business Board be asked to consider nominating Claire Ruskin, the current business representative on the Executive Board, to become a representative on the Joint Assembly.

While discussing the report, the Executive Board:

- Expressed thanks to Claire Ruskin for her contributions to the Executive Board and welcomed the proposal for her to join the Joint Assembly.
- Noted that the fourth paragraph of Appendix 2 (Extract from the minutes of the meeting of the Business Board held on 19th October 2020) was incorrect, as Claire Ruskin had not been a member of the Greater Cambridge Greater Peterborough LEP, she had not resigned as CEO of Cambridge Network, and she had not stepped down from her role on the Executive Board.

The Executive Board resolved to:

- (a) Confirm the appointment of Austin Adams as the Business Board representative on the GCP Executive Board;
- (b) Confirm the appointment of Dr Andy Williams as the Business Board substitute representative on the GCP Executive Board;
- (c) Confirm that it supports the use of the discretion available to the Chairperson and voting members to allow both the Business Board representative and substitute member to attend future GCP Executive Board meetings; and
- (d) Request the Business Board to consider the appointment of Clare Ruskin to fill the vacancy on the Joint Assembly following the appointment of Dr Andy Williams as a substitute member of the Executive Board.

7. Public Questions

The Chairperson informed the Executive Board that thirty-two public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was 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 1 question related to Agenda Item 10 (Better Public Transport – Cambridge Eastern Access Project), 16 questions related to Agenda Item 12 (Cambourne to Cambridge Independent Audit) and 14 questions related to agenda item 13 (Cambridge South East Transport Scheme). A further question related to multiple agenda items and would therefore be taken at this stage of the meeting.

A public question was received from Edward Leigh. The question and a summary of the response are provided at Appendix A of the minutes.

The Chairperson acknowledged that members of the Executive Board had also received a significant amount of additional correspondence, and confirmed that all contributions from members of the public had been read and would be taken into account by Executive Board members when reaching decisions.

8. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 10th June 2021. Noting that he would provide comments on behalf of the Joint Assembly at the beginning of the Executive Board's discussion of each item, Councillor Bick emphasised an over-riding concern that had been expressed for the timely development of the City Access Strategy in order to maximise the effectiveness of individual transport schemes when they reached the city centre.

The Executive Board acknowledged the concern and agreed with the need to fundamentally address the issue of congestion within Cambridge to increase air quality for the benefit of residents both in Cambridge and across the Greater Cambridge area. It was argued that reliable public transport throughout the city centre would be necessary to reduce car usage, while collaboration with partner authorities, such as the City and County councils on the issue of parking and the CPCA on the Local Transport Plan, would also be required. Members noted that the City Access Strategy would be considered by the Joint Assembly and Executive Board at their meetings in September 2021.

9. Better Public Transport – Waterbeach to Cambridge

The Transport Director presented the report, which set out the preferred options for a segregated public transport route between the new town at Waterbeach and

Cambridge, including the Public Consultation Report and Strategic Outline Business Case. Consultation with the local community had identified support for an increase in capacity of the corridor, although concerns had been raised over the impacts of the scheme on the existing village of Waterbeach, particularly in relation to allotments. The Transport Director informed members that the proposals had been amended to resolve these concerns and confirmed that the strategic case had been made for intervention. The consultation had indicated support for progressing to the next step, which would entail a more detailed route alignment, consideration of environmental issues, and a detailed consultation with local communities. Attention was drawn to the coverage in the report of the relocation of Waterbeach train station as a requirement of the planning consent, and although it was noted that this had not been part of initial plans for the project, it was proposed that officers continue to discuss with developers as to whether it might be appropriate for the GCP to provide some funding for the relocation.

Confirming that the Joint Assembly had been supportive of the strategic case having been met, the Chairperson of the Joint Assembly drew attention to some concerns that had been raised. He noted that although the revised central route had responded to issues raised during the consultation, the new route had not itself been consulted on and therefore reassurances had been sought that residents and other stakeholders would have a further opportunity to do so. Concern had also been expressed about the provision of funding for the relocation of the train station, and although the Joint Assembly recognised the benefits of the GCP participating, caution had been expressed over the implications of providing such funding and subsequent involvement in other train stations. Members had also suggested more explicit focus could be given on how the scheme would benefit the communities surrounding the corridor itself.

While considering the report, the Executive Board:

- Supported taking the revised Central route option forward to the next stage of assessment and design, for further development, engagement and consultation, and acknowledged the need for a reliable public transport route in the corridor.
- Welcomed that the proposed route alignment had been amended to avoid requiring the demolition of houses, although it was acknowledged that it had been necessary to consider all options at the beginning of the project's development. The Transport Director observed that it was a demonstration of how effective consultation was able to inform and affect the progression of projects.
- Expressed concern that the proposed improvements and dualling of the A10 that were currently under consideration by the CPCA would undermine the attraction of a public transport service in the same corridor, although it was acknowledged that the A10 was used by vehicles travelling from farther afield and not necessarily by people going in to or out of Cambridge.
- Recognised that although the scheme was an individual project, it would form part of a wider network involving the City Access Strategy and collaboration with the CPCA. It was further argued that connectivity to surrounding villages and schemes

should be considered and encouraged during the development of the scheme in order to maximise its effectiveness and usability.

- Confirmed that the proposed scheme would join onto the existing Cambridge to St Ives busway and would be able to use the existing infrastructure. It was noted that one of the benefits of the existing busway had been its scalability within the engineering constraints, allowing for increased frequency and enhanced signalling.
- Expressed concern about public money being used to support private developments and argued that funding should only be provided if there were no alternative options available. Noting that the planning condition for the relocation of the train station had led to a question of viability of the project for the developers, the Transport Director emphasised that while the GCP would not normally consider providing such funding, the strategic necessity for the development of the housing had led to the proposal for such a measure to be taken into consideration.

The following additional recommendations were proposed by Claire Ruskin, seconded by Councillor Herbert and agreed unanimously:

- (g) Collaborate with the Cambridgeshire and Peterborough Combined Authority in the discussion of parallel plans to dual the A10.
- (h) Agree that project plans try to add benefits for surrounding local communities, in order to increase the number of people using the new route.

It was resolved unanimously to:

- (a) Note the Public Consultation Report and Strategic Outline Business Case, noting the public support and a strong supporting strategic case for a new, high quality, segregated public transport route between the new town at Waterbeach and Cambridge.
- (b) Note that the Western route option received public support and also scored highest in the economic assessment and agree that this be taken forward as an option in the next stage of assessment and design work.
- (c) Agree that a revised Central route option is also taken forward to the next stage of assessment and design, for further development, engagement and consultation.
- (d) Note that both the Western and revised Central route options avoid impacting upon homes or allotments in the Waterbeach village area.
- (e) Agree that the next stage of the project should include a review of current park and ride provision within the corridor and develop options for future park and ride requirements.
- (f) Agree to seeking to secure a commercial agreement with RLW for the relocation of Waterbeach Rail Station, and delegate the final decision to the Chairperson and Chief Executive.

- (g) Collaborate with the Cambridgeshire and Peterborough Combined Authority in the discussion of parallel plans to dual the A10.
- (h) Agree that project plans try to add benefits for surrounding local communities, in order to increase the number of people using the new route.

10. Better Public Transport – Cambridge Eastern Access Project

One public question was received from Tanya Verdonk (on behalf of the A to B 1102 Transport Group). The question and a summary of the response are provided at Appendix A of the minutes.

The Director of Transport presented the report on the Cambridge Eastern Access project, which included the results of the public consultation and the development of a Strategic Outline Business Case. While the consultation had identified strong local support for an intervention, the strategic case for the scheme had not been met, although it was noted that further development along the corridor that emerged as part of the Local Plan would be likely to affect the strategic case, which would be reviewed in the future under such circumstances. There was nonetheless a need for more immediate measures, with proposals set out in section 2 of the report, including improvements on Newmarket Road and the relocation of the Park and Ride.

Observing that, unlike other GCP schemes that generally connected surrounding areas with Cambridge city, the majority of this project lay within the urban area, the Chairperson of the Joint Assembly welcomed the addition of recommendation (e) following the Joint Assembly's discussion of the report, which acknowledged alignment between the scheme and the City Access Strategy. While recognising that the Local Plan currently constrained the scheme, the Joint Assembly had emphasised the Citizens' Assembly's call to be bold when developing the scheme in the future. Attention had been drawn to the possibility of displacement to Coldhams Lane, which would be exacerbated by the potential permanent closure of Mill Road bridge, and the Joint Assembly identified a need to develop a broad policy to mitigate such displacement resulting from the impact of schemes. It had also been argued that greater consideration needed to be given to the retail parks surrounding the northern end of Coldhams Lane and their need for improved public transport provision.

While considering the report, the Executive Board:

- Emphasised the importance of improving the Eastern route into Cambridge and confirmed that the GCP would be ready to move forward with the larger scheme if the emerging Local Plan acknowledged development in the area.
- Sought clarification on the timescale for a review of the Phase A improvements, detailed on page 270 of the report. The Transport Director informed Members that the next twelve months would involve consultation and engagement around the detailed design options while the business case was being established. Depending on the outcome of the consultations, it would potentially be possible for work to commence a further twelve months later.

- Highlighted the necessity for improvements on Coldhams Lane and expressed support for it being included as part of the scheme, with members noting the significant volume of traffic accessing the retail park and surrounding area, including Cambridge United football stadium. Members also expressed concern about the potential impacts of the planned logistics hub on Coldhams Lane, and the high level of commercial vehicles circulating in Cambridge.
- Emphasised the benefits of the subway under the Elizabeth Way roundabout for cyclists and pedestrians.
- Argued that it would not be practical to develop an off-road route for the length of the scheme given the density of the area, and that therefore there needed to be a reduction in the overall number of cars using the route in order to improve conditions for cyclists, pedestrians and public transport users.
- Welcomed the continued engagement with regards to potential improvements to the Cambridge to Newmarket railway line, observing that East West Rail would provide significant improvements to access from the west of the city, and noting that it would be considered by the CPCA during the development of its Local Transport Plan.
- Recognised the importance of ensuring that all the separate GCP schemes integrated with each other.

It was resolved unanimously that:

- (a) Improvements to Newmarket Road comprising a combination of Options A1 and A2, but excluding the relocation of the Park and Ride, should be further developed and subjected to further consultation in order to prepare an Outline Business Case.
- (b) The development of a new Park and Ride site located to the east of Airport Way and south of Newmarket Road should be pursued as a separate project. This should be progressed in advance of the remainder of the full Option B.
- (c) The development of the Option B1 proposals, with services via Coldhams Lane, should continue alongside the consideration of the Marshalls site in the development of the Greater Cambridge Local Plan (GCLP).
- (d) The GCP continue to engage with Network Rail, East West Rail Consortium, East West Rail Company and other stakeholders with regards to potential improvements to the Cambridge to Newmarket Line.
- (e) The GCP ensures close alignment between Eastern Access and the City Access programme in order that the potential impact of road space allocation on Newmarket Road is complemented by measures on Coldhams Lane to ensure modal shift is achieved.

11. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Executive Board which provided an update on progress across the GCP's whole programme. Further to the updates, the report included the GCP's revised Assurance Framework, a request to extend the Centre for Business Research work until November 2022 at a cost of £60k, and a proposal to allocate £150,000 from the city access budget for a secure cycle parking match funding pilot.

The Chairperson of the Joint Assembly emphasised that support had been given to extending the Centre for Business Research's work, as well as the allocation of funds for a secure cycle parking pilot, noting that there had been a request for the pilot to be expanded to include charities and community organisations. The Joint Assembly had paid tribute to the work of Form the Future and officers in exceeding the Key Performance Indicators during the challenging period of the pandemic. He also indicated that the Joint Assembly would welcome the opportunity to hold a focussed discussion on the City Access Strategy at its meeting on 9th September 2021.

While discussing the report, the Executive Board:

- Expressed support for the secure cycle parking pilot, noting that it was of particular necessity for electric bicycles. Members suggested that the pilot could seek to identify additional facilities that could help encourage people to cycle, such as the provision of showers and changing rooms at their destination, as well as bicycle maintenance support. The Assistant Director of Strategy and Programme welcomed the proposal and also confirmed that the pilot could be expanded to include charities and community organisations, as proposed by the Joint Assembly.
- Established that the GCP was continuing to work with the County Council on the Chisholm Trail in accordance with the decisions agreed at the Executive Board meeting on 10th December 2020, in order to complete the project within the budget.
- Sought clarification on whether work would resume on resident parking schemes. The Transport Director informed Members that the GCP was developing an integrated parking strategy with partner authorities and confirmed that this included consideration of resident parking schemes.
- Paid tribute to the working relationship between the GCP and the CPCA on the skills agenda, emphasising the importance of providing support across all sectors. It was argued that people living in the most deprived communities were those that most needed to see improved opportunities in order to improve public health.
- Established that an application had been submitted to UK Power Networks with regards the forward funding of electricity grid reinforcements.
- Expressed support for the proposed extension to the work being carried out by the Centre for Business Research.

- Welcomed Mayor Dr Johnson's support for busways as an option for people travelling into Cambridge from outside the city and acknowledged his emphasis on the need for effective consultation with affected local communities.

It was resolved unanimously to:

- (a) Note the revised Assurance Framework.
- (b) Approve an extension to the centre for Business Research work until November 2022 at a cost of £60k.
- (c) Approve the proposed allocation of £150,000 from the city access budget for a secure cycle parking match funding pilot.

12. Cambourne to Cambridge Independent Audit

Sixteen public questions were received from Dr Marilyn Treacy, Allan Treacy, Terry Spencer, Andrew Taylor, Melanie Forbes, Jane Renwick, Carolyn Postgate, Dan Strauss and Heather Du Quesnay (on behalf of North Newnham Residents' Association), Antony Carpen, Pauline Joslyn, Councillor Markus Gehring, Chris Patten, James Littlewood (on behalf of Cambridge Past, Present and Future (CPPF)), Superintendent Matthew Brown (on behalf of the American Military Cemetery, Madingley Parish Council, CPPF and Coton Parish Council) and Gabriel Fox. The questions and a summary of the responses are provided at Appendix A of the minutes.

Following an introduction by the Chief Executive, the Independent Auditor presented the Independent Audit of Key Assumptions and Constraints for the Cambourne to Cambridge Better Public Transport Project to the Executive Board. The auditor had been selected following a competitive process of applicants who had not previously worked with the GCP or on the Cambourne to Cambridge project, and the GCP was not involved in the selection of the auditor or the audit process itself, beyond providing requested information. A list of constraints and assumptions underpinning the Business Case for the transport scheme had been published, along with a second invitation to local representation organisations to submit evidence.

Following its review, the audit had concluded that the scheme aligned with national, regional and local policies on economy and transport, while stakeholder engagement had been carried out in a robust manner and the development of the Business Case had followed the necessary requirements and methodology. The appraisal, economic analysis and financial business case were considered to all be valid, while further information on the environmental impact would be established during the subsequent stage of the process. Significant impacts that had emerged since the scheme had begun, including the Covid-19 pandemic, the announcement of the East West Rail alignment, and changes to planned Combined Authority transport schemes, would be also be taken into account in the next stages of the scheme's development. The overall conclusion of the audit surmised that there was no reason for the Executive Board to delay the scheme from progressing to the next stage.

In light of the Independent Audit's conclusion, the Transport Director presented a report outlining the proposed next steps in the process, which included progressing the preferred route in the Outline Business Case to the next stage of development, proceeding with the development of an Environmental Impact Assessment (EIA) and further consultation, while taking into account the significant changes that it had been noted as having had an impact on the route since being first developed.

Noting that the Joint Assembly had accepted that the audit had been conducted independently, the Chairperson of the Joint Assembly confirmed that there had been a consensus, albeit with varying levels of enthusiasm, that it provided assurance that it would be appropriate for the scheme to progress to the next stage. He informed members that there had been particular support for recommendation (c), although he suggested that integration with the City Access Strategy could be added to the list of factors to be considered in the next stages of the project.

While discussing the report, the Executive Board:

- Considered how the East West Rail project might affect the strategic objectives of the Cambourne to Cambridge scheme. Observing that the final route and location of a station in Cambourne remained unclear, the Internal Auditor noted that the audit had recommended that East West Rail should be brought into the appraisal framework in the final business case in order to identify such impacts. Notwithstanding, he argued that the level of planned employment and housing development in the corridor, potentially further boosted by a station in North Cambourne, meant that the two projects would be complementary to one another and serve different travel needs, albeit with some overlap.
- Considered to what extent the long-term impacts of Covid-19 on travel choices would affect the underlying assumptions of the project's business case. Acknowledging it was still not possible to identify the long-term impacts of Covid-19, the Internal Auditor informed members that the audit had concluded that there was likely to be less risk to bus travel than rail travel, and he highlighted the Government's emphasis on buses being an important element in recovery from the pandemic. While the audit also concluded that the underlying assumptions remained valid, it had recommended that assumptions on future demands should be subject to further scenario testing.
- Identified onward travel in central Cambridge as the weak link in the project, noting its reliance on ongoing work with the City Access Strategy, although it was suggested that the over-riding objective of the scheme was to reach the city and overcome congestion in the radial areas, with onward travel possible through smaller buses or alternative modes of transport. It was suggested that it was impractical for every bus user to expect to be able to alight outside their final destination.
- Queried whether the audit had considered whether the GCP had overstated any of the constraints or had made invalid assumptions that led to the A1303 route and prioritisation measures being rejected as a viable long-term solution for the strategic objectives. Noting that the bus prioritisation measures would be incapable of coping with the additional traffic generated by the proposed housing and

employment growth in the corridor once delivered, the Internal Auditor argued that the rejection of prioritisation measures along the A1303 may have been overstated in order to not divert resources away from planning a longer-term solution to meet the travel demands in the corridor. He informed members that the audit concluded that the two were not mutually exclusive and noted that the national bus strategy had made funding available to implement some of the short-term measures to complement the segregated busway, although the Transport Director noted that the CPCA would be responsible for such funding.

- Clarified that the audit had evaluated the assumptions and constraints of the preferred option, as opposed to alternative routes such as the A428, which meant that it was unable to provide conclusions related to alternative alignments.
- Acknowledged the strategic need to be bold in convincing people to use public transport instead of private vehicles, particularly given the expected levels of housing and employment growth in the region. It was also acknowledged that development of the City Access Strategy would establish the level to which such changes could be implemented in the city centre, and would also be fundamental in ensuring the project combined successfully with other GCP projects in an overall network.
- Welcomed the suggestion that in the event of the Cambridge Autonomous Metro (CAM) no longer being developed, the route could be redesigned along Hardwick Road and sought clarification on whether the Environmental Impact Assessment would evaluate such proposals. The Transport Director noted that the GCP was required to follow the lead set by the CPCA, as the strategic transport authority, but informed members that a range of detailed designs would be published for the route, which would then be discussed with local communities, in order to provide them with the opportunity to influence the process. Such detailed designs would be presented to the Executive Board before the project progressed to the next steps.
- Confirmed that Adams Road was included in the Comberton Greenway proposals and that detailed designs would be discussed with local residents.
- Welcomed the conclusions of the independent audit and supported progressing to the next stage of the project, noting the strategic need for transport provision in the corridor, notwithstanding the concerns raised by residents and affected stakeholders. Members noted that the role of the GCP was to deliver the CPCA's Local Transport Plan and agreed that the strategic objectives had been satisfied.

The following amendment to recommendation (c) was proposed by Councillor Herbert and agreed unanimously (removals in strikethrough, additions in bold):

- (c) Request officers, in line with the Independent Audit recommendation, to include the latest position on climate change, Covid-19, CAM, East West Rail, and the new National Bus Strategy **and integration with the emergent City Access strategy**, in the next stages of the project.

It was resolved unanimously to:

- (a) Approve the Preferred Route in the Outline Business Case (OBC) to proceed to the next stage in the process.
- (b) Request officers proceed with the EIA and associated consultation and provide a further report to the Board in due course.
- (c) Request officers, in line with the Independent Audit recommendation, to include the latest position on climate change, Covid-19, CAM, East West Rail, the new National Bus Strategy and integration with the emergent City Access strategy, in the next stages of the project.

13. Cambridge South East Transport Scheme

Tony Orgee, Chairperson of the Cambridge South East Transport Local Liaison Forum (LLF), attended the meeting to present feedback from the public meeting held on 7th June 2021. While sharing the concerns that had been expressed at the meeting, Mr Orgee drew attention to issues that had been discussed related to the level of car parking provision at the proposed Travel Hub, the route and route variants, as well as proposed changes following the EIA consultation that had been carried out in 2020.

Fourteen public questions were received from Carol Barnes, Councillor Howard Kettel (on behalf of Stapleford Parish Council), Gavin Flynn, Jenny Coe, John Hall, Colin Greenhalgh, Dr John Coppendale, Christopher Bow, Barbara Kettel, Annabel Sykes, Roger French, Peter Ray and James Littlewood (two questions, on behalf of Cambridge Past, Present and Future). The questions and a summary of the responses are provided at Appendix A of the minutes

The Transport Director presented the report, which was a summary of work carried out on development of the Cambridge South East Transport Scheme since June 2020, including the response to the EIA consultation, the design improvements and the Environmental Impact Assessment (EIA), along with a proposal to submit the Transport and Works Act Order application. Noting that the final route proposals would be considered further as part of the Transport and Works Act process, most likely through a public inquiry, attention was drawn to refinements summarised in paragraph 4.2 of the report that had been made to the scheme's design following the recommendations and preferences raised in the EIA consultation. Attention was also drawn to information regarding the railway alternative route and pink route variant in paragraphs 4.6 to 4.14 of the report.

Noting that the Joint Assembly had been generally supportive of the progress that was recommended, except for one member, the Chairperson of the Joint Assembly argued that it was justifiable and necessary for the route to cross the greenbelt given the strategic objectives of the project. In order to mitigate this, however, he informed members that the Joint Assembly had proposed an objective of a 20% biodiversity net gain, as opposed to the standard 10% net gain. It had also been requested that further consideration be given to the connectivity to the proposed route for the communities that lay close to it, for example via additional loops to the bus route, given the lack of

parking facilities at the planned stops. The Transport Director confirmed to the Executive Board that connectivity would be considered as part of the design and also committed to investigate achieving a 20% biodiversity net gain.

While discussing the report, the Executive Board:

- Acknowledged work that had been commissioned by local parish councils in relation to the Shelford rail alignment, which had been reflected in the report presented to the Executive Board.
- Observed that including additional bus loops to serve nearby settlements to the bus route would lengthen the journey time and it was instead suggested that a certain percentage of the buses could provide such a service, rather than all of them. The Transport Director noted that the current proposals included benefits to the local communities but undertook to consider connectivity issues, specifically by maximising the accessibility of the bus stops for local villages, and provide members with further information.
- Established that landscaping and foliage issues continued to be discussed with local communities in order to mitigate the visual impact of the scheme, particularly with regard to the bus stops. While acknowledging that building in the greenbelt should be avoided wherever possible, members accepted that it would be appropriate and justified for the scheme to pass through it in this case, noting that it had been concluded that the on-road route was not deliverable.
- Emphasised the need to maximise connectivity of the proposed Travel Hub, although it was acknowledged that there was an underlying objective for the GCP to promote Travel Hubs as points of modal shift for connectivity with greater functionality.
- Confirmed that light rail had been considered with the CPCA for the route in 2017 but it was concluded that the technology would not have been appropriate, affordable or flexible enough for the scheme.
- Acknowledged support for the project by the main employment centres at both ends of the route, including the Cambridge Biomedical Campus and the Babraham Research Campus, although it was noted that such support was largely indifferent with regard details of the route alignment. Members highlighted the high level of car journeys made to these destinations as the core reason behind the necessity of the scheme.
- Expressed concern over the implications of an alternative route passing through the centre of Great Shelford and Stapleford, particularly regarding how it would interact with the railway line and require the demolition of houses and gardens due to lack of space, and supported the route passing outside the settlements. One member raised particular concern about curtailing access to a sheltered accommodation estate in Great Shelford.
- Recognised that there were disagreements on some aspects of the scheme but acknowledged that the next stage of the project would look to resolve those issues

where possible, and members argued that such complex schemes would always result in disagreements as it was sometimes impossible to satisfy conflicting priorities.

- Argued that the scheme delivered on the GCP's strategic goal of underpinning economic growth and opportunity, by expanding transport opportunities and therefore increasing access to jobs.

It was resolved unanimously to:

- (a) Note the response to the EIA consultation (Appendix 1 of the report).
- (b) Note a non-technical summary of the Environmental Statement (Appendix 2 of the report).
- (c) Agree the submission of a Transport and Works Act Order application to secure the necessary planning and consents for the scheme.

14. Date of Future Meetings

The Executive Board noted that the next meeting was due be held on Thursday 30th September 2021 and approved the programme of meeting dates up to the end of 2022.

Chairperson
30th September 2021

Greater Cambridge Partnership Executive Board – 1st July 2021

Public Questions Listed by Agenda Item

#	Questioner	Question	Answer
1	Edward Leigh	<p>Agenda Items 9, 10, 12, 13</p> <p>1,700 people have signed a petition calling on the GCP to:</p> <ol style="list-style-type: none"> 1. Prioritise funding for walking, cycling, improved bus services and bus prioritisation on existing roads. 2. Fund these projects by withdrawing funding from the current busway-and-car-park schemes. 3. Re-appraise all projects against current government climate change targets. 4. Follow the elected mayor and county council in putting people's health at the heart of all projects. 5. Support the mayor to give everyone in Greater Cambridge access to convenient and affordable bus services. 6. Support the mayor to work with residents to develop a comprehensive, coherent and sustainable transport strategy. <p>So, we can't afford more delay? I agree. The busway projects are still at least four years off opening. In-highway priority measures could be delivering benefits within two, with much lower risk of delay.</p> <p>Perhaps you think we need the busways <i>and</i> the other things we have proposed? So, how will you fund the other things? The budget is already £120 million oversubscribed and the busway schemes will absorb almost all GCP's human resources.</p> <p>Perhaps you think busways do enough to promote low-carbon transport? GCP's own Sustainable Travel Programme objectives and government decarbonisation targets both require a large absolute reduction in private vehicle-mileage. That will eliminate congestion, rendering busways redundant.</p> <p>Your councils have declared climate emergencies. The City has endorsed</p>	<p>Many of the points are statements for the Board to consider.</p> <p>The GCP would agree entirely that decarbonising road transport, promoting access to public transport, walking & cycling, and reducing toxic air pollution, are urgent priorities alongside unlocking of housing opportunities for local people and managing growth.</p> <p>The GCPs strategy and proposals are well aligned with many of the potential remedies.</p> <p>The fact is that we are a hugely successful, growing area. That has created enormous pressure on both transport and housing.</p> <p>To respond to the transport challenge, we need new integrated infrastructure, new services and to refocus the city centre away from the private car. To achieve more people using public transport, it needs to be reliable, frequent and affordable and you need all of these elements to achieve that.</p> <p>We will continue to work with colleagues at the CPCA, CCC and others to meet these aims.</p>

		<p>Doughnut Economics. The County has adopted a Think Communities approach, emphasising community participation. The Labour group's manifesto for the County Council election stated, "Ensure genuine 'co-creation' in initiatives."</p> <p>Yet the projects you are being asked to progress are at odds with all of that. Will you heed the petition, and resolve today to direct the GCP to co-create of a vision and a plan to deliver zero carbon emissions, zero air pollution, zero road deaths and zero congestion?</p>	
2	<p>Tania Verdonk on behalf of the AtoB1102 Transport Group</p>	<p>Agenda item 10 – Eastern Access</p> <p>If the Eastern Access Project is to meet the needs of all those who travel within Greater Cambridge, what does the project do to meet the needs of those communities to the North and East of Cambridge who work, learn, shop and use the services of the city?</p> <p>We have many issues, including those listed below which need addressing if the proposed changes take place in Cambridge:</p> <ul style="list-style-type: none"> • The 2 planned Greenways to the East, do not connect. How will this be rectified? • Will the new Park and Ride site be delivered before private car access into Cambridge is restricted? • How will the extra traffic at Quy be monitored and reduced? • How will GCP work with all relevant stakeholders to improve public transport to encourage people out of their cars? It is currently inadequate with no buses in the evening or on Sundays. To say "it is outside our remit" is simply not acceptable. <p>What will incentivise the modal shift required to make the proposed changes anything other than a disaster for the communities who live around, work and travel in and around Cambridge?</p>	<p>Without intervention, traffic congestion and air quality will continue to deteriorate.</p> <p>CEA will provide improved public transport, walking and cycling provision to benefit communities to the North and East of Cambridge.</p> <p>There are 4 Greenways to the East, all will eventually be connected as part of the wider walking and cycling network</p> <p>Private car access is already restricted by congestion and lack of parking and this will get worse. The new Park and Ride will help to address that.</p> <p>It is unclear what extra traffic is anticipated at Quy Interchange but Highways England will doubtless review the potential impact of any proposals on their network</p> <p>Provision of improved facilities for public transport, walking and cycling are designed to incentivise modal shift and City Access proposals to be submitted to the Executive Board later in the year will complement these.</p> <p>We will continue to work with CPCA and others to promote the improvement of local public transport services.</p>

3	Dr.Marilyn Treacy	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>I would like to ask the following question at the Exec Board <u>1st July</u> under Agenda item 12 Residents of West Cambridge and beyond continue to be concerned about the lack of justification for the GCP proposed route through the greenbelt over Madingley Hill which will forever damage this valuable landscape and open it up to urbanisation.</p> <p>Whilst the C to C audit was being carried out Coton Parish Council employed an independent firm of transport consultants of national repute to examine the issues. Their report was submitted to the audit. They concluded that</p> <p>‘There is insufficient evidence to date to confirm that suitable alternatives (potential alignment via the A428 and Girton interchange and potential on highway options) have been assessed to the degree that one can conclude that they do not afford greater protection to the greenbelt which is fundamental to the context of the TWAO process under which C2C will be considered.’</p> <p>They added</p> <p>‘It is strongly recommended that the constraints relating to consideration of alternatives are reconsidered on a more equitable and transparent basis’</p> <p>They concluded</p> <p>‘Without further work on the above listed issues the scheme assumptions and constraints are not robust and do not withstand scrutiny and those shortcomings will undoubtedly be exposed in any TWAO process.’</p> <p>Question: Why are the GCP attempting to progress this scheme again without having examined alternatives in more depth and why did the independent auditor not pick up on this point?</p>	<p>The Audit considered the input from Coton Parish Council and the submission made by i-Transport including their proposed alternative alignment for a co-aligned route via the A428 and looping south of the Girton interchange. This is reviewed in S.6.6.3 of the Independent Audit. According to the i-Transport report, the scheme is a viable option although no evidence is presented to support this assertion. Their report recognises that there would be engineering challenges for the route with cost implications, which are not estimated. Alternative route options including those going via Girton interchange have been reviewed at various stages in the scheme options development process. As remarked in Audit Comment 21 (S6, p69):</p> <p>“The C2C scheme assumptions and constraints are not invalidated by the alternative options, some of which can reasonably claim that they are just as valid. It is not the role of this audit to adjudicate between conflicting options. The objectors will have the opportunity to present their alternative route options to the Public Inquiry and cross-examine the GCP and its consultants on the options development and preferred scheme appraisal. There is no guarantee, for instance, that the Co-alignment scheme would perform any better if subject to a detailed appraisal than the preferred option evaluated in the business case.”</p>
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4	Allan Treacy	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>The business case for the C2C preferred route is weak with a BCR of <u>0.43-0.48</u>. This is without any adjustment within the outline business case for cancellation of the CAM resulting in a busway which terminates at Grange Road without any prospect of further rapid access through the city, the possibility of 30 to 50% of potential passengers choosing to travel via East West rail to Cambridge south and the city centre and emerging patterns of working from home for office workers 1 to 3 days a week in the future. These factors are bound to adversely affect the business case for C to C. The conclusion of the independent transport consultants employed by Coton Parish Council was to recommend that the constraints to this project should include providing a BCR of at least one to represent an acceptable level of value for money particularly in the light of the use of government and public funds.</p> <p>How can the GCP justify progressing this scheme with a business case which does not stack up?</p> <p>Why did the Independent Auditor not highlight this issue?</p>	<p>The Independent Audit discussed the economic appraisal including the estimation of the BCR in S.4.2.1 of the report. The BCR of 0.43 refers to the transport user benefits only which increases to 0.48 when taking account of agglomeration benefits in the corridor. In line with Transport Appraisal Guidance from the Department of Transport and HM Treasury, the Business Case estimates the wider economic impacts which increases the BCR to 1.47 (increased to 3.48 with Greater Cambridge additionality benefits).</p> <p>The issues surrounding city centre access from Grange Road are reviewed in S.3.3 of the Audit which identifies this as a weak link in the C2C project and more widely the Cambridge Better Public Transport programme. This is acknowledged as a key constraint by the GCP and the Combined Authority which is partially addressed in the recent City Access policy of soft measures to improve bus movements. Further measures will be required if bus accessibility is to match the ambitions of the Better Public Transport project.</p> <p>Regarding East West Rail, claims are made in several submissions that EWR will replace the need for the busway without any evidence being provided to support this assertion. It is likely that EWR will abstract some travel demand in the corridor which is why the Audit recommends in S.5.2 that the EWR be brought into the appraisal process to evaluate the impact on the C2C scheme.</p>
5	Terry Spencer	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>The Joint Assembly failed to mention in their report that the newly elected mayor for Cambridgeshire & Peterborough had confirmed that the CAM would not proceed.</p> <p>1) Without the CAM, how exactly does the GCP propose to link buses from the current terminus of the Cambourne to Cambridge busway at Grange Road to the three stated destinations - the Science Park, the city centre, and the biomedical campus?</p>	<p>As remarked in response to Q26, the issues surrounding city centre access from Grange Road are reviewed in S.3.3 of the Audit which identifies this as a weak link in the C2C project and more widely the Cambridge Better Public Transport programme. This is acknowledged as a key constraint by the GCP and the Combined Authority which is partially addressed in the recent City Access policy of soft measures to improve bus movements. The assumption is that these measures will be enough to enhance bus speeds and provide more reliable journey times across</p>

		<p>2) Without details of these connections, the “preferred” route for busway scheme will fail to deliver the stated objectives. Why is the GCP persisting with this scheme, which has received overwhelming opposition by the public, the previous mayor for Cambridgeshire & Peterborough, the local MP, and many organisations, including the National Trust, CPPF, parish councils and the Local Liaison Forum?</p> <p>3) How can the “independent” audit team advise that there is no reason that the scheme should not proceed, when no feasible or sensible routes have been proposed to connect from Grange Road to the stated destinations without aggravating congestion in Cambridge and without serious environmental city centre impacts on pedestrians, cyclists and tourists visiting the historic city?</p>	<p>the city. However, no detailed modelling of the likely impact has been conducted so it remains uncertain whether bus accessibility will improve. Further measures will be required if bus accessibility is to match the ambitions of the Better Public Transport project. Despite this, the assumptions and constraints relating to the growth of travel movements in the Cambourne to Cambridge corridor remain valid.</p> <p>The CAM has never been a committed scheme and so, in line with DfT requirements, the C2C business case did not assume CAM delivery. Bus services will be confirmed as the scheme develops, working with bus operators. However an initial bus strategy report (https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/C2C/C2C-OBC-Jan-2021/C2C-OBC-2020-Bus-Strategy-Report-Appendix-F.pdf) proposes direct express services to key employment centres, as follows:</p> <ul style="list-style-type: none"> • Cambourne to Cambridge City Centre at 10-minute interval service (six buses per hour). • Cambourne to Biomedical Campus at 30-minute interval service (two buses per hour). <p>The C2C OBC has been shaped by the findings of three public consultations. We recognise and dedicate time to understanding and addressing opposing views and local concerns. However, there remains a need to connect new and growing communities and there is also local support.</p>
6	Andrew Taylor of Countryside Properties	<p>Agenda item 12 – Cambourne to Cambridge Independent Audit</p> <p>Please can you confirm that the GCP board will approve the decision to move forward with the recommendation regarding the C2C scheme? Countryside support the conclusion of the audit that there is no reason not to proceed to the next stage in the development of the C2C scheme. Following the publication of the Cambourne to Cambridge Independent Audit, Countryside and its consultant team have reviewed the findings. We</p>	<p>For the Board to note.</p> <p>The audit recognised that housing developments in Cambourne West and Bourn Airfield require the C2C project to be delivered to provide reliable public transport services, otherwise that planned growth will be put at risk.</p>

		<p>support the proposed route for the C2C as recommended through the audit and are supportive of the GCP reaching a positive decision on this matter. Within the Bourn Airfield new village site, the route is consistent with the adopted SPD for the site and the parameters on which SCDC resolved to grant permission earlier this year.</p> <p>The delivery of the C2C is important for delivering new community-based transport options and the two stops within the Bourn Airfield New Village will be at the heart of the community including adjoining the new village centre.</p> <p>We look forward to continuing working with the GCP to support the swift delivery of the scheme which is a key infrastructure project in the area both for the existing and the new communities which will be developed.</p>	
7	Melanie Forbes	<p>Agenda item 12 - Cambourne to Cambridge Independent Audit</p> <p>As we emerge from the pandemic, we are faced with an ecological disaster, the signs of which are manifest everywhere and everyday. We know what we have to do, and it is a race against time.</p> <p>Many organisations are working to create and preserve disappearing habitats to protect the ecosystem which sustains us. The CPPF project to create a wetland in Coton provides a local example.</p> <p>How then does the GCP justify destroying protected greenbelt land and important habitats to build an off-road busway when</p> <ul style="list-style-type: none"> i) a faster rail solution is just a few years down the track, and ii) an on-road alternative runs parallel close by? <p>In the light of recent changes and future threats, why does the GCP continue to resist a formal comparison of the off road and on road proposals?</p>	<p>The audit notes that C2C complements East-West Rail and flags new opportunities to reflect the current Mayor's priorities and the Government's Bus Back Better strategy.</p> <p>East West Rail will not serve the communities between Cambourne and Cambridge and is not likely to be delivered in time to enable the provision of new housing on Bourn Airfield and planned growth at the University's West Cambridge Campus.</p> <p>The audit also concludes that alternative route options have been put forward and have been considered in line with guidance, evidence of assessment is published as part of the Outline Business Case (OBC) - OARs 1,2 and 3 published online</p> <p>As well as the SOBC and OBC there are two technical notes considering alternatives routes, published back in 2019 – both available online.</p> <p>Finally, there is a commitment to deliver a minimum of 10% biodiversity net gain for the scheme overall, with the objective of achieving 20% gain across the programme.</p>

8	Jane Renwick	<p>Agenda item 12 – Cambourne to Cambridge Independent Audit</p> <p>Following the conclusions of the “Independent” Audit, I would like to ask a question concerning the lack of public confidence in the democratic process that has led the GCP to progress, so unwaveringly, with their preferred route for the Cambourne to Cambridge busway.</p> <p>I refer to point 3.7 of the Joint Assembly Feedback. It is stated that “overall, there was also a consensus that the scheme should proceed to the EIA stage as some residual areas of concern, such as the impact on Hardwick and Coton, can only be addressed by that means. This infers that the severe environmental impact that the proposed busway would have on these two villages is only of residual concern. Here, the use of the word ‘residual’ suggests that the EIA stage will, yet again be merely another sweeping up exercise that will in no way lead to any serious reappraisal of the GCP preferred route.</p> <p>I would like to ask how can the residents of Hardwick and Coton be reassured that this is not just another box ticking exercise that will have no impact on the final decision?</p>	<p>The scheme has been developed with regular input from stakeholders, gathered through three public consultations (in 2015, 2016/17 and 2019), and regular community and stakeholder groups and meetings which have been paused whilst the scheme has been on hold.</p> <p>Community contributions have to date influenced, for example, stop locations and design, park & ride site, commitment to improve existing A428 noise barriers, and, to incorporate local pedestrian and cycling access to the Travel Hub.</p> <p>GCP recognises that this does not mean that all stakeholder issues have been addressed and that some issues remain, most notably in Hardwick and Coton.</p> <p>If the scheme proceeds, the next step would be restarting regular engagement through community forums, meetings and correspondence to involve stakeholders in more detailed designs to inform a public consultation to be undertaken later this year.</p> <p>This EIA consultation will inform further scheme amendments to reflect mitigation of impacts in a final published EIA.</p>
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9	Carolyn Postgate	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>With reference to Feedback from the Joint Assembly Meeting 10th July 2021, Agenda page 28, item 5.2 second point:</p> <p>"Some members welcomed reference to the potential reassessment of the alignment in Hardwick, avoiding the need to chop down trees along St Neots Road."</p> <p>This was in relation to a statement from Peter Blake.</p> <p>If this realignment on St Neots Road, Hardwick, is changed to an on-road bus lane instead of a segregated route, this leaves the short distance through the Green Belt on Madingley Hill next to Coton and then through the Cambridge West Fields the <u>only</u> fully-segregated section in the entire CtoC route.</p> <p>Will the Board reconsider the wisdom of wasting huge sums of money on a minimally segregated route that no longer fulfils its original brief?</p> <p>Viable alternative routes exist and need to be examined in greater detail before any final decision is made.</p>	<p>The audit states that alternative route options have been put forward and have been considered in line with guidance.</p> <p>Although alternative alignments along St Neots Road could be considered in order to minimise the impact on local residents, particularly now in light of the emerging position on CAM, the majority of the proposed C2C route would still travel off-road avoiding the worst congestion.</p> <p>Full details are available online and in the published OBC available online</p>
10	Dan Strauss and Heather Du Quesnay on behalf of North Newnham Residents' Association	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>Over 3300 people signed a petition urging the GCP not to use Adams Road as the final stage of the C2C busway and we were pleased to see that these people were listened to.</p> <p>Can the GCP now consider the safety of the 6000 cyclists who use Adams Road every day and urgently make improvements to the road, which should include traffic calming and removing the parking?</p>	<p>As answered at June's Joint Assembly – Adams Road is no longer proposed as part of the C2C project route. GCP intends to promote improvements to the safety of cyclists using Adams Road as a part of the Comberton Greenway, and officers will be in contact in the near future regarding the next steps in engagement.</p>

11	Antony Carpen	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>"Please can the Greater Cambridge Partnership set out what detailed discussions they have had with Stagecoach regarding the Cambridge Access element of the busways programme - in particular with regards to:</p> <ol style="list-style-type: none"> 1) What happens to busway buses from Cambourne that reach Grange Road 2) What happens to CSET buses when they reach Addenbrooke's." 3) How you are managing the risk of building stranded pieces of transport infrastructure that previous generations of transport engineers left Cambridge with during the 1960s/1970s incl Elizabeth Way Bridge, & Barnwell Road dual carriageways". <p>Pre-amble</p> <p>"The Strategic business case from early 2020: states in Para 2.3:</p> <p>"The Phase 1 route will run from the Madingley Mulch roundabout into Cambridge. The route will connect into the existing bus network on Grange Road,"</p> <p>There has been very little of substance published by the GCP on what happens once the buses reach Grange Road. The Citi Bus Network does not run to that part of Cambridge/Newnham.</p> <p>There is a short stretch where the Uni bus service operated by Whippet passes, but this is not integrated into a single ticketing system. I know because I've lost count the number of times I've paid for two sets of tickets – one for the Stagecoach network and one for the Whippet Network.</p> <p>The Independent Audit you commissioned states the following:</p> <p>"[The Cambourne to Cambridge Busway Project] ...offers no solution apart from the City Access program of soft measures to restrict on-street parking and reallocate road space to active travel. The assumption is that these</p>	<ol style="list-style-type: none"> 1. Regular, direct express services would use the C2C route and from Grange Road use the existing road network to travel to key employment hubs as set out in the bus strategy. 2. GCP will continue to engage with bus operators including Stagecoach, Whippet and potential market entrants and anticipates that CPCA will advance a Bus Franchise model. In September the Executive Board will consider further proposals for the GCP's City Access project to improve access through the city. 3. CSETS - Connects with existing guided busway and provides access to the new Cambridge South Station 4. GCP proposes the flexibility afforded by buses rather than light rail vehicles so there is no risk of creating stranded assets. The existing, highly successful Guided Busway comprises sections of guidance with on-road sections in the city centre.
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	<p>measures will be enough to enhance bus speeds and provide more reliable journey times across the city. However, no detailed modelling of the likely impact has been conducted so it remains uncertain whether bus accessibility will improve.” [Audit Comment A4]</p> <p>Regarding the South Eastern Entrance into Cambridge, on 06 March 2015 Mr Andy Campbell, then Director of Stagecoach Buses in Cambridgeshire told the then City Deal Assembly that his company's buses experienced the worse delays between 'Addenbrooke’s – Cambridge Railway Station – Cambridge City Centre'. (See my video here https://www.youtube.com/watch?v=1jtovu2dPhk&t=7m00s) It is not clear how the busway proposed will have a significant impact on traffic volumes along this major route if buses are expected to join the existing network at Addenbrookes. Please include in your responses any substantive discussions you had with Mr Campbell and/or his successors.</p> <p>(More background reading to this question is on my blog at https://cambridgetownowl.com/2021/06/26/what-happens-to-the-proposed-cambourne-cambridge-busway-buses-when-they-hit-grange-road/</p>	
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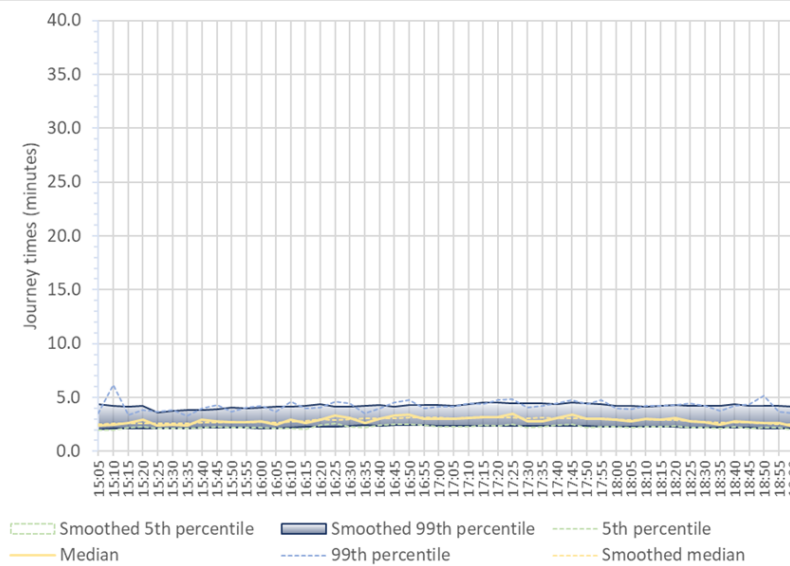
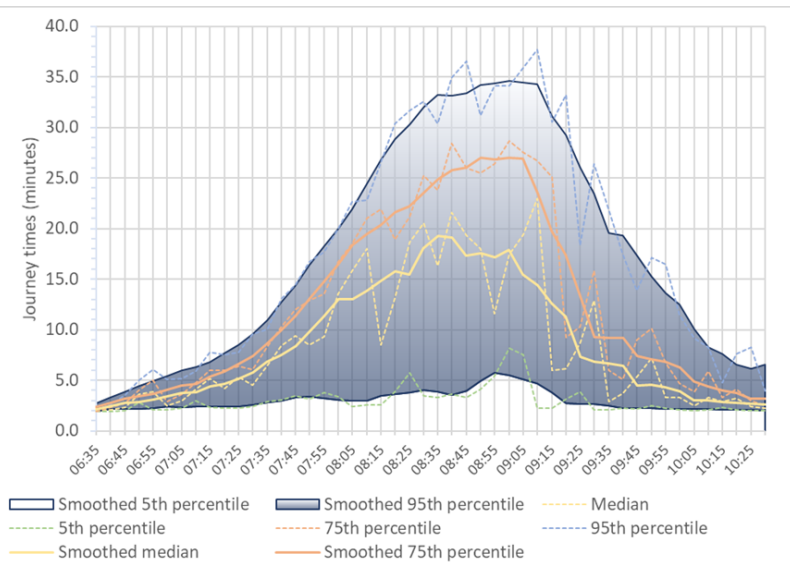
12	Pauline Joslin	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>Can the GCP make it clear and formal that if this scheme is to go ahead, then the GCP will be addressing the environmental, sound and visual barrier issue of the proposed Busway and the A428 motorway on St Neots Road, Hardwick. I remind the GCP that 764 Hardwick residents signed a Petition to 'Save our Trees on St Neots Rd' we do not want the tree barrier removed.</p> <p>Does GCP acknowledge that Hardwick Parish Council confirms it does not support the Off Road C2C nor the destruction of the Tree line between A428 and St Neots Road?</p> <p>Does GCP acknowledge that the verifiable on-line petition on Change.org to save the St Neots Road trees has over 750 signatures</p> <p>Will GCP please confirm that there are no changes to the St Neots Road carriageway whether the C2C off road busway goes ahead or not</p> <p>Would GCP please confirm that the sustainable pedestrian and cycle path planned for St Neots Road will continue regardless of the C2C going ahead or not</p> <p>Where can we see the GCP plans for upgrading the St Neots Road Footpath please including the start and finish date</p>	<p>The petition has been noted and should the scheme advance we will continue to work closely with the Hardwick community to address concerns and gain input to EIA and mitigation measures.</p> <p>Alternative alignments along St Neots Road could be considered in order to minimise the impact on local residents, particularly now in light of the indication that the CPCA may not require full segregation for CAM compliance.</p> <p>GCP recognises that not all stakeholders will welcome the need for new infrastructure to enable the provision of new houses and jobs.</p> <p>GCP is committed to provision of a new pedestrian and cycle path as part of C2C and plans will be produced for the EIA consultation at which time we will indicate possible start and finish dates.</p>
13	Cllr Markus Gehring	<p>Agenda item 12 – Cambourne to Cambridge Independent Audit</p> <p>As far as I can see public participation is high on the agenda for the ruling groups in all three constituent authorities of the GCP but unfortunately officers of the GCP has declined numerous requests to convene a zoom meeting of the Local Liaison Forum for the C2C Route even though the independent assessment is unclear in how the assessor reached the sweeping conclusion that after 100 pages of criticism the current routing is somehow still the best. The Chair of the LLF and various members requested the GCP to convene a meeting but we were fobbed off with the</p>	<p>The Outline Business Case has already been discussed by the Local Liaison Forum on 27th January 2020 and 2nd June 2020.</p> <p>An LLF meeting on 8th December 2020 was updated on recommendation to the Board to undertake an independent audit, and the LLF chair spoke about the scheme at the December Executive Board meeting.</p>

		<p>excuse that the independent assessment did not constitute a major or material step in the planning of this disastrous busway. I respectfully disagree. The Report has reached conclusions which will trigger the next phase of the development and thus really require public debate and input. Curtailing public participation when the political landscape has changed sends a devastating signal to those campaigners and groups who have been studying the papers and proposals by the GCP on C2C since 2015. Why was the LLF not convened and why is it not convened to discuss the impact assessment and next phases of this project?</p>	<p>The independent audit has been managed as an independent process, prepared and submitted to the Board by the auditor, Phil Swann – which he will introduce in a moment.</p> <p>Mr Swann met with the chair of the LLF twice during the audit process, most recently on June 3 to brief on the outcome of the audit.</p>
14	Chris Pratten	<p>Agenda Item 12 – Cambourne to Cambridge Independent Audit</p> <p>Despite specific representations from the LLF, issues due to Green Belt planning constraints and holistic journey times were not properly addressed by the auditor.</p> <p>The current proposals for a C2C route crossing the West Fields do immense damage to an important part of Cambridge’s Green Belt. The GCP’s own consultants have identified that a route across the West Fields conflicts with the purpose of including this land in the Green Belt. The NPPF states that “Very Special Circumstances” would therefore need to be demonstrated.</p> <p>Are Board members aware that the planning appendix to the latest Option Assessment Report does not justify “Very Special Circumstances”, but instead claims, based on the case of a temporary intervention in the Green Belt by a mining company, that the development is “Appropriate”?</p> <p>Have officers presented Board members with an alternate plan should this novel legal approach fail? If the plan is to pursue an appeal for “Very Special Circumstances”, why have officers not provided a detailed justification of this for the Board to consider?</p> <p>Notwithstanding the proposed destruction, modal shift will require effective links to the C2C in both directions. The audit report highlights</p>	<p>The Independent Auditor reviewed all documentation including the OBC which includes a substantial Annex addressing Green Belt matters and concluded that due process had been followed.</p> <p>Planning advice, as referred to, is that the development is not inappropriate. As such there is no requirement for a case for “Very Special Circumstances”. Such a case would be prepared in the eventuality it is called for.</p> <p>Buses would follow the well-established U route which has operated successfully for some years.</p> <p>GCP agrees that City Access proposals would further improve that leg of the route – and they will be considered further at the next Board meeting.</p>

		<p>that there are significant problems with getting passengers back to Grange Road to access the C2C from City Centre destinations.</p> <p>Does the Board accept that without a workable City Centre access proposal the financial justifications for the scheme do not hold up? Does the Board accept that at present no credible proposals for getting buses back to the C2C at Grange Road have been produced? The proposals, to date, would have returning buses stuck in queues on Lensfield Road or Trumpington Road, rendering any speed improvements from the busway irrelevant.</p>	
15	James Littlewood Chief Executive CPPF	<p>Agenda Item 12. Cambourne to Cambridge Independent Audit</p> <p>How much approximately will the Environmental Impact Assessment (EIA) cost?</p> <p>Should the Board not have sight of the updated business case, taking into account the Independent Audit recommendations, before it considers spending money on the EIA?</p> <p>If not, can you explain what is the purpose of the business case, which has so far cost over £8 million to produce, if it is not to determine whether the project is an appropriate way to spend public money?</p>	<p>The final EIA work will be subject to agreement of scope with DfT at which point costs can be identified.</p> <p>The Independent Audit has recommended that the business case be updated in due course to reflect matters such as EWR and Covid-19 guidance but is clear the scheme can proceed to the EIA stage in the meantime.</p>

16	James Littlewood Chief Executive CPPF	<p>Agenda Item 12. Cambourne to Cambridge Independent Audit</p> <p>CambridgePPF has submitted a series of questions to the GCP in response to the Independent Audit. These are too numerous to be included in the public questions. Of these questions, we would like to publicly ask: Will the GCP acknowledge that there are no significant delays westbound along Madingley Hill in the evening peak?</p> <p><i>Audit report p19 (3.2): Current delay on the A1303, eastbound, in the AM Peak is up to and over 75% slower than average night-time speeds. This is mirrored in the westbound PM Peak with between 50%-75% slower speeds than night-time average speeds.</i></p> <p>This appears to misquote the Economic Case, page 61:</p> <ul style="list-style-type: none"> • <i>Traffic moving at over 75% slower travelling in to Cambridge in the AM Peak compared to night time average speeds between Madingley Mulch Roundabout and the M11 Junction;</i> • <i>Traffic exiting the M1 [sic] motorway moving at between 50% and 75% slower compared to night time average in both the AM and PM Peak; and,</i> • <i>Delays occurring in both the AM and PM Peak with traffic moving at over 75% slower than the night time average speed at the Madingley Road Park and Ride site.</i> <p>Neither of the second two points describe the speed of westbound traffic on Madingley Hill in the PM peak. Cambridge PPF's report included analysis of a full year of bus travel data published on the GCP Smart Cambridge data hub. That demonstrates incontrovertibly that there are no significant delays westbound along Madingley Hill in the evening peak. Even in the morning peak the pattern of delays is too complex to be usefully summarised as "75% slower".</p>	<p>At present the significant westbound delays in the evening peak are mainly east of the M11, but traffic is often heavy over Madingley Hill and likely to deteriorate without action given the planned growth in the area.</p>
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We have provided two graphs (below) that demonstrate our point.



¹ <https://www.smartcambridge.org/traffic/>

17	<p>Matthew P. Brown, Superintendent, The American Military Cemetery Charles Crichton-Stuart, Chair, Madingley Parish Council</p> <p>James Littlewood, CEO, Cambridge Past Present & Future Mark Abbot, Chair, Coton Parish Council</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>The Madingley Hill landscape is a place of beauty that has been valued by many generations and is worthy of preservation. Its stunning viewshed extends north towards Ely Cathedral, east towards King’s College Chapel, south over Red Meadow Hill, and beyond; with the picturesque villages of Coton and Madingley nestled either side.</p> <p>In 1945, Major-General Lee of the US Army requested Madingley Hill to become the site of a permanent commemorative cemetery and memorial to honour fallen US service personnel of the Second World War specifically because of its natural beauty and unparalleled viewshed. The US Government asked for this specific terrain – no other terrain would do – because the viewshed was the key “selling point” then, as it is now.</p> <p>Today, the Cambridge American Military Cemetery is a world-renowned monument and a Grade 1 listed landscape by Historic England. Extending south, the unspoilt open countryside, located in the Green Belt, is extensively protected by National Trust covenants.</p> <p>We are concerned that GCP’s proposal to build a tarmac bus road across the south side of the hill would irreparably damage this unique and precious landscape, compromising the setting of the American Military Cemetery, severing historic community access routes, and paving the way for further urban encroachment in its vicinity.</p> <p>We, the undersigned, therefore ask GCP to:</p> <ol style="list-style-type: none"> 1. Will you reject a scheme that so manifestly damages such a sensitive and internationally recognised landscape? 2. Will you properly and impartially assess the well-characterised alternatives for improving bus journeys between Cambourne and Cambridge using existing infrastructure? 	<p>The first point is for the Board to note.</p> <p>The GCP has properly assessed the alternatives for improving public transport between Cambourne and Cambridge – this has been confirmed by Independent Audit.</p> <p>These deliberations have included reviewing on-road and northern routes around the American Cemetery, both of which have adverse impacts upon the approach, setting and layout of the cemetery site. Those options have been discounted.</p> <p>As the only existing infrastructure to provide connectivity between Cambourne and Cambridge we would not recommend widening of Madingley Road past the Cemetery or the loss of land protecting the Cemetery from traffic and do not believe it can be in the interests of the American Military.</p>
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18	Gabriel Fox	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>For the past six years, I have been asking the same question of the GCP:</p> <p>Why is it necessary to build an off-road section of busway for the less than 2 mile stretch between Madingley Mulch roundabout and the West Cambridge site, at great financial and environmental cost, when a simple, on-road bus lane solution on the A1303 would perform just as well at a fraction of the cost?</p> <p>Initially we were told that the off-road busway delivered valuable transport benefits. But when they got round to examining it properly, GCP's transport officers conceded that an off-road route across the Madingley Hill green belt landscape would have no significant end-to-end journey time or reliability benefit over a well-designed scheme using the A1303. They were even kind enough to admit in the Outline Business Case published last year that the most reliable bus infrastructure in Cambridgeshire is not (as some had previously claimed) the existing Cambridgeshire Guided Busway north of the city, but the intermittent, on-road bus lane between Ditton Walk and Napier Street on Newmarket Road, a busy radial route that is far more challenging in terms of congestion and junctions than the A1303 on Madingley Hill.</p> <p>Once that excuse was laid to rest, we were then told the off-road route was necessary for CAM compliance. But now CAM is not going to happen.</p> <p>So what is the latest excuse?</p> <p>We all want a better bus service between Cambourne and Cambridge that the public can afford to use. When is GCP going to accept that a popular, affordable, highly efficient – and quick to implement – on-road scheme is the best way to achieve that?</p>	<p>Evidence would not support the assertion that an on-road bus solution would perform 'just as well'.</p> <p>The southern, off-road alignment is proposed on the basis that it has been identified, after the assessment of alternatives, including on-road options, to be the best performing against project objectives.</p> <p>Evidence of assessment is published online.</p> <p>The idea that a simple on-road bus lane could be provided at a fraction of the cost is also not supported by the evidence: there is insufficient space to deliver such as scheme at the more constrained points by the SSSI and American Cemetery whilst the M11 Junction 13 will remain a constraint.</p> <p>The Independent Audit states that alternative route options have been put forward and have been considered in line with guidance.</p>
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19	Carol Barnes	<p>Agenda item 13 – CSETS</p> <p>Why is GCP proposing to use Green Belt land for the Busway when there are two greener and more environmentally friendly alternative routes?</p> <p>I am writing regarding the planned GCP Busway route, currently set to slice through the attractive undulating Green Belt land near Magog Down, a cherished area of Cambridgeshire countryside.</p> <p>Two much better alternative routes have been put forward, both of which would have far less impact on the environment:</p> <p><u>Route 1)</u> a Busway running alongside the A1307 to Babraham,. This less intrusive route would be cheaper than GCP’s proposed route, as it would run alongside current infrastructure.</p> <p><u>Route 2)</u> using the former Haverhill railway route via Shelford, as described in the i-Transport’s Report, commissioned by Shelford and Stapleford Councils. Additionally, this route would directly benefit the transport needs of local villagers along the route, which wouldn’t be the case with the GCP plan.</p> <p>Need to review this decision</p> <p>The criteria for choosing a Busway route needs to be looked at again. Has the reduced need for public transport now that home-working is becoming the norm been taken into consideration, for example? Additionally, lockdown has made us all think carefully about our local environment and our need for green spaces.</p> <p>The unnecessary loss of Green Belt countryside to the Busway would not only make the surrounding area susceptible to development but also be a great loss to the mental well-being of those people who currently enjoy this beautiful area. It would certainly have a disastrous effect on the environment when there are much greener and cheaper alternatives.</p>	<p>The alternative routes outlined in the question also require the use of some Green Belt land.</p> <p>A route running alongside the A1307 to Babraham was considered previously, it had its own environmental impacts and was not supported in the public consultation.</p> <p>No “former railway route” exists to the north of Shelford Station</p> <p>The alternative route using the alignment of the former Cambridge-Haverhill railway through Stapleford and Shelford has been evaluated by GCP as evidenced in the report. The appraisal concludes the Railway Alignment is;</p> <ul style="list-style-type: none"> • Considerably more expensive; • Requires the demolition of local properties; • And creates impacts with the railway line <p>In Greater Cambridge, people are returning to cars more quickly than any other mode. Thus, the case for CSETS appears strong. It is nevertheless currently too early to make any reliable assessment of the long-term impact of COVID-19 on travel demand within the CSET study area. The business case for the scheme will, in accordance with DfT requirements, continue to be reviewed and updated as new data becomes available</p> <p>It is notable that the roles of many of the NHS medical and support staff working in the hospitals and laboratory environments at CBC are not jobs transferable to home-working.</p>
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		This project urgently needs to be reconsidered, particularly in the light of changes to our needs and lifestyle.	
20	Cllr Howard Kettel FRICS Chair Stapleford Parish Council	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>With the CSET busway operating at capacity on opening (i-Transport Report commissioned by Gt Shelford and Stapleford Parish Councils), how will the vision for growth at Cambridge Biomedical Campus be accommodated? Simply adding more buses as the GCP has proposed cannot be the answer because the limited road capacity in central Cambridge prevents this. Central Cambridge currently has 125 buses per hour at peak: independent consultants separately calculate that on present plans that will need to grow to between 200 to 300 buses per hr!</p> <p>Will the GCP consider a more scalable and future-proofed infrastructure such as light rail that already successfully operates in several European cities of a similar size to Cambridge? Please justify your answer.</p>	<p>It is incorrect to suggest that the CSET public transport route will operate at capacity on opening.</p> <p>The capacity of the CSET infrastructure is not limited to the level of service assumed in the OBC modelling. If demand is higher, more vehicles can be operated on the CSET infrastructure and the existing Guided Busway. This scalability is borne out by the existing successful guided busway.</p> <p>The GCP City Access programme, to be discussed in September, will bring forward measures to address the issue of making best use of the limited road capacity in central Cambridge.</p> <p>Light rail has previously been reviewed by the GCP and CPCA and been discounted as an option for the Greater Cambridge area. Cost and flexibility were the principle reasons for this decision. Light rail would also not offer the scalability benefits in the City environment suggested.</p>
21	Gavin Flynn	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>Qualitative analysis in the GCP's economic appraisal concludes that the preferred CSET route will have adverse impacts on landscape. If these impacts were quantified and hence properly incorporated into the economic model (as per the government's Transport Appraisal Guidance (TAG) on monetising environmental, social, heritage and other 'non-market' features of projects) they would negatively affect the already poor BCR of 0.81 of CSET. Why have you not done this and what effect do you think that monetising them would have on CSET's BCR (or on its wider economic case, if you no longer support BCR)? In answering, please explain which other legitimate government guidance you are following (because at</p>	<p>The Government's Transport Appraisal Guidance (TAG) does not approve the monetary valuation of the impact of landscape changes.</p> <p>In accordance with TAG the environmental impacts of the CSET scheme in respect of noise, air quality and greenhouse gases have been monetised. These impacts are incorporated in the BCR presented in the Outline Business Case and reported in the Economic Case of the OBC.</p> <p>In addition to following TAG, the project has carried out a Natural Capital Assessment which seeks to monetise a wider range of environmental aspects which can be monetised.</p>

		the Joint Assembly meeting on 10th June this was the indication given by Peter Blake) and why it is more relevant than TAG.	<p>The Natural Capital approach considers the monetised impacts resulting from changes to cropping patterns, climate regulation, flooding, air quality and recreational and physical health.</p> <p>The results for the CSET scheme will be submitted as part of the TWAO application</p>
22	Jenny Coe	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>Irrevocable damage to the Cambridgeshire landscape; rising awareness of and action to mitigate the climate emergency; the absence of a City transport strategy to link up the busways; other major infrastructure projects with which busway projects have zero planned compatibility; a vast lack of public support for busways and mistrust of the GCP; and the impact of Covid-19 on public opinion, values and working habits - in the face of all these changes and pressures, the GCP has not notably altered its plans. Will not the Elected Members think of our children and grandchildren and plan a transport structure that Cambridge people deserve rather than a naive, congestion-busting, short-term policy?</p>	<p>The GCP does have an Integrated Strategy to respond to the transport challenges in our area - we need new infrastructure, new services and to refocus the city centre away from the private car. Today's agenda covers some of our infrastructure proposals, modelled on the hugely successful Cambridgeshire Guided Busway, but modernised to be electric vehicles and adopting less intrusive guided technology.</p> <p>The next Board meeting will consider the City Access and Public Transport services proposals.</p> <p>Together these initiatives, along with Greenways, Cross City Cycling, Cambridge South Station, state of the art traffic signals and the like form part of our integrated strategy.</p>

23	John Hall	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>The CSET scheme has relied on an estimate that 29% of usage will come from the local villages. This is believed to be an overestimate by many villagers in Stapleford given the sites of the stations.</p> <p>There is now further uncertainty, as partially reflected in an updated CSET business report about the impact of dilution by the EWR route. Other major uncertainties leading to possible further dilution of numbers include changes to flexible working practices around Cambridge and new post pandemic national bus strategies. An updated Genetic path could further dilute numbers of cyclists and walkers using the proposed active travel path.</p> <p>Would the GCP not think it sensible to 1) defer their decision for the preferred route through the green belt, using busses down the A1307 for now until a more stable picture of demand emerges and 2) given public disquiet and claims of not being heard, to publish revised estimates of usage and take these out to public meetings in the villages both to update villagers on all changes and deliberations, but also to hear those concerns that villages believe are not being heard nor addressed.</p>	<p>The patronage estimate has been produced in accordance with Government guidance.</p> <p>EWR services will not serve Shelford Station and is not expected to have a significant impact on demand projections.</p> <p>In the context of the COVID-19 pandemic, in Greater Cambridge people are returning to cars more quickly than any other mode and morning and afternoon travel peaks have returned. In this situation the strategic case for the CSET scheme remains strong.</p> <p>A key target market for the CSET scheme is commuters travelling to the Cambridge Biomedical Campus. The roles of many of the NHS medical and support staff working in the hospitals and laboratory environments at CBC are not jobs transferable to home-working.</p> <p>The Business Case will be updated as part of the Full Business Case work.</p>
24	Colin Greenhalgh	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>Greater Cambridge Partnership's (GCP) proposals for the Cambridge South-East Busway (CSET) fail to integrate in any meaningful way with the Cambridge City Access Scheme: it is like building the London Underground without Zone 1. The route starts in a remote car park, bypasses on-route centres of population, and fails to demonstrate strategic integration with existing rail lines, East West Rail, greenways, pedestrian routes, and Haverhill, from where many car journeys to Addenbrookes Biomedical Campus and Cambridge originate. In addition, the lack of both a peak period congestion charge and restrictions on car occupancy numbers give no incentive for the majority of people to prefer public transport to private cars.</p>	<p>The CSET proposals:</p> <ul style="list-style-type: none"> • integrate with the existing Guided Busway; • serve the planned Cambridge South Station; • are being developed in conjunction with the Linton and Sawston Greenway schemes; and • include proposals for enhanced public transport services extending beyond the A11 Travel Hub to Granta Park, Linton and Haverhill <p>The GCP does have an Integrated Strategy to respond to the transport challenges in our area - we need new infrastructure, new services and to</p>

		<p>Meanwhile, Smarter Cambridge Transport has calculated that GCP's Busway proposals will cost almost half a billion pounds, with every resident in South Cambridgeshire obliged to contribute £1370 and every additional Busway passenger costing residents £180,000 ! No wonder the Business Case Ratio for the Cambridge South-East Busway is only 0.81, compared with a GCP target of 1.5 - 2.0, a figure that becomes even worse than 0.81 if the cost of the huge environmental damage to the Green Belt, to villages such as Great Shelford and Stapleford, and to the mental and physical health of the residents of Cambridge and South Cambridgeshire is included in the calculation.</p> <p>Can GCP explain what evidence in support of CSET weighs more heavily than all these important and negative environmental, cultural and financial factors, a question which so far GCP has refused to address?</p>	<p>refocus the city centre away from the private car. Today's agenda covers some of our infrastructure proposals, modelled on the hugely successful Cambridgeshire Guided Busway, but modernised to be electric vehicles and adopting less intrusive guided technology.</p> <p>The last Board meeting considered the City Access and Public Transport services proposals and these will be brought back to the next meeting in detail.</p> <p>The scheme has been assessed in accordance with the DfT TAG requirements.</p>
25	Dr John Coppendale	<p>Agenda Item 13 - CSETS</p> <p>Please quantify and explain the reduction in the size of the proposed new car park at Babraham from 2,000 spaces to 1,250 on the BCR of CSET with reference to both your old and new economic models. Please recalculate the BCR of alternative routes put forward for public consultation in 2018 with reference to both the new and old economic models so comparisons with the preferred greenbelt route can be made, and can you set out your conclusions on all routes including amplification of your previous response that the BCR is only one aspect to consider.</p>	<p>The proposed reduction in car parking capacity at the Travel Hub will meet the projected requirements of the scheme.</p> <p>There is space in the footprint of the Travel Hub for car parking to be further expanded at a later date, up to 2,000 car parking spaces if demand justifies it.</p> <p>Amending the design to remove capacity not required in the early years of the scheme has no effect on the BCR other than cost savings,</p> <p>The Combined Authority's response to the EIA consultation was that the number of spaces at the Travel Hub was too high and this should be revised downwards. This has also influenced the reduction in the initial capacity to be provided.</p> <p>The revised design reflects the demand that can be evidenced in the TWAO application.</p> <p>The new economic model will be completed as part of the Full Business</p>

			Case.
26	Christopher J Bow	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>Given the current poor business case for CSET (with a BCR of 0.81), why is the new economic model not being made available for public scrutiny and does this not undermine the credibility of the methodology and the resulting projections? In the light of previous responses that the BCR is only one aspect to consider, will you apply the same criteria to alternative routes? In answering this question, please let us know what the BCR of CSET is using the new economic model.</p>	<p>The BCR produced at OBC stage for CSET was part of a series of BCRs produced for the shortlisted options that helped to inform the selection of a preferred option. As the scheme continues to develop up to and including Full Business Case, appraisal of the scheme's benefits will continue, including the use of the latest modelling tools available to the project.</p> <p>GCP is committed to publishing the new model , including an updated BCR, when that work is complete and as part of the FBC.</p>
27	Barbara Kettel	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>The independent i-Transport Report found that the Shelford Railway alignment (SRA) is a viable route option and that Mott MacDonald had substantially over-estimated the extent of demolition required, in contrast to the public statements subsequently made by a GCP Officer.</p> <p>The GCP's 'independent' consultant Atkins (actually the GCP's retained consultant for Cambridge – Waterbeach scheme) found that design compromise was not considered a 'show stopper' to rule out the feasibility of the SRA at this stage but identified land acquisition and construction as risks which would require further work to properly understand.</p> <p>Given the requirement to appraise accurately the alternatives before developing in the green belt, will the GCP undertake the work Atkins outlines and compare all route options on the same criteria? Please justify your answer.</p>	<p>The GCP and the Atkins Reports agree that;</p> <ul style="list-style-type: none"> • property demolition would be required • There is a significant additional cost (of circa £30m), • the complex rail interface requirement <p>provide sufficient grounds for rejection of the SRA as an alternative.</p> <p>It is notable that the alternative rail alignment route also requires the use of some Green Belt land.</p>

28	Annabel Sykes	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>Several transport projects are proposed that will significantly impact the stretch of Green Belt to the south of Cambridge between the city and its necklace villages, which includes Nine Wells and Hobson’s Park and the related Green Corridor into Cambridge, in particular the new Cambridge South station, East West Rail and the CSET busway. The environmental impact of any one of these projects, including its construction, on this area will be considerable. The incremental environmental impact of all three, including the visual impact of the flyover junction EWR may need, has the potential to be overwhelming, including as regards a precious chalk stream. Who is carrying out a comprehensive Environmental Impact Assessment on this?”</p>	<p>Each project is required to carry out a cumulative impact assessment as part of its own environmental impact assessment.</p> <p>CSET is completing a cumulative impact assessment based on a list of committed developments approved by the local planning authority. This includes Cambridge South Station but excludes East West Rail as at this stage there is not sufficient information to enable the project to be included.</p> <p>GCP continues to work closely with Network Rail and partners on the Cambridge South scheme.</p>
29	Roger French	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>How can the GCP Board make a decision on whether to progress the CSET scheme further in the absence of a completed Environmental Impact Assessment on both the preferred route and viable on- and off-road alternatives as required under greenbelt policy? Why has this not been done as a first priority and made available for public scrutiny?</p>	<p>Under DfT requirements, an EIA and Environmental Statement is required for the preferred route only.</p> <p>Answer as per question 31 - Environmental assessment has taken place throughout the development of the design to assess and mitigate environmental effects as much as possible</p> <p>This includes the outcome of this meeting and the design changes proposed in the report.</p> <p>The likely significant effects of the CSET scheme identified during this work, including the recent consultation, and the main environmental mitigation that will be proposed, are included in the report appended to the Board papers.</p> <p>The Environmental Impact Assessment including the Environment Statement, which will include the outcome of today’s deliberations, is the culmination of this process It will form part of the TWA0 application process, as is standard practice.</p> <p>A non-technical summary of the Environmental Statement will also be</p>

			<p>published when the TWAO application is submitted.</p> <p>Both the full ES and the non-technical summary will be available for public scrutiny following submission of the TWAO application and prior to the Public Inquiry.</p>
30	Peter Ray	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <ol style="list-style-type: none"> 1. Given the known and yet unknown impacts on travel habits, working habits and public finances post-pandemic, Is the GCP going to pause decisions on the South East mass transport project to allow time for a thorough and meaningful review of the intended and previously discarded routes, budgets and other (maybe "unthought" of) ideas, as is being called for by ourselves and others, including our local MP? If not, why not, and how can GCP justify ignoring these calls in the current national situation? 2. Has the GCP considered other solutions; for example, one involving the purchase of electric PSVs for leasing at minimal costs to the large companies/organisations as a way of providing transport alternative to the motor car on existing routes, and that would have a minimal impact on the area's environment? £140 plus million could invest in rather a lot of vehicles at minimal cost to users plus the necessary, separated and secure, pedestrian and cyclist infrastructure. If not, why not? 3. As we do not recall the time when the GCP was established, was there a requirement to consult the public, and was this, and subsequent decision making, done in accordance with requirements in a meticulous and transparent manner? 	<p>In the context of the COVID-19 pandemic, although some trends point in the direction of less travel or changes in travel behaviour that is more local and accessible by active modes, in Greater Cambridge people are returning to cars more quickly than any other mode and morning and afternoon travel peaks have returned. In this situation the strategic case for the CSET scheme remains strong.</p> <p>A key target market for the CSET scheme is commuters travelling to the Cambridge Biomedical Campus. The roles of many of the NHS medical and support staff working in the hospitals and staff working in laboratory environments at CBC are not jobs transferable to home-working.</p> <p>It is currently too early to make any reliable assessment of the long-term impact of COVID-19 on travel demand within the CSET study area. The business case for the scheme will, in accordance with DfT requirements, continue to be reviewed and updated as new data becomes available.</p> <p>Funding the acquisition and operation of electric public transport vehicles in the way and on the scale suggested in the question raises State Aid issues;</p> <p>Improved services on existing roads would not be attractive without supporting infrastructure improvements on a scale sufficient to avoid the impacts of congestion on journey times and service reliability – hence the need for bespoke routes</p> <p>The development of the CSET scheme has been informed by community and stakeholder engagement since its inception in 2016, in accordance</p>

			<p>with DfT requirements. There have been four public consultations in 2016, 2018, 2019 and 2020.</p> <p>The Statement of Community Involvement records how community and stakeholder engagement has influenced the development of the CSET project and the rigorous route appraisals has led to the preferred route being chosen.</p>
31	James Littlewood Chief Executive, CPPF	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>The Environmental Impact Assessment (ie the Environmental Statement (ES)) for this project is not complete, as confirmed to me by the CSETS Project Manager, Jane Osayimwen. It is not provided with this pack of papers. What has been provided is a progress update on the EIA process, this is described in 2.1 (b) p528 of the officer's report as a "non technical summary of the Environmental Statement" which it cannot be, given that the ES is not completed. The lack of an ES also means that the local community cannot comment on or raise questions about the findings.</p> <p>The Board is being asked to approve this scheme to go forward for submission for Transport and Works Act Order without having seen the Environmental Statement. Given public comments from all voting parties on the GCP Board regarding the importance of the environment, we believe that the Board would want to see the Environmental Statement and give the community the opportunity to scrutinise it. Given that the TWAO would not be submitted until the late autumn, the Board would have the opportunity to review the Environmental Impact Assessment findings when it meets on 30 September.</p> <p>Cambridge Past, Present & Future ask that the Board request to review the Environmental Statement at its next meeting, before deciding whether to grant approval for a TWAO application.</p>	<p>Environmental assessment has taken place throughout the development of the design to assess and mitigate environmental effects as much as possible</p> <p>This includes the outcome of this meeting and the design changes proposed in the report.</p> <p>The likely significant effects of the CSET scheme identified during this work, including the recent consultation, and the main environmental mitigation that will be proposed, are included in the report appended to the Board papers.</p> <p>The Environmental Impact Assessment including the Environment Statement, which will include the outcome of today's deliberations, is the culmination of this process It will form part of the TWAO application process, as is standard practice.</p> <p>A non-technical summary of the Environmental Statement will also be published when the TWAO application is submitted.</p> <p>Both the full ES and the non-technical summary will be available for public scrutiny following submission of the TWAO application and prior to the Public Inquiry.</p>

32	James Littlewood Chief Executive, CPPF	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>The Environmental Impact Assessment Scoping Opinion that was submitted by the GCP and approved by the Secretary of State was unusual in that it would assess the impact of two design options. This is because the GCP has not decided whether the busway would be constructed using a kerb guided system, similar to the existing guided bus, or a regular road with line markings for an optically guided bus system.</p> <p>P17 of EIA Scoping report:</p> <p>“The exercise concluded that both kerb guidance and optical guidance achieve most or all of the guidance requirements for the CSET Scheme and should both be developed/investigated further. To robustly account for either scenario, the Environmental Statement will assess both kerb and optical guidance systems.”</p> <p>The impacts of the two options would be different. Officers seem to be asking the Board for approval to submit an application for a Transport and Works Act Order without indicating which scheme they will be applying for.</p> <p>Please can the Board ask for clarification on this matter?</p>	<p>The approach is not unusual, it follows a standard “Rochdale Envelope” approach and has been approved by the DfT.</p> <p>This approach may be employed where the nature of the proposed development means that some details of the project are yet to be finalised, in this case GCP, CPCA and DfT are working on the regulations for optically guided systems.</p> <p>The GCP has made clear it is an optically guided system</p>
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Greater Cambridge Partnership Executive Board
Public Questions Protocol

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

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

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Executive Board members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 27th September 2021**

Feedback from the Joint Assembly Meeting 9th September 2021

Report to: Greater Cambridge Partnership Executive Board

Date: 30th September 2021

Lead: Councillor Tim Bick, Joint Assembly Chairperson

1. Background

- 1.1 This report is to provide the Executive Board with a summary of the discussion at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Thursday 9th September 2021. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Nine public questions were received. There were 2 questions on the Quarterly Progress Report; 4 questions on the Public Transport Improvements and City Access Strategy; and 3 questions on the Active Travel: Experimental Traffic Regulation Orders item.
- 1.3 Three reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

2. GCP Quarterly Progress Report

- 2.1 The Joint Assembly noted progress across the Greater Cambridge Partnership (GCP) programme and was in favour of the plan to provide £200,000 to support the first stages of a network of traffic sensors in Greater Cambridge.
- 2.2 Members commented on and asked a number of questions about individual workstreams, details of which are summarised below:
 - In response to a question about the planning application for the Cambridge South West Travel Hub, it was noted that at its July meeting the County Council Planning Committee had deferred a decision on this matter. The GCP was in discussion with County officers to confirm what additional information was required in response to the Committee's questions in order to progress the application. It was anticipated this would be presented to the Committee early in the new year, but a date had not yet been confirmed.

- One member asked about progress with residents' parking schemes and was informed that active discussions with the County Council about this and the proposed Integrated Parking Strategy were ongoing.
- Commenting on the Greenways proposals and the desire to see gaps in the network filled as soon as possible, there was a request for an update on negotiations with landowners, recognising much of this information was potentially commercially sensitive. The Joint Assembly was reminded that these matters were in many cases extremely protracted and represented the biggest single challenge to progress on this project. Citing the Oakington to Cottenham section as an example, it was noted that it involved discussion with more than a dozen landowners. While things may have appeared to have been quiet, behind the scenes a lot of work was being done to progress these discussions and to mitigate this risk to delivery of the Greenways. It was planned to bring a report on Greenways to members in the early part of next year and it would be appropriate at that point to provide an update on the discussions and issues around land.
- Plans to launch skills events aimed at primary schools in the new academic year were welcomed.
- Commenting on the range of people receiving support through the skills and training contract, it was suggested that it would be helpful if, as part of future monitoring reports, members received more detail on those participating in apprenticeships, perhaps by including some anonymised 'pen pictures'.
- Following on from the success of the autonomous vehicle trail, it was suggested that it would be important not to lose momentum. The GCP could consider incorporating a short section of road that could be dedicated to autonomous vehicles into one of its own projects.
- Members discussed proposals to reinforce the electricity grid, in particular progress with lobbying relevant bodies to enable a more satisfactory approach to investing in electricity infrastructure ahead of need. Following receipt of responses from the Department of Business, Energy and Industrial Strategy (BEIS) and Ofgem it was planned to request meetings to discuss the issues in more detail, to ensure there was a clear understanding of the problems faced by high growth areas such as Greater Cambridge. The Joint Assembly was reassured that alongside this lobbying activity, work on potential interventions, such as forward finding, had continued, recognising the urgent need to address this issue. It was hoped to bring an outline business case to members later this year.

3. Public Transport Improvements and City Access Strategy

- 3.1 The Joint Assembly welcomed the report, recognising the need for bold action to address the city access problems and there was general support for the proposed way forward. Members were concerned to make the proposed consultation as effective and successful as possible and discussed in detail how this might be achieved. A summary of the main points on the consultation process is set out below:

- Recognising that the consultation would be at a strategic level, it was important to signpost the fact that there would be a subsequent stage of design and that this would not be the last chance to have a say about this subject.
- There was a real risk of consultation inertia, with many people seeing it as asking questions that had been asked previously. The material would need to be fresh and compelling and, if possible, punchy, and explain the difficulty of decisions to be made. A key challenge was to convey complex issues in accessible language.
- It was vital to set out why the proposals would affect people in a positive way; including low carbon solutions to confront climate change and active travel leading to fitter, healthier lives. This should ideally be in a simple bullet point list which needed to be front and centre of the planned consultation.
- The information presented to the public should make clear the relationship between the options set out in the proposed packages; for example, whether they were alternatives to each other, or a sequence of stages.
- The high cost of putting in place a transformational public transport network should be made explicit at the outset along with the fact that it would only be sustainable if accompanied by an ongoing revenue source. While it was likely that the positives being put forward would be popular, it was imperative that responses were invited in the context of the likely costs and other consequences.
- It should be made clear that one of the key implications of the City Access proposals was that there would be more buses going into and out of the city centre. Recognising there would inevitably be questions about where all these buses would go, it would be helpful to explain that this would be addressed following the outcome of the initial, high level, consultation.
- To get realistic input to the consultation it would be necessary to make clear what the relationship between the options for better bus services and those for improved road space and potential funding mechanisms were.
- Engagement in the process was critical and the views of a representative cross section of the population should be sought, recognising those who supported change for the greater good rarely spoke up. This should include hard to reach groups and those living outside the Greater Cambridge area likely to be impacted by the proposals, particularly East Cambridgeshire.
- It was suggested that the consultation could be used to gauge people's interest in on demand public transport services.

3.2 As part of the debate a number of general comments were made about the overall City Access Strategy. There was some frustration about lack of progress, due in the main to the complex governance structure in the area and it was suggested that ideally this should be streamlined, with one member suggesting the GCP should taking a lead on transport and highways matters. Some concern was expressed about the further delay that would result from the planned consultation, but members recognised, reluctantly in some cases, that given a lot had changed there was a case to be made for further consultation, so that the GCP could renew its mandate from the public.

- 3.3 It was acknowledged that the simplest way of achieving all the GCP's City Access goals was for there to be fewer car journeys of any kind within the urban area, ideally accompanied by ways of making sure that the public transport alternative was much cleaner than it is today. As part of the discussion on plans to develop an enhanced network of public transport services, members raised a number of comments which are summarised below:
- With reference to the public transport network, it was suggested that it would be helpful to make clear that this first phase covered the priority routes and there was scope for other hubs or bus routes to be added if the proposals were successful in achieving their aims. Otherwise, there was a danger of a large number of people not engaging with the process in the belief the proposals did not matter to them.
 - Careful phasing of demand management and the planned city access improvements was important so that people were encouraged to leave their car at home and use the improved public transport network. Otherwise, there was a danger that even more buses would continue to be stuck in traffic and remain underused.
 - One member commented that unlike London, in Cambridge it was not really in the culture for people to use public transport and it would be important to change this. It was suggested that a good start would be introducing free travel for young people.
 - A key challenge was addressing the needs of rural areas to encourage residents not to use their car to access the city. It was important that fares were set at a level to compete with parking charges and the cost of running a car, and there was good connectivity and integration with other services. Timetabling would be critical, linking various travel modes and avoiding a long wait between connections. It was suggested that connectivity could be improved if public transport links to some of the smaller, underused train stations were better. As part of the planning, it was hoped that officers would consider people who didn't happen to live on a particular route and find ways for them to access the public transport network.
 - It was acknowledged that a key concern for people was where the interconnected points between rail and bus services were going to be and where all the buses were going to go. It was important to avoid looking at A to B journeys and instead focus on the overall aim of getting people out of their cars. The network map linking the cycle networks, Greenways and proposed bus routes was welcomed.
- 3.4 Commenting on the need to find a source of ongoing revenue funding, it was suggested that it would be important to ensure the needs of city residents were addressed fairly, recognising that a large proportion of car journeys in Cambridge was by local people. One member commented that the impact of Covid remained relevant and it was essential that none of the plans stifled recovery. When looking at options it was important to acknowledge that the city still had to function and for various reasons people still needed to move around it. As part of the planning process, it was essential to identify key strategic routes that allowed this to happen.
- 3.5 It was considered important that the proposals were both effective and fair. It was recognised that it would be necessary to support people that needed their cars because they were unable to use other forms of transport and to put in place exemptions where necessary. However, it was key to set this in the context of the climate crisis, which was

an issue for everyone and also did not affect people equally. It was important to take steps to create a fair world where people did not face health inequality.

- 3.6 One member expressed concern about plans to introduce any form of charging at this stage, as they considered it premature and likely to affect the lower paid. An equalities assessment was considered critical to gauge the impact of this on the wider community. They pointed out that several jobs, such as delivery drivers, required people to use their own vehicle. Many of these roles paid minimum wage and would be severely impacted by the introduction of any form of charge. Also, it would be some time before electric or hybrid vehicles would become affordable for many people. It was hoped that the consultation would include feedback from those most likely to be affected in this way.
- 3.7 It was asked whether consideration could be given to some of the work on improving air quality being done alongside the wider proposals, especially as this was perceived as less controversial and given the length of time needed to introduce a clean air zone and give sufficient notice to public transport operators. It was important not to lose sight of the fact that there were around 100 premature deaths in Cambridge every year due to vehicle pollution and this was not acceptable.

4. Active Travel: Experimental Traffic Regulation Orders

- 4.1 The Joint Assembly supported the proposal to recommend that the County Council's Highways and Transport Committee make permanent the Experimental Road Traffic Regulation Orders (RTRs) for Carlyle Road; the Newtown area; Nightingale Avenue; Silver Street; and Storey's Way. Members also supported plans to work with the County Council on designing and implementing permanent layouts for the closure points, with the GCP providing funding. With reference to the Nightingale Avenue scheme and in recognition of concerns about the potential knock-on impact on the wider area, it was suggested that the County Council should be asked to work with the GCP on mitigation measures for Queen Edith's Way.
- 4.2 The Joint Assembly did not support the proposal to recommend that the Luard Road Order be rescinded. While members were supportive of making the order permanent, it was recognised that there would be some degree of traffic displacement, particularly at the Long Road/Hills Road and Addenbrooke's roundabout junctions, which should be addressed. It was also suggested that the GCP should keep the situation under review and put in place longer term monitoring of the situation on Long Road. It was unanimously agreed to ask:

That the GCP Joint Assembly supports making permanent the Luard Road closure, but to mitigate impacts on other roads, requests work is undertaken on traffic signals in the area.

Background Papers

Source Documents	Location
None	N/A

Quarterly Progress Report

Report to: Greater Cambridge Partnership Executive Board

Date: 30th September 2021

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

1. Background

- 1.1 The Quarterly Progress Report updates the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Executive Board is recommended to
 - (a) Note progress across the GCP programme; and
 - (b) Approve funding of £200k to support the first stages of a network of traffic sensors in Greater Cambridge which will support the 2025 Gateway Review.

2. Feedback from the Joint Assembly

- 2.1 The Joint Assembly raised the following queries with regards to the GCP Quarterly Progress Report.
 - With regards to the Greenways a concern was raised about the complexity of land purchase and how this may impact the programme for delivery. It was agreed that this would be part of the update provided to the Executive Board when the designs of the Greenways are presented in mid-2022.
 - The Joint Assembly asked why the Western Cambridge Package had not gone through Planning Committee over the Summer. It was confirmed that the decision was deferred and officers were looking at a new date in early 2022.
 - Progress on Residents Parking was queried, it was confirmed that GCP is working with the County Council to progress this including the Integrated Parking Strategy.
 - On Skills, the Joint Assembly was pleased with the scheme to help Primary Schools access careers advice. The progress of Apprenticeships was also welcomed and a request was made for some anonymised pen pictures to be provided as part of a future QPR. This was agreed by officers.

- The future use of Autonomous Vehicles (AV) was queried, with a concern about momentum being lost. Officers confirmed they are continuing to look at opportunities around guidance technology, including AV and optical guidance.
- Providing Electricity Grid reinforcement was raised as a significant concern, and Joint Assembly Members were keen to hear about progress, including the agreement to lobby regulators and the government on this issue. Officers confirmed this is a priority area of work and that correspondence has been sent. A Strategic Outline Business Case will be presented to a future meeting of the Joint Assembly and Executive Board on options for intervention.

3. 2021/22 Programme Finance Overview

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

Funding Type	**2021/22 Budget (£000)	Expenditure to July (£000)	Forecast Outturn (£000)	Forecast Variance (£000)	Status*		
					Previous	Current	Change
Infrastructure Programme	42,983	8,724	40,370	-2,613			
Operations Budget							↓

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

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

4. Impact of Covid-19 on the GCP Programme

- 4.1 As discussed by the Joint Assembly and Executive Board since the onset of the pandemic, it is difficult to predict the full impact that Covid-19 will have on the delivery of the GCP programme, as significant uncertainties remain, e.g. around the impact that any further social distancing measures may have on scheme delivery.
- 4.2 However, the table below identifies new emerging impacts (e.g. delays, and anticipated changes) on the programme and provides references to further discussion throughout this paper, where applicable.

Workstream	Project	Impacts	Paragraph Reference
Housing	N/A	N/A	N/A
Skills	Skills Contract	Restrictions prohibit contractors from carrying out events in person. Form The Future has managed to revise their programme of activities in light of this.	N/A
Smart	T-CABS	Previous restrictions had caused delays but the trial has now been successfully completed.	14.2
Transport	Waterbeach to Cambridge	Consultations completed in line with Government restrictions.	N/A
	Eastern Access		
	Experimental Traffic Regulation Orders		
Economy and Environment	N/A	N/A	N/A

5. GCP Programme – Strategic Overview

- 5.1 The GCP programme reached significant strategic milestones in the previous financial year (2020/21). In particular, in May 2020 the Government confirmed that the GCP passed its first Gateway Review, securing the next tranche (£200m) of investment into the programme; then, in December 2020, the Executive Board agreed a revised Future Investment Strategy (FIS), updating the GCP programme in light of new evidence in order to maximise the benefits realised by the residents and businesses in Greater Cambridge through the delivery of the City Deal. The budget strategy agreed by the Executive Board in March 2021 has been designed to deliver the FIS. This includes the budget for this financial year (2021/22).
- 5.2 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.

- 5.3 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.
- 5.4 Investments in 2021/22 are essential to progress and deliver the infrastructure required to transform connectivity, with the GCP investing:
- £18.75m to progress the GCP's four major corridor schemes, linking growing communities to the north, south east, east and west of Greater Cambridge. This year, a number of quick wins to improve road safety and sustainable travel options will be finalised on the Cambridge South East Transport scheme (CSET);
 - £7.7m on cycling and active travel schemes, including progressing the design of the Greenways routes and delivering Phase 1 of the Chisholm Trail; and
 - £12.1m on further schemes to improve public transport and sustainable travel options, including completing the Histon Road scheme and investing £5m in specific public transport schemes and other measures to encourage sustainable travel through the City Access project.
- 5.5 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, will continue 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, will build 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.

6. Workstream Updates

- 6.1 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

- 6.2 Two schemes within the GCP programme are currently RAG rated as red for project progress. The first is Cambourne to Cambridge due to the project being substantively paused following two interventions by the former Mayor of Cambridgeshire and Peterborough in 2018 and 2020. Following completion of an

independent audit and agreement by the Executive Board, the project is now proceeding to the next stage of scheme development. The second project is Residents Parking. A 4-year funding commitment to the County Council to facilitate the introduction of residents parking schemes ended in March this year although not all the allocation was used due in part to a County moratorium on new schemes over the last year. The work agreed by the Executive Board to develop an integrated parking strategy with the County and City councils includes consideration of further residents' parking schemes. A report to the Joint Assembly and Executive Board is planned for later this year.

- 6.3 Two schemes within the GCP programme are RAG rated as red for expenditure. The first is the Chisholm Trail; the project is currently over-budget. A report on overall project overspend was submitted to the GCP Executive Board on 10th December 2020 where an additional budget of £6.582m was agreed for Phase 1 of the Chisholm Trail. The second is the West of Cambridge Package as the Cambridge South West Travel Hub was deferred at July's Planning Committee. The decision was deferred unanimously by the Committee until further information on Green Belt, demand and drainage is provided. Officers are working with County colleagues to determine next steps. The delay will result in a reduction in the spend profile which is reflected in the forecast outturn variance.
- 6.4 The full workstream report for Transport, including tables outlining delivery and spend information, is available in Appendix 1.

Skills

- 6.5 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.
- 6.6 The new contract became operational in April and progress against targets is set out in Section 13.
- 6.7 The full workstream report for Skills is available in Appendix 2.

Smart

- 6.8 The C-CAV3 Autonomous Vehicle trial service was successfully completed at the end of June. The trial generated significant interest and resulted in nearly a hundred local, national and international media stories. Further information on this is shown in the Quarterly Smart Workstream Report.
- 6.9 Work to procure and deploy a strategic sensor network in Greater Cambridge to provide data to support the next Gateway review is progressing. This is a project being led by Smart and in collaboration with the County Council and CPCA.
- 6.10 The full workstream report for Smart is available in Appendix 3.

Housing

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

Economy and Environment

- 6.12 **Sectoral Employment Analysis:** The latest update from the Greater Cambridge Sectoral Employment analysis was released in July and gives some headline figures on the impact of Covid-19 on our sectors. At headline level the findings outline the strong performance of the Greater Cambridge corporate economy, with the impact of the first lockdown being mitigated by the resilience of KI (Knowledge-Intensive) companies, especially Life Science and ICT sectors. Non-KI companies showed modest employment growth but would have seen falls in employment without the support of the furlough scheme. More detailed findings can be found in Section 17.
- 6.13 **Energy Grid project:** Formal grid applications have been submitted to UK Power Networks (UKPN) for the highest priority electricity substations identified in the feasibility study, undertaken on GCP's behalf. UKPN's response, including costs and other critical information, was received in early August and is currently being analysed by technical and legal consultants.
- 6.14 The full workstream report for Economy and Environment is available in Appendix 5.

7. Recommendation

- 7.1 As above in 1.2 (b), officers are asking the Executive Board to approve funding of £200k to support the first stages of a network of traffic sensors in Greater Cambridge which will support the 2025 Gateway Review. More information on this can be found in the Smart Programme Overview (Paragraph 14.8).

8. Citizens' Assembly

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

9. Financial Implications

- 9.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2021, the proposed over-commitment is £123m. This assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200m).

Have the resource implications been cleared by Finance? YES

Name of Financial Officer: Sarah Heywood

List of Appendices

Appendix 1	Quarterly Transport Workstream Report
Appendix 2	Quarterly Skills Workstream Report
Appendix 3	Quarterly Smart Workstream Report
Appendix 4	Quarterly Housing Workstream Report
Appendix 5	Quarterly Economy and Environment Workstream Report
Appendix 6	RAG Explanations
Appendix 7	GCP Completed Projects
Appendix 8	Executive Board Forward Plan

Background Papers

Source Documents	Location
None	-

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

10. Transport Delivery Overview

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.

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

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

- 10.2 Whilst the forecast completion dates captured above include the likely impacts of Covid-19 to the extent which they are currently known, it should be noted that considerable uncertainty remains, e.g. over the length and extent of social distancing measures and the impact of those on construction works.
- 10.3 As shown above, two schemes within the GCP programme are currently RAG rated as red. The first is Cambourne to Cambridge due to the project being substantively paused following two interventions by the former Mayor of Cambridgeshire and Peterborough in 2018 and 2020. Following completion of an independent audit and agreement by the Executive Board, the project is now proceeding to the next stage of scheme development. The second project is Residents Parking. A 4-year funding commitment to the County Council to facilitate the introduction of residents parking schemes ended in March this year although not all the allocation was used due in part to a County moratorium on new schemes over the last year. The work agreed by the Executive Board to develop an integrated parking strategy with the county and city councils includes consideration of further residents parking schemes. A report to the Assembly and Board is planned for later this year.
- 10.4 Twelve Greenways have now been approved and allocated a budget. Greenways will make it easier for walkers, cyclists, horse riders and other non-motorised vehicle users to travel safely and sustainably.
- 10.5 The Greenways will serve communities and villages, railway stations (current and planned), transport hubs and park-and-rides, science and business parks and the Cambridge Biomedical Campus.

11. 2021/22 Transport Finance Overview

11.1 The table below contains a summary of expenditure to July 2021 against the budget for the year.

Project	Total Budget (£000)	2021-22 Budget (£000)	2021-22 Forecast Outturn Jul 21 (£000)	2021-22 Forecast Variance Jul 21 (£000)	2021-22 Budget Status		
					Previous	Current	Change
Cambridge South East (A1307) – Phase 1*	16,950	11,550	11,550	0	G	G	-
Cambridge South East (A1307) – Phase 2*	132,285	2,988	2,988	0		G	
Cambourne to Cambridge (A428)	157,000	2,663	2,663	0	G	G	-
Science Park to Waterbeach	52,600	464	464	0	G	G	-
Eastern Access	50,500	1,500	1,500	0	G	G	-
West of Cambridge Package	42,000	2,750	1,664	-1,086	A	R	↓
Milton Road Bus, Cycle and Pedestrian Priority	23,040	12	50	+38	A	A	-
Histon Road Bus, Cycle and Pedestrian Priority	10,600	3,065	3,065	0	G	G	-
City Access Project	20,320	3,500	1,850	-1,650	G	G	-
FIS Allocation – Public Transport Improvements and Sustainable Travel*	75,000	2,500	2,500	0		G	-
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	250	150	-100	G	G	-
Chisholm Trail – Phase 1	17,914	4,419*	4,645	+226	R	R	-
Chisholm Trail – Phase 2*	5,000	750	750	0		G	-
Madingley Road Cycling	993	580	580	0	A	A	-
Greenways Programme	76,000	3,000	3,000	0	G	G	-
Cambridge South Station	1,750	635	684	+49	A	A	-
Programme Management and Scheme Development	5,450	350	350	0	G	G	-
Total	688,182	40,976	38,453	-2,523	A	A	-

*Certain projects have had their phases split or were not previously reported, which means there was no previous budget RAG status

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

11.2 Commentary relating to forecast outturns is set out below.

11.3 Cambridge South East (A1307) – Phase 1

It is currently anticipated that dependant on land acquisition and planning approvals, the programmed Phase 1 projects for this financial year will come in on budget at year-end. An evaluation of progress on these issues is planned for September.

11.4 Cambridge South East (A1307) – Phase 2

The scheme is expected to follow Cambridgeshire County Council's governance process for Transport and Works Act Order (TWAO) applications. Discussions are ongoing with the County to agree a Memorandum of Understanding (MoU).

Based on this year's forecast, the project is on track and will come in on budget at year-end.

11.5 Cambourne to Cambridge (A428)

Scoping works have now started and approval to resume the project was given at July's GCP Executive Board. Consultants are lined up to take the project over.

At this stage there is no evidence of a cost variance since GCP is awaiting substantial proposals for work.

11.6 Science Park to Waterbeach (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.

11.7 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.

At this stage there is currently no evidence of a cost variance.

11.8 West of Cambridge Package

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

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

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

11.9 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.

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

11.10 Histon Road bus and cycling priority

Construction of the project is due to be completed in the late summer of 2021. The remaining budget will cover the associated remaining expenses.

11.11 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.

Some individual project delivery timescales are still to be determined, hence the current predicted underspend. A clearer picture of the expected yearly outturn will be determined following a further programme report to the Executive Board in September [agenda item 10 refers].

11.12 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 later this year once the implications of the A505 study are known.

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

The project is entering the final six months of the programme and is due to complete by the end of 2021. However, significant time risks remain which require managing.

The £1,086k underspend from 2019/20 has now been allocated to this financial year's budget, meaning that the anticipated overspend for this year will be £226k. As the Executive Board has already agreed the total budget, no further agreement was required for this change.

11.14 Chisholm Trail cycle links – Phase 2

Phase 2 remains on target to deliver two elements of the Trail this financial year. The Coldham's Junction works is completing detailed design for tendering purposes but is now subject to the County's Experimental Traffic Regulation Order's (ETRO) consultation. The Great Eastern Street car park works are still under development and to be agreed with Cambridge City Council.

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

11.15 Madingley Road

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

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

11.16 Greenways Programme

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

Consultants have been appointed to the Joint Professional Services Framework. The Greenways programme has been split geographically between the two consultants and introductory meetings have been held with both companies.

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

11.17 Cambridge South Station

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

11.18 Programme Management and Scheme Development

This project 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”

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

- 12.1 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. This is the first time this has been reported to the Joint Assembly and Executive Board.

Indicator	Target (2021-2025)	Progress (April to July 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	14	-	A	-
Adults supported with careers information, advice and guidance, broken down by sector where applicable	1520	29	-	G	-
Early Careers Ambassadors/Young People Champions recruited, trained and active, broken down by sector	600	22	-	G	-
Employers supported to access funds and training initiatives, broken down by sector	450	10	-	G	-
Students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector	400	0	-	G	-
Careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact	2486	24	-	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	3	-	G	-
Students accessing mentoring programme as part of this service	200	0	-	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.

- 12.2 Monitoring data for the eight service KPIs is outlined in the table above. Data is reported as of the end of July 2021. Service data shows that Form the Future have already begun to make progress against most of the KPIs, with all but one having a Green RAG rating.
- 12.3 Form the Future has so far been able to support 14 apprenticeship training starts, despite the fact that it is generally a quiet period of the year for apprenticeship

starts, in addition to the continuing challenges of Covid-19. This is expected to pick up as the academic year gets underway.

- 12.4 22 Early Career Ambassadors have already been recruited and trained, and have started to volunteer at outreach events, and 10 employers have taken up support to set up their Apprenticeship Service Account and access funding.
- 12.5 Over the next few months, during peak enrolment season, actions will intensify for all KPIs. 510 personal guidance sessions are booked in for the next academic year, as well as other virtual and face-to-face events. Resources and events aimed at primary schools are in development ready for launch in the new academic year, and all 50 mentoring places have been booked in with targeted schools for year one.

13. Update on Apprenticeship achievements across Greater Cambridge

- 13.1 The following information provides a quarterly update (up to April 2021) on apprenticeship starts and achievements delivered across the Greater Cambridge area. The data is for information to give members an update as to general progress. Progress specially related to the GCP skills service can be found above in Section 12.1.

13.2 Apprenticeships

- Up to April 2021 (Quarter 3), there have been 1,665 apprenticeship starts across the Greater Cambridge area for the 2020/21 year. This is -6% less compared with the same period in 2019/20, when there were 1,763 apprenticeship starts. Nationally, apprenticeships starts were down by -7% when comparing starts up to Quarter 3 to in 2020/21 to 2019/20. For context, Quarter 2 starts were -32% down compared to the same period in 2019/20 locally and -18% nationally which shows that the gap is closing as the year progresses.
- The largest proportion of starts remain in Level 3 apprenticeships (37%), however, there were higher proportions of starts in Level 4, 5 and 7 apprenticeships compared to what was observed nationally.
- Health, Public Services and Care accounted for 33% of all starts this quarter. The highest last quarter was Business Administration and Law.
- 860 (52%) were starts among 25+ year olds, 32% starts were among 19-24 year olds and those aged 19 and under accounted for 16% of starts. For context, 25+ made up 47% of Quarter 2 starts and those aged 19 years and under were 20%. This shows that there's been a further decrease in the younger age group and further increases in the older.

13.3 Achievements

- There have been 713 apprenticeship achievements across the Greater Cambridge area for the 2020/21 year. This is an increase of 86% from 383 in Quarter 2 (up to January).

- The largest proportion of achievements across Greater Cambridge were in Level 3 apprenticeships (41%).
- Business, Administration and Law continued to account for the highest proportion of apprenticeship achievements (36%) across the Greater Cambridge area.
- 50% achievements were among 25+ year olds, 28% were among 19-24 year olds and learners aged 19 and under accounted for 21% achievements. This demonstrates that there has been an increase in those aged over 25 and a decrease in the younger age groups.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

14. Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
T-CABS (CCAV3 Autonomous Vehicle Project)	Complete		G	G	↔
Digital Wayfinding – Procurement and Installation	Jun 2021	Jun 2021	G	G	↔
ICP Development – Building on the Benefits	Phase Complete		G	G	↔
Data Visualisation – Phase 2	Phase Complete		G	G	↔
New Communities Phase One <i>(Extended)</i>	Phase Complete		G	G	↔
Smart Signals – Phase One	Phase Complete		G	G	↔
Strategic Sensing Network – Phase One	Phase Complete		G	G	↔
Smart Signals – Phase Two	Mar 2022	Mar 2022	G	G	↔
Smart Signals – Phase Three	Jun 2022	Jun 2022	N/A	N/A	
Strategic Sensing Network – Phase Two	Mar 2022	Mar 2022	G	G	↔

Progress reported up to 31st July 2021

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

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

14.2 C-CAV3 Autonomous Vehicle Project

The C-CAV3 Autonomous Vehicle project completed on 30th June 2021. Following the coverage of almost 100 media stories, the vehicles carried over 300 passengers and completed a distance of more than 1,000km in total. A news release and infographic showing the key details have been published ([available here](#)). The release highlighted how beneficial the project has been for our industrial partner, RDM, who have now secured commercial orders for these vehicles, but also for the GCP who have acquired detailed knowledge of the benefits and challenges of autonomous technology and its potential use in transport schemes being delivered now and for the future. During the final meeting InnovateUK, who funded the trial, complimented the partners (GCP and RDM) on delivery of a successful project, noting that this project is the only one that has been able to deliver passenger trials.

To ensure that the trials remained Covid-secure while social distancing measures remained in place, limited numbers of invited passengers were allowed on-board.

The final updates to the business case for the use of Autonomous Vehicles to connect Eddington and West Cambridge in the future are in progress and the document is with the project team for review.

The Smart Team will continue to explore opportunities for further AV trials and adoption with stakeholders including the University of Cambridge, campuses and DfT.

14.3 Digital Wayfinding – Procurement and Installation

As lockdown restrictions are eased and footfall in the city centre increases, the importance of wayfinding and the provision of hyper-local information and data has been identified as crucial to managing the return successfully.

An update to the hardware of the totem at Cambridge Station has been carried out to resolve a number of ongoing technical faults with the current device. The Smart team will then produce a final report, drawing the current phase of work to a close. This will allow the team to use the knowledge and experience gathered throughout this phase to support the initiatives being driven by other organisations in the region such as the City Council and Cambridge Business Improvement District (BID) in the city centre; Weston Homes at the Station Gateway; and the Cambridge Biomedical Campus.

The closure report, to be issued in Autumn 2021, will summarise the learning achieved from the project and will be shared with interested parties as we work collaboratively to deliver their wayfinding solutions.

14.4 Intelligent City Platform (ICP) Development – Building on the Benefits

As previously reported, the ICP is now fully operational, project delivery is complete and no further updates will be provided in this report. However, the methods by which we provision and store data across the GCP area and beyond are currently being discussed and learnings will inform other projects, in particular the Sensing Network and Data Platform.

14.5 Data Visualisation – Phase 2

The goal of this work was to get maximum value from the rich data sources collected by the local authority. By combining them in easily understandable visualisations, more detailed analyses of scenarios can be communicated to officers, members and where appropriate, the wider public. Data from our Vivacity sensors (monitoring traffic flow across the city) and other key data streams have now been ingested into the latest version of the Geospock platform. The Business Intelligence team is currently using this data to produce dashboards and reports.

14.6 New Communities – Phase 1 (Extended)

Smart Infrastructure, Future Mobility and future Connectivity topic papers prepared by the programme have informed the emerging NE Cambridge Area Action Plan and work is on-going to embed 'Smart' principles and opportunities for data and digital in place-making within the new local plan. This is the end of the first phase of work and activities for the next phase are being developed.

Engagements with other cities and organisations such as Oxford and the Centre for Digital Built Britain also continue to ensure that Cambridge benefits from the

knowledge of similar activities being undertaken for new communities across the Arc.

The Smart Team continue to engage with the Shared Planning Service to support the embedding of 'Smart' principles.

14.7 Smart Signals – Phase 2: Data Collection and Analysis

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

Phase One of the Smart Signals trial has been completed on time with the installation of the sensors at three of the junctions on Hills Road.

Phase Two has started and will see data gathered, analysed and modelled in simulation for up to three months prior to any control being passed to the systems. The Vivacity controller units have been installed at the three Hills Road area junctions. This equipment controls the traffic signal timings, determining how long each approach runs for. The Vivacity control systems have now been successfully tested at all Hills Road sites to ensure that the traffic signal controllers respond as expected to the Vivacity control units.

The Hills Road area sites will continue to run under their usual control method until the Vivacity control 'agent' is ready for full deployment. The process of implementing the Vivacity control agent to establish the optimum settings for the signals will be introduced gradually, starting in late August. The new system will initially control the signals for short periods of selected days, allowing the decisions made by the Vivacity control unit to be analysed and reviewed.

Smart Signals equipment will be installed at the Robin Hood junction as part of its refurbishment. Work to install the Vivacity sensors at this location was pushed back to allow a full survey of the new site layout which was completed by Vivacity at the end of June. The sensors are currently being built and are expected to be installed by mid-September. The data collection period will then begin with basic control being assumed by the system three months later in December 2021.

Amongst other objectives, the trial will look to understand the extent to which the solution is able to prioritise and reduce delays for various sustainable modes of transport at individual or multiple junctions; whether traffic flow through junctions can be improved; and issues relating to applicability in the Greater Cambridge context. Evaluation of the project will be conducted in Phase Three, starting in April 2022, and processes to support that activity are now being developed.

Members were invited to a session to discuss the objectives and progress of the trial on 21st July.

14.8 Strategic Sensing Network – Phase 2: Procurement

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

imperative that GCP undertakes appropriate data collection to enable the impact of the investment to date to be demonstrated.

Individual schemes and projects already make use of a variety of data sets to prepare their business cases and to enable monitoring and evaluation post-implementation, often supplementing available evidence with new sensors to fill gaps in the data. This enables the impacts and benefits of each individual scheme to be demonstrated.

Preparation for the 2025 Gateway Review requires a more holistic assessment of changes in traffic levels and types across the whole GCP area. Traditionally, this type of assessment is made by annual counts, carried out by the County Council on one or more specific days in the year. This approach has considerable limitations as it cannot pick up changes or trends that occur in between annual surveys and can be impacted by events including severe weather. Consequently, a more modern and effective approach is required. The proposal is to deploy a network of sensors to provide 'classified' counts, meaning they can provide separate counts of cars, cycles, pedestrians and other vehicle types. As well as supporting the Gateway Review, GCP will have access to a more realistic, up to date view of key traffic data including traffic volumes and modal splits.

This type of technology has been successfully tested and trialled by the Smart Cambridge Team and has been put into live use on a number of schemes. Data from several of these sensors trialled in the city, supports the monthly reporting that has been provided to members since the start of the Covid pandemic. The procurement of a 'call off' contract for sensors is expected to commence in Autumn 2021 subject to the necessary approvals.

The proposed network will cover key locations on Cambridge radials and some city routes including cycle and pedestrian paths. As well as providing vital evidence to support the next Gateway Review, the data collected will be available for use by other bodies, in particular the County Council and the CPCA to support traffic modelling and other requirements. Consequently, it is anticipated that both the County Council and the CPCA will be asked to make a funding contribution. However, the bulk of their investment is likely to be in other parts of the County and CPCA areas respectively.

The work will be broken down into three main stages:

- Stage 1: delivery of a sensor framework contract from which GCP and other bodies can 'call-off'. It is intended that the County Council will be the accountable body for this as is the case for a number of other framework contracts.
- Stage 2: initial call-off and implementation of the most urgent aspects of the sensor network that GCP needs to support the 2025 Gateway Review. The CPCA has also indicated that they may have some urgent requirements that would fit into this stage.
- Stage 3: other call offs as required by all parts of GCP, the County Council, the CPCA and other relevant organisations.

The proposed budget for GCP's contribution to the implementation of Stage 1 and 2 of the sensor network is £200k.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Housing Development Agency (HDA) – new homes completed	250	2016 - 2018	301	Scheme Complete		
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	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 30 June 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.

15. Delivering 1,000 Additional Affordable Homes

- 15.1 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 15.2 The Greater Cambridge housing trajectory published in April 2021 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2022-2023. Until 2022-2023, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 15.3 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 15.4 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.
- 15.5 There have been no additional permissions granted in the last quarter that contribute towards this indicator.

- 15.6 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.
- 15.7 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

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

- 16.1 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.
- 16.2 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.

The LIS is due to be updated by the CPCA in the coming months. GCP officers will engage in that process to continue to ensure alignment in key policy areas.

17. Greater Cambridge Sectoral Employment Analysis

- 17.1 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.
- 17.2 The latest update, which was finalised in June, analysed data from accounting year ends between 6th April 2020 and 31st December 2020. The full report can be found at <https://www.greatercambridge.org.uk/asset-library/Future-Investments-Strategy/Research-and-Evidence/Greater-Cambridge-Employment-Update-June-2021-rev2.pdf>
- 17.3 This version reports that corporate employment growth has slowed down from 5.0% in 2018-19 to 3.9% in 2019-20 although it is noted that the latter is still a significant rate of growth considering the unprecedented challenges brought about by Covid.
- 17.4 Employment growth in Knowledge Intensive (KI) sectors (+6.9%) has been five times faster than in non-KI sectors (+1.3%). The fastest growing sectors during 2019-20 have been 'Life science and healthcare' (+10.6%), 'Information technology and telecoms' (+10.0%) and 'Wholesale and retail distribution' (+5.8%). A relatively large fall in employment has occurred in the 'Property and finance' sector (-1.5%) and 'Other services' (-0.8%) sector which includes hotels, pubs and restaurants.
- 17.5 The next update on this project will be in November and will be reported to the Joint Assembly and Executive Board.

18. Electricity Grid Reinforcement

- 18.1 GCP is developing proposals to forward fund electricity grid reinforcement ahead of the need to remove a barrier to jobs and housing growth, with the intention of recouping the investment from developers. As part of this process, formal applications were submitted to UK Power Networks (UKPN) in early May. UKPN's response, including costs and other critical information to progress the project, was received in early August and is being analysed by technical and legal consultants.
- 18.2 GCP has the option to consider delivery of some elements of the new infrastructure using an Independent Distribution Network Operator and Independent Connection Providers rather than UKPN. Initial market testing has commenced and will be developed further but will continue to be evaluated to assess market capability and interest. An Outline Business Case is being developed for completion later in 2021.
- 18.3 Work also continues to explore alternative sources of funding and on lobbying relevant bodies to change current market operation to enable a more satisfactory approach to investing in electricity infrastructure ahead of need. Both Ofgem and the Department for Business, Energy & Industrial Strategy (BEIS) have responded to letters from the Executive Board and these are being considered by our technical advisers.

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

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

Indicator Tables

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

Project Delivery Tables

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

APPENDIX 7: COMPLETED GCP PROJECTS

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

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)	
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: 30th September 2021	Reports for each item to be published 20th September 2021	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
City Access and Public Transport Improvements	To receive an update on the City Access and Public Transport improvement proposals and agree next steps	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Experimental Traffic Regulation Orders – Emergency Active Travel Schemes	To consider the responses to the public consultations along with the objections and representations received during the trial period for the Tranche 1 measures before	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

	<p>deciding on a recommendation on the future of the each of the experimental measures.</p> <p>The Tranche 1 measures include schemes at Silver Street; Luard Road; Storey's Way; Newtown Area (phase 1); Nightingale Avenue and Carlyle Road.</p>			
Executive Board: 9th December 2021	Reports for each item to be published 29th November 2021	Report Author	Key Decision	Alignment with Combined Authority
Electricity Grid Reinforcement: Update and Next Steps	To approve next steps and the Outline Business Case.	Rachel Stopard	No	N/A
Integrated Parking Strategy	To consider a draft Integrated Parking Strategy	Peter Blake	No	CA LTP
Inclusive Access Study	An initial paper on improving accessibility for all looking at issues and options	Isobel Wade	No	CA LTP
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 17th March 2022	Reports for each item to be published 7th March 2022	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Update on Greenways Programme	To receive an update on the programme and agree next steps.	Peter Blake	No	N/A

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
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
30 th September 2021	20 th September 2021	9 th September 2021	27 th August 2021
9 th December 2021	29 th November 2021	18 th November 2021	8 th November 2021
17 th March 2022	7 th March 2022	17 th February 2022	7 th February 2022
30 th June 2022	20 th June 2022	1 st June 2022	20 th May 2022

Public Transport Improvements and City Access Strategy

Report to: Greater Cambridge Partnership Executive Board

Date: 30th September 2021

Lead Officer: Peter Blake – Director of Transport, GCP

1 Background

- 1.1. In March 2021, the Joint Assembly and Executive Board considered a report on the City Access Project. This included an update on delivery of short-term measures and agreed further proposals for action in the context of the GCP's ambitions and the continuing pandemic. Additional proposals included further cross-city cycling measures which have been the subject of the recent *cycling-plus* network consultation.
- 1.2. Following the election of a new Mayor for Cambridgeshire and Peterborough in May, the Combined Authority (CPCA) is reviewing its position on the strategic transport intervention for Greater Cambridge, the CAM system. The Mayor has made clear his view that the CAM should not be supported in the context of the current transport strategy across the CPCA area and the need for improvements in the shorter-term. Greater priority should instead be given to promoting and reshaping the existing public transport network to the benefit of all.
- 1.3. The revised position around the CAM has a profound impact on the GCP's City Access agenda, in particular the need to significantly increase the level of intervention and bring forward delivery timelines; as indeed does the Mayor's agenda on securing comprehensive improvements to the local bus network. This now aligns with the GCP plans for delivering public transport based solutions for City Access.
- 1.4. The Government's agenda has also changed significantly over the recent period; the National Bus Strategy, Decarbonation of Transport Plan, National Walking and Cycling policy; all have a significant impact in this area, and support the proposed interventions under the City Access proposals. Likewise, the CPCA's Climate Change Commission supports an agenda that refocuses the city environment away from the private car.
- 1.5. Tackling these issues is more important than ever – the pandemic has demonstrated the benefits of lower traffic levels for our health, environment and community. However, data suggests there is a clear risk of a car-based recovery without action. There is both a need, and a real opportunity, for the GCP, working

with the CPCA, to deliver a City Access programme that refocuses the transport network away from the private car, promoting healthy and attractive, sustainable and active travel solutions.

2 Recommendations

2.1 The Executive Board is recommended to:

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

3 Joint Assembly Feedback

- 3.1 The Joint Assembly was supportive of the paper and the emerging recommendations for the Board.
- 3.2 In terms of the overall approach, several Joint Assembly members spoke about being bold and needing to move forward at pace, although another felt that challenges remained, and caution was needed in order to get this right. Points were made on the importance of access and ensuring people could still move around easily to support economic recovery, and being clear with the public the benefits to be gained from the proposals.
- 3.3 On the public transport proposals, the Joint Assembly was positive about the opportunity the proposed network presented. Detailed comments were made with regard to service requirements for certain villages, and the importance of integrating the bus network with rail and active travel as well as offering first/last mile solutions. Other issues raised included exploring free fares for young people as a way of trying to shift culture towards using public transport as a mode of choice, considering how larger numbers of buses would access the city centre, the role of Demand Responsive Transport in the network, and the need for phasing of measures to be tightly planned.
- 3.4 On road space management, several Joint Assembly members spoke about the need to ensure the consultation heard from as diverse a group of people as possible, including hardly reached groups. One member felt that charging would be premature given the potential impacts on some people, but was content with the proposal to go to consultation. Others spoke about the need to make progress on the issue, particularly as not dealing with congestion, pollution and climate change

also has a range of equality impacts. The health implications of air pollution, including from tyre-wear on electric vehicles, was also highlighted as a key reason to move swiftly.

3.5 Throughout the discussion various points were made with regard to the proposed consultation. These included:

- Having clear, concise messaging about the proposals and their impact on people;
- Being explicit about the cost of the public transport network and that revenue raising measures would be needed;
- Ensuring rural areas were strongly engaged, including areas beyond Greater Cambridge;
- Setting out service details for the city as well as for corridors coming in;
- Ensuring a diverse range of people had the opportunity to give views, particularly those relying on a car for work or due to disability; and
- Explaining that the consultation would be followed by a subsequent phase of design and consultation.

4 Issues for Discussion

4.1 The GCP's public transport improvements 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, more sustainable options for their journeys – key objectives of the Cambridgeshire and Peterborough Local Transport Plan.¹ Taking action on these issues is a key part of supporting a green recovery.

4.2 The GCP has undertaken detailed work to understand these issues, alongside comprehensive public and stakeholder engagement activities, and to develop a vision for the future that would include:

- A world-class, sustainable transport system that makes it easy to get into, out of, and around Greater Cambridge, giving people more choice about how they travel and better options for their journeys;
- A transformed public transport network that better serves employment and residential areas, and offers people from across the travel to work area a reliable, competitive and sustainable alternative to travelling by car;
- Significant enhancements to walking and cycling provision to develop and maintain a comprehensive network for the city and wider area;
- Delivery of the current infrastructure programme and continued investment to address further priorities identified through the GCP's Future Investment Strategy; and
- Investment in new digital technology to support the transport system by providing seamless journeys and better managing road traffic.

4.3 The vision supports the realisation of a series of benefits identified through the City Deal and further work to develop the city access strategy, including:

¹ <https://bit.ly/3mRfBEj>

- Securing the continued economic success of the area;
- Significant improvements to air quality, supporting a healthier population;
- Reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

- 4.4 Lower traffic levels open up the opportunity to create more people-centred spaces in the city and reduce the dominance of the car to create more pleasant environments in which people want to spend time. This was a key component of the Citizens' Assembly's vision for Greater Cambridge. There is the potential to create more usable civic spaces to bring people into the city by sustainable modes, encourage them to spend time here, and support the economic recovery of our leisure and tourism industries following the pandemic. Linked to that, addressing parking issues in Greater Cambridge will also be an important part of the whole city access package. Work is underway to assess the baseline and consider options, and officers are working with colleagues at the County Council to consider how the GCP could support further progress on Residents' Parking. This includes considering how 'Liveable Neighbourhoods' approaches could work in Cambridge, whereby parking is considered in the round alongside issues such as electric charging provision, cycle parking and car club spaces.
- 4.5 To achieve this, as we come out of the pandemic, Greater Cambridge and the wider travel to work area will need to embrace some of the flexibility in working locations and patterns adopted during the pandemic and make these work in the longer-term. The planned growth of 44,000 more jobs and 33,500 homes (plus additional growth from the emerging Local Plan) in the Greater Cambridge area means that even with more flexible working, pressure on the transport network will remain acute. Many (more) people will still need to travel not just for work, but also for education, to access services, and for leisure – and the GCP agenda is encouraging, wherever possible, those journeys to be made using ultra-low or zero emission public transport or by cycling, walking or another active travel option.
- 4.6 The bulk of investment in the GCP's sustainable infrastructure plan is building new, high-quality, segregated infrastructure for active travel and public transport. Scheme delivery is underway with improvements being made across Greater Cambridge over the next 5 years. This capacity is necessary to meet the growth challenges outlined in Local Plans as mentioned above. In parallel, the City Access Project has explored ways to deliver better, more competitive sustainable transport for the first last mile. Extensive technical work has been undertaken and set out in detail in earlier papers.²

² See particularly:

https://cambridgeshire.cmis.uk.com/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1423/Committee/26/SelectedTab/Documents/Default.aspx
https://cambridgeshire.cmis.uk.com/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1419/Committee/26/SelectedTab/Documents/Default.aspx

4.7 This technical work has shown that:

- Any package needs to combine interventions to support the uptake of public transport with one or more measures to discourage car use in order to maximise impact and free up road space;
- The scale of the challenge is such that significant measures are needed to address the issues; and
- The introduction of measures that discourage car use must be timed to ensure people have alternatives in place first.

4.8 The changing situation in relation to the CAM proposal makes the need for such interventions even more important, focussing on alternative interventions that are deliverable in the shorter term, rather than a CAM network that had no funding in place and no certainty of delivery in the next decade plus. Critically, improvements to the public transport network must be made *before* major changes in road space reduction are progressed.

4.9 GCP continues to monitor the impact of the Covid-19 pandemic and restrictions on travel and transport. The latest data is set out at Appendix 1 and shows a continuation of the trends seen previously through the third national lockdown. The impact on public transport continues to be particularly acute and, given the likely importance of a high-quality public transport network to the future success of Greater Cambridge and the wider area, getting people back on to public transport will be an essential component of a successful strategy. Equally, with people returning to their cars faster than other modes following both lockdowns, there is a clear risk of a car-based recovery which could potentially make sustainable modes less attractive if congestion and pollution levels return unabated.

5. Consultation and Engagement

5.1 Extensive engagement on the issues considered in this paper has previously been undertaken and reported to the Joint Assembly and Executive Board in earlier reports. Engagement has included Our Big Conversation (2018), Choices for Better Journeys (2019) and the Greater Cambridge Citizens' Assembly (2019).

5.2 Key messages from the Choices for Better Journeys consultation include:

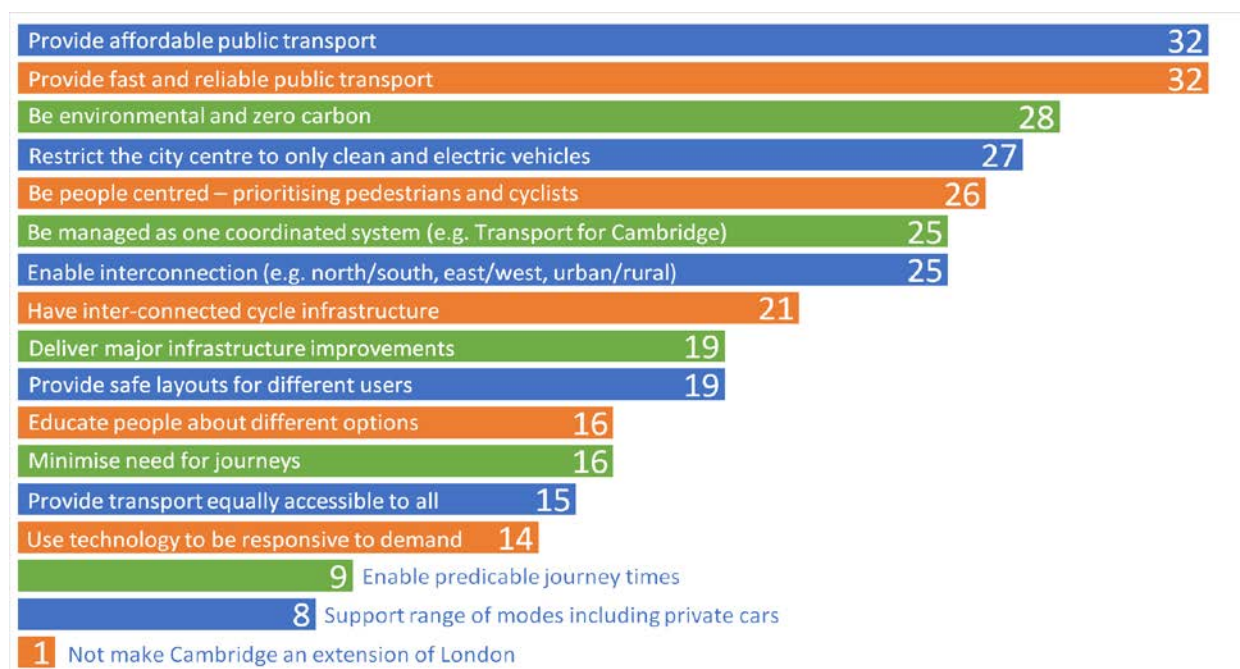
- 82% of respondents backed the GCP's vision to improve public transport;
- 81% of respondents chose a traffic reduction measure as their first choice for funding public transport and reducing congestion; and
- 44% of respondents favoured a pollution charge as their first or second option compared to 39% favouring a flexible charge.

5.3 It is proposed that a further, detailed consultation is now undertaken to refine a detailed plan for delivery, working closely with the Mayor and Combined Authority. This should be supported by engagement with key stakeholders across Greater Cambridge and the wider travel to work area, as well as reconsultation with the Citizen's Assembly in order to help shape the design of a final scheme.

6. Citizen's Assembly

- 6.1 In July 2020 the GCP published the response to the Citizens' Assembly³, followed in January 2021 by a 'One Year On' Report setting out progress in implementing the response.⁴ The detailed recommendations of the Citizens' Assembly have informed the approach to date, in particular the proposals to provide better public and active travel options, create space for people and sustainable transport, and ensure proposals help to reduce air pollution and carbon emissions.

Table 1 – Citizens' Assembly Vision Outcomes

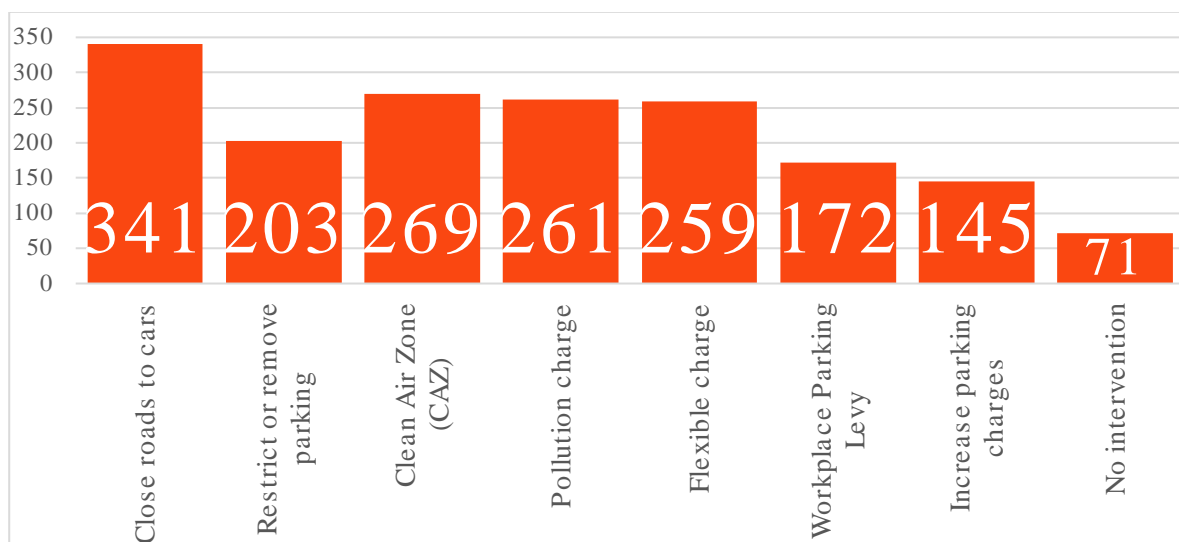


- 6.2 The citizens' assembly also considered the ways in which reducing congestion, improving air quality and delivering better public transport could be achieved. Table 2 outlines the preferred solutions of the assembly.

³ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf>

⁴ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/One-year-on-progress-implementing-the-Greater-Cambridge-Partnership-response.pdf>

Table 2 – Citizens Assembly views on options to reduce congestion, tackle air quality and provided better public transport in Greater Cambridge (expressed votes).



6.3 Physical restrictions, in particular the Emergency Traffic Regulation Orders (ETRO) is the first step in process of reallocating road space. The ETRO report on the agenda provides an update on the GCP's ETRO work with the County Council.

7. Options and Emerging Recommendations

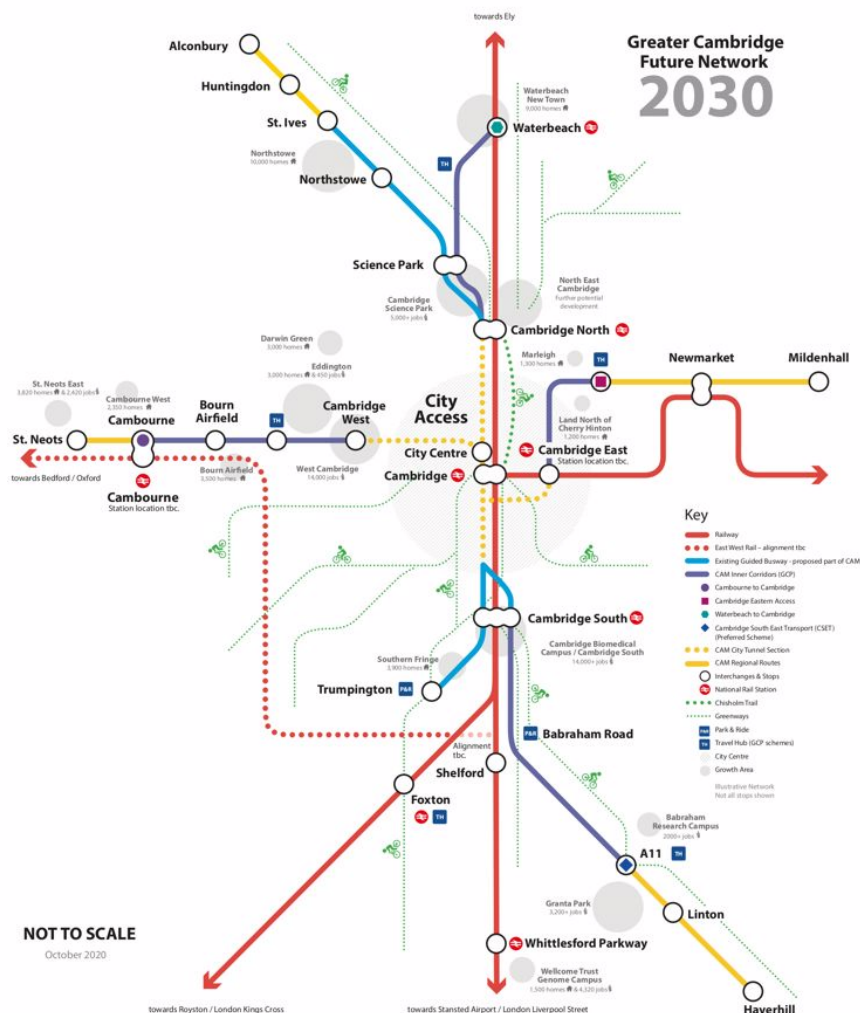
7.1 As set out in previous papers, in order to address current and future transport issues, tackle climate change, and secure the future prosperity of our area, we need to reduce car dependence and promote the use of sustainable modes of transport wherever possible. Offering a real competitive alternative to their car has three key elements:

- New sustainable transport infrastructure;
- An enhanced network of public transport services; and
- Creating space for sustainable transport and discouraging car use

New sustainable transport infrastructure

7.2 The GCP's sustainable transport infrastructure programme will, alongside other projects being delivered by partners, provide the first of these, as shown in figure 1. The four public transport and cycling corridors (Waterbeach, Eastern, Cambridge South East and Cambourne) will build upon the success of the existing Cambridgeshire busway, providing the capacity needed to deliver the current Local Plans in a sustainable manner. The segregated solutions will offer real journey time benefits to public transport users over the private car. However, whilst travel across the city remains car-dominated inhibiting public transport services, the benefit of these schemes, like the existing busway, will never be fully maximised. The City Access agenda can be a solution to maximising the benefit of these key corridors by provide journey solutions within and across the City environment.

Figure 1: Greater Cambridge Future Network Map



7.3 The *cycling-plus* network has been identified by the GCP as the next step in delivering improvements in the Cambridge city cycle network. The network has identified 13 cross-city cycle routes that could benefit from significant improvement for cyclist. Limited resources mean that at present only part of the network could be upgraded, but with an additional funding source, then the entire programme could be delivered significantly enhancing cycle provision across Cambridge.

An enhanced network of public transport services

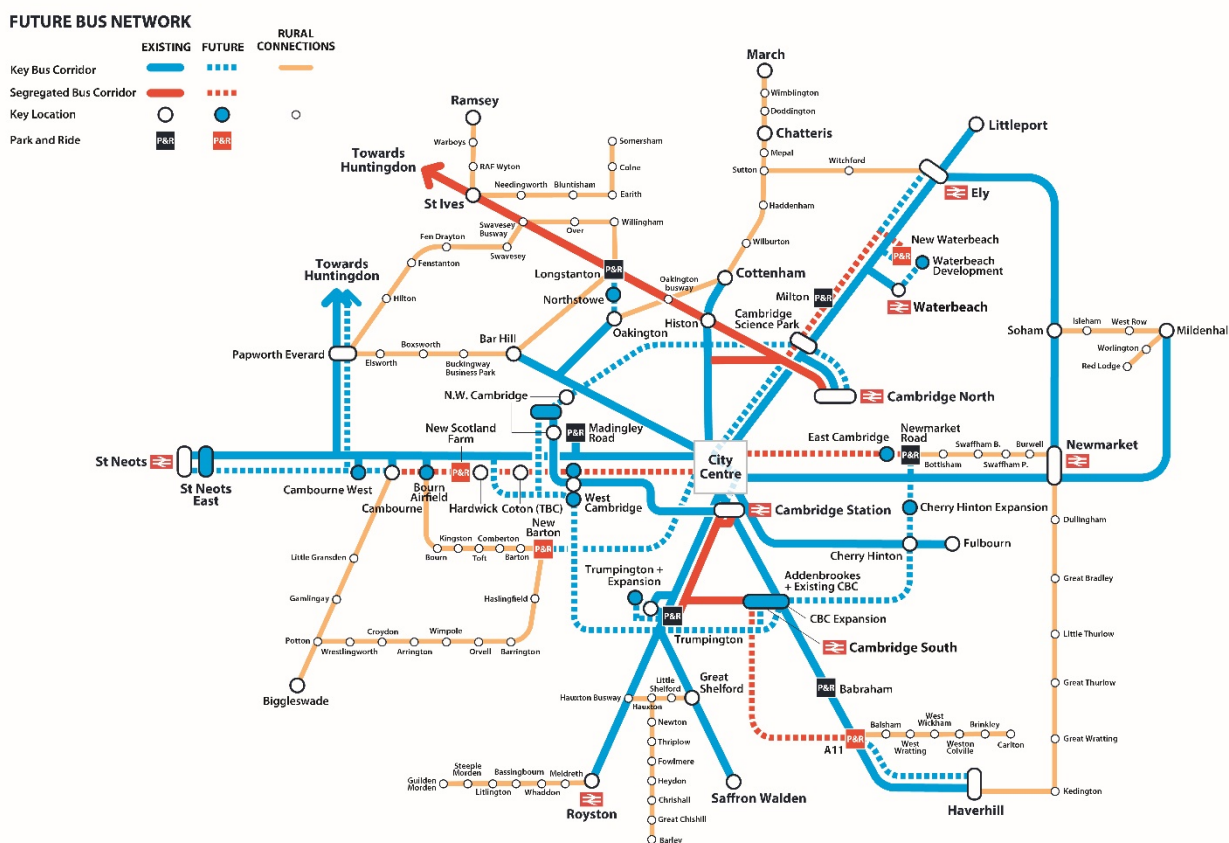
7.4 Previous work has considered the second requirement – provision of an enhanced network of public transport services. If the first element tackles the reliability aspect of public transport (which we know to be most important for the majority of potential users), then this is about delivering faster and more frequent bus services, over longer hours, taking passengers more directly to their destination of choice.

7.5 The Cambridgeshire and Peterborough Local Transport Plan supports the delivery of better bus services to improve access to employment, education, services and leisure destinations.⁵ Using the findings from the CPCA's *Cambridgeshire and Peterborough Strategic Bus Review*, in 2020 Systra Ltd produced a future bus

⁵ <https://bit.ly/3mRfBEj>

network concept for Greater Cambridge⁶. This aimed to set out how a new network could offer more people a competitive public transport option, supporting access to employment and services across the travel to work area and enabling inclusive growth. The future network concept is set out at figure 2.

Figure 2: Future Bus Network Concept



7.6 These proposals would deliver a transformation in local bus provision across and beyond the Greater Cambridge geography. Most market towns would have 6 services to Cambridge per hour, and most rural villages served by an hourly bus service. In Cambridge, 10 minute frequencies would be the norm with more direct services to the Cambridge Biomedical Campus (CBC), Cambridge Science Park and the West Cambridge site avoiding the city centre. Potentially a flat fare could apply and services would operate between 05:00am and midnight.

Some examples of improvements include:

Cambridge City

- Daytime 10 minute frequency, 20 minute frequency to Midnight
- More express services to City centre, CBC, Science Park, West Cambridge
- More direct services to CBC, Science Park and West Cambridge without the need to travel through the city centre
- Fare proposals

⁶ <https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d>

Haverhill Corridor

- Doubling of frequencies to Cambridge
- More express services
- New hourly rural services including Barley, Stapleford, Whittlesford, Sawston, Great Shelford, Trumpington
- New hourly rural Haverhill to Newmarket service
- Fare proposals

Cambourne Corridor

- Up to 8 services per hour to Cambridge
- Doubling of services from St Neots to Cambourne
- Direct service from Cambourne to CBC
- New hourly rural services including Wrestlingworth, Barton, Potton, Biggleswade, Caxton, Barton, Grantchester service
- New hourly rural Cambourne to Biggleswade service
- Fare proposals

Waterbeach, Cottenham and Ely Corridor

- New hourly direct service from Cottenham, Histon to City centre
- Double frequency of Waterbeach to Cambridge service
- 4 buses per hour from Waterbeach New Town to Science Park, City Centre and CBC
- New direct link from Ely, Waterbeach to West Cambridge site
- New hourly Cottenham, Chatteris and March service
- New connections between Ely and Chatteris
- Fare proposals

Fulbourn, Newmarket and Mildenhall Corridor

- New express service from Cambridge to Newmarket
- Additional 4 services per hour from Cherry Hinton to CBC
- New hourly village connection service to Cambridge and Newmarket
- New hourly Newmarket to Haverhill service
- Fare proposals

Royston and Saffron Walden Corridor

- Additional 2 buses per hour from Royston to Cambridge
- Additional 5 services per hour from Saffron Walden
- New hourly village connection service from Duxford
- Additional Barley, Great Shelford to Cambridge Services
- New hourly bus services for Meldreth and Waddon
- Fare proposals

Northstowe and St Ives Corridor

- Increase the St Ives to Cambridge service to 9 buses per hour
- Increase the St Ives to Cambridge North/Science Park to 5 buses per hour
- Additional 2 buses per hour from Longstanton to Cambridge
- New hourly Longstanton, Northstowe, Swavesey, Fenstanton, Papworth Everard, Boxworth service
- New hourly St Ives to Somersham service via Needingworth and Earith
- New hourly St Ives to Ramsey via RAF Wyton and Warboys

- Fare proposals

7.7 The costs of implementing this network are significant, up to £40m per annum. A funding source would be required to deliver these improvements on an ongoing basis. It is therefore proposed that we consult on the detailed aspects of these proposals, to identify a deliverable package to support delivery of the wider Mayoral, GCP and City Access ambition. The package would be based on proposals including:

- Lengthening operating hours;
- Increasing bus frequencies on the core network including more direct services;
- Provision of additional rural bus routes and services; and
- Development of future fare proposals.

7.8 Service improvements of this nature can be delivered initially from identified funds within the GCP budget, but an ongoing revenue source will need to be found for any supported services that do not become commercially viable. Consultation and stakeholder engagement should consider this early delivery of enhanced bus network.

Creating Space for Sustainable Transport and Discouraging Car Use

7.9 The Cambridgeshire and Peterborough Local Transport Plan sets out the need for action to reduce demand for car travel to tackle congestion and pollution, and “ensure that Cambridge’s road network is prioritised for walking, cycling and public transport”.⁷ Previously published technical work has considered how this could be achieved.⁸ A number of work streams have already been agreed by the Executive Board and work is progressing with partners, these include:

- Developing, with the County Council, a revised network hierarchy for Cambridge that prioritises sustainable modes of transport;
- Bringing forward a programme of road space reallocation to deliver the revised hierarchy, building on schemes delivered through the active travel fund;
- Developing and implementing an integrated parking strategy, with the County and City Councils, which aims to promote sustainable travel and discourage car use, improve access and more effectively manage the use of on and off street parking to reduce congestion on the network;
- Funding the delivery of civil parking enforcement in South Cambridgeshire; and
- Delivering the smart traffic signals pilot using the latest technology, including artificial intelligence, to ease congestion and reduce vehicle idling, starting this month.

7.10 All these work streams should continue. However, following the changed position on the CAM scheme, further action is now urgently required. To deliver the ambitious plans set out in 7.5-7.7, many more buses will be needed and cannot get stuck in congestion. Therefore, prioritising road space for sustainable transport is

⁷ <https://bit.ly/3mRfBEj>

⁸ See background papers

essential – and offers the potential to speed up journey times, improve reliability and improve safety. Promoting bus services and investing further in the *cycling-plus network* will require delivery of this road space reprioritisation and a funding source.

- 7.11 The Executive Board in December 2020 considered the various options for city-wide road space reallocation, including sources of revenue generation. Table 2 outlines the options considered.

Table 2: Summary of Measures in Each Package

Package	Measures
1. Baseline	<p>This package includes measures agreed to date, namely;</p> <p>Modal filters at locations including at Carlyle Road, Luard Road, Newtown area, Nightingale Avenue, Silver Street and Storey's Way.</p> <p>Extending the electric bus pilot</p> <p>Workplace travel scheme</p> <p>City centre freight pilot</p> <p>Integrated Parking strategy</p>
2. Do minimum	<p>All of the measures in package 1, plus in central Cambridge: an older commercial vehicle Clean Air Zone banning all non-compliant vehicles excluding private cars. Emergency vehicles and those providing disabled access would be exempt. The CAZ zone would lie within but not include Cambridge's inner ring road.</p>
3a. Space for people	<p>All measures in packages 1 and 2, plus the reallocation of road space to create more space for walking and cycling provision, improved public realm, as well as bus priority measures where possible. This includes early measures to reduce on- and off-street parking, as well as improvements to public realm, and a further programme of modal filtering priority.</p>
3b. Clean air and zero carbon	<p>All the measures in packages 1 and 2, with the addition of measures focused on achieving air quality and zero carbon objectives. There would be early investment in roll out of electric car clubs, moving the bus fleet towards zero emission, electric charge point network and potentially a scrappage scheme for the most polluting vehicles. An Ultra-Low Emission Zone (ULEZ) covering the city within the bounds of the Park & Ride sites. The ULEZ would see all vehicles not meeting certain emission standards charged to drive within the zone – these standards could increase over time. Vehicle exemptions would be considered for emergency vehicles and blue badge holders. The proceeds of the ULEZ could be used to fund moving commercial and private vehicles to zero emission, as well as supporting uptake of sustainable travel.</p>
3c. Better buses for everyone	<p>All the measures in packages 1 and 2, with the addition of measures focused on providing a high quality public transport network covering the travel to work area, and reducing traffic levels</p>

	<p>to improve bus journey times and reliability. Early steps would be taken to deliver improvements to bus services and fare subsidies, followed by roll out of the full bus network improvements.</p> <p>This would provide new orbital routes and rural connections, as well as higher frequencies and longer operating hours across the whole network. Once improvements were in place offering more sustainable travel alternatives, a flexible charge would be introduced to encourage uptake of sustainable travel, create space for sustainable transport and provide income to sustain the bus network on an ongoing basis. The flexible charge would apply to journeys within a zone covering the city within the bounds of the Park & Rides. Vehicle exemptions would be considered for emergency vehicles and blue badge holders.</p>
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- 7.12 Package 2 – Do minimum – an assessment indicates that the Clean Air Zone in this package, implemented by fine penalties, will encourage the commercial fleet in the city centre to become cleaner, creating air quality benefits particularly within the inner ring road. However, it does not address congestion or create physical benefits such as space for walking and cycling or improvements to bus reliability and speeds.
- 7.13 Package 3a – Spaces for people - The assessment indicates that this package is likely to reduce private car trips and increase active travel in areas of reallocated road space but is unlikely to achieve substantial modal shift to public transport due to insufficient measures to increase the coverage, availability and attractiveness of non-car modes, and the package does not raise any funds to support such measures.
- 7.14 Package 3b – Clean air and carbon zero - Successful implementation of this package is reliant upon the introduction of a pollution based charge. The assessed impact is a significant improvement in air quality and acceleration of the move to cleaner vehicles, thereby reducing carbon emissions. There are also likely to be some congestion and mode shift benefits arising from the Ultra-Low Emission Zone. However, as electric car technology becomes more affordable and ubiquitous it is unlikely this package would address congestion in the long-term, with benefits particularly declining post-2030. Income would also reduce over time, meaning less opportunity to provide incentives or improvements for sustainable transport.
- 7.15 Package 3c – Better buses for everyone – The success of this package relies on the introduction of a flexible road charge linked to time of day. The assessed impact indicates that this package is expected to have a significant positive effect on congestion, access to key employment areas and other key destinations, as well as benefits to air quality and carbon emissions resulting from a reduction in car trips and modal shift. The significantly expanded bus network is expected to provide significant benefits to people and businesses across the travel to work area, particularly those who are more reliant on public transport or who live in areas that currently suffer from poor connectivity such as rural areas and places in the wider travel to work area. 6.
- 7.16 Any significant improvement to bus services requires a funding source. The package options considered above include parking, pollution and road charging based options. Critical to any assessment of these options includes the geography

cover, hours of operation, charging level and equalities impact and these will be the areas included in the consultation on which community views are sought.

- 7.17 Previous work to assess the impacts and benefits of road charging, as summarised in the packages above, will be updated following feedback from the autumn consultation and used to shape a final charging proposal for consultation next year.

Equalities Impact Assessment

- 7.18 A preliminary Integrated Impact Assessment (IIA) of the five packages has been undertaken by Steer which is published alongside this report.⁹ This builds on the earlier Baseline and Scoping summary report undertaken by Steer and published with the February 2020 City Access report, and covers equalities, business/economic, environmental, health and community safety impacts to ensure that decision makers have appropriate evidence about the implications of the different packages to inform next steps.¹⁰
- 7.19 Overall, the preliminary IIA found that packages 1 and 2 are likely to have smaller and more localised effects and would not achieve City Deal ambitions. Packages 3a,b+c build on these, and are likely to have more significantly positive effects. However, the nature of the measures included in these packages (i.e. designed around a single theme) mean that the benefits are not maximised. Each package is likely to have a range of positive and negative impacts, but the benefits could be maximised by potentially considering how the measures in packages 3a,b+c could be combined to work together in a complementary manner. In doing so, the specific design and implementation of measures should carefully consider the potential for negative effects to simply be displaced, rather than reduced. This will be particularly important in relation to any package that improves bus services and implements a charge.
- 7.20 The report also outlines that, across the packages, the relative timing of implementation of each measure is key. In order to change travel behaviour, public transport and active travel should be made more accessible and attractive, where possible, in advance of measures that make car travel more difficult and/or costly. Any charges should also reflect equalities considerations, for example disabled and blue badge holders may be exempt, and how it can support people on lower incomes who rely on public transport and cannot afford a new, cleaner car.
- 7.21 Work on equalities and integrated impact assessments will continue to form a key component of the City Access strategy and will be regularly reviewed and updated as the proposals are refined.

New Mayoral Ambitions to improve bus service

- 7.22 The Executive Board need to be mindful of the ambitions set by the Mayor and the Combined Authority, as the Strategic Transport Authority, and as outlined in the emerging Local Transport Plan refresh currently being undertaken. In that context,

⁹ Preliminary Integrated Impact Assessment, Steer and Temple Group, 2020

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

¹⁰ 'Greater Cambridge Partnership: Integrated Impact Assessment – Draft Baseline & Scoping Report Summary Report', Steer and Temple Group, 2020,
<https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d>

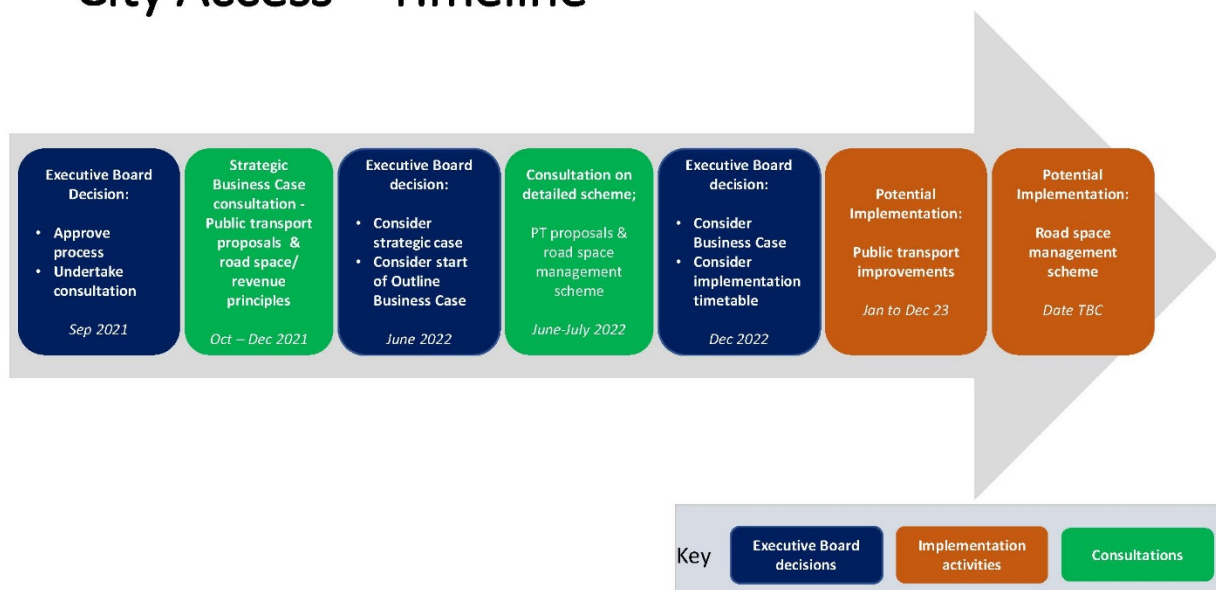
the City Access package should have at its core significantly improving bus services. Reallocating road space for active travel modes and air quality improvements, including greening of the bus fleet will also have an important role to play.

- 7.23 In that context, consulting on proposals outlined in Package 3c better bus services for all, would best demonstrate alignment of GCP and Mayoral/CPCA agendas. The consultation should move on from previous GCP consultations such as Choices for Better Journeys. The priority of tackling air quality, cleaning of vehicles and implementation approach should form part of the consultation, as should the timeline for delivery. This should be supported by establishing a key engagement group of key stakeholders from across Greater Cambridge.

Timeline for Delivery

- 7.24 Significant technical work and public engagement has been undertaken on the City Access agenda to date. This has produced an extensive body of evidence on both the principles required for a successful strategy, and the public view on the need for action. Whilst the possibility of tunnelled CAM network by the mid-2030s was the subject of assessment, no matter how unlikely delivery of such a scheme seemed, taking forward measures to address the challenge of the city environment was clouded with uncertainty. Now that clarity has been provided, action is necessary and the timeline below outlines the key steps in delivering on the City Access agenda.
- 7.25 The proposed timeline meets the requirements of Department for Transport whilst seeking to deliver improvements as soon as practicable. Implementation will be subject to public consultation:

City Access – Timeline



- 7.26 The first step will be a consultation in the autumn, alongside engagement the stakeholders and reconsulting the Citizens' Assembly, to assist with the development of a final package of options for improving bus services, funding an expansion of the cycling-plus network and managing road space in Cambridge. This

will look in detail and the proposals to improve the wider bus network and consider options that deliver the space for new services and a funding source to ensure their ongoing viability, in particular pollution, road or parking charging solutions.

- 7.27 Any final package of proposals will be subject to a public consultation in 2022, along with an implementation plan that commits to improving bus services in the first instance.

8. Zero Emission Bus Bid

- 8.1 Earlier this year, the Department for Transport announced a £120m Zero Emission Regional Areas scheme to enable the introduction of zero emission buses and the infrastructure needed to support them. The CPCA, as the Local Transport Authority, has worked closely with GCP officers to submit a business case seeking £4.295m from the fund to support the introduction of 30 electric double-decker buses in Greater Cambridge. This would build on the initial pilot of 2 electric buses part-funded by the GCP that have been operating in Cambridge since early 2020.
- 8.2 If the bid is successful, the buses would operate on the Park&Ride and citi 2 routes in order to maximise the time the buses spend in the Cambridge Air Quality Management Area (AQMA). The current Euro VI buses operating on these routes would be cascaded to other city centre routes currently using older buses. Charging facilities would be provided at bus depots alongside opportunity charging at Babraham P&R. The CPCA should learn the outcome of the bid in the next few weeks and, if successful, are aiming to have the buses operating from next year. The introduction of the new electric buses is expected to lead to significant improvements in air quality in the AQMA. Full details of the bid and expected benefits are set out in the business case published on the CPCA's website.¹¹
- 8.3 The overall funding requirement for the scheme is £16.574m and therefore match funding will be required on top of the DfT grant. The CPCA has requested match funding of £2.25m from the GCP, to sit alongside investment from themselves and bus operators. The Executive Board is recommended to approve the allocation of £2.25m to the scheme, given the benefits to air quality, carbon emissions and meeting the GCP's ambitions for future public transport in Greater Cambridge.

9. Alignment with City Deal Objectives

- 9.1 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 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;

¹¹ CPCA: ZEBRA business case final submission https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/CPCA-ZEBRA-Scheme-Business-Case_FULL-v2021_08_20-FINAL-REDACT.pdf

- 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.

10. Financial Implications

- 10.1 In December 2020, the GCP Executive Board agreed a revised city access budget for 2021-2023. Individual elements of the proposed package which go beyond the agreed budget will come forward to the Joint Assembly and Executive Board for full consideration once detailed proposals have been developed. The city access strategy will be subject to full financial appraisal as the package is refined.
- 10.2 The proposed additional £2.25m budget for the zero emission bus submission is also reflected in the proposed budget within the Quarterly Progress Report.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

11. Next Steps and Milestones

- 11.1 Subject to the Executive Board's approval, delivery of the package set out above will commence. Reports on individual elements of the package needing further Joint Assembly consideration and Executive Board approval will be brought forward as required. Progress will include the following key milestones (to be updated):

In the next 3 months:

- The GCP will over the autumn undertake a consultation on a City Access package focussed upon improving bus services, providing space for active modes and tackling congestion, air quality and climate change.

In the next 6-9 months:

- The outcome of the consultation will be brought back to the Executive Board in 2022 alongside an updated delivery plan, likely to include a more detailed scheme to deliver the objectives set out in this paper.

List of Appendices

Appendix 1	Transport Data Pack
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Background Papers

Source Documents	Location
CPCA: ZEBRA business case final submission	https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/CPCA-ZEBRA-Scheme-Business-Case_FULL-v2021_08_20-FINAL-REDACT.pdf
Active Travel Investment Study	https://greatercambs.filecamp.com/s/GCP_FIS_Active_Travel_Study/fo
GCP Citizens' Assembly one-year on report	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/One-year-on-progress-implementing-the-Greater-Cambridge-Partnership-response.pdf
Preliminary Integrated Impact Assessment of Packages, Steer and Temple Group 2020	https://greatercambs.filecamp.com/s/thZgVi8Xqm1eClkj/fi
GCP Citizens' Assembly response	https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf
Citizens' Assembly workshop report	https://www.greatercambridge.org.uk/greater-cambridge-citizens-assembly-workshop-2020
Cambridgeshire & Peterborough Independent Economic Review	https://www.cpier.org.uk/final-report/
Cambridgeshire and Peterborough Local Transport Plan	https://bit.ly/3mRfBEj
Technical assessment of alternative measures proposed as an alternative to fiscal options to address future congestion in Greater Cambridge	https://greatercambs.filecamp.com/s/kLtJXgfboUldzqnC/d
Lessons from Elsewhere	https://greatercambs.filecamp.com/s/R1havJ4AXniu9Byr/d
Cambridge Clean Air Zone Feasibility Study	https://consultcambs.uk.engagementhq.com/1836/documents/2050
'Reducing air pollution, CO ₂ emissions and congestion in Cambridgeshire'	www.greatercambridge.org/reducingairpollutionreport/
Technical Note – Public Transport Investment Analysis	https://greatercambs.filecamp.com/s/vkcSQOwBi6wkfbhC/d

SYSTRA: Future Bus Network Concept	https://greatercambs.filecamp.com/s/8waVgal1mMIYNfJ9/d
Making Spaces for People Baseline Report, BDP	https://www.cambridge.gov.uk/media/7672/making-space-for-people-spd-baseline-report-chapters-1-to-4.pdf ; https://www.cambridge.gov.uk/media/7673/making-space-for-people-spd-baseline-report-chapters-5-to-8.pdf
Making Spaces for People: Central Cambridge Vision, Aims, Objectives & Strategies,	https://www.cambridge.gov.uk/media/7671/making-space-for-people-spd-central-cambridge-vision.pdf
'Cambridge Access Study: City Centre Traffic Management Options', Mott MacDonald	https://greatercambs.filecamp.com/s/vui4k4dFhZzfpNwg/d
'Technical Note: CSRM2 City Access Study', Atkins	https://greatercambs.filecamp.com/s/Y7X1ZanYaeSdFkSP/d
'Demand Management options report', Arup	https://greatercambs.filecamp.com/s/FLUglLPtqfnSuJdz/d
'Choices for Better Journeys: CSRM2 Runs', Atkins	https://greatercambs.filecamp.com/s/KpFq8bMrR0YLpSII/d
'Greater Cambridge Partnership: Integrated Impact Assessment – DRAFT Baseline & Scoping Report Summary Report', Steer and Temple Group	https://greatercambs.filecamp.com/s/UY0HyTe1emd3zzgg/d
'Report and recommendations – Greater Cambridge Citizens' Assembly on congestion, air quality and public transport', Involve	https://www.involve.org.uk/sites/default/files/field/attachemnt/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20Full%20Report%20_0.pdf
'Our Big Conversation: Summary Report of Survey Findings', Greater Cambridge Partnership	https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=IT89Qvi2wNJefHSXNA3sktDKOhbbfuaFCHA5pO4gXOVa%2f2ym848cdw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNIh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9lXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlo tS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qji0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJFf55vVA%3d
'Choices for Better Journeys: Summary report of engagement findings', Greater Cambridge Partnership	https://consultcambs.uk.engagementhq.com/1836/documents/2464

Covid-19 – transport impacts

Data and monitoring report

This report is intended to:

Provide further updates on some of **the transport and mobility impacts of Covid-19 as restrictions are lifted**, notably as we entered step 3 of the governments roadmap out of lockdown on the 17th of May, allowing social contact - with up to 30 people being allowed to meet outdoors and indoor hospitality being re-opened.

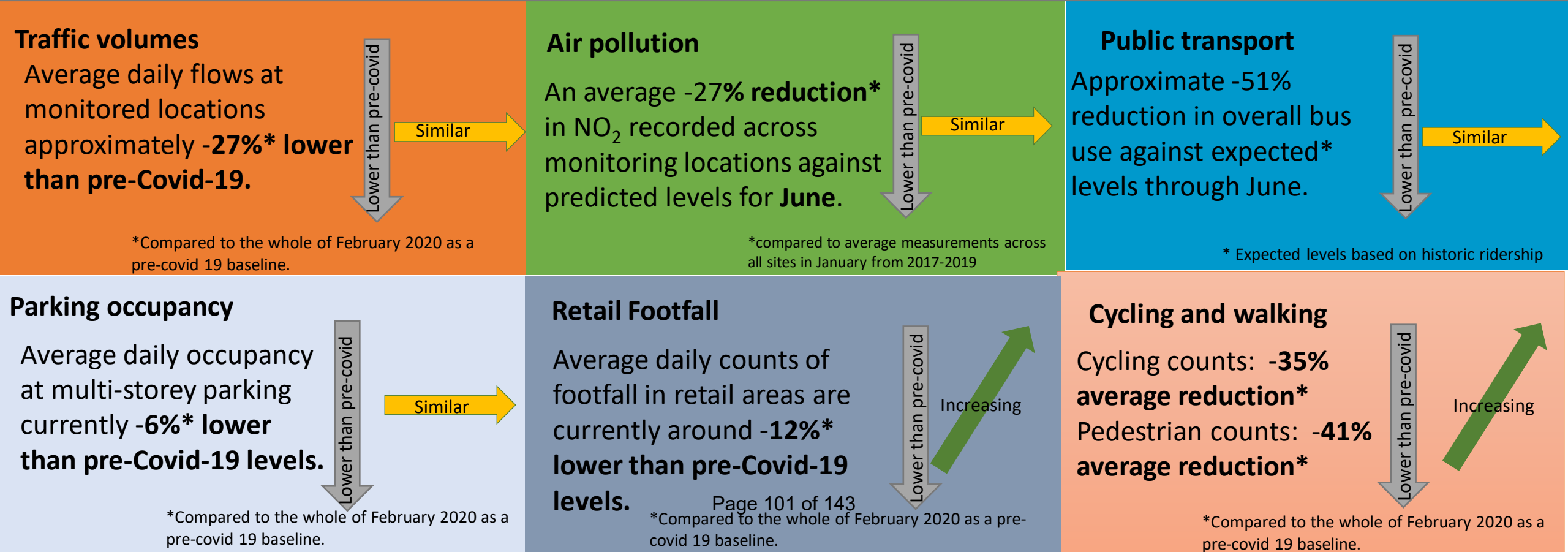
- Indicate changes in key indicators by comparing **pre-Covid-19 lockdown data to the report production date on 05 July 2021**;
- Continue to track **daily/weekly data to provide a more detailed understanding of recent trends** and show the impact of on-going restrictions;
- Provide a basis for discussion for the Greater Cambridge Partnership to understand and identify existing challenges and future data needs

Data – key points to note:

- Relevant comparison periods are noted throughout the report, dependent on historic data availability.
- Most datasets are **tracked daily from 1 Mar 2020 to 30 June 2021. However, some data has been updated until 4 July 2021 to provide the most up to date data.**

Transport dashboard – Covid-19

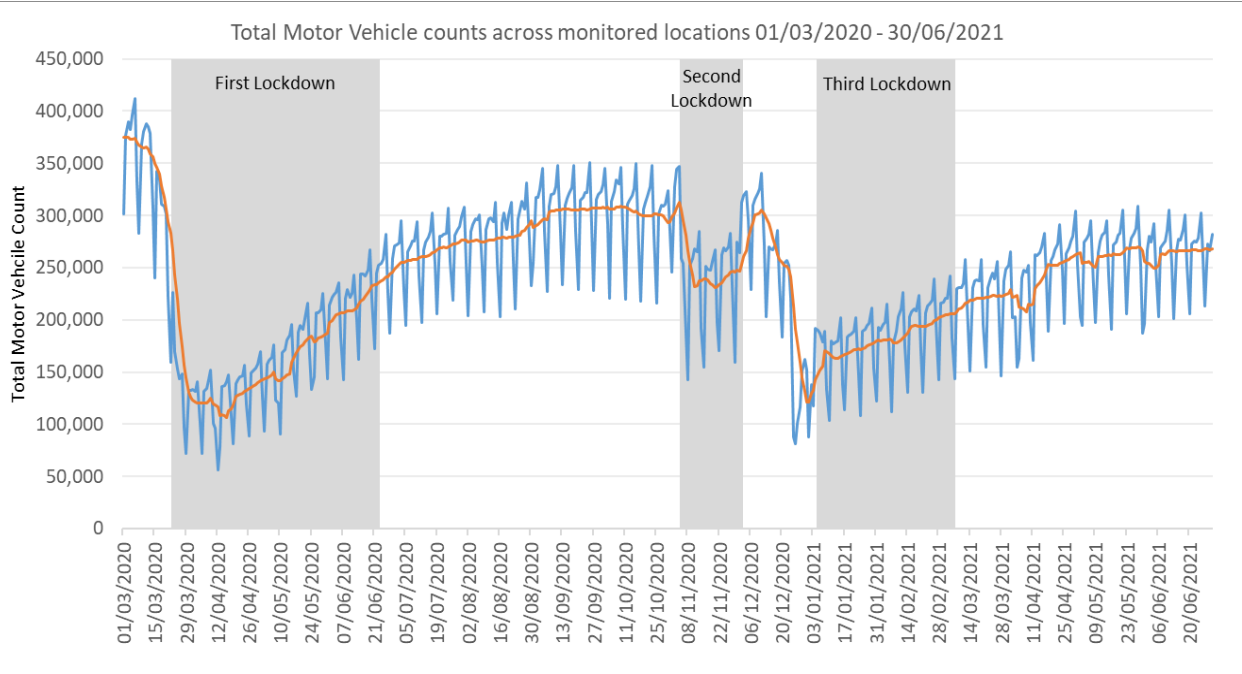
- The impact of restrictions being eased further on the 17th of May is still evident across transport and mobility in and around Cambridge. Of the monitored datasets, **Retail footfall, across Cambridge overall and at One station square have seen the highest increases when comparing June 2021 to May 2021 (15% and 21% respectively).**
- Traffic volumes, Parking occupancy and Public transport use saw little change from May to June 2021.
- As people continue to work at home, the impact on public transport is clear, with current ridership **-51% below expected levels through June**. Despite recent increases in footfall at One Station Square, average volumes in June 2021 were still **-31% below those observed in February 2020**.



Traffic- Motor Vehicles- Overview-

Across monitored sites, overall flows of **motor vehicles** were approximately **-27% lower in June 2021 than they were in February 2020***. There has been a 3% increase in average daily traffic in June 2021 compared to May 2021.

Total motor vehicles recorded daily across Cambridge Vivacity Sensors and CA counters from 1 Mar 2020 to 30 June 2021



% change in daily average vehicle counts between Feb 2020* and June 2021

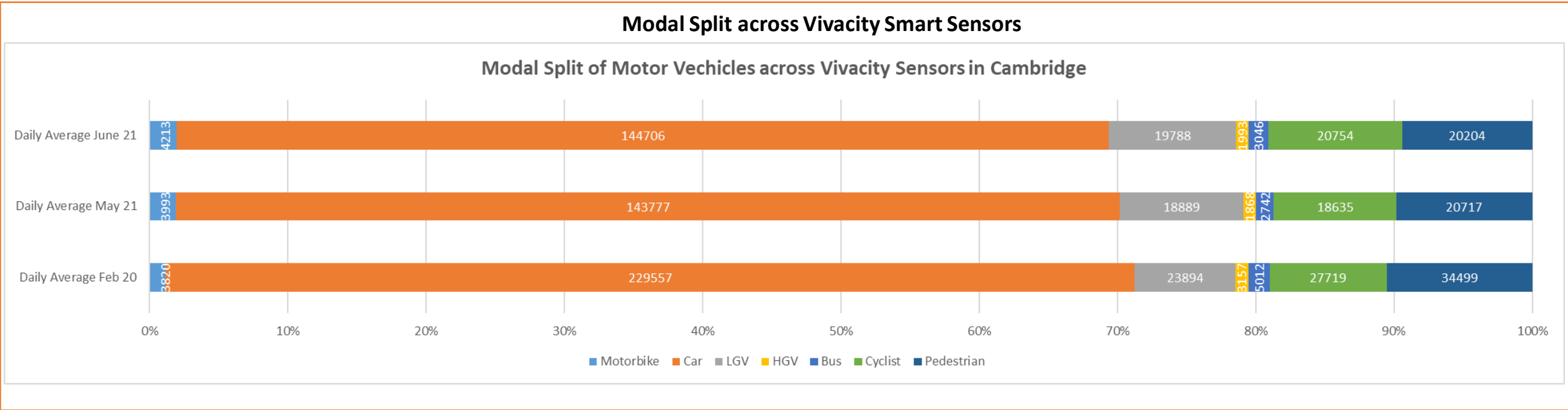
Location	All Vehicles	Motorcycles	Cars/Vans	Light Goods Vehicles	Heavy Goods Vehicles	Buses
Mill Road 1	-34%	0%	-38%	-11%	-14%	-19%
Mill Road 2	-48%	-17%	-51%	-40%	-16%	-26%
Coldhams Lane	-6%	69%	-7%	4%	-9%	-21%
East Road	-7%	67%	-11%	19%	-12%	-42%
Milton Road	0%	64%	-3%	19%	-20%	-1%
Hills Road	-1%	25%	-7%	40%	20%	-11%
Newmarket Road	-13%	68%	-17%	14%	-1%	3%
Histon Rd	-54%	-1%	-55%	-51%	-39%	-54%
Vinery Road	-18%	-4%	-21%	-1%	40%	240%
Cherry Hinton Road	-38%	-67%	-39%	-31%	-46%	-5%
Tenison Road	-30%	144%	-37%	10%	0%	235%

- Overall traffic in June 2021 increased by 3% compared to May 2021, **however levels are still -27% lower than those seen in February 2020***.
- Motorcycles and Buses** have seen **increases in June 2021 compared to pre-Covid-19***, with **32% more motorcycles and 27%, compared to an average -26% reduction in Cars/Vans**. Vinery Road (240%) and Tenison Road (235%) have had the largest increases in buses during June 2021 compared to February 2020*; note these large percentages are against a low baseline.

*February 2020 taken as pre-Covid baseline

Traffic- Modal Split-

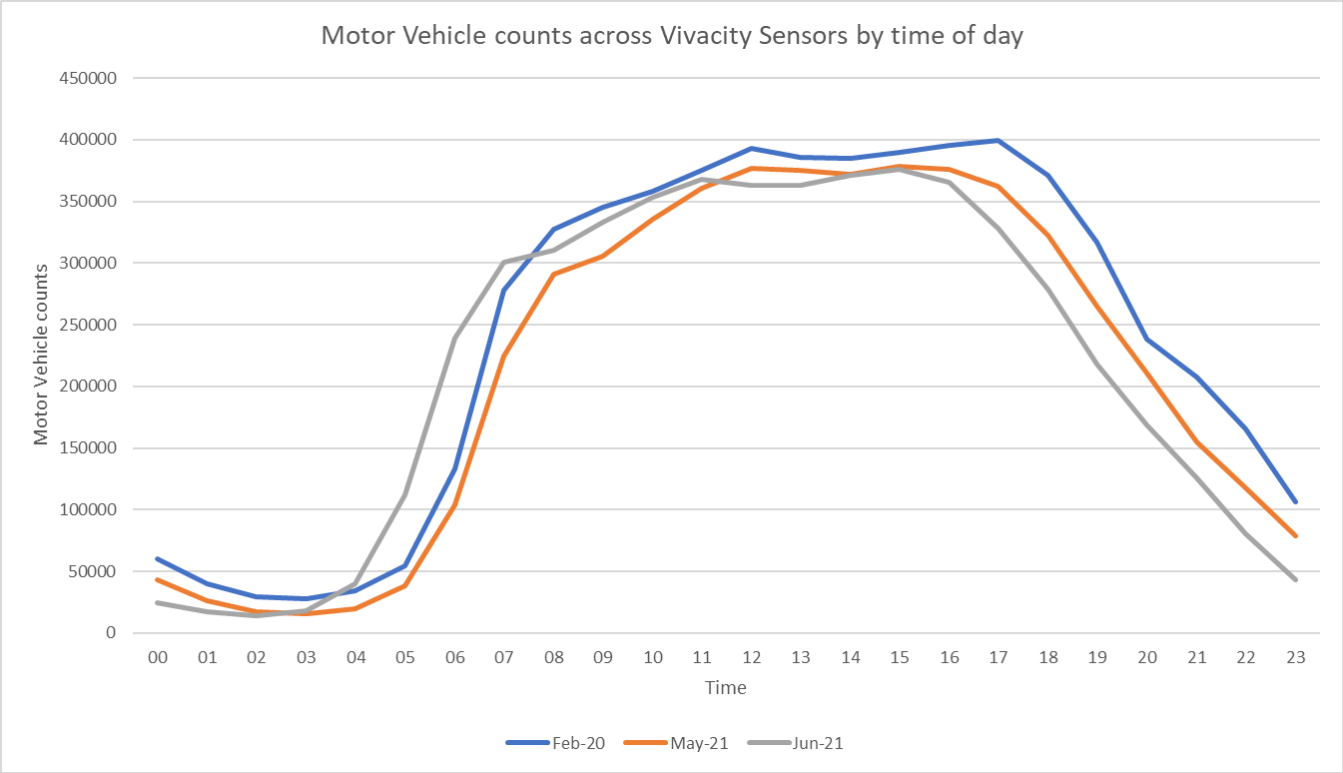
The overall modal split of traffic in June 2021 was similar to proportions seen in May 2021 and February 2020*. In both periods, motor vehicles accounted for 81% of all traffic, while active travel accounted for 19%, however, there were a slightly higher proportion of cyclists and lower proportions of pedestrians.



- The overall modal split of traffic in June 2021 was similar to proportions seen in May 2021 and February 2020*. Motor vehicles overall accounted for 81% of all traffic in June 2021, May 2021 and February 2020, although in May and June 2021 there were larger proportions of motorbikes and goods vehicles, and lower proportions of cars.
- The proportions of active travel were also very similar across June 2021, May 2021 and February 2020, in all three periods active travel accounted for 19%, however, there were a slightly higher proportion of cyclists and lower proportions of pedestrians in June 2021 compared to May 2021 and February 2020.

*February 2020 taken as pre-Covid baseline

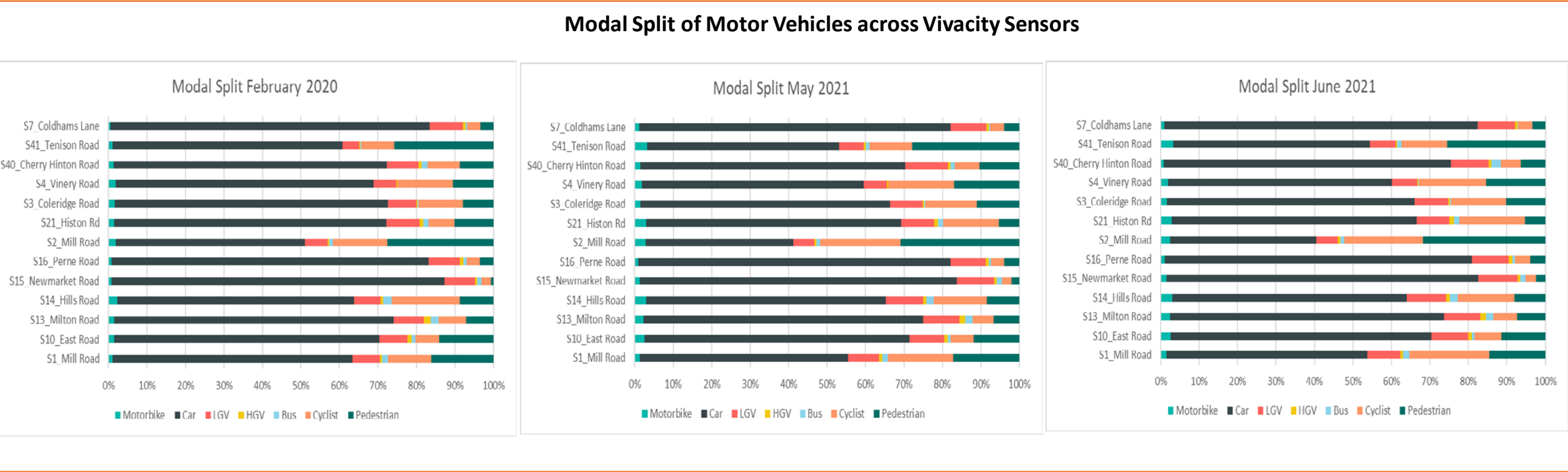
Motor Vehicles - Cambridge City (Total hourly Vivacity Labs Counts).



- There was a 3% increase in total traffic volumes from May 2021 to June 2021, these increases are most evident between 04:00 – 07:00 where counts are higher than pre-Covid levels.
- Motor vehicle traffic volumes in Cambridge follow a similar pattern to those seen in the pre-Covid baseline, but are consistently lower after the morning peak.

Traffic- Modal Split-

Comparing modal split in June 2021 to February 2020 shows higher proportions of active travel across some sensors. The increased proportions of active travel are particularly notable on Vinery Road, Tenison Road, Histon Road, Mill Road*and Newmarket Road.



- **The modal split of traffic in June 2021 shows slightly higher proportions of cyclists and pedestrians when compared to the pre-Covid-19 baseline (February 2020) across some sensors.** The increased proportions of active travel are particularly notable on Vinery Road, Tenison Rd Road, Histon Road, Mill Road* and Newmarket Road.
- Overall, however, **modal split in June 2021 is showing very similar patterns to those observed in February 2020 and May 2021 across most sensors.**
- **There has been little change in the modal split of traffic between June 2021 and May 2021.**

**Higher proportions of active travel on Mill Road are influenced by the bridge closure*

Air Pollution*- It should be noted that Air Quality levels have been monitored by Cambridge City Council through the period of restrictions with the latest update currently covering headline data until the end of June 2021.

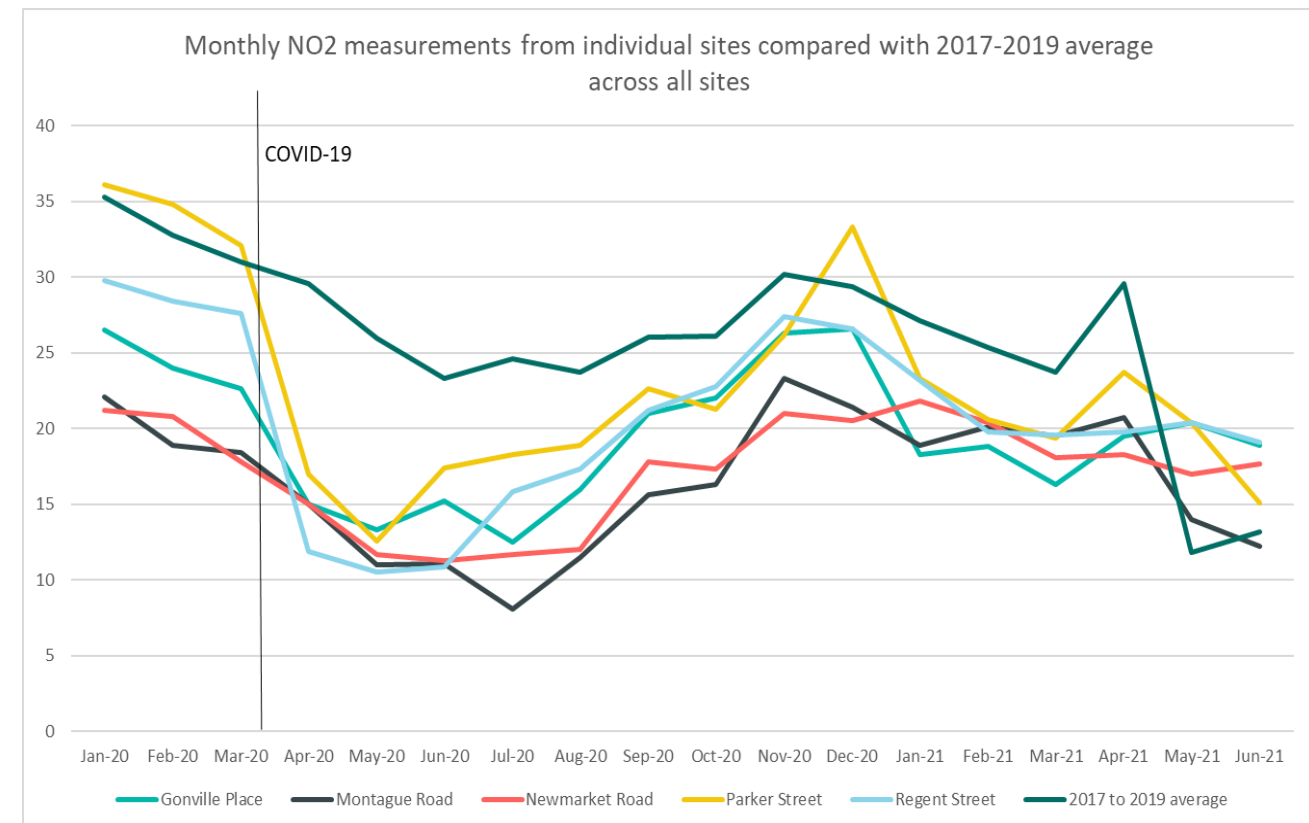
Overall -27% reduction of average levels of Nitrogen Dioxide (NO₂) recorded across all monitoring locations in May 2021, compared to average NO₂ measurements for June in 2017-2019.

All sites continued to record a fall in air pollution compared with the average of the data for the 3 years, 2017 - 2019.

The air pollution measurements for June were a little lower than in May; this is usual for the time of year when nitrogen dioxide levels are lower. The average of the measurements in June were 3.4 micrograms per cubic metre higher than the lockdown measurements in 2020, but still 6.7 micrograms per cubic metre lower than the pre-lockdown measurements from 2017-19.

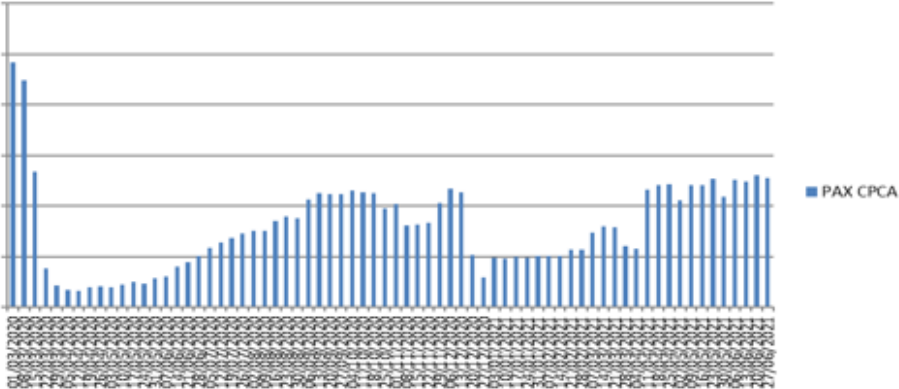
The sites with the largest differences to the 2017-2019 averages are Parker Street (-49%) and Montague road (-38%). Newmarket road (-1%) showed NO₂ measurements closest to the pre-Covid-19 baseline.

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

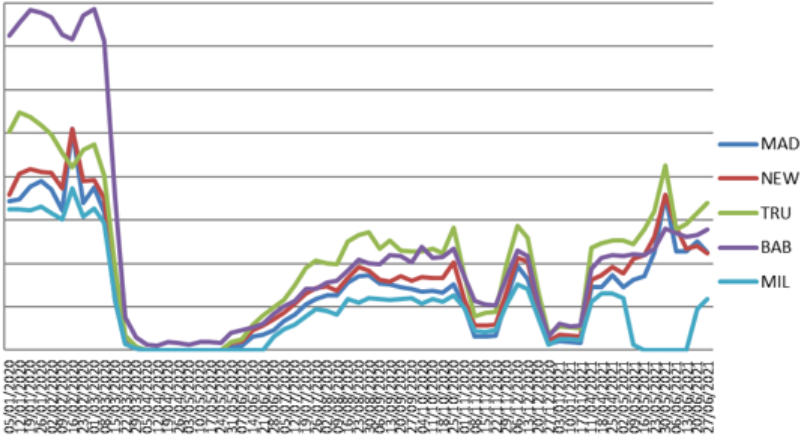


Public Transport Use- To support the understanding of the return to public transport, Stagecoach have been sharing weekly updates with Cambridgeshire County Council Research Group . Due to the commercial sensitivity of this data, absolute counts of bus use have not been supplied. Rather, trend charts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

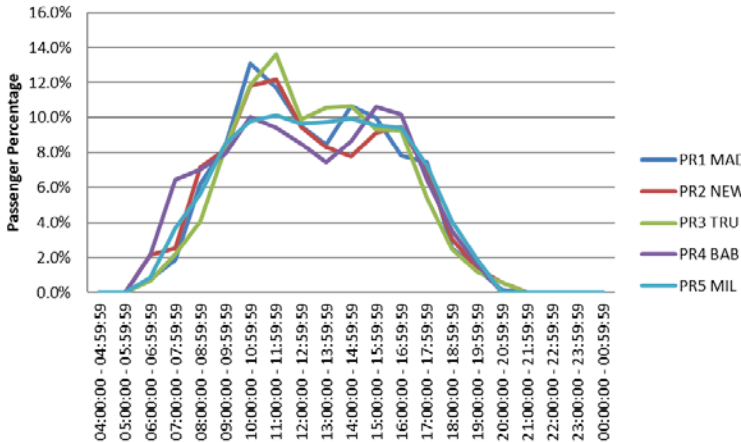
Stagecoach CPCA Area Passenger Trend



P& R Passenger Trend 5Jan 20 to 03 July 21

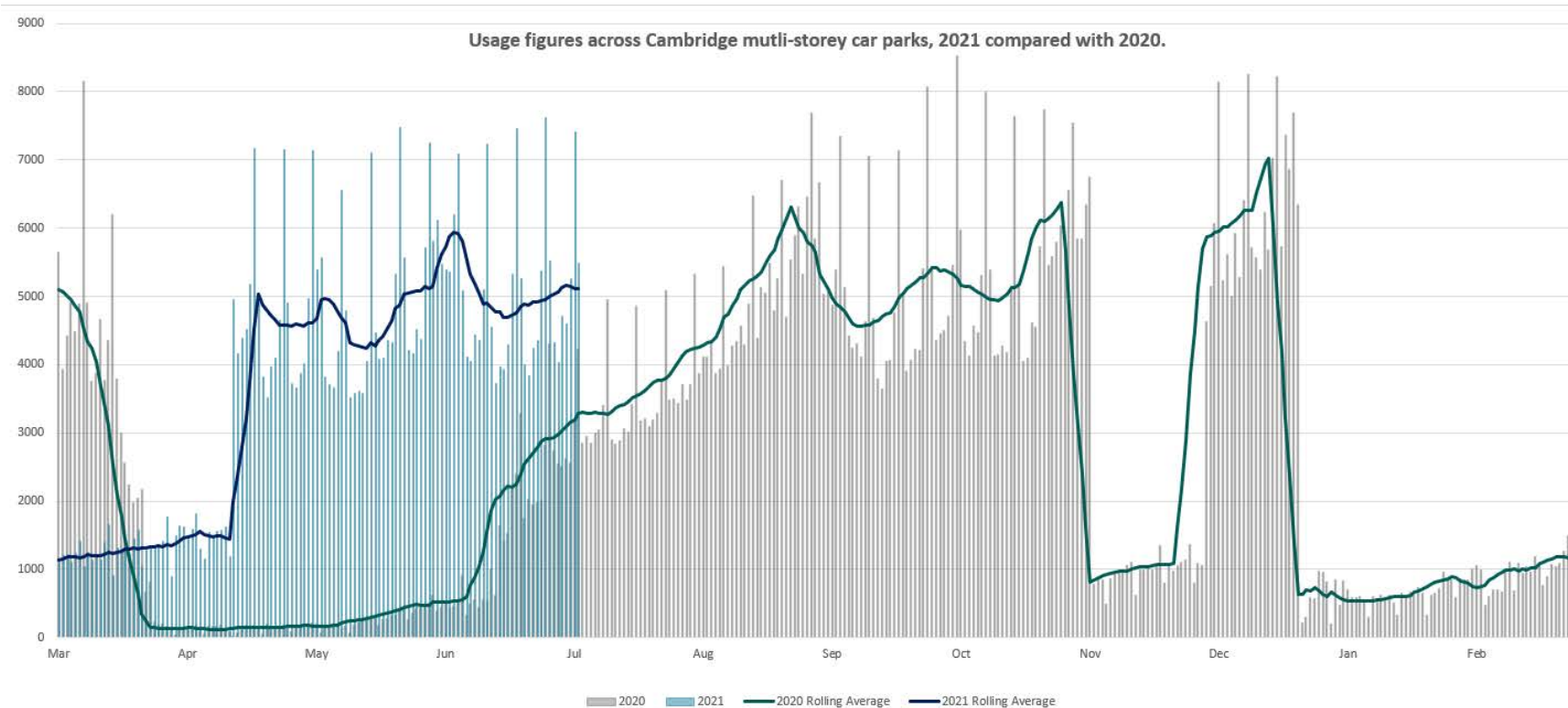


P&R Trend by Time in % W/C 27 June 2021



- Overall bus patronage in Cambridgeshire and Peterborough flattened in June with current levels of ridership (based on the 7 days: 23/05/21-29/05/21) approximately -48% lower than they were in February 2020. **For the same period across the Cambridge depot, levels of ridership were around -51% lower than February 2020.**

Car Parking- Cambridge City

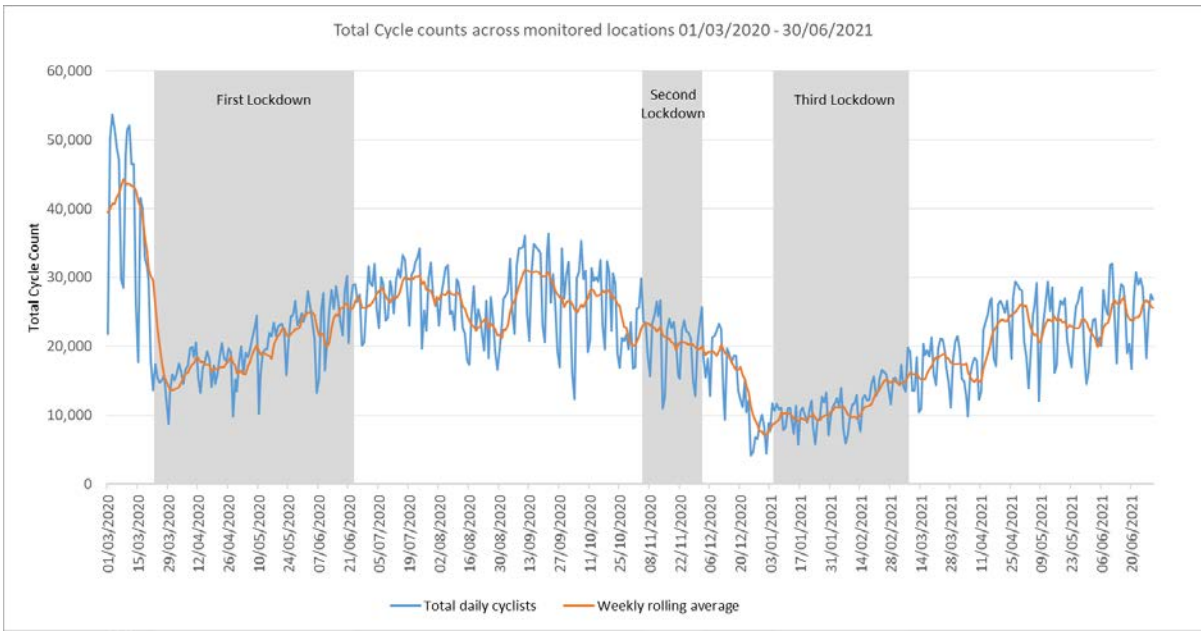


- In the last week (28/06/2021—04/07/2021), **multi-storey parking increased by 2% when compared to the week before (21/06/2021—27/06/2021).**
- When comparing usage in **June overall, against May overall, multi-storey parking saw an increase of 2%.**
- When comparing usage in **June 2021 overall, against February 2020* overall, multi-storey parking was down by -6%.**

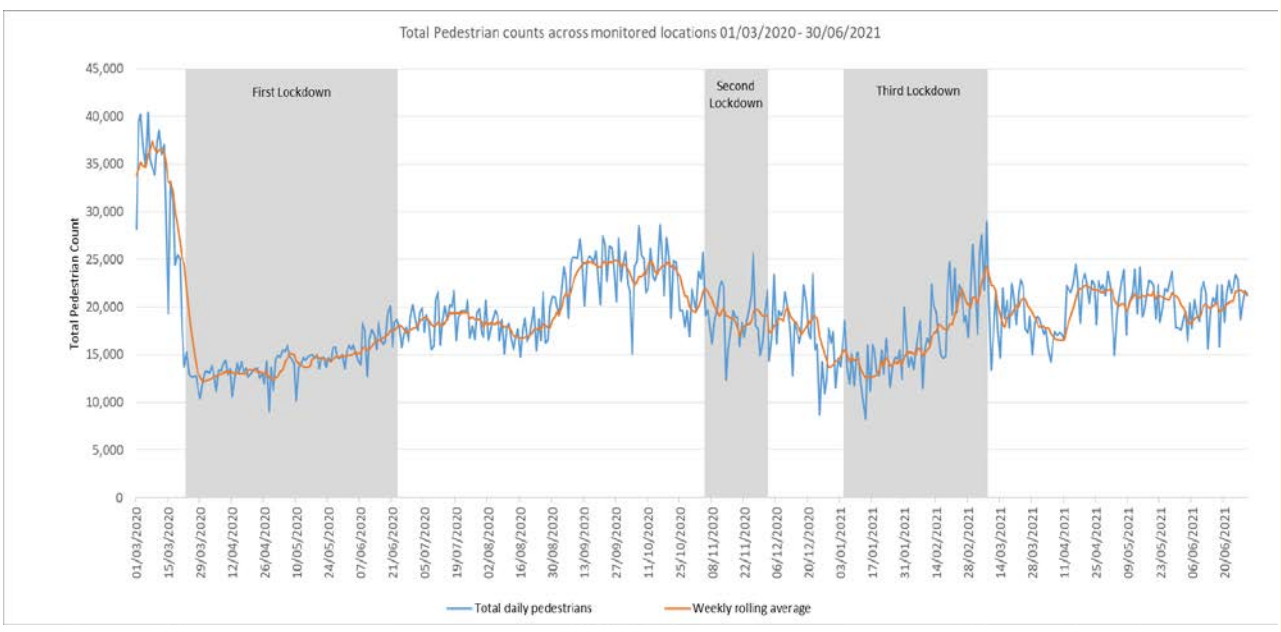
Cycling and Walking

There has been a **11% increase** in average daily cycling counts and a **-3% decrease** in average daily pedestrian counts (areas away from main retail sites, averaged across monitored locations) in June 2021 compared to May 2021.

Cyclists recorded across sensors and CA counters from 01 Mar 20 to 30 June 21



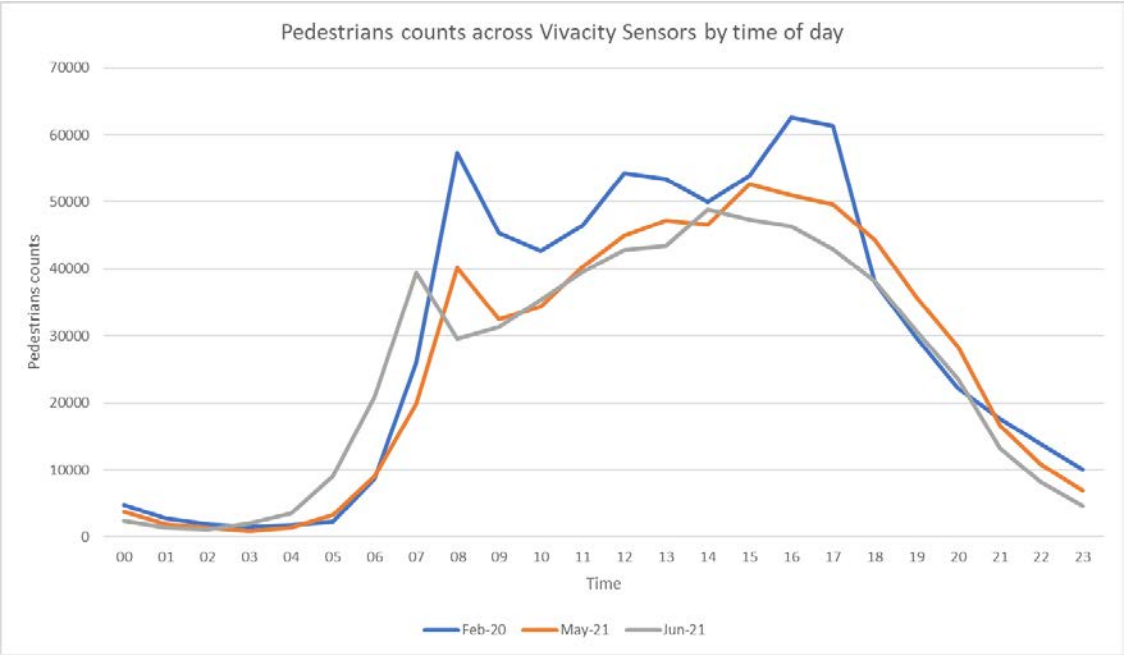
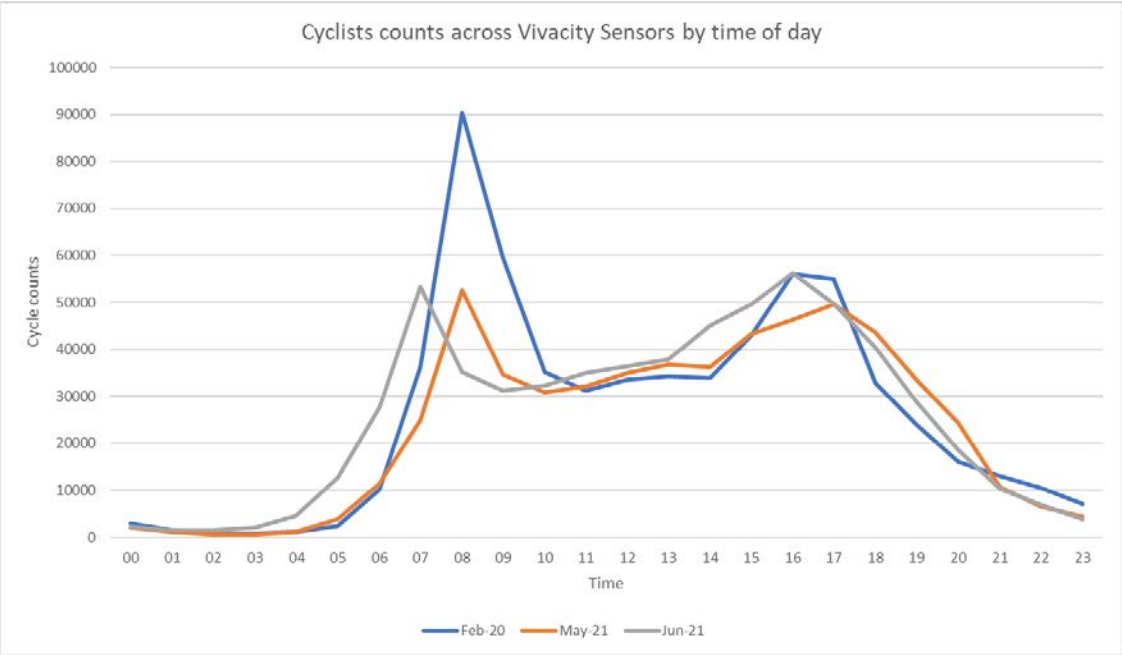
Pedestrians recorded by 22 city sensors (away from retail areas) from 01 Mar 20 to 30 June 21



- When comparing June 2021 to May 2021 there has been a **11% increase in cyclists** and a **-3% decrease in pedestrians**.
- Overall in June 2021 there were **-35% less cyclists** and **-41% less pedestrians** compared to February 2020*.
- The delay in the easing of restriction forecast for June, alongside weather conditions experienced in the second half of the month are likely to have affected cycling and walking numbers.

*February 2020 taken as pre-Covid baseline

Cycling and Walking - Cambridge City (Total hourly Vivacity Labs Counts).



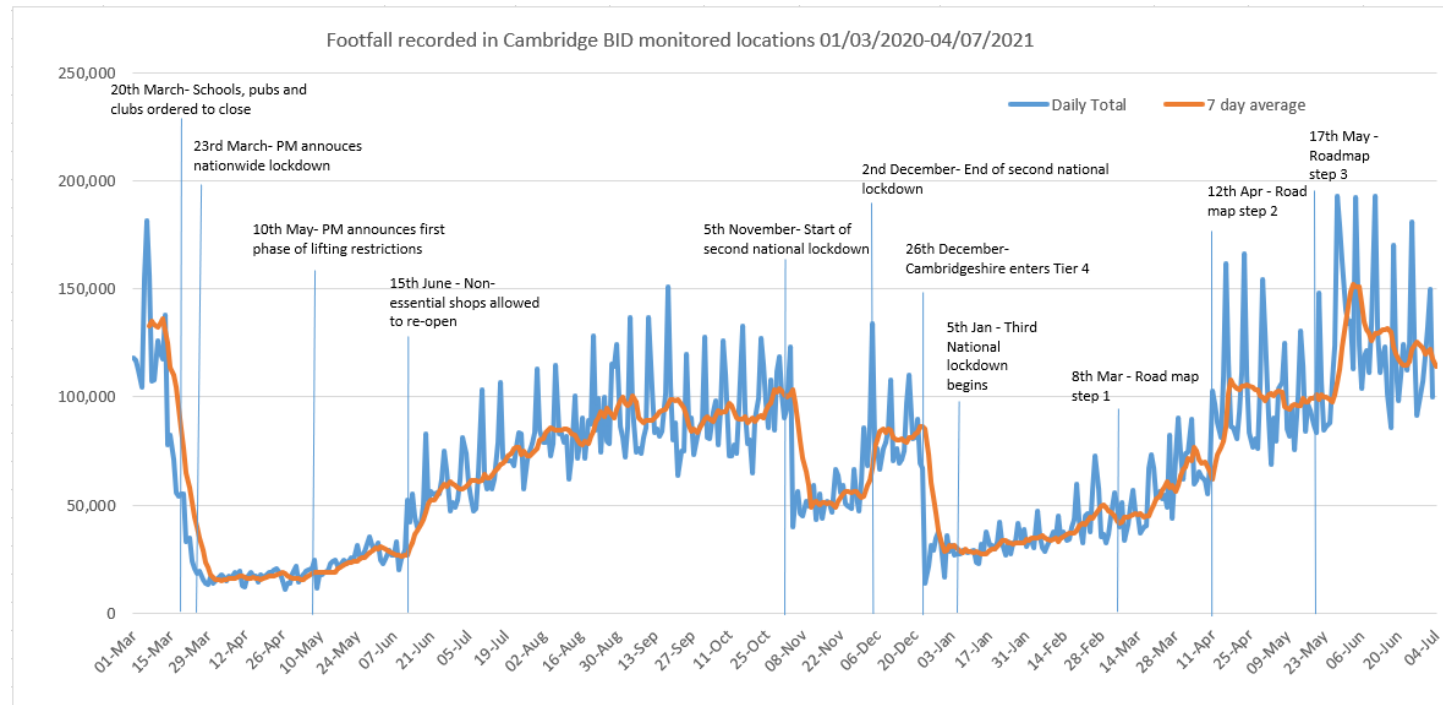
- Overall, volumes of cyclists have increased by 11% when compared to the previous month. This increase was most notable in the morning, between 05:00-07:00 and again later in the day between 11:00-17:00, where volumes are also higher than pre-covid levels. When compared to February 2020*, overall numbers of cyclists are lower however, there has been a noticeable shift in morning peak of cyclist volumes, with a longer afternoon peak also.
- Pedestrian traffic volumes in Cambridge was at its highest volume in the afternoon peak, between 14:00-16:00. Volumes and patterns were similar to the previous month, although there were noticeable shift in the pattern to earlier in the day with earlier morning and afternoon peaks. When compared to February 2020*, pedestrians volumes were lower.
- The shift in peaks and patterns to earlier in the day compared to May 2021 and February 2020 may, in part, be due to time of year and this should be taken into consideration when examining the above charts.

Please note that the above chart (Cambridge Vivacity) only includes core sensors where data is available for all comparison periods to ensure consistency, therefore it is not comparable to the overall counts chart on the other slides included in this pack.

*February 2020 is used as a baseline as a pre-Covid-19 comparison with time of day data

Cambridge City- Overall Retail Footfall

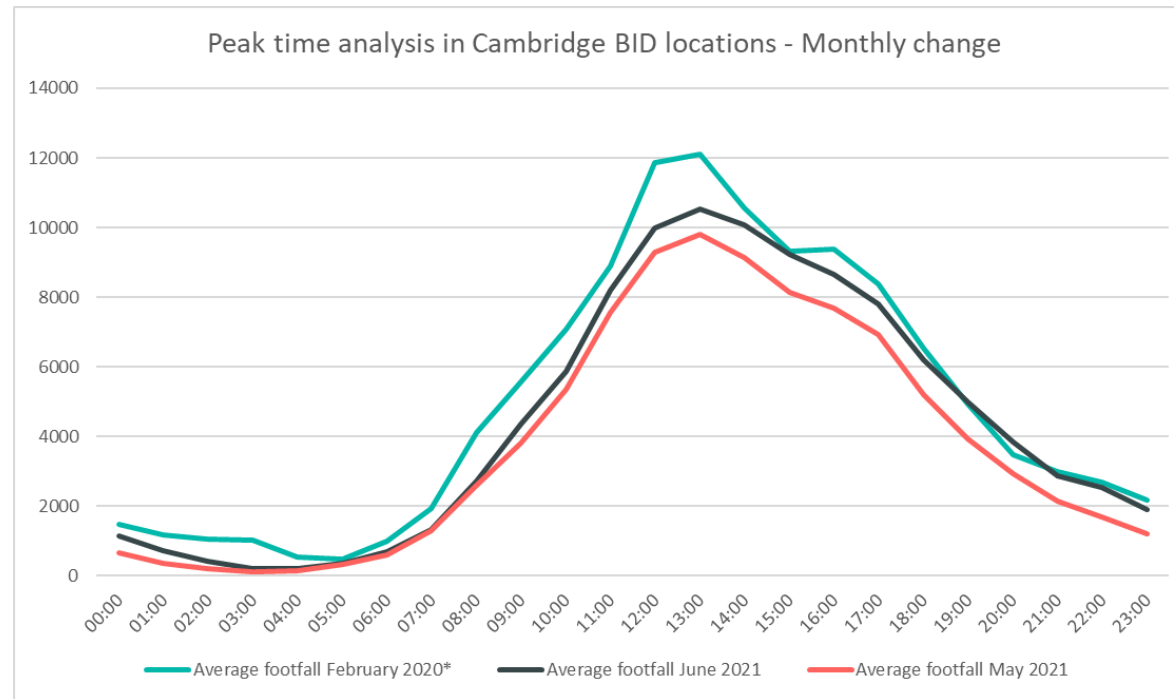
Daily Recorded Footfall in all Cambridge BID retail locations



- Overall retail **footfall across all Cambridge City locations saw a decrease of -9% in the latest week (28/06/2021-04/07/2021)** when comparing overall counts to the week before (21/06/2021-27/06/2021).
- **When comparing average retail footfall across the month of June to the month of May, average footfall was 15% higher across the month of June.**
- **Overall retail footfall was down by -12% when compared to a pre-Covid-19 period***

Cambridge City- Overall Retail Footfall by time of day

Hourly Recorded Footfall in all Cambridge BID retail locations* - *Comparing the latest month to the month before and February 2020**

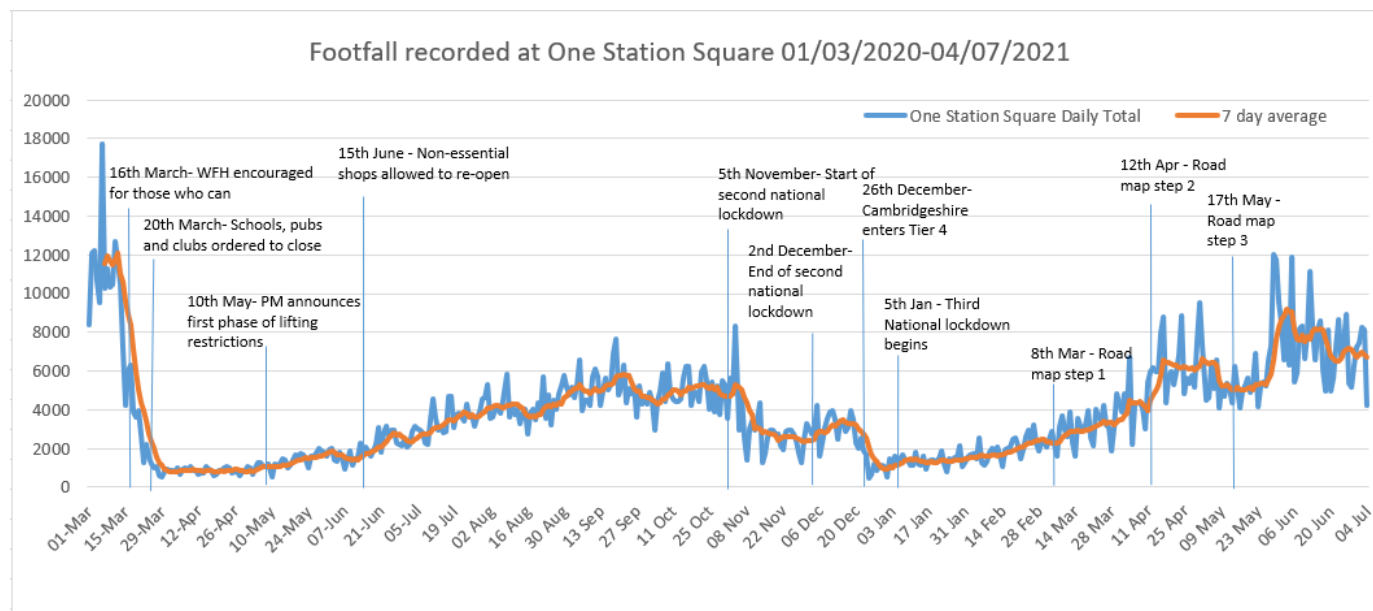


- Time of day analysis highlights **the 15% increase in footfall from May to June 2021 took place throughout the day and into the evening. The largest increases were evident after 13:00 up until 23:00. This highlights the impact of restrictions easing further on the 17th of May, allowing indoor hospitality to re-open.**
- However, when comparing June 2021 to February 2020* overall retail footfall volumes were still lower during all hours of the day, **although, levels were very similar between 14:00-15:00 and 18:00-23:00.**

*February 2020 is used as a Pre-Covid-19 comparison period

Footfall at One Station Square

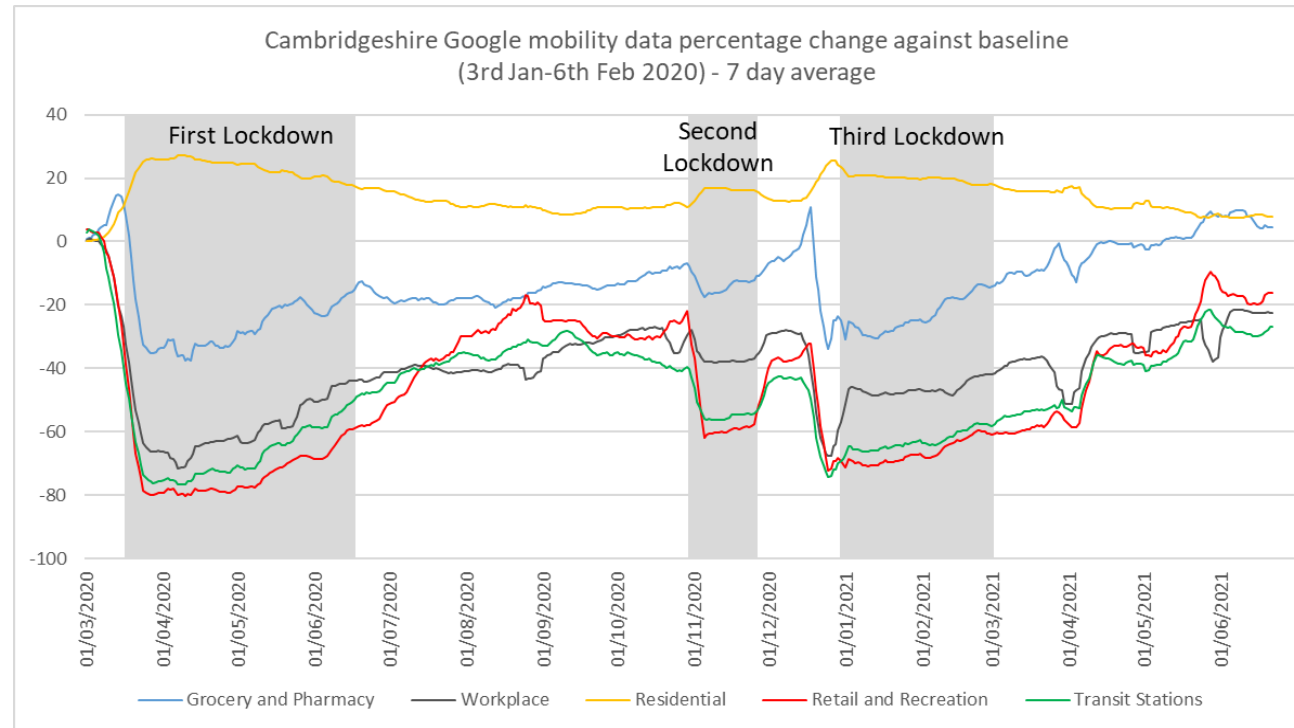
Daily Recorded Footfall at One Station Square only



- Overall footfall at **One Station Square** saw a **-6% decrease in the latest week** (28/06/2021-04/07/2021) when comparing overall counts to the week before (21/06/2021-27/06/2021).
- When comparing average retail footfall across the month of June to the month of May, average footfall was **21% higher** across the month of June.
- Overall footfall at One Station Square is down by **-31%** when compared to a pre-Covid-19 period.*

Google Mobility Data- Cambridgeshire-

Data gathered from Google account holders location history. The comparison of social mobility change is based on the most recent several weeks up to the report date (28th June) compared to the median of the corresponding day in the baseline period (3rd Jan-6th Feb 2020)

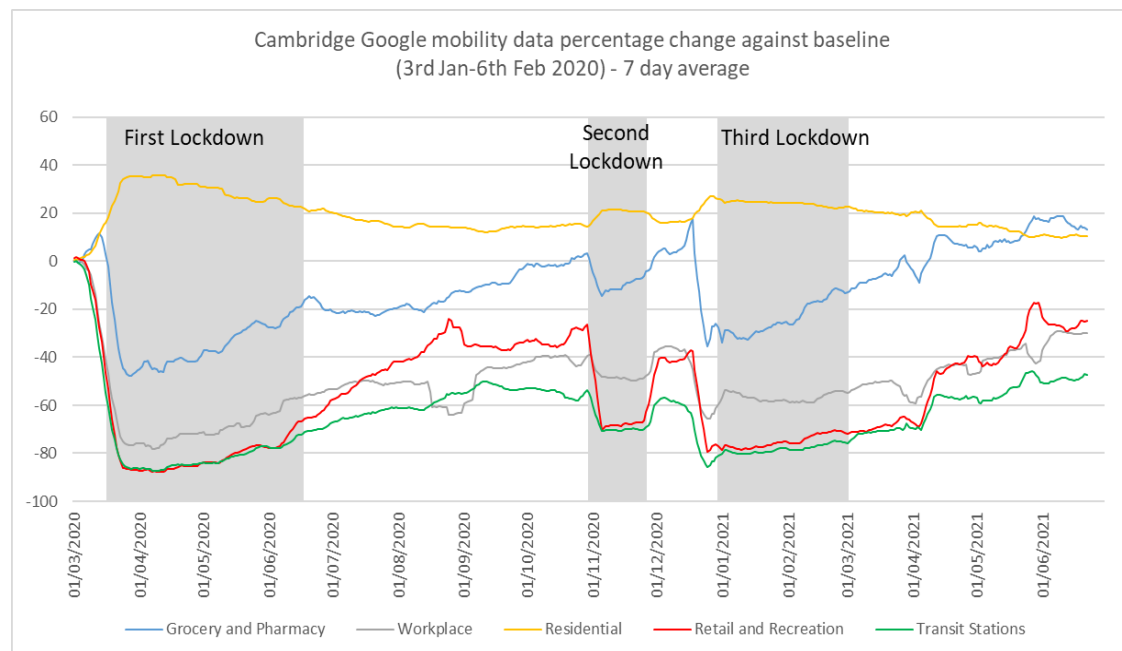


For Cambridgeshire as a whole:

- Grocery visits **decreased by -1% in the 7 days to 28th June** compared to the 7 days prior and are now **5% above the baseline**.
- **Workplace visits did not change** in the last 7 days compared to the 7 days prior and are now **-22% below the baseline**.
- **Residential did not change** in the last 7 days compared to the 7 days before and are now **8% above the baseline**.
- **Retail and Recreation visits increased by 3%** in the 7 days to 28th June compared to the 7 days prior and are now **-16% lower than the baseline**.
- **Transit Stations visits increased by 3%** in the 7 days compared to the 7 days prior and are now **-22% lower than the baseline**.

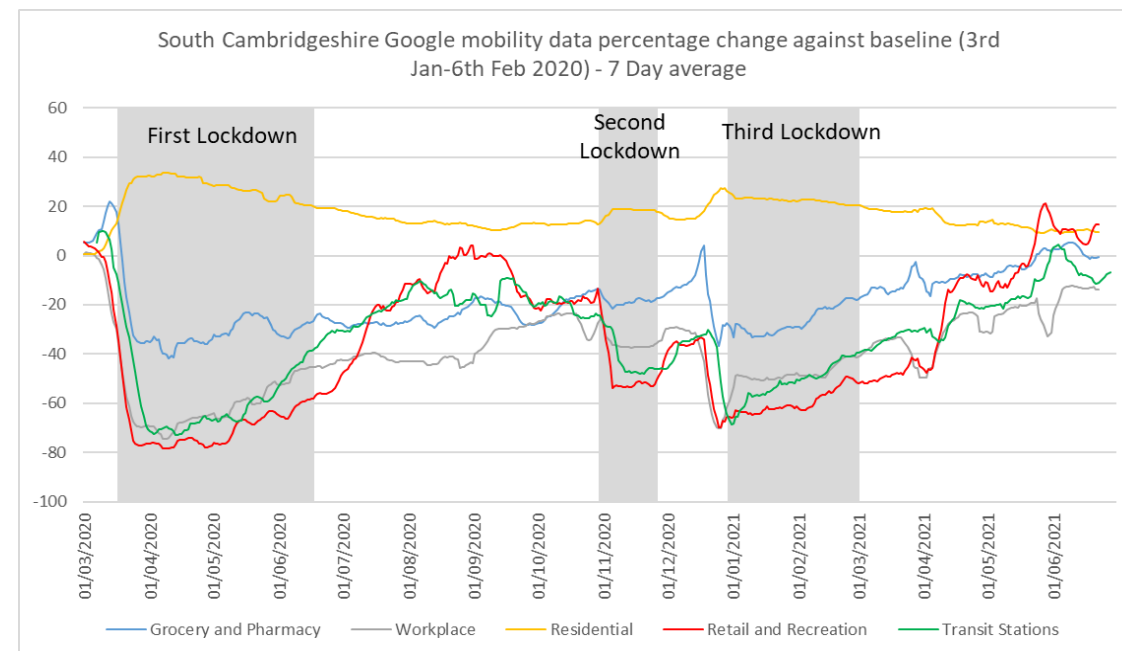
Google Mobility Data- Districts-

Data gathered from Google account holders location history. The comparison of social mobility change is based on the most recent several weeks up to the report date (28th June) compared to the median of the corresponding day in the baseline period (3rd Jan - 6th Feb 2020)



In Cambridge:

- Grocery visits **decreased by -2% in the 7 days to 28th June** and are now **13% above the baseline**.
- **Workplace visits did not change** in the last 7 days compared to the 7 days prior and are now **-30% below the baseline**.
- **Residential visits decreased by -1%** in the last 7 days and are **10% above the baseline**.
- **Retail and Recreation visits increased by 3%** in the 7 days to 28th May compared to the 7 days prior and are now **-25% lower than the baseline**.
- **Transit Stations visits increased by 2%** in the last 7 days and are **-47% below the baseline**.



In South Cambridgeshire:

- Grocery visits **decreased by -1% in the 7 days to 28th June** compared to the 7 days prior and are now **1% above the baseline**.
- **Workplace visits did not change** in the last 7 days and are now **-14% below the baseline**.
- **Residential visits decreased by -1%** in the last 7 days compared to the 7 days prior and are **10% above the baseline**.
- **Retail and recreation visits increased by 8%** in the last 7 days compared to the 7 days prior and are now **13% above the baseline**.
- **Transit Stations visits increased by 5%** in the last 7 days and are **-7% below the baseline**.

Active Travel: Experimental Traffic Regulation Orders

Report to: Greater Cambridge Partnership Executive Board

Date 30th September 2021

Lead Officer: Peter Blake – Director of Transport, GCP

1. Background

- 1.1 In response to the Covid-19 pandemic, the Greater Cambridge Partnership (GCP) supported the County Council, as the Highway Authority, in identifying and delivering measures to create more space for pedestrians and cyclists. The aim was to support the creation of a network of safe routes on key corridors to encourage walking and cycling within the Cambridge and nearby towns and villages. The measures fell into three categories:
- Temporary measures to support social distancing;
 - Measures to support social distancing which may offer longer-term benefits which could be considered for a period beyond immediate social distancing needs; and
 - Measures to create a better environment for active travel (walking and cycling) which could offer longer-term benefits.
- 1.2 At its meeting on 25th June, the GCP Executive Board approved funding for the measures put forward to the County Council, noting that they that could offer longer-term benefits in supporting and safeguarding walking and cycling now and in the future. Of the 12 schemes put forward, following initial engagement with directly affected key stakeholders and local councillors, a first tranche six of the schemes were committed for implementation on a trial basis for up to a maximum of 18 months by way of Experimental Traffic Regulation Orders (ETROS) made by the County Council.

Policy Context

- 1.3 The Government's ambition to secure a green legacy as the country builds back from the pandemic was supported by 'Gear Change': a bold vision for cycling and walking, published in July 2020. The 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.

- 1.4 Local transport policy through the Cambridgeshire and Peterborough Local Transport Plan (LTP) and County Council transport strategies support the importance of sustainable travel in reducing congestion, improve air quality and tackle issues of climate change. Active travel also provides significant health and wellbeing benefits.

Report Purpose

- 1.5 As the order making authority, the County Council is responsible for determining the future of the six experimental schemes; the Highways and Transport Committee is expected to consider these matters later this year. As the funding body for the schemes, the GCP has been asked to put forward its recommendations on the future of the experimental schemes for consideration by the Highways and Transport Committee.

2. Recommendations

- 2.1 The Executive Board is asked to support the following recommendations to the County Council's Highways and Transport Committee:

Carlyle Road

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

Luard Road

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

Newtown Area

- f) Make/advertise a traffic order to make permanent all the experimental measures introduced in both phases of the Newtown area scheme;
- g) Support joint work with the GCP to review the location of the closure point in Panton Street in association with the highway improvements planned by the County Council in Saxon Street;

- h) Support joint work with the GCP to explore changes to parking arrangements in Trumpington Road to provide more opportunities for school drop off and pick up for schools in the Newtown area;
- i) Support a joint County Council/GCP review of highway signs in the area;
- j) Support further work by the GCP to consider how bus service improvements can best support access to the cluster of schools and colleges along the Trumpington Road/Hills Road corridors;

Nightingale Avenue

- k) Make/advertise a traffic order to make permanent the experimental road closure point;
- l) Support further work by GCP to consider mitigation measures for Queen Edith's Way;

Silver Street

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

Storey's Way

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

General

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

3 Feedback from the Joint Assembly

3.1 The Joint Assembly unanimously supported the emerging recommendations to make permanent five of the experimental road closure schemes. When expressing support for the permanent closure of Nightingale Avenue, the Joint Assembly also supported a request to the Highways and Transport Committee for further work with the GCP on mitigation measures for Queen Edith's Way.

3.2 When considering the emerging recommendations that the Luard Road closure should be:

- rescinded and the route reopened to through traffic; and
- that the closure should be reviewed in the context of the joint County Council/GCP review of the road network hierarchy in Cambridge,

the Joint Assembly acknowledged that the data showing longer delays on Long Road following the installation of the closure had influenced the emerging recommendations. However, the Joint Assembly considered that the County Council should be recommended to make the scheme permanent and called for the

GCP to undertake work with the County Council to improve the operation of the traffic signals at the Long Road/Hills Road and Addenbrooke's roundabout junctions to mitigate the effects on Long Road. Recommendations to the Executive Board take into account the Joint Assembly's view.

- 3.3 The Joint Assembly also suggested longer term monitoring of the situation in Long Road.

4 Scheme Development and Delivery

Design and Implementation

- 4.1 The first tranche of measures was designed with the aim of creating low traffic streets through the removal of motorised through traffic movements to encourage walking and cycling as well as supporting social distancing. The designs retained access to all properties at all times for all modes and all users of the streets albeit by, in some cases, longer and possibly less convenient routes. Emergency vehicles are permitted access through all the closure points with removable lockable bollards being installed and fitted with the standard locks used at all existing road closure points. Additional keys were offered to the emergency services if required. For the bus gate in Silver Street the existing exemption for emergency vehicles also applied to the extended hours of operation. New highway signing was installed to advise of and allow enforcement of the experimental orders.
- 4.2 The County Council produced an overarching equality impact assessment for all the active travel schemes being implemented under its powers as Highway Authority, including those led by the GCP, which is available as a background paper.
- 4.3 The experimental traffic regulation orders (ETROs) made by the County Council, which give effect to the experimental closure schemes came into operation on 12th August 2020 whilst the order extending the hours of operation of the Silver Street bus gate became operational on 24th August. A second phase of the scheme in the Newtown area was implemented in January this year. Table 1 provides details of the experimental schemes. Location plans for each scheme are shown in Appendix 1.

Table 1: Scheme Location Details and Scope

Location	Scheme Details
Carlyle Road	Point road closure with access restricted to pedal cycles only
Luard Road	
Nightingale Avenue	
Newtown Area	<p>Phase 1 (August 2020): Point road closure with access restricted to pedal cycles only in:</p> <ul style="list-style-type: none"> • Bateman Street, west of Panton Street • Coronation Street, west of Panton Street • Pemberton Terrace, west of Panton Street <p>Phase 2 (January 2021):</p>

	Point road closure with access restricted to pedal cycles only in Panton Street mid-way between Union Road and Saxon Street Existing one-way flow for motor vehicles reversed in Norwich Street to operate in an eastbound direction (Panton Street towards Hills Road) with two-way cycle movements retained
Storey's Way	Conversion of existing width restriction to a point road closure with access restricted to pedal cycles only
Silver Street	Existing part day bus gate restriction extended to operate 24 hours a day, 7 days a week

- 4.4 Initially, the closure points were installed using concrete barriers which were subsequently replaced with street planters to improve the street scene. Lockable removable bollards were installed to cater for any access required by emergency service vehicles, or any other vehicles granted exemption by the County Council, such as refuse vehicles, as permitted under the terms of the ETROs. Each removable bollard has been fitted with the standard padlock used at all similar closure points across the city. Additional keys were offered to the emergency services, if required.
- 4.5 In Silver Street the existing bus gate automatic number plate recognition (ANPR) camera enforcement was extended to cover all hours on all days. A two-week grace period was given at the start of the experiment during which warning notices rather than penalty charge notices were issued.

ETRO Process

- 4.6 ETROs can operate for up to a maximum of 18 months. During the first 6 months there is an opportunity to lodge formal objections to making an experiment order permanent. By the end of the 18 month period a permanent order needs to be made or the experiment automatically lapses with the road then reverting to its former state. Once any objections received during the statutory period have been considered and determined, the order making authority then has the option of making a permanent order without the need for further consultation. Any variations to an experimental order can be made during the trial period but a further 6 month objection period must be provided within the overall 18 month period.

5. Consultation and Engagement

- 5.1 Prior to implementation, information leaflets were hand delivered to over 3000 addresses across the six scheme locations. The leaflets provided details of the schemes, the ETRO process and how the public could comment. Public notices providing details of how to comment were also posted on site at each location. Information boards were fitted to the planters at each of the closure points which provided contact details for further scheme information and details of how to comment during the trial period.
- 5.2 From the start of the trial period through to the end of the statutory objection period for the second phase of measures in the Newtown area (7th July 2021) the public

were able to comment on the effects of the measures. A formal public consultation was undertaken in November and December last year when a wider range of stakeholders and the public were asked to provide feedback on the experimental measures (1248 replies received). A further public consultation was undertaken during May and June this year seeking feedback on the second phase of measures introduced in the Newtown area (316 replies received). During the trial period 335 other responses were received, the vast majority by email, including 59 formal objections to any permanent measures. Whilst it is not the responsibility of the Executive Board to determine these objections, the issues raised by the objectors have been taken into consideration in the preparation of this report.

- 5.3 A summary of the headline results from the public consultations is available in Appendix 2. A full report on the feedback received during the trial period, including formal objections, and the response to the two public consultations is available as a background document.
- 5.4 In May/June this year, a further series of meetings were held with local councillors and local residents' associations to consider views on the future of the experimental arrangements to help inform the decision-making process. Site walkabouts were also offered to all local councillors to consider the impacts of the schemes at first hand.
- 5.5 For the Newtown area, which contains a cluster of primary and secondary schools, a series of virtual and site meetings were held with local schools and residents' associations to explore possible solutions to the long standing issues associated with the high number of car based trips accessing the area for school drop-off and pick-up.
- 5.6 After the closing date for comment two petitions have been received, as follows:
 - A 58 signature petition supporting the measures in the Newtown area becoming permanent which includes the results of traffic and air quality monitoring undertaken by a local resident
 - A 55 signature petition from local residents of Storey's Way supporting the experimental closure being made permanent.

Additionally, the three local residents associations in the Newtown area (North Newtown, Hanover and Princess Court and Bateman Street) have emailed to confirm that they are collectively in agreement that the phase 1 and phase 2 measures should be retained in order to benefit the area of Newtown as a whole. Three local councillors have emailed to confirm their support for the Carlyle Road measures becoming permanent.

6. Monitoring

- 6.1 During the trial period, traffic sensors were deployed at all the experimental sites which captured a snapshot of traffic activity. For the Carlyle Road and Newtown area schemes anonymised number plate details were also recorded for cross matching to identify key routes used through the areas.
- 6.2 Pre-pandemic traffic data is only available for two of the experimental sites; Silver Street, which is monitored annually, and Newtown where an area wide traffic survey

was undertaken by the county council in 2018. Where available, data from air quality monitoring sites on the closed routes and the likely alternative routes has been collated along with data on road casualties. A report setting out the collated data is available as a background document. During the pandemic, activity across the city road network has been monitored and the report includes an insight into motor vehicle, cycle and walking trends over the pandemic period. Where available, the report also includes information on air quality trends in roads close to the experimental scheme locations.

7. Scheme Assessment and Conclusions

Assessment

- 7.1 Appendices 3-8 provide individual scheme assessments which include a scheme profile, a response to the key issues emerging from consultation and engagement and conclusions on the trial.
- 7.2 Traffic levels during the trial period have been lower than normal and have fluctuated throughout the pandemic as lockdown measures have been introduced and relaxed, making it difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.
- 7.3 It is inevitable that some traffic will have been displaced onto the surrounding road network which may increase overall delays and congestion under normal network conditions. To help inform discussion, a background paper is available that reviews the outcomes from similar schemes across the UK.

Scheme Feedback

- 7.4 For each of the experimental schemes the overall response has been positive, suggesting a level of support for making the measures permanent. As might be expected, when analysed by transport mode, those walking and cycling were more positive about the experiments than those using motorised transport. When based on responses from those identifying as local residents of the affected road/area, the support for the Nightingale Avenue and Storey's Way schemes is lower, although the results of a more recent survey conducted by the Storey's Way Residents' Association indicates strong support for the scheme. For the Newtown area and Carlyle Road schemes, there are issues that have emerged as a result of the trials that warrant further consideration, and which are addressed by the report recommendations. For the Luard Road scheme, the response has been positive although the impact of displaced traffic appears to be greater than for other schemes.

Making Experimental Measures Permanent

- 7.5 Three options are normally available under the traffic order procedures:
 - Allow the experimental order to lapse at the end of the 18-month maximum period or abandon the experiment forthwith with the street being returned to its former state
 - Amend the scheme in some way and advertise a new permanent TRO concurrent with public consultation and implement the new order before the end of the 18-

month trial period, subject to members determining any objections and supporting the proposal

- Support the scheme as it stands and make an order to make it permanent without further public engagement or advertisement before the end of the 18-month trial period

Although Government cited the use of ETROs in the Active Travel programme guidance and amended the traffic order procedure regulations, the amendments were only to speed up the advertising process (on-line rather than published in the press) and did not change any other aspect of the order making process.

- 7.6 The information provided by the GCP throughout the trials has made more explicit reference to the potential to make the schemes permanent to deliver longer term benefits. However, the ETRO Statement of Reasons for the GCP-led schemes refers to Covid-19 along with other, more traffic related reasons but the order documentation also includes an omission. Therefore, if the Highways & Transport Committee is minded to make permanent any of the experimental schemes it may well determine that new permanent traffic orders need to be advertised to facilitate this. The GCP is working closely with the County Council to agree the steps necessary to achieve this, if required, within the 18 month maximum experimental period, to avoid having to reopen any of the roads.

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, 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 prioritise pedestrians and cyclists and were strongly in favour of road closures.

10. Financial Implications

- 10.1 The costs associated with implementing the decisions taken by the Highways and Transport Committee on the future of the GCP-led ETRO schemes will be met from the City Access budget.

Have the financial implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

11. Next Steps and Milestones

- 11.1 The Executive Board recommendations are due for consideration by the County Council's Highways and Transport Committee. It is anticipated that the meeting will take place on 4th November (a reserve meeting date) but this has yet to be confirmed. The final decisions made by the Committee need to be implemented by

12th February 2022 (or 24th February in the case of the Silver Street bus gate), otherwise the experimental orders automatically lapse, and the roads will then need to be restored to their formal state. Subject to the Committee approving the GCP recommendations, arrangements are in place to make the required permanent traffic orders.

- 11.2 The current street layouts are only intended as experimental and permanent arrangements need to be put in place. Further engagement by the GCP, in collaboration with County Council officers, would be undertaken with local councillors, residents and other key stakeholders to inform the design of new physical layouts at each site, although no further work is required for the Silver Street bus gate. This work would be funded from the City Access budget.
- 11.3 Further collaboration with County Council officers is planned to explore measures to discourage school drop-off/pick up trips in the Newtown area with funding being made available, if required, to implement any agreed measures. A joint review of signing in the Newtown area with the County Council would also be undertaken along with a review of the Panton Street closure location. Additionally, further engagement is proposed with residents of the Carlyle Road area to consider the need for additional measures to further reduce through motorised traffic movements.

List of Appendices

Appendix 1	Scheme Location Plans
Appendix 2	Summary of Public Consultation Responses
Appendix 3	Carlyle Road Scheme Assessment
Appendix 4	Luard Road Scheme Assessment
Appendix 5	Newtown Area Scheme Assessment
Appendix 6	Nightingale Avenue Scheme Assessment
Appendix 7	Silver Street Scheme Assessment
Appendix 8	Storey's Way Scheme Assessment

Background Papers

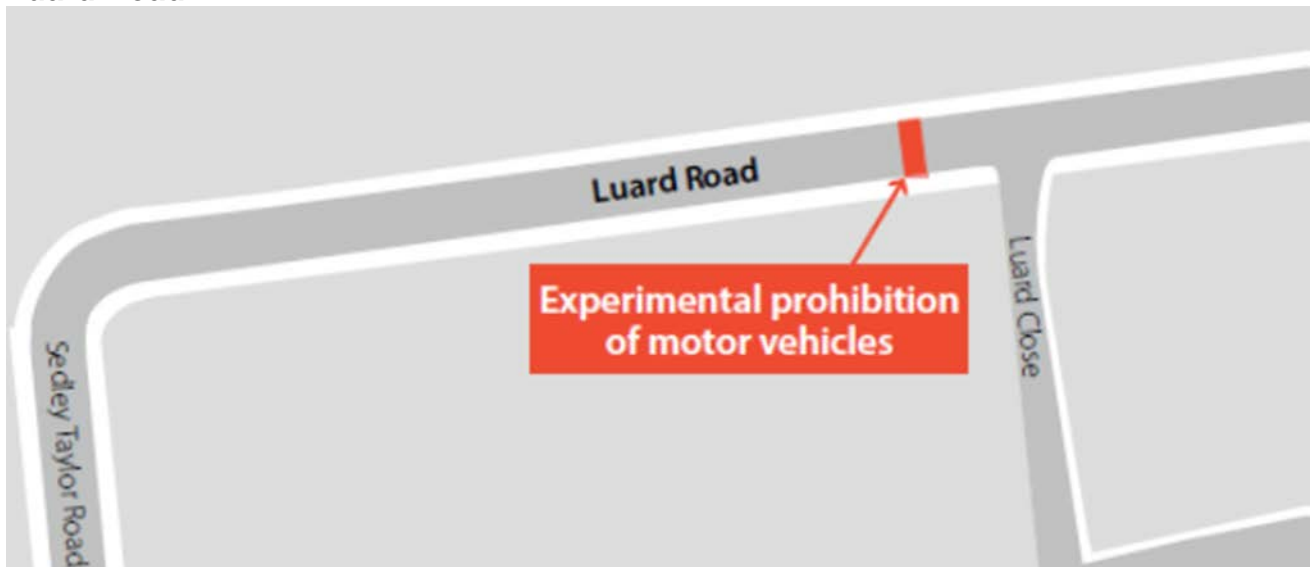
Consultation analysis report	https://www.greatercambridge.org.uk/asset-library/ETRO-consultation-analysis-report.pdf
Emergency Active Travel Fund overarching EIA	https://www.greatercambridge.org.uk/asset-library/EATF-overarching-EIA.pdf
Monitoring report	https://www.greatercambridge.org.uk/asset-library/ETRO-monitoring-report.pdf
Review of mode shift outcomes from Low Traffic Neighbourhood schemes	https://www.greatercambridge.org.uk/asset-library/Mode-shift-evidence-from-LTN-schemes-280621v2.0.pdf
Long Road data used to assess the impact of Luard Road closure	https://freeurlshortener.net/eNt

Appendix 1: Scheme Location Details

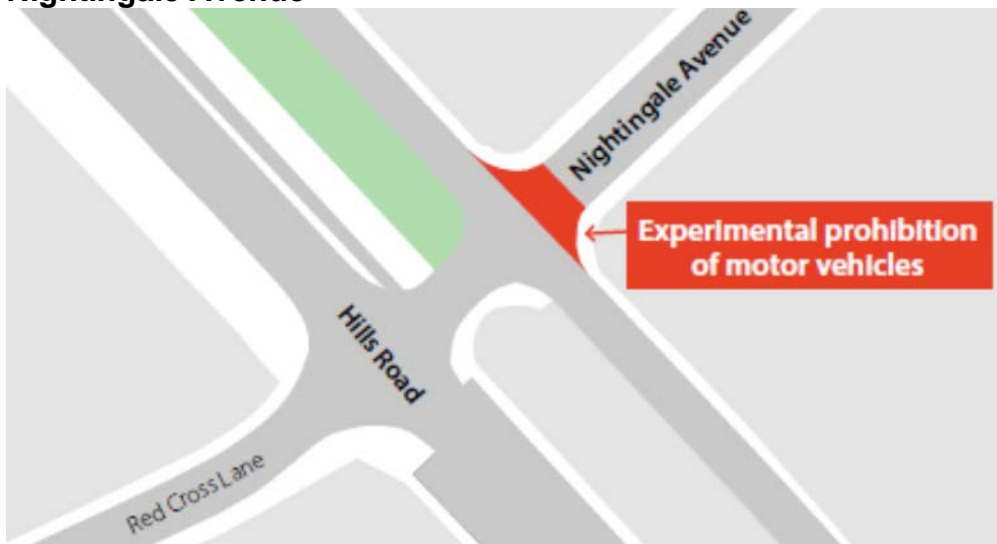
Carlyle Road



Luard Road



Nightingale Avenue



Newtown Area

Phase 1

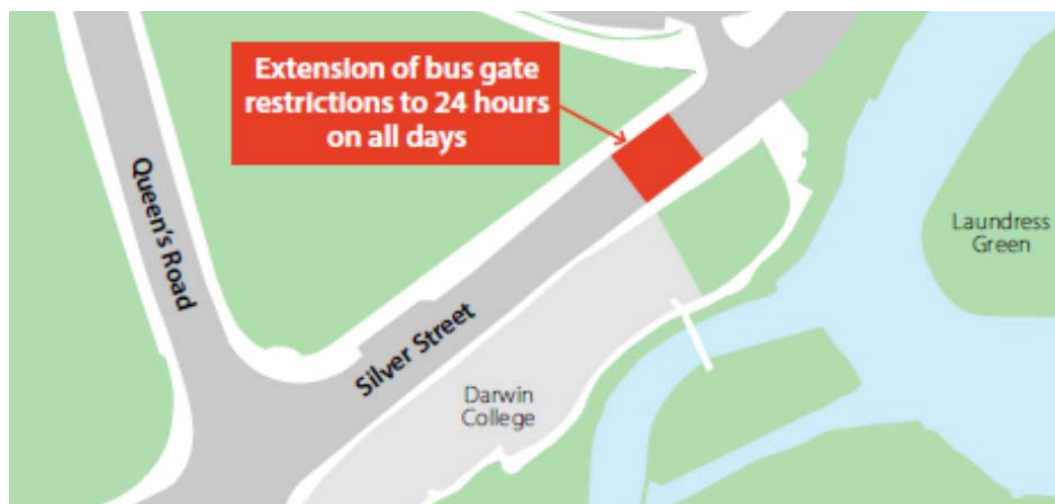


Phase 1 and 2



- Experimental prohibition of motor vehicles
- Experimental two-way traffic
- Experimental one-way for motor vehicles (cycling permitted in both directions)
- Experimental reversal of one-way for motor vehicles (cycling permitted in both directions)

Silver Street



Storey's Way



Appendix 2: Public Consultation Response Summary

(Based on 1248 replies to the first consultation covering all schemes and 316 replies to the second consultation on Newtown area Phase 2 measures)

'No opinion/I do not use the route' responses excluded

To what extent do you support/oppose the experimental traffic restriction

	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Carlyle Road	42%	10%	9%	4%	34%
Luard Road	51%	10%	6%	7%	27%
Newtown area (Phase 1)	49%	12%	5%	6%	28%
Newtown area (Phase 2)	39%	10%	3%	11%	38%
Nightingale Avenue	50%	8%	6%	7%	29%
Silver Street	49%	13%	7%	8%	23%
Storey's Way	47%	9%	4%	8%	31%

How do you feel road safety in the area has changed as a result of the experimental traffic restriction?

	Much less safe	Less safe	No change	Safer	Much safer
Carlyle Road	9%	5%	16%	23%	47%
Luard Road	13%	8%	17%	18%	45%
Newtown area (Phase 1)	16%	8%	15%	22%	39%
Newtown area (Phase 2)	17%	17%	18%	19%	29%
Nightingale Avenue	14%	8%	18%	18%	41%
Silver Street	10%	6%	25%	22%	37%
Storey's Way	10%	7%	25%	18%	40%

How do you feel the environment of the area has changed in terms of noise/ pollution/ ambience as a result of the experimental traffic restriction?

	Much worse	Worse	No change	Improved	Much improved
Carlyle Road	6%	8%	14%	22%	50%

Luard Road	12%	7%	16%	18%	47%
Newtown area (Phase 1)	13%	8%	17%	19%	43%
Newtown area (Phase 2)	16%	14%	20%	18%	33%
Nightingale Avenue	14%	8%	18%	17%	44%
Silver Street	11%	5%	20%	25%	39%
Storey's Way	11%	5%	23%	18%	43%

Based on your own experiences of this experimental traffic restriction, do you feel that it should be:

Based on all responses

	Changed in some way	Discontinued and the road returned to its original route	Retained and made permanent
Carlyle Road	4%	25%	71%
Luard Road	4%	35%	61%
Newtown area (Phase 1)	6%	34%	60%
Newtown area (Phase 2)	20%	37%	43%
Nightingale Avenue	7%	35%	58%
Silver Street	4%	34%	63%
Storey's Way	5%	39%	56%

Based on responses from those identifying as a local resident of the affected road/area

	Changed in some way	Discontinued and the road returned to its original route	Retained and made permanent
Carlyle Road	4%	24%	72%
Luard Road	5%	37%	58%
Newtown area (Phase 1)	7%	34%	59%
Newtown area (Phase 2)	25%	32%	43%
Nightingale Avenue	10%	38%	52%
Silver Street	3%	36%	61%
Storey's Way	3%	43%	54%

Appendix 3: Carlyle Road Scheme Assessment

Site profile <p>Carlyle Road lies within in the area between Chesterton Road and Victoria Road and forms part of a well-used walking and cycling route connecting to the city centre via Jesus Green. Along with other roads in the area that link Chesterton Road and Victoria Road, the route is used to avoid delays on the main road network, particularly at the Mitcham's Corner gyratory system. In the past there have been requests for measures to reduce the impact of motorised traffic passing through the area.</p>
Common themes from public feedback <p>Theme: Has displaced traffic onto other local streets</p> <p>Response: It is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure. The potential for some traffic to be displaced to other local streets such as Alpha Road, Hertford Street and St. Luke's Street was identified ahead of scheme implementation and monitoring during the trial suggests some through motorised movements on these streets.</p> <p>Theme: Additional proposals suggested for other local streets</p> <p>Response: Additional measures to further prevent motorised trips through the area may be appropriate subject to further engagement with the local community.</p> <p>Theme: Access to Alexandra Gardens made safer</p> <p>Response: Alexandra Gardens provides a green open space for the local community for leisure and recreational purposes. Reducing traffic levels in the area will enhance access to the space, especially for children.</p> <p>Theme: Concerns over parking and u-turning affecting pedestrian and cycle safety</p> <p>Response: Whilst some amount of u-turning is inevitable with road closure schemes of this type the closure point in Carlyle Road is close to side road junctions which can cater for u-turning movements. The closure point layout is temporary and will be reviewed and modified, if necessary, if the closure order is made permanent.</p>
Conclusions on the trial <p>Then response to consultation suggests that the experimental road closure has enhanced safety and the local environment, but some concerns remain about its impact on other neighbouring local streets and consideration of additional measures to further reduce through motorised movements in the area would be appropriate.</p>

There appears good support for retaining the experimental scheme and three local councillors have confirmed their support for this. However, they have also suggested that safety at the zebra crossing on Chesterton Road, which links Carlyle Road to Jesus Lock footbridge, needs improving given that it is part of an important cycle and walking route. The local councillors have also highlighted potential issues of increased traffic through other parts of the area including Hertford Street and Alpha Road, with large vehicles appearing to rat-run through the area. They are supportive of looking at additional ETROs for the rest of this residential area to stop through traffic.

Monitoring during the trial shows typically over 1100 cycle movements a day (7am-7pm) using the route. It also suggests that some motorised trips through the area did not require access, based on the recorded trip times.

Police road collision data during the trial (up to June) shows no reported injury accidents in Carlyle Road or the neighbouring local streets during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data. A collision resulting in a slight injury to a cyclist was reported on Chesterton Road at the Hertford Road junction during the trial.

Appendix 4: Luard Road Scheme Assessment

Site profile

Luard Road and Sedley Taylor Road provide a link between two major routes in the city: Hills Road and Long Road. Queuing at the junction of these two major routes is common which often leads to drivers using the Luard Road-Sedley Taylor Road link to avoid these delays despite the presence of traffic calming measures. Anecdotally, the route is seen as a popular choice for taxis en-route to/from the railway station.

Luard Road and Sedley Taylor Road are well used by students attending the Perse School and the nearby sixth form colleges in Long Road and Hills Road. The route also provides a useful link to the Cambridge Biomedical Campus, particularly for cyclists and pedestrians avoiding the busy Hills Road-Long Road junction.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets / longer journey times on Hills Road and Long Road

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. Given the often lengthy delays that occur at the Hills Road/Long Road junction, particularly at peak times, the effect of traffic displacement from the Luard Road scheme may have been more significant than at other road closure sites. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Traffic levels on the city road network have reduced significantly and fluctuated during the pandemic as lockdown measures have been introduced and then eased, although complaints to the county council signals team suggest longer journey times in morning peak.

Theme: Has increased levels of pollution on other roads

Response: It is difficult to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

No air quality data is available for either Hills Road or Long Road in the vicinity of Luard Road or Sedley Taylor Road to allow any conclusions to be drawn on the effect of the experimental closure.

Theme: The scheme has improved walking and/or cycling facilities / has made the area/street safer.

Response: This is supported by the response to public consultation.

Conclusions on the trial

The consultation feedback suggests overall support for the scheme although some local councillors consider that whilst residents of Luard Road and Sedley Taylor Road may have benefited there are concerns over the impact on congestion and delays on the alternative route via Long Road and Hills Road.

Monitoring during the trial shows typically over 700 cycle movements a day (7am-7pm) using the route.

The level of complaints received by the county council's traffic signals team suggests that the impact of traffic displacement arising from the Luard Road scheme is more significant than for other schemes. A review of journey times on Long Road in the morning peak following the closure suggests that eastbound delays have increased at a time when overall traffic levels on the road network have reduced.

The displacement of traffic now requiring to make a left turn from Long Road at the Hills Road junction, where left running traffic and ahead traffic use the same traffic lane, coupled with the tight junction geometry for this manoeuvre may at least partly account for this increase in journey times.

Police road collision data during the trial (up to June) shows no reported injury accidents in Luard road or Sedley Taylor Road or at their junctions with Hills Road and Long Road during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 5: Newtown Area Scheme Assessment

Site profile

Streets in the Newtown area has been used as short cuts to avoid main road delays particularly for trips to/from the railway station or to avoid the Catholic Church (Hills Road/Lensfield Road) junction. Bateman Street is one of the most popular rat-runs in the area despite the presence of traffic calming measures. The area has a cluster of public and private schools which attract high numbers of car-based trips for school drop off and pick up. Many of the streets are narrow with housing directly fronting the highway with extensive on-street parking provided to meet the needs of local residents resulting in reduced road widths for vehicular movements. The area is well used by cyclists either as through routes or for access to local homes and schools in the area.

Local residents have campaigned for many years for measures to address these problems.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets / longer journey times and more congestion on Trumpington Road, Lensfield Road and Hills Road

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Theme: Safety implications of vehicles performing U-turns / Concerns over access to schools

Response: The various closure points have changed the routes used for school access and egress, resulting in more u-turning in some streets. Whilst there is some feedback of safety incidents associated with u-turning there have been no reported casualties.

During the trial period the GCP has worked closely with county council officers and the local county councillor to explore ways to discourage car trips to schools in the area. If the experimental measures are made permanent it is recommended that this work should continue with a focus on the provision of alternative parking outside the area for 'park and walk' and a more co-ordinated approach to the way that public transport can facility access to the cluster of schools and colleges in the southern sector of the city.

It may be possible to address some of the concerns over u-turning through design work on any permanent closure points.

Theme: Has increased levels of pollution on other roads

Response: It is difficult to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure. No air quality data is available for roads within or neighbouring the area to allow any conclusions to be drawn on the effect of the experimental closure.

Theme: Access needed for school/ university traffic.

Response: Whilst the experimental measures aim to prevent though motorised movements, access is retained to all properties in the area at all times albeit via potentially longer and less convenient routes.

Theme: Accessibility concerns for the elderly/disabled/larger vehicles/emergency services

Response: Although the various closure points prevent through traffic movements in the area, access is retained to all properties in the area at all times albeit by potentially longer and possibly less convenient routes. As with all similar road closure points across the city, emergency service vehicles are permitted access and locked, removable bollards have been provided for this purpose.

Some large vehicles may have difficulties either accessing or egressing some sites in the area. Subject to prior arrangement with the county council, permission can be granted to pass through any closure point, if deemed necessary.

Conclusions on the trial

By closing off access between Trumpington Road and Hills Road the scheme now removes the attractiveness of the area as a rat run but in doing so has affected the other key traffic issue of school drop-off/pick-up by changing the routes used by parents to access and egress the area. If the experimental measures are to become permanent, these issues would warrant further consideration to explore how school car based drop-off/pick-up could be discouraged in the area.

The feedback received suggests good support for retaining the first phase of measures although views on the retention of the second phase measures are evenly divided. However, the three local residents' associations in the area have emphasised the importance of retaining all of the experimental closures whilst also seeking further consideration of measures to mitigate the impact of car based school trips in the area.

Direct comparison of the post closure monitoring and the 2018 county council survey is difficult given the impact of the pandemic and that the experimental measures have split the area into two halves resulting in a significant change to the way that vehicles access and egress the area. The 2018 survey shows that typically just over 4,800 motor vehicles a day entered the area (weekday 7am-7pm).

The post closure monitoring suggests typically that under 2,000 vehicles a day entered during the same time period, but this figure does not include those vehicles that entered, u-turned and left at the Trumpington Road end of Bateman

Street. It is not possible to disaggregate the effect of the pandemic on the reduction in traffic from that arising as a result of the experimental measures.

The 2018 survey showed that trips through the area taking under 2 minutes accounted for around 43% of all trips. Following Phase 2, in the eastern half of the area the monitoring suggests that trips under 2 minutes account for about 10% of the total. In the western half the Phase 1 monitoring indicates that around 37% of trips through the area took under 2 mins.

The monitoring suggests that traffic using Union Road to leave the area has increased following the second phase of measures with long delays reported at peak times. This is a concern for St. Albans School which has an access on to the road. Signing and road marking improvements at its junction with Hills Road may help to ease egress from Union Road.

Reversing the direction of flow for motor vehicles in Norwich Street as part of Phase 2 does not appear to have increased traffic levels in any significant way.

There is still a debate within the area over the best location for any road closure in Panton Street with some residents favouring a location nearer to the Saxon Street junction although the Heritage School in Brookside, which has premises in Panton Street, is concerned that any relocation of the closure nearer to Saxon Street would involve a much longer route to access its site by motor vehicle. This issue could be explored in more detail once the future of the current experimental closure is determined.

Police road collision data during the trial (up to June) shows one injury accident reported in Union Road which resulted in a slight injury to a cyclist following conflict with a passing motor vehicle. A slight injury accident involving a cyclist was also reported in Hills Road at the junction with Coronation Street. It is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 6: Nightingale Avenue Scheme Assessment

Site profile

Nightingale Avenue links Hills Road and Queen Edith's Way and provides a route for traffic to avoid the long delays that occur at the Addenbrooke's (Hills Road/Fendon Road) roundabout, particularly at peak times. Whilst the right turn from Hills Road into Nightingale Avenue is prohibited, this is often ignored by drivers wishing to access the side road as an alternative route to avoid the roundabout delays or for parking.

In combination with Red Cross Lane, Nightingale Avenue provides a useful route to/from the Cambridge Biomedical Campus for cyclists and pedestrians to avoid what could be considered as a hostile environment at the roundabout.

The Avenue is a popular location for parking for hospital staff and visitors which has been a source of concern for some local residents.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Theme: The scheme was unnecessary

Response: The trial created an opportunity to enhance an important route for walking and cycling to/from a major city destination where flows can be expected to increase as further development at the Biomedical Campus takes place.

Theme: Remove on-street parking / concerns over the disregard of parking restrictions

Response: The trial scheme aims to reduce traffic by preventing through motorised movements to create a lower trafficked environment for cycling and walking. It was not an aim of the scheme to remove parking. Any proposals to remove on-street parking from the area would be a matter for the county council to determine; this would best be considered as part of the integrated parking strategy that the GCP is developing with the county and city councils.

Any violation of the current parking restrictions in the Avenue are a matter for the county council to address through its parking enforcement team.

Theme: Concerns for increased levels of pollution

Response: whilst city council monitoring of nitrogen dioxide levels in Fendon Road and Hills Road, close to the closed route, shows that levels fell during 2020 this is primarily due to the impact of the pandemic on traffic levels; it is not possible to

disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

Theme: The improvements have made the area/street safer / the scheme is a good idea.

Response: This is supported by the response to public consultation.

Conclusions on the trial

The response to consultation shows support for making the experiment permanent with safety and the environment considered to have improved during the trial.

Shortly before the start of the trial (June/July) around 2000 motor vehicles (weekday 7am-7pm) were recorded using Nightingale Avenue; this figure may have been influenced by residual roadworks at the Fendon Road roundabout although work was substantially complete prior to the monitoring period. Several weeks into the trial (November) under 500 motor vehicles were recorded on the route. The fluctuating effects of lockdown measures over this period will have influenced these results.

Police road collision data during the trial (up to June) shows no reported injury accidents in Nightingale Avenue or at its junctions with Hills Road and Queen Edith's Way during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 7: Silver Street Scheme Assessment

Site profile

Silver Street is a key route to access the city centre from the west. The route was partially closed to traffic in 2003 under a tidal flow arrangement that permitted general traffic to access the city centre in the morning and to egress the area in the evening with use of the route limited to buses, taxis, cyclists and emergency services during the main part of the working day.

The street is a popular tourist route and destination with the main city coach drop-off/pick-up point located close by in Queen's Road. The street forms part of a key cycle route linking city centre colleges with the University's West Cambridge site.

In normal times, around 150 bus movements use the route each day

Traffic levels on the route are monitored annually as part of the county council's screen line survey.

Common themes from public feedback

Theme: Has displaced traffic/increased congestion and journey times on other local streets

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions. However, it is difficult to disaggregate the effects of the pandemic on traffic levels from those resulting from the experimental closure.

Theme: The scheme was unnecessary

Response: The trial created an opportunity to enhance an important route for walking, cycling and public transport to/from a major city destination.

Theme: Future presence of tourists/students will increase pedestrian counts after the pandemic - reducing the car usage in the area will make it much safer in the future.

Response: Prioritising the use of the route for walking, cycling and public transport will help support the return of tourists and provide a safer environment for returning students thereby supporting the recovery from the pandemic. It will also support future growth by facilitating sustainable transport between the city centre and developments to the west.

Theme: Concerns for increased levels of pollution

Response: whilst city council monitoring of nitrogen dioxide levels in Silver Street itself and Newnham Road and Fen Causeway, close to the closed route, shows that levels fell during 2020 this is primarily due to the impact of the pandemic on traffic levels; it is not possible to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

Theme: Exclude taxi access through the bus gate, as taxis remain a safety hazard for cyclists.

Response: the current exemptions for the bus gate allow for access by taxis. Any decision to exclude taxis would be a matter for the county council to determine; this would be best considered in the context of the joint County Council/GCP review of the road network hierarchy in Cambridge.

Conclusions on the trial

The response to consultation shows support for making the experiment permanent with safety and the environment considered to have improved during the trial.

Pre-pandemic, typically over 3100 motor vehicles used Silver Street each day (Weekday 7am-7pm). During the trial, monitoring showed an average of 743 motor vehicles using the route in the same time period; this would have been influenced by both the effects of the pandemic as well as the extended bus gate operating hours.

Police road collision data during the trial (up to June) shows no reported injury accidents in Silver Street or at its junctions with Queen's Road and Trumpington Street during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.

Appendix 8: Storey's Way Scheme Assessment

Site profile

Storey's Way provides a link between two major routes in the city: Huntingdon Road and Madingley Road; the route is attractive to some drivers to avoid delays on these main roads.

Concerns over traffic levels led to the introduction in the early 1990's of a 2-metre width restriction on the route to prevent large vehicles from using it as a through route.

The road forms part of a well-used cycle route linking the north west and west of the city, particularly for University and College sites. It was a popular location for long stay commuter parking, but this has been displaced following the introduction of a residents' parking scheme.

Common themes from public feedback

Theme: Has displaced traffic onto other local streets with increased congestion

Response: This is a common theme with all the experimental schemes, and it is inevitable that some traffic would be displaced onto the surrounding main road network which may increase overall delays under normal network conditions.

Theme: Has increased levels of pollution on other roads

Response: whilst city council monitoring of nitrogen dioxide levels in Madingley Road and Huntingdon Road, close to the closed route, shows that levels fell during 2020 this is primarily due to the impact of the pandemic on traffic levels; it is not possible to disaggregate the effects of the pandemic on air quality from those resulting from the experimental closure.

Theme: The scheme was unnecessary as Storey's Way has always been a pleasant environment for pedestrians and cyclists.

Response: The trial created an opportunity to enhance an important route for walking and cycling where flows can be expected to increase as development in the west and north west of the city continues.

Theme: The improvements have made the area/street safer.

Response: This is supported by the response to public consultation.

Conclusions on the trial

The consultation feedback suggests overall support for the scheme and the local residents' association has expressed support for making the experiment permanent.

Monitoring during the trial shows typically over 800 cycle movements a day (7am-7pm) using the route.

Police road collision data during the trial (up to June) shows no reported injury accidents in Storey's Way or at its junctions with Huntingdon Road and Madingley Road during the trial period. Whilst this is encouraging, it is not possible to draw any clear conclusions on safety based on such limited data.