

## Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board  
Thursday 15<sup>th</sup> December 2022  
4:00 p.m. – 4:55 p.m.

Present:

### Members of the GCP Executive Board:

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

### Members of the GCP Joint Assembly in attendance:

Cllr Tim Bick (Chairperson)	Cambridge City Council
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### Officers:

Peter Blake	Transport Director (GCP)
Debbie Bondi	Head of Innovation and Technology (GCP)
Michelle Burdett	Growth and Strategy Manager (GCP)
Daniel Clarke	Strategy and Partnerships Manager (GCP)
Thomas Fitzpatrick	Programme Manager (GCP)
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

## 1. Apologies for Absence

There were no apologies for absence.

## 2. Declarations of Interest

Andy Neely declared a non-statutory disclosable interest in relation to the Quarterly Progress Report item (agenda item 6), as an employee of the University of Cambridge.

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

## 3. Minutes

The minutes of the previous Executive Board meeting, held on 28th September 2022, were agreed as a correct record, and were signed by the Chairperson.

## 4. Public Questions

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

It was noted that the question related to Agenda Item 7 (Greater Cambridge Greenways: Haslingfield and Comberton).

## 5. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 23<sup>rd</sup> November 2022.

## 6. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented the report, which provided an update on progress across the GCP's whole programme, and which also included a proposal to appoint a consultant to support the GCP's Gateway Review process. The report also included a proposal to continue funding for the Centre for Business Research (CBR) for the next twelve months, and the Executive Board was informed of the following change to recommendation (c) in the report (removal in strikethrough, addition in bold):

- (c) Approve the request to continue funding, via the Centre for Business Research, the quarterly company analysis data draw for the next ~~twelve~~**twenty-four** months; and on part funding an annual data draw.

Drawing attention to Section 13 of the report, the Head of Innovation and Technology informed the Executive Board that since publication of the report, Ofgem had provided UK Power Networks (UKPN) with funding for the two grid substations. The GCP would therefore no longer be required to deliver the infrastructure, although it would continue to be actively involved in the project by pushing for timely delivery, assisting in securing the right land parcels and navigating the planning process. The twin-track approach adopted by the GCP to progress towards delivery while continuing to lobby for additional funding had helped to secure the funding, and had also led to a positive collaboration with UKPN.

Welcoming the announcement of the funding that had been awarded to UKPN, the Chairperson of the Joint Assembly conveyed members' support for the proposal to appoint a consultant to support the GCP through the Gateway Review. The Joint Assembly had also supported the proposal to continue funding the CBR, with a suggestion to focus on the relationship between the knowledge intensive and non-knowledge intensive sectors. He drew attention to a request by the Joint Assembly to improve transparency on the management of target and forecast completion dates for projects. Members had also considered the provision of skills training beyond the strategic focus on the strategic, technology, engineering and math (STEM) sector, noting there were regional skills shortages in sectors such as construction and agriculture.

While discussing the report, the Executive Board:

- Paid tribute to the leadership and commitment demonstrated by the GCP that had resulted in UKPN receiving funding from Ofgem for the electricity grid substations.
- Welcomed the proposal to continue funding the CBR, highlighting the quarterly meetings that were involved in the project as being informative and engaging.
- Drew attention to the Levelling Up the East of England report, which was launched by the East of England Local Government Association on 13<sup>th</sup> December 2022. While supporting the evidence base of the GCP's overall programme, the report suggested that many people were being trained with skills that were not the most necessary for the region.

The Executive Board resolved unanimously to:

- (a) Note that the Making Connections consultation was launched on 17th October and will continue until 23rd December;
- (b) Approve the appointment of a consultant to support the GCP's Gateway review process; and

- (c) Approve the request to continue funding, via the Centre for Business Research, the quarterly company analysis data draw for the next twenty-four months; and on part funding an annual data draw.

## 7. Greater Cambridge Greenways: Haslingfield and Comberton

One public question was received from David Cairns, Transport Lead, Coton Parish Council. The question and a summary of the response are provided at Appendix A of the minutes.

The Transport Director presented the report, which set out the Outline Business Cases for the Comberton and Haslingfield Greenways, as well as a proposed programme of delivery, with the construction of early works to commence in 2023. Following a public engagement, various changes were proposed for the schemes, as set out in Sections 3.3 and 3.5 of the report.

Noting that the Joint Assembly had welcomed receiving the first Outline Business Cases of the Greenways programme, the Chairperson of the Joint Assembly confirmed that the proposals had been supported, although he drew attention to a petition that had been received in relation to the Comberton Greenway. Members had suggested the GCP assess the varying alignment of the different schemes to standards and guidance, such as the Local Transport Note (LTN) 1/20, and develop a general strategy for materials, lighting and signage across the Greenways. The Joint Assembly had also considered the issue of maintenance, highlighting the importance of publicising when each scheme had been completed and the responsibility for maintenance transferred to the County Council.

While discussing the report, the Executive Board:

- Welcomed progressing the first two Greenways beyond the Outline Business Case stage, and suggested that such progress towards delivery should be widely communicated, noting that a repeated issue raised during public consultations was being able to demonstrate the capacity for delivery.
- Acknowledged the additional financial burden for the County Council to maintain the Greenways following their completion, but argued that the cycleways would reduce traffic and therefore also help to reduce highway repair costs.

The Executive Board resolved unanimously to:

- (a) Note the results from the Public Engagement exercise and agree any changes to the scheme design resulting from the engagement;
- (b) Agree the Outline Business Cases for Comberton and Haslingfield Greenways;
- (c) Agree to the submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary;

- (d) Agree to the use of Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used;
- (e) Agree the programme of delivery for Comberton and Haslingfield Greenways;
- (f) Agree to finalise schemes for construction and complete Full Business Cases for the Comberton and Haslingfield Greenways; and
- (g) Agree to the construction of Early Works in 2023.

## 8. Smart Cambridge Update and Forward Programme

The Head of Innovation and Technology presented the report, which outlined the contribution of Smart Cambridge to support delivery of the GCP's overall aims and objectives. Underlying key themes included improving the quality of data, making sustainable transport easier, improving operation of the highway, enabling the next generation of public transport, and enabling smart communities. The Executive Board received a presentation on the Smart Cambridge programme, which was published on the meeting website and is attached at Appendix B of the minutes.

Suggesting that the smart workstream would benefit from greater external publicity, the Chairperson of the Joint Assembly emphasised its importance in promoting and supporting behavioural change across the GCP's programme. Members had observed that the smart workstream was not an end in itself and that it delivered through the wider objectives.

While discussing the report, the Executive Board paid tribute to officers for the level of credibility it had established and for obtaining significant external funding, praising them for taking risks and leading in innovation.

The Executive Board resolved unanimously to:

- (a) Note the progress of Smart Cambridge and its contribution to wider GCP objectives; and
- (b) Approve the proposed forward programme as an input to future budget discussions.

## 9. Developing the GCP Approach to Biodiversity Net Gain

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which detailed the work being undertaken by the GCP to achieve up to 20% biodiversity net gain across its programme.

The Chairperson of the Joint Assembly noted that members had suggested there were opportunities to exceed the 20% target, particularly through working with partner organisations who had their own biodiversity net gain targets and expertise. The Joint

Assembly had considered the mitigation hierarchy around schemes, and recognised the pragmatic importance of delivering as much biodiversity net gain as possible around the projects themselves, while acknowledging the effectiveness and scalability of delivering it off-site.

While discussing the report, the Executive Board:

- Suggested that it was important to identify opportunities for offsetting biodiversity net gain, despite the preference for it to remain local to the site of infrastructure delivery. Members noted that the Department for Environment, Food and Rural Affairs had mapped such opportunities, while the Local Plan included a call for local green sites, and various non-governmental organisations had expressed an interest in obtaining funding to carry out such work. Nonetheless, it was suggested that any such interventions should remain within Cambridgeshire wherever possible.
- Noted the commitment of local authorities and other organisations to biodiversity net gain, including a minimum 20% net gain in the emerging Local Plan. While acknowledging the cost and difficulties, as well as the fact that the national policy was for a minimum of 10%, it was suggested that the current wording of recommendation (a) could be strengthened.

Members discussed how best the wording could be changed to reflect this and agreed unanimously to amend recommendation (a) as follows (removal in strikethrough):

- (a) Note the opportunities and approach to achieving ~~up to~~ 20% biodiversity net gain across the GCP programme; and

The Executive Board resolved unanimously to:

- (a) Note the opportunities and approach to achieving 20% biodiversity net gain across the GCP programme; and
- (b) Approve the proposal for the next stage of work on the delivery approach including further work to determine the scale of opportunity and timelines for delivery.

## 10. Date of Next Meeting

The Executive Board noted that the next meeting was due be held on Thursday 9<sup>th</sup> March 2023.

Chairperson  
9<sup>th</sup> March 2023

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Appendix A – Public Question

	From	Question	Answer
1.	Dr Marilyn Treacy on behalf of David Cairns, transport lead for Coton Parish Council	<p><b>Agenda Item 7 - Greater Cambridge Greenways – Comberton and Haslingfield</b></p> <p>Coton fully supports the development of the Greenways cycle routes to Comberton and Hardwick. We were disappointed to read, however, that the GCP's plans for Early Physical Works in 2023 includes only: Sidgwick Avenue, M11 Footbridge to the Footpath, Barton Road, and Comberton Village. Although these works could improve existing cycle routes, they will do nothing to create any new cycle routes. They will therefore not improve cycle commuting from Comberton and Hardwick to Cambridge, or from Coton and Hardwick to Comberton Village College. Please could the GCP undertake to accelerate the development of the Comberton and Hardwick Greenways - in a way that protects this important setting, so, for example not using tarmac - so that new cycle routes are delivered during 2023?</p>	<p>The Greenways is an extensive network of 12 routes, covering approximately 150km. Therefore, the programme for construction of the routes needs to be carefully planned out over the next few years.</p> <p>The sections that can be prioritised for 2023 are those within the highway boundary where land and planning permission is not required. Much of the route from Comberton and Hardwick is through privately owned land (e.g., Long Road and the spur to Hardwick) and will therefore need to follow later in the overall Greenways programme, to allow for land and planning requirements.</p> <p>In terms of surface materials, as noted in the paper, options for surface treatments will be considered alongside input from key stakeholders. Any proposals will consider the rural setting of particular route sections, environmental impacts and user experience.</p>

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Appendix B – Slide Presentation

Please note that the image on the title slide has been changed from the version used in the presentation at the meeting, at the request of the owner of the original image.





# Smart Cambridge

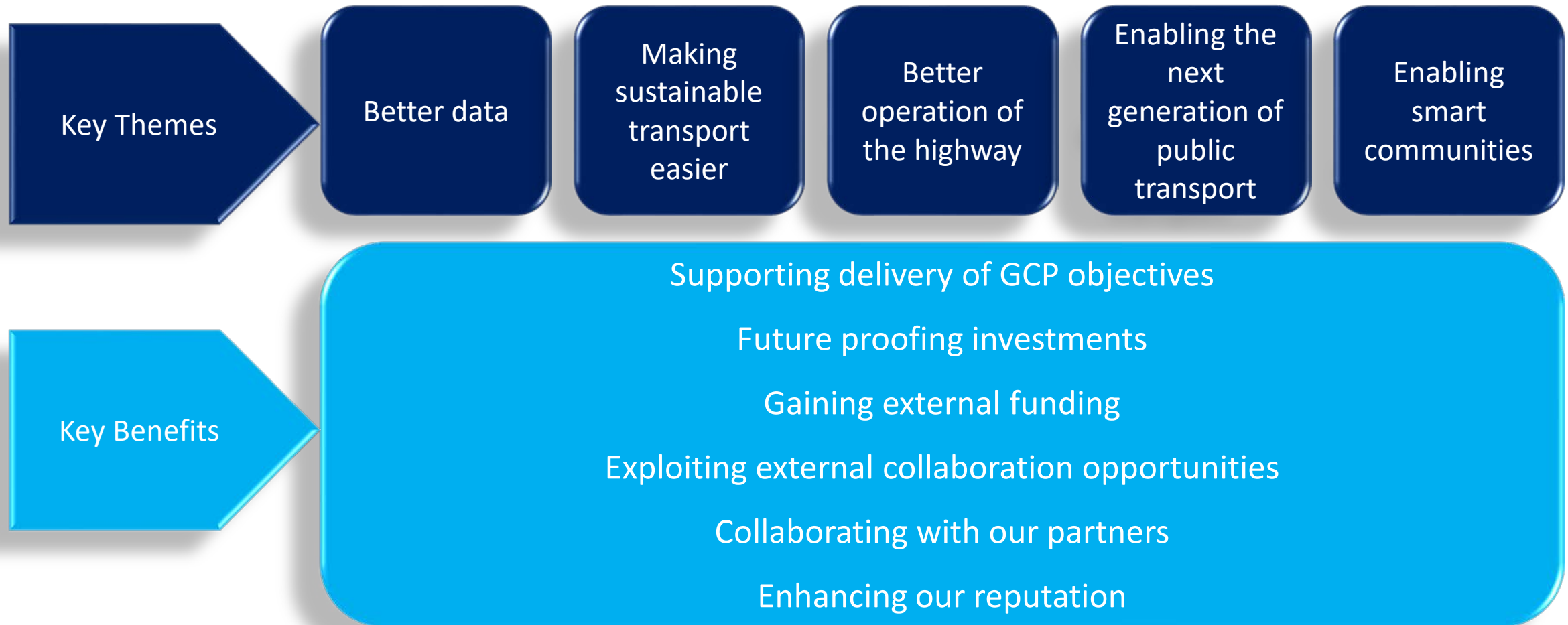
## Update and forward programme

15<sup>th</sup> December 2022





# Smart Cambridge – high level view



# Fibre Ducting in Infrastructure Schemes

Deploying fibre ducting at the same time as delivering infrastructure schemes brings many other benefits as well as better digital connectivity

## BENEFITS

**Saving time & money** by integrating ducting at the same time as infrastructure schemes are built

**Achieving carbon savings** by reducing the need for repeat work and retrofitting

**Minimising disruption** to roads, pavements or cycleways, and reducing congestion

**Solving civils challenges** such as crossing rail lines and road junctions and encouraging telecoms providers to extend fibre networks further

**CARBON SAVINGS**  
**>20 tonnes CO<sup>2</sup>**  
emissions for materials use over 2 years, equivalent to the carbon emissions of driving nearly half a million miles in an average car\*

**FIBRE DUCTING**  
IN  
INFRASTRUCTURE

Approximately  
**21.6km**  
OF FIBRE DUCTING  
installed/planned in roads  
and cycleways by 2025

## OUTCOMES

**Ensuring future facing connectivity** is available to support next generation technology

**Facilitating sustainable economic growth** and increased productivity - including remote working, digital skills and opportunities for businesses

**Contributing to community wealth building** and health & wellbeing with better access to public services, education, training and digital inclusion

**Supporting climate change mitigation/adaptation** and moving towards Net Zero

# CAMBRIDGE AUTONOMOUS SHUTTLE TRIAL

## PASSENGER TRIALS

**3**  
SHUTTLES

**2** SAFETY  
OPERATORS  
ON BOARD

**304**  
passengers  
carried

**5** CCTV  
CAMERAS  
inside and out

**106**  
JOURNEYS

**3** hazard perception cameras

**5** LiDAR  
sensors

Distance travelled  
**1,014**  
KILOMETRES

**31.8TB**  
of journey  
data processed



**34 million**  
data points in the  
PointCloud model



**97**  
local, national  
and international  
media stories



## SOCIAL MEDIA



**Twitter**  
11,917 impressions,  
674 engagements,  
633 video views



**LinkedIn**  
3,043 impressions,  
1,721 video views



**YouTube**  
12,669  
video views



**9** TV AND RADIO BROADCASTS

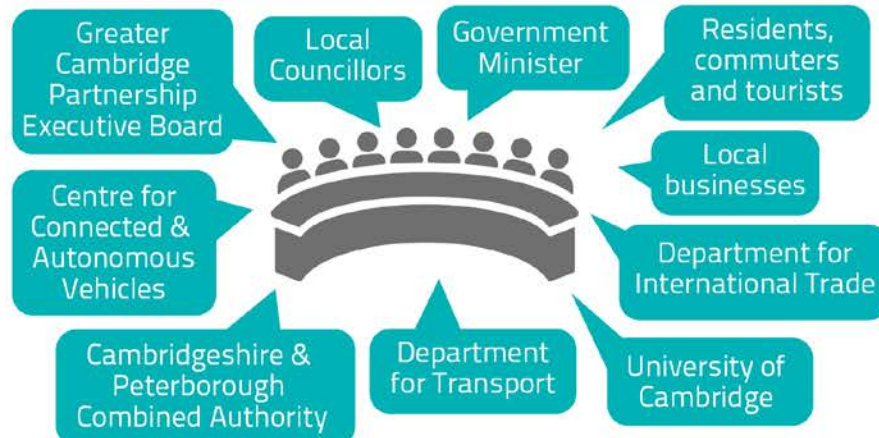


**115**  
surveys  
completed



**97.4%**  
of people who  
completed the survey  
said they would ride  
an autonomous  
shuttle again

## Engagement with organisations and authorities:





# Key features of the Smart Cambridge programme to Mar 2024

## Ongoing activities *including*

- Engagement
- Data challenges
- Supporting sustainable new communities

## Concluding activities *including*

- Initial trials – smart signals and junctions
- Permanent sensor network Phase 1
- Current phase of guidance trials

## City Access workstream lead

- Systems, tech and operations
- Behaviour change including MaaS, integrated ticketing etc

## Autonomous vehicles *including*

- Trial delivery (if bid successful)
- Engagement with successful bidders

Maintaining agility in response to new opportunities

Thank you



**GREATER  
CAMBRIDGE  
PARTNERSHIP**