



GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

14:00

Thursday, 20 February 2025

Council Chamber, Guildhall, Cambridge

[Venue Address]

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

AGENDA

Open to Public and Press

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MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor Tim Bick (Chairperson)	-	Cambridge City Council
Councillor Katie Thornburrow (Vice-Chairperson)	-	Cambridge City Council
Councillor Simon Smith	-	Cambridge City Council
Councillor Claire Daunton	-	Cambridgeshire County Council
Councillor Neil Shailer	-	Cambridgeshire County Council
Councillor Graham Wilson	-	Cambridgeshire County Council
Councillor Paul Bearpark	-	South Cambridgeshire District Council
Councillor Annika Osborne	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Nitin Patel	-	Business Representative
Claire Ruskin	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Karen Kennedy	-	University Representative
James Rolfe	-	University Representative
Kristin-Anne Rutter	-	University Representative

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

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



Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Wednesday 16 October 2024
2:00 p.m. – 5:30 p.m.

Present:

Members of the GCP Joint Assembly:

Cllr Tim Bick (Chairperson)	Cambridge City Council
Cllr Katie Thornburrow (Vice Chairperson)	Cambridge City Council
Cllr Claire Daunton	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Graham Wilson	Cambridgeshire County Council
Cllr Paul Bearpark	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Nitin Patel	Business Representative
Claire Ruskin	Business Representative
Christopher Walkinshaw	Business Representative
Karen Kennedy	University Representative
Kristin-Anne Rutter	University Representative

Officers:

Kerry Allen	Senior Delivery Project Manager (GCP)
Peter Blake	Interim Director (GCP)
Anna Chylinska-Derkowska	Senior Project Manager (GCP)
Daniel Clarke	Head of Innovation and Technology (GCP)
Thomas Fitzpatrick	Head of Programme (GCP)
Ben Hathway	Senior Delivery Project Manager (GCP)
Stephen Kelly	Joint Director (GCSPS)
Tom Kelly	Service Director of Finance and Procurement (CCC)
Niamh Matthews	Assistant Director of Strategy and Programme (GCP)
Paul McGuigan	Senior Project Manager (GCP)
Nick Mills	Democratic Services Deputy Manager (CCC)
Paul van de Bulk	Senior Project Manager (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

Apologies for absence were received from Councillor Annika Osborne, Councillor Simon Smith and James Rolfe.

The Chairperson welcomed Nitin Patel as a new business representative on the Joint Assembly.

2. Declarations of Interest

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to the Quarterly Progress Report item (agenda item 6), as a board member of Cambridge Ahead.

Councillor Heather Williams declared a non-statutory disclosable interest in relation to the Waterbeach Railway Station item (agenda item 7), as a member of South Cambridgeshire District Council's Planning Committee.

Councillor Neil Shailer declared a non-statutory disclosable interest in relation to the Chisholm Trail Phase 2 - Next Steps item (agenda item 10), as a resident of Cromwell Road.

3. Minutes – 12 September 2024

While discussing the minutes of the previous meeting, it was proposed to amend the second paragraph detailing the debate on Agenda Item 8 (Better Public Transport - Cambridge Eastern Access Project), as follows (additions in bold, removal in strikethrough):

Raised various concerns about the proposed design, including **walking and cycling access from Teversham village and** how it would be accessed from the A1303 ~~and Teversham village, although~~ **and** it was acknowledged that such issues would be addressed during the design and planning stages of the project.

It was also proposed to amend the fourth paragraph detailing the debate on Agenda Item 8 (Better Public Transport - Cambridge Eastern Access Project), as follows (additions in bold, removal in strikethrough):

Observed that the Park and Ride bus provided an important service to residents of the ~~Marley~~ **Marleigh** development, although it was emphasised that current bus services along Newmarket Road would continue to operate due to demand from current and potential development in the area, while ongoing bus reform work being carried out by the Cambridgeshire and Peterborough Combined Authority (CPAC) could establish further opportunities. **It was confirmed that the provision of easy crossing access on Newmarket Road to bus services, following any relocation of the Park and Ride site, would be considered at the planning stage.** The Joint Assembly highlighted the importance of ensuring

the new facility was future proofed in line with the anticipated growth of the surrounding area, although members noted that some residents used the current site for general parking, rather than for its intended Park and Ride purpose.

The minutes of the previous Joint Assembly meeting, held on 12 September 2024, were agreed as a correct record, subject to the above amendments, and signed by the Chairperson.

4. Public Questions

The Chairperson informed the Joint Assembly that ten public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes.

It was noted that one question related to agenda Item 7 (Waterbeach Railway Station), four questions related to agenda Item 8 (Better Public Transport - Waterbeach to Cambridge), two questions related to agenda item 9 (Waterbeach, Fulbourn and Sawston Greenways), one question related to agenda item 10 (Chisholm Trail Phase 2 - Next Steps), and two questions related to agenda item 11 (Cambridge South West Travel Hub - Next Steps).

5. Petitions

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

6. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme, and which set out the proposed multi-year budget strategy, including the detailed GCP budgets for 2025/26. The report also outlined plans to procure a provider to enable the continuation of the GCP's skills work and proposed an additional commitment for three further years of data from the Centre for Business Research (CBR) at the University of Cambridge.

While discussing the report, the Joint Assembly:

- Welcomed the significant reduction in the GCP's projected deficit and overprogramming risk, but queried how inflation was considered in the budget process and what the implications would be of any overspends on larger projects in the GCP's programme. Members were assured that inflation rates were continuously monitored, with recent data suggesting that it would be contained with the estimates of individual schemes, while inflation in the construction sector was decreasing to earlier levels following a period of high uncertainty. It was confirmed

that the GCP carried out risk management across its whole programme, as well as on each individual project.

- Sought clarification on whether there could be additional borrowing costs as a result of the cashflow challenges outlined in the report. Members were informed that the figures in the report did not include any such potential borrowing costs, although it was emphasised that prudential borrowing by the County Council was only one of the options for addressing the cashflow challenges, with revisions to the timing of schemes or changes to the Government's approach towards funding examples of alternative options.
- Observed that the budget for the Waterbeach Station project was listed as £37m in Section 7.1 of the report, whereas Agenda Item 7 (Waterbeach Railway Station) included a recommendation to increase the project's budget to £43.35m, although it was clarified that the proposed increase would be funded by Homes England and there would therefore be no additional cost for the GCP.
- Highlighted the success and importance of the GCP's skills programme and welcomed the proposal to procure a provider to enable its continuation, particularly for outreach and career development in schools. although it was suggested that the procurement could be modified to ensure it focused on the more successful aspects of the previous skills work.
- Emphasised the importance of identifying an alternative source of funding to continue the GCP's skills work in the long-term, such as the Cambridgeshire and Peterborough Combined Authority (CPCA), which covered a much wider geography than the Greater Cambridge region. It was suggested that once an organisation had been identified, the GCP could encourage it to develop a long-term plan and perhaps become involved with the provider in the second year of the proposed new two-year contract, to improve the transition and to reduce the likelihood of another cliff edge situation in two years' time.
- Suggested that work could be carried out to identify and map further gaps of talents and skills in the Greater Cambridge region that needed to be developed support education and growth in the area. It was noted, for example, that restrictions during the Covid-19 pandemic had resulted in a cohort of biology graduates not benefitting from the usual level of laboratory work and subsequently finding it harder to find work, and it was suggested that some of the businesses in the region could support such people by providing opportunities that they were denied during the pandemic, although it was also acknowledged that there will skills shortages across many sectors, such as construction, plumbing and agriculture.
- Requested further information on the real time bus data audit and the guidance system review, as referenced in Section 9 of the report. Members were informed that a report resulting from the audit had been completed and was due to be published, while work was ongoing to identify how new technology could potentially be used on proposed new busways. Members noted that there were other factors to also take into consideration when developing the proposed new busways, such

as the CPCA's ongoing bus reform work and the interaction with modern modes of transport, including electric bicycles and scooters.

- Noted that the autonomous vehicles currently being used in trials would be available for wider use in 2026 and queried whether the current infrastructure was prepared for such a change and when it could happen, although it was acknowledged that the trials were still ongoing and were assessing whether such developments would be feasible.
- Highlighted the value of the data provided by the Centre for Business Research (CBR), particularly given its low cost, emphasising its importance in being able to challenge nationally produced statistics. It was suggested that the CBR could be asked to include some additional information, such as the region's gross value added and to what extent Greater Cambridge created jobs across the wider country.

In summarising the discussion, the Chairperson welcomed the reduced projected deficit and noted that various assurances had been provided to the Joint Assembly around the budget. Members had supported the proposals to extend the GCP's skills work, although emphasis had been made on identifying a future source of funding and transitioning to that new process, while also mapping the current skills shortages in the region, in order to ensure an appropriate provider was found in the procurement. The Joint Assembly also supported the proposals for additional data from the CBR.

7. Waterbeach Railway Station

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly on the Outline Business Case for the new Waterbeach station. It proposed an increased budget of £43.35m for the project, to cover the delivery of the station, closure of the existing station and construction of a haul road, although the additional budget would not be funded from GCP resources. It also proposed that, subject to the agreement of the County Council's Strategy, Resources and Performance Committee, the GCP agree the funding from Homes England for a repayable grant of up to £23.35m to forward fund the delivery of the station and haul road, to be repaid by the developers of the Waterbeach New Town.

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

Councillor Anna Bradnam, the County Councillor for the Waterbeach division and South Cambridgeshire District Councillor for the Milton and Waterbeach ward, was invited to address the Joint Assembly. Acknowledging the need to relocate the station to reduce the number of additional private vehicles using the A10 as a result of the ongoing expansion of Waterbeach, Councillor Bradnam paid tribute to the GCP's involvement in local engagement. Highlighting the importance of ensuring current residents of Waterbeach were able to easily access the station following its relocation, she argued that the new station should provide a wider range of facilities than the current station, such as ticket purchasing options, electronic signage, toilets, a waiting

room and a retail outlet, while also emphasising that it would need to be fully accessible for disabled people.

While discussing the report, the Joint Assembly:

- Welcomed the forward funding that would reduce the possibility of the planned houses not being built after the station was relocated, and which would enable a haul road to divert construction traffic from passing through the village.
- Emphasised the importance of the timing of opening of the new station and closure of the current station alongside the wider construction in the town, to ensure that the current station was not closed before new houses were ready to be occupied. Members also highlighted the importance of future proofing the station to ensure that it could be adapted to population growth in the surrounding area.
- Expressed concern that the new station could be used less if it did not include sufficient facilities, arguing that the current station was unsuitable for the number of passengers that used it, and sought clarification on what the new station could include, noting that the planning permission included provisions for associated facilities when it was granted. Members were informed that the final proposals and costs had still not been decided, but it was emphasised that the wider Waterbeach Masterplan envisaged the relocated station as one of the key locations within the town, driving the land use, densities and configuration of spaces around the station in the future, where such facilities and amenities were likely to be provided separately but alongside those at the station.
- Emphasised that the station should act as a travel hub and support changes between as many modes of transport as possible, including active travel and buses. It was confirmed that the GCP was exploring potential links with the proposed busway and Greenway, although it was acknowledged that additional features to the project would require further resources and design consideration. It was clarified that the County Council would manage the new station's car park.
- Suggested that the current station could be mothballed instead of being demolished, alongside the allocation of surrounding land, in case future developments in the wider region required an additional station or turnback facilities. Members were informed that this was a decision for the Department for Transport (DfT) rather than the GCP, and that it therefore did not represent any of the project's budget, although it was acknowledged that the GCP could make suggestions to the DfT. Notwithstanding, it was emphasised that Waterbeach station was being relocated rather than being closed.
- Expressed concern about the use of public funds for the project, particularly when the GCP had been required to reprioritise its wider programme due to a lack of resources, arguing that such investment should be made by developers and other profit-making entities. Members were assured that public investment of this kind was common for infrastructure projects of this size, and it was emphasised that Homes England had already committed over £1.2b to facilitate the delivery of housing in the region. It was noted that the return on investment would not necessarily be secured through Section 106 agreements, but rather through tax

revenues and other normal processes in which the government secured its funding. Members were also informed that if no public funding was provided, the only available variable would be a renegotiation of the Section 106 agreement, in terms of where the infrastructure costs rose, which would likely result in a reduced proportion of affordable housing on the developments.

- Suggested that a viability clawback agreement would ensure that the developer would pay the money back to the GCP if it made a profit. Members were informed that there was a viability assessment process built into the Section 106 agreement, which ensured the developer's contribution for strategic transport would rise from £17m to £45m in such circumstances.

In summarising the discussion, the Chairperson concluded that the Joint Assembly welcomed the inclusion of a haul road for construction traffic and supported the proposals in the report. He highlighted concerns about the facilities that would be provided at the new station and emphasised the need to future proof it for potential future development. Acknowledging the suggestion that the old station could be mothballed rather than demolished, he also highlighted the importance of the timing of when the old station closed and the new station opened.

8. Better Public Transport - Waterbeach to Cambridge

Four public questions were received from Sarah Nicholas (on behalf of Cambridge Past, Present and Future), James Littlewood (on behalf of Cambridge Past, Present and Future, and read out by Sarah Nicholas), Lynda Warth (on behalf of Cambridgeshire British Horse Society), and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Anna Bradnam, the County Councillor for the Waterbeach division and South Cambridgeshire District Councillor for the Milton and Waterbeach ward, was invited to address the Joint Assembly. Highlighting the importance of the project to support the future population growth of Waterbeach, Councillor Bradnam welcomed changes that had been made to the proposals following the public consultation and emphasised the importance of engaging with residents along the A10 throughout the construction process. Expressing concern about the potential access to the proposed busway by motorised vehicles, motorcycles and scooters, she suggested that the GCP consider planting hedges alongside parts of the route, both to provide security to adjoining residential properties and to protect the view from the Tithe Barn in Landbeach. Councillor Bradnam also emphasised the need to address potential surface water drainage issues resulting from the project. Members were assured that the surface water drainage issues that had been identified by the drainage assessment would continue to be taken into consideration as the scheme progressed.

The Interim Director presented a report to the Joint Assembly on the Waterbeach to Cambridge project, which presented the outcome of an environmental impact assessment consultation, and a non-technical summary of the Environmental Statement and its contents. The report also set out the recommended final route alignment and travel hub design, as well as a proposal for the County Council to

approve the submission of a Transport and Works Order. Members also received an additional presentation, which was published on the meeting website and will be attached at Appendix B of the signed minutes.

While discussing the report, the Joint Assembly:

- Queried whether the proposed busway would be adaptable to potential alternative modes of transport in the future. Members were informed that such considerations were taken into account throughout the design phase of all schemes, and that less engineering would be involved to make the busway more adaptable in the future. Other busways were also being analysed to identify possibilities, while the GCP's Smart workstream continued to monitor and inform on the development of automated vehicles and regulatory issues.
- Expressed concern about objections raised by various organisations and groups, and suggested that the GCP should taking learning on consultation and engagement from previous experiences. Members were assured the GCP always identified lessons learned from previous consultations, and it was emphasised that many of the concerns that had been raised would be addressed in the later design stages of the project.
- Established that Active Travel England (ATE) had not reviewed the proposals, and it was agreed that the GCP would query whether the project would fall within ATE's remit.
- Argued that although the report included examples of responses to the consultation, it did not provide a steer on the general level of support or opposition to the proposals. It was also observed that the map in Appendix A of the report was out of date and should be updated for the Executive Board.

In summarising the discussion, the Chairperson concluded that the Joint Assembly supported the proposals set out in the report. Highlighting concerns about future proofing of the scheme, he also noted that specific issues with the design would be addressed at a later stage.

9. Waterbeach, Fulbourn and Sawston Greenways

Two public questions were received from Lynda Warth (on behalf of Cambridgeshire British Horse Society), and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Anna Bradnam, the County Councillor for the Waterbeach division and South Cambridgeshire District Councillor for the Milton and Waterbeach ward, was invited to address the Joint Assembly. Highlighting the broad local support for the project, Councillor Bradnam nonetheless emphasised that there were concerns about specific aspects of the design. With regard to the northern section of the proposed route, she drew attention to issues related to drainage and flooding, while noting security and privacy concerns raised by residents living alongside the proposed route, particularly those living in Cosy Nook Park. With regard to the middle section of the

Greenway, Councillor Bradnam highlighted the increasing number of bicycles and pedestrians travelling along High Street and Cambridge Road and welcomed the proposal to undertake further design and consultation on this section of the route, arguing that it was important for parking spaces for customers of local businesses to be retained along this section. Suggesting that bicycles should use the road when the pavement was too narrow to share safely with pedestrians, alongside the implementation of speed and weight limits throughout the village of Milton, she argued that without such measures the scheme could increase the risk for pedestrians. Members were informed that there was overall local support for the northern section of the scheme to progress, and it was emphasised that environmental concerns would continue to be investigated, as would engagement with residents of Cosy Nook Park and the wider community.

The Head of GCP Programme presented a report to the Joint Assembly on the proposed next steps of the Waterbeach, Fulbourn and Sawston Greenways. The report proposed the development of the northern section of the Waterbeach Greenway to a completed detailed design and the construction of Phase 1 of the Fulbourn Greenway, alongside a consultation on Phase 2 of the Fulbourn Greenway. It also proposed an extension of the early works section of the Sawston Greenway in Great Shelford and Stapleford, as well as the early delivery of a section of the Sawston Greenway on Francis Crick Avenue to link with the Cambridge South East Travel Scheme Phase 2 (CSETS). Members also received an additional presentation, which was published on the meeting website and will be attached at Appendix C of the signed minutes.

While discussing the report, the Joint Assembly:

- Welcomed the proposal to progress the northern section of the route, noting that the new developments in Waterbeach were starting to be occupied and there was therefore an urgent need to commence construction to avoid an increase to the number of cyclists using the A10. It was argued that additional measures should be considered to discourage passing traffic from driving through Milton. Members were informed that concerns that had been raised about the flooding, privacy and security, among other issues, would be addressed in the design stage of the northern section.
- Expressed concern that undertaking work on some sections of the route before the whole design had been finalised could restrict the flexibility to make changes to the design of the remaining section that was yet to be finalised. Members were informed that the northern and southern sections of the route had high levels of support and would have immediate positive impacts, and were assured that such concerns had been taken into consideration when proposing they progress before the middle section had been finalised.
- Acknowledged that the most practical route for the Greenway through Milton was along High Street and Cambridge Road, suggesting that cyclists would use that route regardless of whether the Greenway followed it, although it was argued that it was inappropriate for pedestrians and cyclists to share the pavement and that it would be safer for them to use the road on that stretch of the route.

- Welcomed the GCP's approach to public engagement on the Waterbeach Greenway and that it had responded with adjustments accordingly, including to the alignment and timescales. Notwithstanding, members expressed concern that Paragraph 2.6 of the report indicated that the consultation identified more opposition than support and suggested that the report could have provided greater context on the nature of the objections and which part of the route they related to. It was clarified that most of the opposing feedback related to the section of the Greenway in the village of Milton, which is why that part of the route was undertaking further design and consultation in order to address issues and try to achieve wider support.
- Noted the security concerns raised by residents living alongside the Waterbeach Greenway and queried whether the police had been consulted on the proposals. It was agreed to consult such statutory authorities as the schemes were developed.
- Clarified that 11,000 journeys per week were recorded on the completed section of the Chisholm Trail and suggested that the Waterbeach Greenway should be designed to serve as many as people as possible from the new developments in Waterbeach.
- Welcomed previous engagements organised by the GCP with local members and stakeholders throughout the development of the Fulbourn Greenway, but requested further public engagement on its final design, and for the GCP to keep local members informed throughout its future development.
- Suggested that further consideration should be given to including Mill Road in Phase 3 of the Fulbourn Greenway following the County Council's decision to implement a modal filter on Mill Road bridge, which would result in a more attractive environment on the road for active travel. Notwithstanding, members supported earlier progress with other sections of the route to improve active travel in those parts of the city.
- Noted the potential development of the railway line to Newmarket and argued that any provisions for the Fulbourn Greenway should not hinder such future aspirations.
- Clarified that the cost benefit of the proposed extension of the early works section of the Sawston Greenway in Great Shelford and Stapleford had been included in the project's Business Case. Members queried why it had not initially been included for early work and were informed that the inclusion of a new toucan crossing in Stapleford had required additional design, and while it had been approved as part of the Greenway, it hadn't been included in early work stage, but it was now possible to be included. It was confirmed that there would not be any financial consequences in terms of delivering the wider Greenways programme or other projects.
- Queried when the Genome Path section of the Sawston Greenway would be carried out. Members were informed that due to issues related to land acquisition, that section of the route had been slightly delayed, and it was anticipated that it would be presented to the Joint Assembly and Executive Board in spring 2025.

- Suggested that similar future reports should include maps to provide greater context.

In summarising the discussion, the Chairperson concluded that the Joint Assembly supported the proposals in the report, noting that concerns raised on the specific aspects of the routes would be addressed at the design stage of the relevant scheme. He also highlighted the suggestion that the inclusion of Mill Road to the Fulbourn Greenway should be considered.

10. Chisholm Trail Phase 2 - Next Steps

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

The Interim Director presented a report to the Joint Assembly on the next steps of Phase 2 of the Chisholm Trail. Members also received an additional presentation, which was published on the meeting website and will be attached at Appendix D of the signed minutes.

While discussing the report, the Joint Assembly:

- Argued that the Chisholm Trail's crossing of Coldhams Lane was the most problematic section of the route, and highlighted the importance of ensuring it was safe for cyclists and pedestrians. Members were informed that progress had been made with rail companies, and that further work was being undertaken on the design. It was also suggested that the Chisholm Trail's crossing of Mill Road should be reconsidered following the County Council's decision to instal a modal filter on Mill Road bridge.
- Clarified that Great Eastern Street car park was an existing car park with a play area alongside it, which would provide access to the Chisholm Trail, and it was noted that the GCP was working on improvements to the facilities with the City Council.
- Noted that a significant number of people would use the Chisholm Trail to reach Cambridge train station, emphasising the importance of ensuring the northern section was fully integrated to the wider route, and queried whether the Carter Bridge and its surrounding area would be improved as part of Phase 2. Members were informed that improvements were not planned as part of the Chisholm Trail project, although it was acknowledged that there was interest for improvements to be made separately.
- Established that although the Chisholm Trail would pass through the redeveloped Beehive Centre, subject to ongoing planning applications, it would not run alongside the railway on that section of the route.

In summarising the discussion, the Chairperson concluded that the Joint Assembly supported the proposals and welcomed the agreement in principle that had been reached with the rail industry, although emphasised the agreement should be completed as soon as possible. He also highlighted concerns that had been raised about the section of the route crossing Coldhams Lane.

11. Cambridge South West Travel Hub - Next Steps

Two public questions were received from Mal Schofield, and Sarah Nicholas (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 Head of GCP Programme presented a report on the next steps of the Cambridge South West Travel Hub to the Joint Assembly, which provided an update on progress of the project and proposed a phased delivery of the scheme, with an enabling works package delivered as Phase 1.

While discussing the report, the Joint Assembly:

- Suggested that it would be beneficial for additional facilities to be provided at the Travel Hub to support the GCP's encouragement of active travel and multi-modal travel, including a café and a drop-off/pick-up point for school children. However, members also expressed concern about expanding the site and including additional facilities due to its location in the greenbelt. It was emphasised that there were greater restrictions on potential developments due to the greenbelt location and it was noted that planning permission had only been originally granted due to the site's special circumstances as a transport facility.
- Supported the proposal to deliver enabling works separately, noting that the alternative would be to undertake a lengthy procurement process which would create delay and increase the level of commercial risk due to various contractors relying on each other for different aspects of the scheme.
- Suggested that as many car parking spaces should be included as possible, to cope with current and potential demand.

In summarising the discussion, the Chairperson.

12. Date of Next Meeting

The Joint Assembly noted that the next scheduled meeting was due be held on Thursday 25 February 2025.

Chairperson
25 February 2025

Greater Cambridge Partnership Joint Assembly – 16 October 2024
Appendix A – Public Questions Listed by Agenda Item

	From	Question	Response/Answer
9	Josh Grantham Camcycle	<p>Agenda Item 7 - Waterbeach Railway Station</p> <p>In the Netherlands, half of all train journeys begin with a cycle ride. The Dutch understand that cycling can triple a station's catchment area. Waterbeach offers a fantastic opportunity to achieve this in the UK. The active travel network for Waterbeach New Town is exemplary, and there's further potential for the existing village. This station should therefore be a clear destination station for these communities.</p> <p>However, scrutiny of the Outline Business Case raises concerns. It focuses heavily on car parking with demand calculated using mode splits from the 2001-2005 National Rail Travel Survey which is not reflective of current access patterns or those based on future sustainable development. Current capacity is nearly tripled to 200 car parking spaces, despite the fact that access is only from Waterbeach village, not the new town. Other tools used in the modelling of demand are also biased in favour of people driving: not reflective of existing changes in population and travel behaviour or sustainable aspirations for the future.</p> <p>The need for a new station is clear. However, we need a business case based on the unique opportunity here, on the edge of the UK's leading cycling city. Scenario testing around different mode share targets should be included, exploring what could be achieved with higher</p>	<p>This OBC has been developed in accordance with Department for Transport requirements. It demonstrates a strong strategic rationale, that the proposals are economically and financially sound and that they can be procured and delivered.</p> <p>The proposals reflect the significant increase in population of Waterbeach as outlined in the local plan.</p> <p>One of the overarching objectives of the scheme is to increase the proportion of active travel mode access journeys to the station, reflected in the 450+ cycle parking spaces to be provided.</p> <p>Finally, the station is one element in the sustainable travel plan for Waterbeach. A new Busway and Active Travel link, a Greenway and the Mere Way active travel proposals outline the extensive local cycle provision associated with Waterbeach New Town.</p>

		<p>levels of active travel and public transport use. Cycling is mentioned just seven times in the business case.</p> <p>The business case also glosses over the planning application adopted from RLW Estates, which is, frankly, dreadful. If the GCP pursues this, it will further reinforce a car-centric mentality.</p> <p>The GCP and its partners have an opportunity to deliver a station that serves both existing and future communities. We urge members and officers to review the station plans and ask themselves: is this really the rail station of the future?</p>	
3	<p>Sarah Nicholas Principal Planning Officer Cambridge Past, Present & Future</p>	<p>Agenda Item 8 – Better Public Transport – Waterbeach to Cambridge</p> <p>When the option of bus lanes adjacent to the A10 was considered, the poor performing section was on the approach to the A14 roundabout. This is because of the delays caused by the traffic lights at the roundabout and queuing traffic. The central and northern sections perform much better for bus lanes because there are no junctions or roundabouts on this section that would require a bus to stop. It was the poor performance of the southern section which led to the bus lane option being discarded in favour of a road through the countryside. However, following changes to the scheme, the preferred alignment for the off-road route now involves buses travelling to the Milton P&R, adjacent to the A10, and then travelling along Butt Lane and avoiding the A14 roundabout.</p>	<p>A bus lane option on the A10 sections to the North of Butt Lane would not meet the project objectives particularly with in regard to securing more reliable public transport journey times, and the ability to provide additional sustainable transport capacity to meet the demands of planned economic and housing growth.</p> <p>Between the proposed southern access roundabout at Waterbeach New Town and Butt lane, there are currently 6 junctions and a signalled pedestrian crossing.</p> <p>All would need to be upgraded, including signalisation, alongside widening of the A10. This would add to congestion on the A10 and associated unreliability of Public Transport services. There are also a number of pinch points that cause significant difficulty with regard to buildability, impacts on property, and cost.</p>

		Therefore, before you make a decision to proceed with building a £110m road through open countryside please explain why there has not been a reassessment of the bus lane option along the A10 to Butt Lane.	
5	James Littlewood Chief Executive Cambridge Past, Present & Future	<p>Agenda Item 8 – Better Public Transport – Waterbeach to Cambridge</p> <p>Building this road through the countryside will have a major impact on the landscape, nature and archaeology. These impacts are significantly worsened by providing a maintenance track next to the road. Because the optical guidance system is essentially a road it doesn't require a maintenance track, otherwise we would be building maintenance tracks every time we build a road.</p> <p>The maintenance track is proposed to serve as an active travel route, however there is no need for this because there are already 4 active travel routes, either completed or being planned, to connect Waterbeach to Cambridge.</p> <p>Please can you explain why a maintenance track is needed for an optical guidance busway and justify the need for a 5th active travel path? Please can you also say whether any analysis has been carried out to assess the benefit of this extra infrastructure against the harm it would cause and the extra cost?</p>	<p>As outlined in the applicable design standards, the emergency and maintenance track forms a fundamental aspect in the design of a guided busway system.</p> <p>Such design standards include the General Principles for Design Development (Cambridgeshire County Council (CCC), January 2023) that requires accordance with the Department for Transport – Design Manual for Roads and Bridges in regard to signalised junctions and links between such junctions. British Pavé have also published a Guided Busway Design Handbook which sets out complimentary guidance.</p> <p>In emergency situations, the track allows a safe route for stranded passengers in any incidence that requires, and also an additional route for emergency vehicles.</p> <p>The business case, environmental impact assessment, financial assessment et al consider the impact of the essential aspects of the proposed route in full.</p> <p>Finally, the provision of active travel routes to / from the New Town of Waterbeach is an essential part of the sustainable future of Greater Cambridge.</p>

6	<p>Lynda Warth County Access & Bridleways Officer Cambridgeshire British Horse Society</p>	<p>Agenda Item 8 – Better Public Transport – Waterbeach to Cambridge</p> <p>At the recent online consultation on this project, the GCP Officer stated that the route alongside the busway ‘is going to be delivered as a bridleway’. At the GCP NMU Working Group Meeting on 24th July 2024 and recorded in the Minutes, the BHS were promised a meeting with the officer to discuss the project details. It was reconfirmed that the officer / BHS meeting would be set up as a matter of urgency at the 12th September, 2024 meeting of the Group. The meeting has still never taken place.</p> <p>The BHS has not had the opportunity to input into the current project. Equestrian interest has not been recorded nor represented in this document. There is no reference to equestrian access nor to the delivery of the NMU route as a bridleway. Yet there is a claim that this project will improve connectivity between PRoW’s in the area – the Mere Way is a byway, the route being delivered by U&C is an NMU route to include equestrians, this project links to the Guided Busway bridleway (incorrectly labelled on the drawings) – all routes available to equestrians. There is nothing to even recognise the fact that the busway twice crosses routes used by horses.</p> <p>Can the Assembly please confirm that the new route will be available and suitable for equestrians as promised? If not, the BHS would like to object on the grounds that they have been misled and not had the opportunity to comment.</p>	<p>Where appropriate and where possible, sections of the route alongside the guided sections of the busway will be designated as Bridleway. The details will be confirmed following further discussion with the County Council, as the Highway Authority, who would eventually manage operation of the busway.</p> <p>Officers will meet the BHS to discuss the project details.</p>
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10	Josh Grantham Camcycle	<p>Agenda Item 8 - Better Public Transport – Waterbeach to Cambridge</p> <p>The latest designs for the Waterbeach to Cambridge busway still present a number of issues for people walking and cycling.</p> <p>Firstly: at the junction with the existing busway we would like to see the existing busway path approach improved so that people can cross the new busway without significant inconvenience and with good visibility.</p> <p>Secondly: the eastern junction on Butt Lane requires people who are walking and cycling to detour over 50 metres east of the junction to cross Butt Lane, only then to return west to the busway. The designs should enable people walking and cycling to cross west of the proposed junction to meet the clear desire line.</p> <p>Thirdly: it is unclear how the Mere Way route will interact with the busway designs. The crossing of the busway is not shown, and the alignment of the Mere Way route makes little sense in light of the proposed Park & Ride site. We would like to see a rationalised design brought forward that better integrates with the Park & Ride.</p> <p>Will the GCP commit to reviewing these items to improve the active travel links for people of all ages and abilities?</p>	<p>At this stage the designs at the junctions along the route are not fully developed and work will be undertaken at the detailed design stage to ensure that people can cross with good visibility and without significant inconvenience. This work will also be subject to appropriate safety audits.</p> <p>It is planned that the Mere Way route will pass to the south of the new Travel Hub with a direct link proposed into the travel hub cycle parking area which is planned. Mere Way will cross the busway to the South of the Travel hub.</p>
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7	<p>Lynda Warth County Access & Bridleways Officer Cambridgeshire British Horse Society</p>	<p>Agenda Item 9 – Waterbeach, Fulbourn and Sawston Greenways</p> <p>The British Horse Society (BHS) wishes to object to these proposals for the following reasons.</p> <p>For years, the BHS has been seeking reinstatement of the original agreed equestrian inclusion on the section between Stapleford and Sawston, inclusion which was only rescinded after the opening of the route. The promised inclusion meant that the BHS did not object to the project and lost the opportunity to lobby for changes to ensure that the design was inclusive.</p> <p>The Stapleford to Dernford Cottage section of this path, a route to school, is overgrown with stinging nettles and other herbage. The useable path space has been reduced for everyone. The verges are inaccessible. With proper maintenance and a couple of mounting blocks, there would be sufficient space for equestrian inclusion without changes.</p> <p>Discussion with Active Travel England on 10th October 2024 confirmed the design of the existing A1301 signalised crossing, the second barrier for equestrian inclusion, would not have their support – not even for cyclists. Equestrian crossing designs, like the one at Babraham on the A1307, are user friendly for cargo bikes as well as recumbent and hand propelled cycles often used by disabled cyclists – all equestrians need is an extra high-level button.</p> <p>A long-promised BHS meeting with the GCP officer in charge of the project has still not taken place.</p>	<p>The design of the Sawston Greenway (a 3.5 mile route) is currently at detailed design stage. Current proposals do contain provision for equestrians at the A1301 where an equestrian crossing is proposed. Once the design is complete, we will engage with the relevant organisations and it will be subject to a Road Safety Audit.</p> <p>In terms of the section between Stapleford and Sawston, further discussions are taking place with the County Council as the Highways Authority to understand how shared space can be used by all non-motorised travel modes where sections are adjacent to the highway. This includes this section as a specific example.</p> <p>The GCP will continue to engage with the BHS on the development of these sections.</p>
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		<p>The proposed crossing designs could further support equestrian exclusion from these publicly funded, safe off-road paths on a road where there is literally, no sane alternative. Please will the GCP take these facts into account in making their decision?</p>	
8	<p>Combined question being asked by Josh Grantham on behalf of Camcycle and David Stoughton Living Streets Cambridge</p>	<p>Agenda Item 9 – Waterbeach, Fulbourn and Sawston Greenways (revised wording)</p> <p>Not all Greenways are created equal. In the case of the Waterbeach Greenway, the scheme is an opportunity to provide 4,000 people in Milton, 5,000 in Waterbeach and 25,000 future residents in Waterbeach New Town with a safe, convenient and direct route to Cambridge, only 5 kilometres away from the edge of the city. A distance we know that many people are comfortable cycling if suitably provided for.</p> <p>This potential makes the Waterbeach greenway unique in its ability to change people's travel behaviours, unrivalled among not just the Greenway projects, but probably of any rural cycle route in the UK. The decision goes beyond active travel, the scheme is a vital component to reducing traffic levels on the already heavily congested A10.</p> <p>Based on this observation, we have long stated that the standard Greenway approach of a 3m shared surface is wholly inappropriate. The national walking and cycling design guidance in LTN1/20 states that 3m is inappropriate if there are over 300 cyclists per hour.</p> <p>Based on the importance of this route, wherever possible</p>	<p>If the Executive Board agrees to the northern section of the Waterbeach Greenway being taken forward to the next stage, then officers will review whether segregation is appropriate and deliverable in this section.</p> <p>Where possible, larger areas of segregation will be provided, however the balance of budget and environmental impact must to be considered alongside other routes being proposed, or already existing, between Waterbeach and Cambridge.</p> <p>We will engage with key local stakeholders once the outputs of the initial environmental and forecasting work are concluded.</p>

		<p>there should be separate space for people walking and cycling. Whether that be in Milton as we have proposed as part of our alternative vision, or the off-road route between Milton and Waterbeach.</p> <p>In our alternative vision for the Waterbeach Greenway and our detailed consultation response we proposed a linear park between Milton and Waterbeach and the vital ingredient for that link is a minimum 3m cycle track and separate 2m path for pedestrians.</p> <p>Why is the GCP not delivering separate space for walking and cycling between Milton and Waterbeach given the potential high levels of use and the space to do so?</p>	
12	Josh Grantham Camcycle	<p>Agenda Item 10 - Chisholm Trail Phase 2</p> <p>In 2022, Camcycle provided a detailed response to the Chisholm-Trail phase 2 consultation. In which we pointed out major issues with the proposals for the Coldham's Lane junction and for Cromwell Road.</p> <p>Since then, the GCP has not progressed any work on either of these issues, even though, whatever happens with the railway section, thousands of people using phase 1 of the trail still have to navigate either down Cromwell Road or over the bridge.</p> <p>For Cromwell Road, we pointed out the complete inappropriateness of a shared-use path in a city street. Cromwell Road isn't actually difficult. It is however constrained. There are only two LTN1/20 design</p>	<p>The biggest risk to the Chisholm Trail Phase 2 project, and impact on timeline, is the interface with rail industry land, and we have limited control over this aspect of the programme.</p> <p>Nevertheless we will seek to expedite the design process for Cromwell Road and Coldham's Lane, and will engage with stakeholders as part of that process.</p>

		<p>compliant options that can be delivered without removing trees.</p> <p>The first option is a two-way cycle track on the northern side of the street. This approach requires some additional carriageway space. Therefore, in order to enable cars to pass each other along Cromwell Road, there would have to be restrictions on parking on the public highway to allow cars to pass each other by waiting between the existing trees.</p> <p>The second option is to create a cycle street. This approach means promoting safe on-road cycling, as is being taken forward by the GCP on Adams Road. To do so, you need to ensure a safe level of vehicular traffic and speeds. This approach requires an understanding of the existing traffic situation and a willingness to act to reduce traffic levels and speed if necessary.</p> <p>For the Coldham's Lane junction, we set out a number of ambitious schemes which could work with both of the potential designs for Cromwell Road.</p> <p>We ask the GCP to expedite the design development for Cromwell Road and the Coldham's Lane junction and provide a clear timeline for doing so. This must allow for engagement with key stakeholders.</p>	
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1	Mal Schofield	<p>Agenda Item 11 – Cambridge South West Travel Hub – Next Steps</p> <p>Item 1.2 states:</p> <p>"The GCP programme has been developed using extensive evidence base and is designed to support sustainable economic growth and the accelerated delivery of the Local Plan."</p> <p>What is the evidence to support this "high opportunity cost" project?</p> <p>It would help to know:</p> <ul style="list-style-type: none"> A. The present comprehensive* traffic statistics for the M11/J11 junction arriving both from the north and south. B. The anticipated traffic flows towards Cambridge on the A10 in Harston after the opening of the new P&R. C. The demand impact upon cyclists and walkers presently using the M11 off road "agricultural" bridge. D. The closure of the present P&R and its future. E. The final City destination of P&R buses and their use of the finite space in the City Centre narrow streets. F. Plans for cycle lanes both sides of Trumpington Road. <p>* last five years and forecasts to 2030.</p>	<p>By way of context, it is notable that the number of bus passengers across the Park and Ride network is 25% higher than 2019. At Trumpington the number 24% higher. The growth trend amply demonstrates the wider requirement for more capacity, which this Travel Hub will help to provide.</p> <p>Taking each of the specific questions.</p> <ul style="list-style-type: none"> - On A and B: A full Traffic Assessment was published as part of the Planning Application, this is available online, - On C we are delivering a new active travel bridge, which also forms part of the Melbourn Greenway, this will be routed through the new Travel Hub and meet the required standards for the Greenways network. This route will be an upgrade on the existing provision. - On D, the Trumpington P&R site is to remain in operation. We are not aware of any discussions related to its future. - The City centre is to be one of the new bus routes' destination, as well as the Cambridge Biomedical Campus. - We are not aware of any active scheme looking at cycle lanes either side of Trumpington Road.
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4	Sarah Nicholas Principal Planning Officer Cambridge Past, Present & Future	<p>Agenda Item 11 – Cambridge South West Travel Hub – Next Steps</p> <p>I note that the report explains that the construction works are to be split into two phases, namely the enabling works and the main construction works. I also note that the Executive Board will not be asked to review and approve the Full Business Case including construction costs until after completion of the procurement process for the main works which will be after commencement of the enabling works.</p> <p>Please explain why officers are seeking the approval for the enabling works before the Board knows the full project costs and before it has had the opportunity to scrutinise the Full Business Case to ensure the project will deliver good value for public money.</p>	<p>This scheme is significantly advanced in its development, and the Outline Business Case demonstrates that the scheme has a strong case. In common with other GCP schemes, in particular Greenways, the Board has been asked to bring forward works to manage risk and bring forward benefits.</p> <p>In seeking to complete enabling works such as ground works and utilities, we are ensuring that the scheme is delivered efficiently, in particular to mitigate the lead in times for critical activities such as the movement of utilities.</p> <p>It is notable that the GCP Board has previously agreed to bring forward activities for the CSWTH project, when purchasing the land required for the scheme.</p>
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Greater Cambridge Partnership Joint Assembly Public Questions Protocol

PLEASE READ THE PROTOCOL AND THE NOTES BELOW BEFORE SUBMITTING YOUR QUESTION

Notes: The Joint Assembly Chairperson has confirmed that when exercising their discretion to allow questions to be asked at meetings, they intend to apply the following principles:

- Questions should relate to matters on which members are being asked to reach a decision.
 - Multiple questions by the same person on the same agenda item will not be accepted.
 - GCP officers will not read out questions on behalf of those concerned. The expectation is that those asking questions will do so personally (or by someone else they nominate to do so on their behalf) *. Where this is not possible questions will be handled as routine correspondence and a written response provided.
 - The 300 word limit will be applied strictly and questions exceeding this limit will be automatically rejected.
- * where possible the option of remote attendance will be offered, but not all venues used have the equipment necessary to enable this.

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

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Joint Assembly, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- 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 17 February 2025**

Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 20 February 2025

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

1. Background

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

2. 2024/25 Programme Finance Overview

- 2.1 The table below gives an overview of 2024/25 spend as of December 2024.

Funding Type	2024/25 Budget (£000)	Expenditure to Dec 2024 (£000)	2024/25 Forecast Outturn (£000)	2024/25 Forecast Variance* (£000)	Current Status**
Infrastructure Programme	59,430	30,898	51,170	-8,260	A
Operations Budget					

* Please note, explanations for project variances can be found in Section 7 of this report.

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

3. Gateway Review Update

- 3.1 All reports were submitted to the MHCLG on 31 October 2024. Officers have been advised a funding decision will be made in Spring 2025.

4. Workstream Updates

- 4.1 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

- 4.2 Over the last quarter, progress has continued across the Transport programme. This has included the substantial completion of Milton Road and Horningsea Road projects. In addition, the Transport and Works Act Orders (TWAOs) for both Cambourne to Cambridge and Cambridge South East Transport Phase 2 have been submitted to the Department of Transport (DfT).
- 4.3 In the next quarter, significant progress is expected across the Transport programme. This will include continuation of the TWAO processes for Cambourne to Cambridge and CSETS Phase 2 as well as construction on greenways projects such as Cowley Road (Waterbeach Greenway).
- 4.4 The full workstream report for Transport, including tables outlining delivery and spend information, is available at Appendix 1.

Skills

- 4.5 At November's Executive Board, it was agreed that GCP could procure a provider to enable the continuation of the GCP's Skills work. The current contract ends on 31 March 2025. The new contract will be for two years and will continue to focus on key areas, developing new Key Performance Indicators (KPIs) and will look at how the approach can be cultivated to broaden its reach across the wider CPCA area. This follows work between GCP and CPCA officers to look at how current activities can be scaled up and built into a future regional programme of delivery.
- 4.6 A full procurement exercise was carried out for the renewal of the skills contract. Form the Future have been appointed to carry out the next phase of work from April 2025 – March 2027. Please see agenda item 10 for a full update.
- 4.7 The full workstream report for Quarter 4 is available in Appendix 2.

Smart

- 4.8 Since the last reporting cycle, the Smart Team has been working to bring a new bus operator into the Connector project and have been granted an extension to the project by the Centre for Connected and Autonomous Vehicles. A funding bid, to enhance the project to include work investigating how the automated systems being used can support both the existing and new busways, as well as extending the trial service further into early 2026, has also been submitted.
- 4.9 A full update on the Smart Programme is available at Agenda item 11 and the workstream report for Smart is available in Appendix 3.

Housing

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

Economy and Environment

Sectoral Employment Analysis

- 4.11 In November, the Executive Board approved the request for additional commitment for three further years of data from the Centre for Business Research (CBR) at the University of Cambridge, until autumn 2027 at a cost to the GCP of c£60k. Cambridge Ahead have agreed to continue to collaborate on this work and also to continue to share a portion of the costs. This extension delivers an additional three full years' worth of unique economic analysis – this extension follows the data draw presented in this quarter's report.
- 4.12 The eleventh update on corporate employment in the Greater Cambridge area was released by the Centre for Business Research (CBR) in November. The key points from this analysis are presented in the full workstream report for Economy & Environment in Appendix 5.

Cambridge 2050

- 4.13 Following the announcement of a Growth Company (Cambridge Delivery Group: Establishing a Growth Company - GOV.UK (www.gov.uk)) for Greater Cambridge, officers continue to work with colleagues both locally and in central Government to ensure the various and potential workstreams are aligned with the delivery of the GCP programme.

Energy Grid Capacity

- 4.14 As was reported during the last meeting cycle, GCP officers continue to work with UKPN colleagues to progress the project. It is understood that the project remains on target to be complete by 2026. Officers will continue to work with UKPN to support the delivery of the project.
- 4.15 The full workstream report for Economy and Environment is available in Appendix 5.

5. Strategic Risks

- 5.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 6.5.

Strategic Risk	Mitigating action
Cost of schemes increases due to inflation or demand for materials in the market, leading to insufficient budgets for delivery of all GCP schemes. This could also impact the level of agreed over-programming and the cost profile.	The impact of over-programming and the associated cost profile will be regularly monitored in collaboration with Cambridgeshire County Council as the Accountable Body.

This may also require the programme to be reprioritised.	Costs are being regularly monitored across the programme and issues will be raised with the Board as appropriate.
Failure to unlock further funding for the GCP Programme - The opportunity to deliver the area's identified infrastructure needs and further economic and social benefits are lost due to an inability to access future funding. This could be as a result of inadequate delivery, Government considering Greater Cambridge a poor investment, failure to secure loan funding if required, failure to secure anticipated S106 income and/or unforeseen circumstances.	<p>Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed. This will include accurate cost forecasting. Officers will continue to work with Cambridgeshire County Council to ensure programme costs can be effectively managed.</p> <p>Through preparation for Gateway Review 2024/25, we have evidenced why Greater Cambridge requires continued investment in order to meet growth aspirations. The decision on the Gateway Review is expected in Spring 2025.</p>
If there is a lack of capacity in the supplier market, from overall demand, unforeseen global events, this could lead to delays, increased costs and the potential for non delivery.	<p>Maintain a clear pipeline of requirements.</p> <p>Provide early notification of requirements to give suppliers time to mobilise and give confidence of the flow of work.</p> <p>Maximise potential of existing professional services frameworks.</p>
Failure of the partnership arrangement, including Partners' statutory functions, means that the agreement cannot be delivered. Opportunities to deliver wider economic benefits are missed because of the complexity of decision making in this geography.	<p>Alignment of GCP schemes with the Accountable Body, and policy base such as the Local Plan.</p> <p>Regular coordination between GCP officers and key partners to ensure joined up approach. Shared resourcing where appropriate.</p> <p>Ensuring sufficient Member induction throughout the governance cycle, including around Election periods.</p>
A lack of public confidence in the GCP impacts programme delivery and hinders the extent to which the overall City Deal objectives can be delivered.	<p>Through regular engagement exercises, work closely with the community and Members to ensure feedback is captured and understood.</p> <p>Ensure that feedback from consultation exercises is fully understood and input into early scheme design and delivery.</p> <p>Through further regular engagement, work with communities and Members to ensure the benefits of the GCP programme are clearly defined and understood.</p>

APPENDIX 1: TRANSPORT WORKSTREAM REPORT

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

6. Transport Delivery Overview

- 6.1 The table below gives an overview of progress for ongoing projects. This table has been updated to include the original target completion date for each scheme. The RAG status is related to the difference between Revised Completion Date and Forecast Completion Date. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Project	Current Delivery Stage	Original Target Completion Date for whole Project	Revised Target Completion Date for whole Project	Forecast Completion Date for whole Project	Status		
					Previous	Current	Change
Cambridge Southeast Transport (CSET) Phase 1	Construction	2022	2023	2025	R	R	↔
*Cambridge Southeast Transport (CSET) Phase 2	Design	2024	TBC	TBC	-	-	-
Cambourne to Cambridge / A428 Corridor	Design	2024	2026	2027	A	A	↔
Waterbeach to Cambridge	Early Design	2027	2028	2028	A	G	↑
Eastern Access	Design	2027	2027	2027	G	G	↔
Cambridge South West Travel Hub	Design	2021	2026	2026	R	G	↑
City Access Project	Design	2024	TBC	TBC	-	-	↔
A1134 and Hills Road projects (formally Cycling Plus)	Initial Options	2027	2027	2028	A	A	↔
Chisholm Trail Cycle Links Phase 2	Design	2022	2025	2025	R	A	↑
Madingley Road (Cycling)	Design	2022	2023	2028	R	R	↔
Waterbeach Greenway	Early Design	2024	2025	2026	A	A	↔
Fulbourn Greenway	Early Design	2024	2024	2026	A	A	↔
Comberton Greenway	Design	2025	2025	2026	G	G	↔
Melbourn Greenway	Design	2025	2026	2026	G	G	↔
St Ives Greenway	Design	2023	2024	2026	A	A	↔
Barton Greenway	Design	2025	2025	2026	G	G	↔
Bottisham Greenway	Design	2025	2025	2026	G	G	↔
Horningsea Greenway	Design	2025	2025	2025	G	G	↔
Sawston Greenway	Design	2025	2025	2026	G	G	↔
Swaffhams Greenway	Design	2025	2025	2026	G	G	↔

Haslingfield Greenway	Design	2025	2025	2026	A	A	↔
Linton Greenway	Construction/ Design	2025	2025	2025	G	G	↔
Waterbeach Station	Design	2025	2025	2027	R	G	↑

**CSET Phase 2 has now been resumed following the government's announcement that a further £7.2m of funding would be released to progress the scheme.*

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

6.2 Specific updates on each scheme are set out in Section 8 of this report. There are two schemes with a red status.

- CSETS Phase 1 is red due to the requirement for the Haverhill Road and Wandlebury schemes to go through a planning process which is taking longer than originally envisioned. Issues are being worked through and it is hoped that planning approval will be achieved by the end of this year.
- Madingley Road was originally scheduled to complete in 2023 but due to issues with the Cambridge West development site, the forecast date is now later. A full paper is provided on the Madingley Road as agenda item 7.

6.3 There are 7 schemes with an Amber status:

- Cambourne to Cambridge is Amber due to the delays in submitting the TWAO. A full programme for the TWAO determination is in the process of being set and is subject to confirmation by the Department for Transport.
- The Chisholm Trail Phase 2 is Amber, this is due to the interface with Network Rail of which an update was provided to the Executive Board in November 2024.
- The A1134 and Hills Road schemes are Amber as they are still early in development, with the specifics of the schemes to be determined. This will be updated with a full paper in Summer 2025.
- A number of greenways are Amber in terms of status. A full paper on the Greenways programme for 2025 is provided as agenda item 8.

6.4 As previously agreed, in principle, target completion dates will only be changed subject to more significant updates on schemes being provided to the Executive Board.

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

Risk	Mitigating Action
If the cost of materials continues to increase it will have a significant impact on the cost of delivery and therefore programme	A paper on the Future Investment Strategy (FIS) was presented in September 2023. The FIS sets out a prioritisation of schemes, including potential pausing of projects, to ensure the programme tackles the unprecedented issues around inflation. However, inflation continues to be of concern and therefore needs to be regularly monitored.
If there is a failure of schemes at key decision gateways including Planning Decisions, Public Inquiry or following Judicial Review, the schemes will have to be significantly altered and/ or reprioritised	Ensure scheme development complies with all legal, national, local and internal governance requirements and that subsequent decisions are made on the basis of that process, fully documented and communicated in a transparent manner. The GCP continue to work closely with the Local Planning Authorities.
If projects are unable to acquire land within a timely fashion and/or landowners are unwilling to sell then statutory processes may be required or take longer due to significant objections which will lead to delays in the programme	Appropriate professional advice on land acquisition, issues with land to be identified as early as possible within projects. Compulsory Purchase Orders to be utilised as a last resort.
If there is concurrent construction across the network then the impact on the network may be too high and therefore schemes could be delayed	Work with Street Works at Cambridgeshire County Council to ensure a clear understanding of any potential impact on the GCP Programme.

7. 2024/25 Transport Finance Overview

- 7.1 The table below contains a summary of this year's budget and forecast outturns for 2024/25. It should be noted that this table only provides forecast costs for the annual year.

Project	Total Budget* (£000)	2024-25 Budget (£000)	Actual Year to Date (Dec 2024) (£000)	2024-25 Forecast Outturn (£000)	Current 2024-25 Forecast Variance (£000)
Cambridge South East (A1307) – Phase 1	20,770	500	1,003	1,400	+900
Cambridge South East (A1307) – Phase 2**	23,323	7,200	874	7,200	0
Cambourne to Cambridge (A428)	181,349	5,256	1,233	2,500	-2,756
Waterbeach to Cambridge	109,400	2,500	2,085	2,500	0
Eastern Access	58,472	2,500	810	1,500	-1,000

Cambridge South West Travel Hub	72,003	1,900	1,506	2,500	+600
Milton Road Bus, Cycle and Pedestrian Priority	31,945	8,500	9,237	10,157	+1,657
City Access Project	35,320	2,000	1,063	1,606	-394
A1134 and Hills Road projects (formally Cycling Plus)	19,705	1,500	140	270	-1,230
Chisholm Trail – Phase 2	5,000	1,200	35	150	-1,050
Madingley Road Cycling	14,548	300	88	130	-170
Greenways Programme	111,649	20,987	9,707	16,210	-4,777
Waterbeach Station*	43,350	1,750	1,508	1,750	0
Programme Management and Scheme Development	6,450	450	506	650	+200
Total***	£733,284	£56,543	£29,795	£43,003	-£8,020

Please note:

- * All budgets are based on an appropriate level of risk across the programme agreed as part of the Future Investment Strategy 3 budget setting process. In line with the Assurance Framework each individual scheme cost will be assessed at Full Business Case stage before final approval.
- ** Work on the CSETS Phase 2 project paused following the programme reprioritisation exercise in late 2023. Following the pause, as part of the March 2024 Budget, the Government announced a further £7.2m of funding to progress CSET Phase 2. Agreement to restart the project was approved at October 2024's Executive Board.
- *** It should be noted that these figures are only for the Transport Programme, whereas the figures in 2.1 also include the Operational Budget.

7.2 Commentary relating to each project is set out below. This includes an update on spend and any anticipated variances for 2024/25.

Finance and Programme updates by Scheme

7.3 Cambridge South East (A1307) – Phase 1

The Haverhill Road/Wandlebury schemes are the only sections yet to be completed and are subject to planning approval and resolving lighting issues. Further review and a decision on next steps will be developed in early 2025.

The forecast in year expenditure is anticipated to be £1.4m, this represents accelerated in year expenditure.

7.4 Cambridge South East (A1307) – Phase 2

At October's Executive Board, it was agreed that the 2024/25 budget could be updated to reflect the government's announcement (in March 2024) that a further £7.2m would be released to progress the CSET Phase 2 scheme. This additional funding is being used to progress Francis Crick Avenue (FCA) improvements and the Transport and Works Act Order (TWAO) application.

Detailed design and survey works for FCA began is continuing since beginning in October and construction is scheduled to start in 2025. The programme will be front

loaded to ensure this work is completed in time for the opening of Cambridge South Station.

The TWAO application for CSET Phase 2 was submitted to the DfT on 9 January 2025 and the closing date for any objections and representations is 7th March 2025. The DfT will then review any objections received and likely call for a public inquiry sometime in 2025.

7.5 Cambourne to Cambridge (A428)

The Transport and Works Order was submitted to the DfT on 12 November 2024. The deadline for any objections and representations was 8 January 2025 and a public inquiry is now being planned for later this year.

Year-end expenditure is currently showing an underspend of £2.8m. The reason for this is associated with the Environment Agency objection to planning consents for West Cambridge and Bourn Airfield on the grounds of lack of water supply. These issues have now been resolved but resulted in a significant delay in spend.

7.6 Waterbeach to Cambridge (formerly A10 North study)

It is predicted all of this year's budget will be spent on the preliminary design activities that are underway, including surveys, and preparation of the Environmental Statement. Approval to submit a TWAO for this scheme will be sought from Cambridgeshire County Council's Full Council in February 2025.

7.7 Eastern Access

This year's budget will be spent on designs for active travel and public transport improvements on Newmarket Road. It is anticipated the annual budget will be underspent by around £1m as designs on the Travel Hub and Elizabeth Way elements required further consideration.

The preferred site for a relocated travel hub site off Newmarket Road was approved at the Executive Board in October 2024.

7.8 Cambridge South West Travel Hub

The project is at the detailed design stage. The forecast in year expenditure is £2.5m, this represents accelerated in year spend.

7.9 Milton Road bus and cycling priority

Construction is now complete for the project with some minor landscaping maintenance to be carried out. The year-end forecast is predicted to be £10.2m, an accelerated spend on the annual budget. The scheme remains within the overall budget.

7.10 City Centre Access Project

It is forecast this year's in year spend will be under budget by c£400k. This is due to the need to reprogramme some workstreams to align with the development of the

Greater Cambridge Transport Strategy. In addition to this, the Quick Wins budget will now be moved to next year's budget.

Some of the larger expenses are expected to be backloaded during the remainder of 2024/25. This includes commissioning technical work for the Resident Parking Strategy, Road Network Hierarchy Review, and the transfer of costs from other authorities that are covered by the City Access costs (which tend to happen towards the end of the financial year).

7.11 A1134 and Hills Road projects (formally Cycling Plus)

The majority of the 2024/25 budget for the A1134 had been allocated towards the fast-tracking construction of the Addenbrooke's Roundabout improvements and further assessment and modelling work on the Hills Road project. It is currently anticipated that the year-end forecast will be £270k. This is lower than originally forecast given delays to construction of the Addenbrooke's roundabout safety scheme due to road space restrictions in the area.

7.12 Chisholm Trail cycle links – Phase 2

It is anticipated that there will be an in-year underspend of c£1m. This is due to the rail industry decisions to approve the design of the scheme taking longer than expected.

7.13 Madingley Road

Year-end spend for this project is predicted to be £170k underspent. The detailed design was originally due to start by the end of the financial year but due to the General Election we were required to delay the Consultation. This means that Detailed Design will now take place during 2025.

7.14 Greenways Programme

The year-end forecast for the Greenways Programme is anticipated to be underspent by c£4.8m. A full update is provided on the Programme within agenda item 10.

7.15 Haslingfield – Grantchester

The Parish Council is seeking to Judicially Review the Decision on Haslingfield Greenway. The Judicial Review is scheduled to be heard in the Royal Courts of Justice from the 25th-27th March.

7.16 Waterbeach Station

This project is expected to come in on budget at year-end. Significant work continues on this scheme with the current design phase nearing completion; the rail design has also been issued to Network Rail for comments. The progress is subject to legal completion of agreements with both the developer and Homes England.

7.17 Programme Management and Scheme Development

The annual budget is expected to be spent at year-end.

APPENDIX 2: SKILLS WORKSTREAM REPORT

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

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

8.1 GCP’s new skills and training contract began delivery on 1st April 2021. Progress against targets can be seen below:

Indicator	Quarterly Status			Target (2023-2024 Year 4)	Status against overall target	Target (2021-2025)
	Previous	Change	RAG*		RAG* (for end of year stage boundary)	
600 apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship (<i>Seasonal peaks and troughs in academic year</i>)	10	185	G	175	620	600
1520 adults supported with careers information, advice and guidance, broken down by sector where applicable (<i>Post-COVID need in community far lower than originally projected, with reprofiling and resource reallocation under discussion</i>)	167	185	A	448	1104	1520
600 Early Careers Ambassadors/YP Champions recruited, trained and active, broken down by sector (<i>Affected by year one delays to YP Champion programme, which has now launched and is beginning recruitment</i>)	6	0	A	230	104	600
450 employers supported to access funds and training initiatives, broken down by sector (<i>Some seasonality, as employers are more motivated to engage when considering training starts</i>)	29	23	G	150	421	450
400 students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector (<i>Seasonal, with vast majority taking place in July each year</i>)	0	54	G	100	389	400
2486 careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact (<i>Year-round, but with peak in middle of academic year</i>)	63	102	G	622	1785	2486
CRC – Develop a suite of 30 careers videos for post-16 education with employers to highlight careers specialisms and further development of careers and make available to Form the Future for use in their school-facing events	23	7	G	8	30	30
All Primary Schools (73) accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact (<i>Non-cumulative, the focus is on developing and sustaining engagement over time, rather than a cumulative output, year-on-year</i>)	84	84	G	73	84	73
200 students accessing mentoring programme as part of this service (<i>Highly seasonal, with delivery between November-April each academic year</i>)	22	5	G	5	220	200
Form the Future partnership with Unifrog enabling Form the Future to better monitor, measure and assess the impact of the GCP Skills and Apprenticeships programme in 21 secondary schools in the Greater Cambridge area	19	19	G	3	19	21

(Reporting is termly, therefore three reporting rounds per year)				
Re-establishment of Cambridge Curriculum steering group (further detail to be provided on this next quarter)	To be confirmed			

Please note:

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

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

- 8.2 The project period is from 1 April 2021 – 31 March 2025. As per the contract, this is the report for the fourteenth quarter covering the period July - September 2024.
- 8.3 Form the Future (FtF) has been able to leverage the GCP's investment in skills to establish additional activities and secure additional funding for Greater Cambridge. An example of this is the support FtF is able to offer to schools in remote areas through the Cambridge Community Foundation, which enabled them to support 91 students with 1:1 career guidance sessions over and above the GCP funded provision. They have also established partnerships with employers such as Abcam, Cambridge University Press & Assessment, Marshall of Cambridge and employer organisations, like the Cambridge Forum for the Construction Industry, that bring additional resources and personnel to support FtF's work, particularly in schools.
- 8.4 The Cambridgeshire Community Foundation identified further funding from charitable supporters allowing FtF to deliver more careers guidance to young people at risk. They also work in partnership with Ely Food Bank to provide mentoring for children in families in need.
- 8.5 FtF has made significant improvements on supporting adults in Quarter 14. With the drop in demand from schools due to the summer holidays, FtF put a lot of focus into supporting adults through job centres, virtual appointments, autism foundations and community event. This enabled FtF to support 195 adults with careers information and guidance. FtF continue to nurture their relationships with the job centres within the region and expand their network through working with partners across a number of sectors and communities.
- 8.6 This quarter, Cambridge Regional College (CRC) made great strides with apprentice recruitment, engaging employers, and video creation with 30 videos filmed, 23 of which have now been shared, seven are completed and are being signed off.
- 8.7 This quarter also saw FtF and CRC planning continue for the remainder of the Greater Cambridge Partnership Skills and Apprentice Service, including the Careers Fairs, support for adults, and delivery across the board.
- 8.8 This programme continues to be highly valued by schools, colleges, employers, training providers and young people and adult job seekers alike as it provides valuable, high-quality services that would not otherwise exist.

Apprenticeship and training starts

- 8.9 The number of new apprenticeship starts from July to September was 185. This period is the busiest part of the academic year for apprenticeships. This year there have been 195 starts against a year four target of 175. There have been 620 starts overall against both a to-date target of 514 and a project target of 600.

- 8.10 CRC have introduced a new simplified process for onboarding which has improved the turnaround time of the onboarding process. Marketing to employers is also ongoing, focusing on a variety of subject areas to raise awareness and interest.

Adult career advice

- 8.11 This area of work is delivered in two strands, shared between FtF and CRC. FtF focus mainly on career guidance one-to-one sessions, while CRC deliver an annual series of roadshows and events to reach different audiences.
- 8.12 FtF's expansion into satellite Job Centre Plus locations is reflected in the uplift in numbers this quarter, with 123 adults supported through Job Centre Plus. FtF is working with a local National Autistic Society branch and has supported 5 adults from this group with career guidance this quarter. Other adult delivery includes virtual guidance sessions and community events, such as a few Youth Fusion events. During Quarter 14 CRC has engaged with 19 adults providing Careers, Information, Advice & Guidance through their Advice Café and careers talks. Feedback on these sessions has been very positive to date.
- 8.13 FtF will continue to review and plan to support uplift in numbers for this category and hope to continue to make excellent progress in the coming quarters. Adult Group Mentoring sessions are under discussion with the Cambridge Job Centre Plus as is delivering a Digital Literacy Programme to Job Centre clients.

Recruitment of Early Careers Ambassadors/Young People Champions

- 8.14 This area of work was previously being delivered jointly by FtF and CRC, with FtF focussed on Early Careers Ambassadors (ECAs), who do careers outreach, and CRC on Young People Champions (YPCs), who support young people in their workplace. As of Quarter 13, FtF has taken lead on this KPI.
- 8.15 Recruitment for ECAs and YPCs has initially proved slow but FtF are continuing to develop relationships with new and existing businesses and part of the overall strategy includes the recruitment of Early Career Ambassadors. They are also forming strategic relationships with various corporate and industry bodies within Cambridge and plans are in place with a number of these organisations to grow the network of Early Careers Ambassadors and Young People's Champions.
- 8.16 In addition to this, Form the Future proudly collaborates with a network of over 400 dedicated ambassadors, most of whom actively participate in school events across the region. Their involvement has a profoundly positive impact on young people, inspiring and guiding them as they explore career paths and envision their futures. FtF will be doing a full analysis of these ambassadors and hope to show how many of these are in the early part of their careers in the next report.

Employers supported to access funds and training initiatives

- 8.17 Quarter 14 of the 4th year of the project saw an additional 23 meetings held with employers. Engineering interest from Quarter 1 converted into 28 September starts. The University of Cambridge went on to sign up two apprentices for September starts for Engineering. Four had been planned but one went to a provider closer to home and one will start in September 2025. The University of Cambridge attended

a tour of CRC's Engineering Department for their Heads of Departments wishing to recruit for September 2025.

- 8.18 Demand remains higher for construction companies than CRC's capacity and where they are unable to accept further enquiries, for example for Electrical and Plumbing, they are signposting to alternative providers, however this remains a challenge nationally.
- 8.19 Recruitment for apprenticeship opportunities in the hospitality industry remains strong to the point where CRC's business development team and work-based learning assessors are monitoring this closely to ensure quality provision and will soon implement a roll on, roll off system in the new year. This is an excellent outcome for the industry. There were eight starts in September 2024 across the area, with 15 planned starts for Quarter 15.
- 8.20 FtF will update on the progress of the network group 'Voices of Hospitality' in next quarter's report.

Students accessing work experience and industry placements

- 8.21 Through strategic partnerships with companies in Cambridge, FtF has effectively facilitated work experience for 335 students to date. These include work experience through MRC LMB, PA Consulting, and Abcam as well as companies participating in the Cambridge Unlocked project - a positively received week-long programme that provides 16-18 year olds with an opportunity to gain invaluable experience in businesses from the Cambridge Cluster. Through these efforts we saw 54 students take part in work experience in July and August.
- 8.22 FtF will start promoting work experience opportunities towards the end of Quarter 15 through their monthly school opportunity webinars, targeted emails to schools, work experience focused Pop-Ups in schools and community settings, recruitment of companies, social media promotion and a new work experience webpage.

Careers guidance aimed at students 11-19

- 8.23 In Quarter 14, 90 students received one-to-one guidance sessions, 12 events were delivered to groups, and 7 videos were finalised. It is projected that a total of 470 career-related events, including 1:1's, will be delivered by the end of March 2025.
- 8.24 FtF resumed the virtual Insights events, with three delivered over the quarter, focusing on careers in STEM, Advanced Industries and Agritech & Agriculture. FtF is also planning to host a parent/carers webinar focusing on Apprenticeships in the week leading up to National Apprenticeship Week.
- 8.25 FtF delivered the 3rd CPD event, which took place in July at Tee's Law, which was well received by the 20 teachers and careers leads who attended. Unifrog once again offered training to attendees in the later part of the day. The 4th CPD event was also held in December at St Bede's Inter-faith School and the focus of this day was Work Experience.
- 8.26 CRC has now completed videoing with Milestone Infrastructure, and the 15 videos filmed have been shared. The link to these videos is here: https://f.io/jBIM_KqV. The

Career Spotlight Videos are available on the CRC YouTube Channel and [website here](#).

Careers advice aimed at children aged 7-11 (and parents where appropriate)

- 8.27 Cambridge LaunchPad (CLP) held 5 Primary events attended by 1,141 students in Quarter 14. The CLP website saw 1,021 unique page views, 573 users and 565 new users and the STEM Hub had 40 unique page views this quarter.
- 8.28 The next Primary Schools Fair is planned for 4th March 2025.

Mentoring programme

- 8.29 This quarter saw the last of the planned schools complete their mentoring sessions. FtF delivered sessions to students from Bassingbourn Village College. Although this KPI has been exceeded, the demand from schools is such that FtF are looking into securing additional funding to enable them to deliver more sessions over the academic year. Feedback from students who took part in mentoring was positive, with many saying the sessions had helped them increase their confidence and understand more about possible career paths.

Partnership with Unifrog

- 8.30 Unifrog offer regular training for GCP and non-GCP schools to support schools, especially new schools. They also attended the Teacher CPD event in July to support those attending with training. It is hoped this will continue to uplift the interactions for those new to Unifrog.
- 8.31 Latest figures show that Unifrog reported 16,417 students and 865 teachers interacting with the platform across the schools (who have had their subscriptions funded through this programme). Although the total number of schools logging FtF interactions has decreased for Quarter 14 (due to the summer holidays), when comparing month on month the interactions have increased.
- 8.32 Some insights gained from these engagements are that Medicine, Physics and Chemistry dropped out of the top 10 most favoured subjects for this reporting period and were replaced by Business, Drama and Computer Games Design.

Cambridge Curriculum

- 8.33 Work continues on exploring how to pilot an approach for delivering a Connected Curriculum. The Steering Committee is aligned behind the idea of using a map of the city as the mechanism through which the different elements of a city-wide curriculum could be brought together. This approach is being trialled at Milton Road Primary School and at the Steering Committee's next meeting they will explore how the members can turn this into a pilot and use their varying expertise to progress the project.

APPENDIX 3: SMART WORKSTREAM REPORT

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

9. Smart Programme Overview

Progress reported up to 1st January 2025.

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

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Better Use of data					
Set up of data platform - Operational	Jul 2023	March 26	G	G	↔
Mobility Monitoring Network - Operational	Jun 2023	March 26	G	G	↔
Improved public and sustainable travel offer					
Autonomous Vehicle Deployment - Connector	May 2025	Oct 2025	G	A	↓

- 9.1 The table above 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. A full report on the Smart programme is also available at Agenda item 11.

Better use of data

- 9.2 ‘The better use of data’ theme aims to work with GCP partners and key stakeholders to develop the availability and usage of data. Highlights this period include the following:

Mobility Monitoring (Strategic Sensor) Network

- 9.3 The strategic network of 60 sensors continues to operate effectively with data being collected and made available to GCP colleagues for scheme development as well as the Cambridgeshire County Council’s Research team to support on-going monitoring and evaluation of schemes. The team continue to support colleagues across the partner Local Authorities to deploy additional sensors with the current network growing to 106 sensors. Work is ongoing with Vivacity to expand the functionality of the cameras into areas such as road safety.

Data platform requirements

- 9.4 To support officers in extracting intelligence and insight from data collected from the Mobility Monitoring (Strategic Sensor) Network and other related data streams, a ‘data platform’ is needed. This is a central point for the automated uploading of data and to support different types of data analysis and visualisation required by GCP and its partners. Following engagement with the CPCA and County colleagues, an interim solution has been procured and is in place which will support GCP data

analysis up to March 2026. The platform is being used by officers in the GCP and by the County Council's Research team to support their GCP work. The platform has been connected to Power BI (data visualisation software) to allow dashboards to be easily constructed with initial dashboards showing high level analysis of the data and being shared on Cambridgeshire Insight.

Real time bus data audit

- 9.5 The availability, timeliness and accuracy of real time data is important to the quality of the customer travel experience. On-street real time displays, travel apps, web pages and information screens give travellers real time information on bus arrival times and cancellations. If this information is inaccurate, it undermines confidence in the public transport system. Consultants have been procured to carry out an audit of the data and processes in which it is made available to customers. The report is now finished and the work complete. Engagement with the CPCA is in progress to address the issues identified in the report.

Improved public and sustainable travel

- 9.6 The Smart programme is leading several initiatives to support improvements in the public and sustainable transport system these include:

Guidance System Review

- 9.7 The Cambridge Guided Busway has been very successful and as the GCP builds out its transport network, there is a desire to replicate that success by drawing on guidance technologies that have already been applied elsewhere in Europe, but don't require the same level of costly and complex infrastructure. The Smart team continue to work in collaboration with the GCP Transport programme to coordinate investigations of those technologies and how they can safely and effectively support and enhance the schemes being proposed for Greater Cambridge.

Autonomous Vehicle Work

- 9.8 The GCP and partners have secured funding from the latest Centre for Connected and Automated Vehicles (CCAV) competition to an Autonomous Vehicle (AV) deployment in our area.

Automated Mobility: Deployment (Connector)

- 9.9 The consortium partners delivering Connector were the GCP, Alexander Dennis Ltd, Fusion Processing Ltd, Stagecoach East, IPG Automotive, dRISK and Gamma Energy. In early December, Stagecoach took the decision to withdraw from the national automated vehicle deployment programme. This has had an impact on the delivery of the project, and we are in the process of onboarding a new operator.
- 9.10 To ensure the project still delivers its objectives the Smart team have successfully applied to CCAV for an extension to the project timeline. Due to CCAV's budgetary constraints in the next financial year they have agreed to fund the extension to deliver;
- Three Self-Driving Buses with onboard safety driver (one less than before) over two routes (Cambridge West and Cambridge Biomedical Campus (CBC))

- Continue the public perception/engagement work
- Project specific simulation (including routes, edge cases, Automated Driving System and vehicle) supporting safety case development, evidence and review
- EV Charging infrastructure.

9.11 CCAV have also launched an enhancements competition only open to existing projects. The project team have submitted a bid that, if successful, will fund;

- An extension of the vehicle deployments to January 2026
- Trialling of the autonomy technology to verify suitability and commercial cases for future deployment on existing busways
- Trialling of the autonomy technology on a test track to simulate future busway infrastructure and inform roll-out of this technology as a guidance system.

9.12 A licence to access Cambridge West has now been granted to the project and testing has begun on the site, a further licence will need to be signed by the operator before the deployment of passenger carrying services begin..

9.13 The public perception/engagement work has begun. An in-person deliberative workshop was conducted to understand the public's view of self-driving vehicles being used in public transport. Ten participants were recruited through an independent fieldwork organisation and attended a three-hour workshop to give their views on automated public transport.

Mobility as a Service (MaaS)

9.14 MaaS aims to enable the provision of an integrated digital solution that provides travellers with equitable and seamless journey planning, information, booking, ticketing and payment functionality for a variety of relevant modes (bus, train, micromobility, car share, Demand Responsive Transport etc.) and services within a given geography.

9.15 The business case work is now complete with the key recommendation being the development of a MaaS platform should be aligned with Franchising of the bus network, if taken forward by the CPCA. This would be a more incremental approach delivering a journey planner and bus ticketing to support the customer experience in the early stages of franchising. It would then be expanded to include rail ticketing, on demand scooters, bikes and cars and the development of personal travel accounts.

Better operation of the highway

9.16 The Smart programme is looking at how the highway can be better operated to support the GCP's aims of improving sustainable transport journeys.

Smart Signals

9.17 The Vivacity smart signals pilot is now complete, and the report finalised. The pilot with Starling on smart crossings is also complete with a whitepaper produced following the success of the initial pilot with a reduction in pedestrian wait times of 36% at the East Road trial site. Further work on signals is proposed in the Smart up-date paper which would include scaling up the work on smart crossings to

several other locations and use cases and to trial overground detectors to support bus priority.

Innovation Prospectus

- 9.18 The Innovation Prospectus has been developed to actively engage with the market, setting out the challenges that the GCP is working to address and inviting the market to trial new and innovative technologies. We have been working with several companies and academic partners who have approached us via the prospectus which has led to a European funding bid looking at behaviour change in transport with Anglia Ruskin University, Innovate UK funding bid with Cambridge Electric Transport and approaches from a company looking to trial smart crossing beacons and a company using Large Language Models to integrate data. We continue to promote the prospectus and have been working with ITS UK on developing deeper links with the transport start up sector.

Support for the wider programme

- 9.19 The Smart programme continue to support the wider GCP programme and will be leading a piece of work from the emerging parking strategy on dynamic kerbside management.

APPENDIX 4: HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

10. Delivering 1,000 Additional Affordable Homes

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites**	1,000	2011-2031	425 (approx.)	G	G	↔
		Anticipated by 2031	2,091	G	G	↔

** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2024) and new sites permitted or with a resolution to grant planning permission at 31st December 2024 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

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

- 10.1 The table above 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.
- 10.2 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 10.3 The Greater Cambridge Shared Planning Service published an updated Housing Trajectory in April 2024. This 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 2025/26. This is one year later than the previous trajectory projected. Until 2025/26, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 10.4 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 10.5 The table above shows that on the basis of known rural exception schemes and other sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council’s Planning Committee, approximately 425 eligible affordable homes are anticipated to be delivered between 2025 and 2031 towards the target of 1,000 by 2031.

- 10.6 In the last quarter no additional eligible affordable dwellings were approved.
- 10.7 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2024) or based on officer assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 10.8 There are still a further six 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.
- 10.9 Taking a more holistic view of housing delivery, the latest housing trajectory, based specifically on currently known sites, shows that 37,071 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 3,571 dwellings more than the housing requirement of 33,500 dwellings. By 2024 it is estimated that there were 1,386 affordable housing completions on rural exception sites and other schemes outside of village boundaries. Adding these to the affordable dwellings in the pipeline post-2024 gives a total of 2,091 affordable dwellings anticipated by 2031, exceeding the 1,000 dwellings identified in the City Deal.

APPENDIX 5: ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

11. Greater Cambridge Sectoral Employment Analysis

Sectoral Employment Analysis

- 11.1 In December the Centre for Business Research (CBR) at the University of Cambridge presented their eleventh quarterly analysis of the growth of corporate employment in the Greater Cambridge area. It covers accounting year ends between December 2023 and April 2024 (the median year end is mid-February). This period is compared with the same period in the previous year, which covers the effects of the unfolding cost of living crisis.
- 11.2 This update is obtained by sampling the CBR annual corporate database of all businesses based in the wider Cambridge region. It covers a large sample of companies representing about 67% of corporate employment in Greater Cambridge. A summary of the key points from this analysis are set out below and the full presentation can be found at the following link: [Employment update presentation October 2024](#).
- 11.3 Results portray a picture of continued but lower overall employment growth in the Greater Cambridge area. Growth slowed down from 6.3% in 2022-23 to 5.3% in 2023-24, suggesting that the UK recession in the third and fourth quarters of 2023 had some impact on business. Nevertheless, the employment performance of the Greater Cambridge corporate economy in the year to mid-February 2024 appears to be far superior to the performance of the national economy in this period.
- 11.4 Overall growth to 2024 was driven by a dynamic Knowledge Intensive (KI) economy, which saw employment grow by 6.9% (down slightly from 7.3% in 2022-23). The resilience of the Greater Cambridge corporate economy also benefited from the continued yet lower growth of non-Knowledge Intensive sectors. Non-KI employment increased by 2.8% in 2023-24, a considerable slowdown from 4.9% in 2022-23. These figures suggest that the worst impacts of recession were felt more amongst non-KI sectors.
- 11.5 The slowdown in employment growth during the most recent year was particularly marked in South Cambridgeshire (4.4% compared with 7.7% during the previous 2 years). This growth is still remarkable considering that it happened during very turbulent times, with inflation putting strong pressure on businesses.
- 11.6 All Knowledge Intensive (KI) sectors but 'Life science and healthcare' saw employment growth accelerate in the latest year. 'Knowledge intensive services', one of the four sectors making up the Greater Cambridge KI economy, emerges as the fastest growing sector during 2023-24 (11.8%). 'Information Technology and Telecoms' was the second fastest-growing sector, with employment growth of 6.7% in the year to mid-February 2024 (up from 3.1% one year earlier). Employment growth in 'Life science and healthcare', the largest sector in Greater Cambridge, was high at 5.6% (down from an exceptional 12.8% in the previous year).

- 11.7 The results paint a more multifaceted picture for non-Knowledge Intensive sectors. Seven out of nine non-KI sectors exhibited positive employment growth in the year to mid-February 2024. Among these, employment growth was faster last year than it was the previous year only in 'Education, arts, charities, social care' (11.5% and 3.7%, respectively). By contrast, employment growth slowed down in the other eight non-KI sectors. A case in point is the 'Transport and travel' sector, where employment grew by 2.7% in 2023-24 compared with 10.2% in 2022-23.
- 11.8 With regard to the size of businesses, 10+ employee businesses tend to dominate employment growth given its large aggregate size. These businesses are significant contributors to the growth achieved by sectors such as 'Information technology and telecoms', 'Life science and healthcare', 'High-tech manufacturing' and 'Other services'.
- 11.9 Employment growth of 1-9 employee businesses increased from 0.1% in 2022-23 to 1.6% in 2023-24. Both Knowledge Intensive and non-Knowledge Intensive sectors saw employment grow by 1.6% in the most recent year. The picture looks different for 10+ employee businesses. Although both KI and non-KI employment increased significantly faster in this size class than in the 1-9 employee group, 2023-24 growth slowed down from 2022-23 in both sectors. This slowdown was more pronounced for non-KI sectors. As a result, employment growth of 10+ employee businesses was 5.9% last year, down from 7.5% one year earlier. Overall, these results confirm that it is the group of 10+ employee businesses operating in KI sectors which have been driving growth in the Greater Cambridge area.

12. Electricity Grid Reinforcement

- 12.1 As was reported during the last meeting cycle and in Section 4 above, GCP officers continue to work with UKPN colleagues to progress the project. It is understood that the project remains on target to be complete by 2026. Officers will continue to work with UKPN to support the delivery of the project.

13. Citizens' Assembly

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

14 Financial Implications

Have the resource implications been cleared by Finance – yes.
Name of Financial Officer – Stephen Howarth.

List of Appendices

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

Background Papers

Source Documents	Location
None	-

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

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

Indicator Tables

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

Project Delivery Tables

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

APPENDIX 7: COMPLETED GCP PROJECTS

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

	Fulbourn/ Cherry Hinton Eastern Access	2021	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
Greenways Quick Wins		2020	Range of cycle improvements across Greater Cambridge e.g. resurfacing work, e.g. path widening etc.		
Greenways Development		2020	Development work for 12 individual Greenway cycle routes across South Cambridgeshire.	All Greenways routes	
Cambridge South Station Baseline Study (Cambridgeshire Rail Corridor Study)		2019	Report forecasting growth across local rail network and identifying required improvements to support growth.	Cambridge South Station	
Travel Audit – South Station and Biomedical Campus		2019	Two reports: Part 1 focused on evidencing transport supply and demand; Part 2 considering interventions to address challenges.	Cambourne to Cambridge; CSETS; Chisholm Trail; City Access; Greenways (Linton, Sawston, Melbourn)	
Chisholm Trail Cycle links - Phase 1		2021	A new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station	Chisholm Trail Cycle links – Phase 2	
Histon Road bus and cycling priority		2021	Better bus, walking and cycling facilities for those travelling on this busy key route into Cambridge.		

Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	2023	Strategy document around Whittlesford Station and potential transport interventions		
Milton Road	2024	Reconfiguration of Milton Road to provide enhanced Bus, Cycle and Pedestrian priority.		
Smart programme projects				
ICP Development – Building on the Benefits	2021	Data platform in operational use. Parking, Bus and Road Network datasets and analytic tools available for use.	Strategic Sensing Network CPCA Transport Data Platform	Better insight and information for the transport network is now available
Data Visualisation – Phase Two	2021	Visualisations of Automatic Number Plate Recognition (ANPR) data Connectivity to County Council PowerBI services enabled.	Strategic Sensing Network CPCA Transport Data Platform	Enhanced insights extracted from 2017 ANPR survey
New Communities - Phase One (Extended)	2021	Three topic papers for North East Cambridge Area Action Plan (AAP) and input into Local Plan		Smart solutions and connectivity principles embedded in area action plan
Smart Signals – Phase One	2021	Installation of smart signal sensors at 3 junctions (Hills Road)	Smart Signals – Phase Two Smart Signals – Phase Three	Will be realised as part of the following phases
Strategic Sensing Network – Phase One	2021	Gathering requirements and developing specification	Strategic Sensing Network – Phases Two and Three	Will be realised as part of the following phases
C-CAV3 Autonomous Vehicle Project	2021	Successful trial of autonomous shuttle on the West Cambridge site. Development of safety cases for this trial and to support future		Successful demonstration of the utilisation of autonomous vehicles as

		work. Development of business cases for potential future opportunities in Greater Cambridge		part of the future public transport system
Digital Wayfinding	2021	Upgrade of wayfinding totem at Cambridge station and development of walking routes map for display.		Improved wayfinding experience for travellers
Better use of data - Bus Pinch Point work	2023	Analysis of the bus location data to rank bus delays at each of the cities junctions to help prioritize interventions		Data supported work to look at interventions at junctions to improve bus journey times.
Better use of data - Real Time Bus Data Audit	2024	A report which sets out issues within the bus real time system that are causing inaccurate data	Work with the CPCA on taking forward the action points and supporting the re-procurement of the real time system	Improvements to the real time bus data system.
Improved public and sustainable travel offer - Autonomous Vehicle Study – Eastern Corridor	2023	A report setting out the opportunities for segregated autonomous mass rapid transit to the east of Cambridge		Part of the evidence base for future work.
Improved public and sustainable travel offer - MaaS Options Appraisal	2023	A report setting out the options for developing a MaaS platform	MaaS business case	Findings feed into and informed the MaaS business case
Improved public and sustainable travel offer - MaaS Business Case	2024	A business case report for the deployment of a MaaS platform.	Working with the CPCA on the next steps of the MaaS deployment to align with franchising	A recommended route to delivery of Maas.

Better Operation of the Highway - Smart Signal Trial	2024	A report on the trialling of new signals technologies at 4 junctions	Working with signals colleagues to understand opportunities and next steps.	A better understanding of how new signals technologies could support transport objectives
Innovation Prospectus Launched	2023	A document that invites business/academics	Continue to promote the prospectus	A number of organisations have approached the GCP to collaborate on trial deployments.
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: 13 March 2025	Reports for each item to be published: 3 March 2025	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
Madingley Road	Consider the outcome of the consultation and agree next steps	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Greenways Programme	Overall update on the Greenways Programme including next steps by Greenway	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Greenways: Fulbourn Phase 3	To consider the routing of the Fulbourn Greenway Phase 3	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Skills Programme Update	Overall update on the Skills Programme including next steps	Niamh Matthews	No	N/A
Smart Programme Update	Overall update on the Smart Programme including next steps	Dan Clarke	No	N/A
Executive Board: 10 July 2025	Reports for each item to be published: 30 June 2025	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
Greenways: Oakington to Cottenham	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: Comberton	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Greenways: Swaffhams and Bottisham	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: Waterbeach	To consider the next steps for the Waterbeach Greenway	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Greenways: Horningsea	Closure Report	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Milton Road	Closure Report	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Cambridge South West Travel Hub	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Waterbeach Railway Station	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Executive Board: 6 November 2025	Reports for each item to be published: 27 October 2025	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
Hills Road Cycling Plus - sub-option for the Hills Road/Lensfield Road junction	To consider the outcome of the consultation and agree the final preliminary designs	Peter Blake	No	CPCA LTP Passenger Transport / Interchange Strategy
Greenways: Barton and Haslingfield	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: Fulbourn	To consider the next steps following consultation.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Greenways: Melbourn	To consider the Full Business Case	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
13 March 2025	3 March 2025	20 February 2025	10 February 2025
10 July 2025	30 June 2025	19 June 2025	9 June 2025
6 November 2025	27 October 2025	16 October 2025	6 October 2025

Madingley Road Walking and Cycling Improvements

Report to: Greater Cambridge Partnership Joint Assembly

Date 20 February 2025

Lead Officer: Peter Blake – Interim Director of GCP

1. Background

- 1.1. The Madingley Road area is one of the main access routes in to Cambridge. It suffers from considerable congestion, particularly at the junction with the M11. There are some large development sites on this corridor, notably West Cambridge.
- 1.2. The Greater Cambridge Partnership (GCP) Executive Board has previously agreed that cycle and pedestrian infrastructure improvements on Madingley Road should be taken forward for delivery. The Madingley Road proposals support the GCP's transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.3. This scheme is a walking and cycling improvement project along Madingley Road from its junction with Eddington Avenue to its junction with Queens Road/ Northampton Road. The proposed scheme includes a variety of new features and segregation designed to make it easier and safer to travel this route into and out of the city. There will also be opportunities for new and improved landscaping and tree planting.
- 1.4. The scheme has been further developed since the Executive Board endorsed the proposed option. The paper updates the Joint Assembly and Executive Board on developments with the scheme and outlines next steps.

2. Issues for Discussion

- 2.1. Two options were previously considered by the Joint Assembly and Executive Board which had been subject to public consultation (outlined in Appendix 1). Both options proposed largely segregated priority cycle and walking routes. The main difference between the two options was Option 2 would utilise areas of privately owned land and would deliver more impactful changes at key junctions. It additionally sought to provide a two-way cycle route from Storeys Way to Eddington Avenue to support the opportunity to travel to Eddington without the need to cross

this busy road and it offered alternative junction arrangements at the Eddington and JJ Thomson Avenue junctions.

- 2.2 Option 2 was marginally more popular at the consultation (47% to 37% with 15% of respondents not stating a preference). There were however a number of elements from Option 1 which received significant support and officers recommended taking forward.
- 2.3 The Executive Board agreed in principle to take forward Option 2 and the key elements of Option 1, to the next stage of work. This included further scheme design, discussion with local landowners on access to land, and negotiation with the developers of the Cambridge West and Eddington sites.
- 2.4 Significant work has been undertaken since the Executive Board decision. This focussed initially on dialogue with National Highways and the developers of the Cambridge West and Eddington sites. To ensure consistency with the planned developments in the area and with National Highways requirements, changes have been required. In particular this focussed on junction redesign to ensure the planned developments could go ahead.
- 2.5 Further scheme development found that 27 trees would be removed as part of construction, with limited potential for replacement. Discussions around land acquisition concluded that more limited parcels of land could be secured, impacting both on the scheme design, but also on the construction plan – making it more expensive and lengthening the construction period of the project.
- 2.6 The combination of these issues led to a review of the scheme design to ensure deliverability, public acceptability and that scheme complements the key development sites along the corridor.

3. Consultation and Engagement

- 3.1 As part the review into the scheme design, officers have worked closely with local members, stakeholders and the local community. Initial discussions took place with local members and with the Madingley Road Residents Forum, as well as the Non-Motorised User Groups in late 2023.
- 3.2 Wider local engagement took place for a period of four weeks from 2 September to 30 September 2024. This sought views from the public and stakeholders on possible walking and cycling improvements along Madingley Road.
- 3.3 The proposals, based on previous Madingley Road options, are outlined in Appendix 2, and included:
 - Segregated footways and cycleways.
 - Raised tables for pedestrian and cycle priority.
 - New and improved crossings.
 - Junction improvements.
 - Landscape enhancements.
 - Relocated bus stops.
 - Traffic calming measures.

- 3.4 A total of 348 responses were received via the online survey and 21 responses were submitted via email to the GCP. Overall, 70% of respondents supported or strongly supported the updated proposals, with 28% opposed or strongly opposed. 69% of responses believed the proposals would improve connectivity, compared to 25% who did not. Different design features received differing levels of support – segregated cycle lanes received 73% support (with 25% against), and controlled crossings had 67% support, 24% against. Full details are included in Appendix 3.
- 3.5 The two most common comments expressed related to the geographic scope of the project, suggesting that the scheme should extend further west towards, or past, the existing P&R site as well as further east, beyond the Northampton Street and Queen’s Road junction. The third most cited view related to concerns about the congestion and emissions impact of the proposal due to changes to road space for motor vehicles and additional signalised crossings. All three points will be addressed if the Executive Board agrees to progress with scheme design and consultation.

4. Options and Emerging Recommendations

- 4.1 The paper provides an update on the active travel proposals for Madingley Road. and stakeholder engagement, which have been summarised within the paper.
- 4.2 Based on the above, the Executive Board will be asked to:
- (a) Note progress of the project including design option change, and agree to take forward the revised proposals to the detailed design phase;
 - (b) Note the public and stakeholder engagement undertaken and agree to a full consultation on the detailed proposals; and
 - (c) Request officers develop the Outline Business Case for the scheme and bring final proposals back to the Board.

5. Alignment with City Deal Objectives

- 5.1 The Madingley Road scheme meets the multiple objectives of the City Deal Assurance Framework by offering a green active travel corridor, enabling both safe and reliable travel to homes, workplaces, schools, and local and city centre shops. The scheme also promotes the use of sustainable travel modes including walking and cycling. In turn, improved provision of active travel modes will also support Greater Cambridge’s growth, including development of new housing and employment sites.

6. Citizen’s Assembly

- 6.1 Citizens’ Assembly members developed and prioritised their vision for transport in Greater Cambridge. The Madingley Road scheme is to directly contribute to delivery of a number of key elements, namely:

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

7. Financial Implications

7.1 At this stage there are no financial changes required to the budget.

Have the resource implications been cleared by Finance: Yes.

Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

8.1 As set out in this report, it is proposed to move to the next stage of design which will be detailed design, once the detailed design has been completed, business case completion and final consultation, before coming back to the Executive Board.

List of Appendices

Appendix 1	Madingley Road proposal options
Appendix 2	Madingley Road 2024 Engagement Brochure
Appendix 3	Madingley Road Engagement Analysis Report

Background Papers

Source Documents	Location
None	-

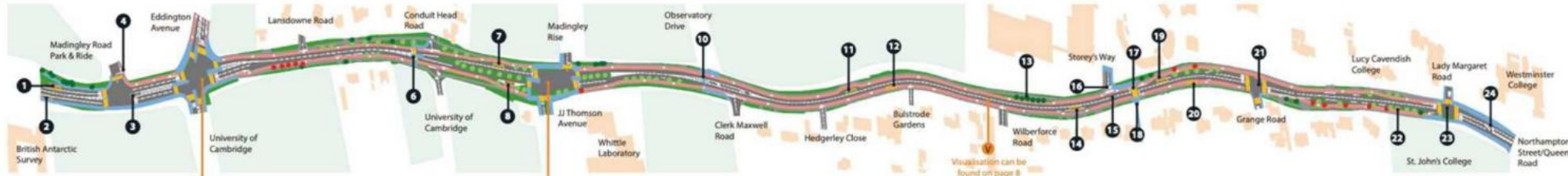
MADINGLEY ROAD OPTION 1

Map is indicative only and is subject to change

More information on some of these elements can be found on page 8.
Larger versions of this map including visualisations in this leaflet are available online at
www.greatercambridge.org.uk/MadingleyRdConsultation2020

KEY

Road	Cycleway	Toucan crossing	Existing tree	Tree to be removed
Footpath	Shared use path	Verge	Proposed tree	Visualisation viewpoint



EDDINGTON AVENUE JUNCTION



JJ THOMSON AVENUE JUNCTION



ITEM KEY

- | | | | |
|--|--|--|--|
| 1 Bus stop near Madingley Road Park & Ride - location retained (inbound) | 7 Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound) | 14 Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound) | 20 Bus stop near Storey's Way - relocated approx. 45m east (outbound) |
| 2 Bus stop near Madingley Road Park & Ride - location retained (outbound) | 8 Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound) | 15 Right turn lane and island removed at Madingley Road / Storey's Way junction | 21 Madingley Road / Grange Road junction redesign |
| 3 New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride | 9 Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign | 16 New raised Copenhagen style crossing | 22 Lay-by near Lady Margaret Road removed |
| 4 New cycleway exit from Madingley Road Park & Ride | 10 Informal crossing point near Clerk Maxwell Road improved | 17 Toucan crossing for pedestrians and cyclists near Storey's Way retained | 23 Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added |
| 5 Madingley Road / Eddington Avenue junction redesign | 11 Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound) | 18 Area between crossing and footpath near Storey's Way widened and decluttered | 24 Pedestrian crossing near Lady Margaret Road removed |
| 6 New Toucan crossing for pedestrians and cyclists near Conduit Head Road | 12 Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound) | 19 Floating bus stop near Storey's Way - location retained (inbound) | |
| | 13 Trees and ditch adjacent to Churchill College retained | | |

MADINGLEY ROAD OPTION 2

Map is indicative only and is subject to change

More information on some of these elements can be found on page 9.
Larger versions of this map including visualisations in this leaflet are available online at
www.greatercambridge.org.uk/MadingleyRdConsultation2020

KEY

Road	Cycleway	Toucan crossing	Existing tree	Tree to be removed
Footpath	Shared use path	Verge	Proposed tree	



EDDINGTON AVENUE JUNCTION



JJ THOMSON AVENUE JUNCTION

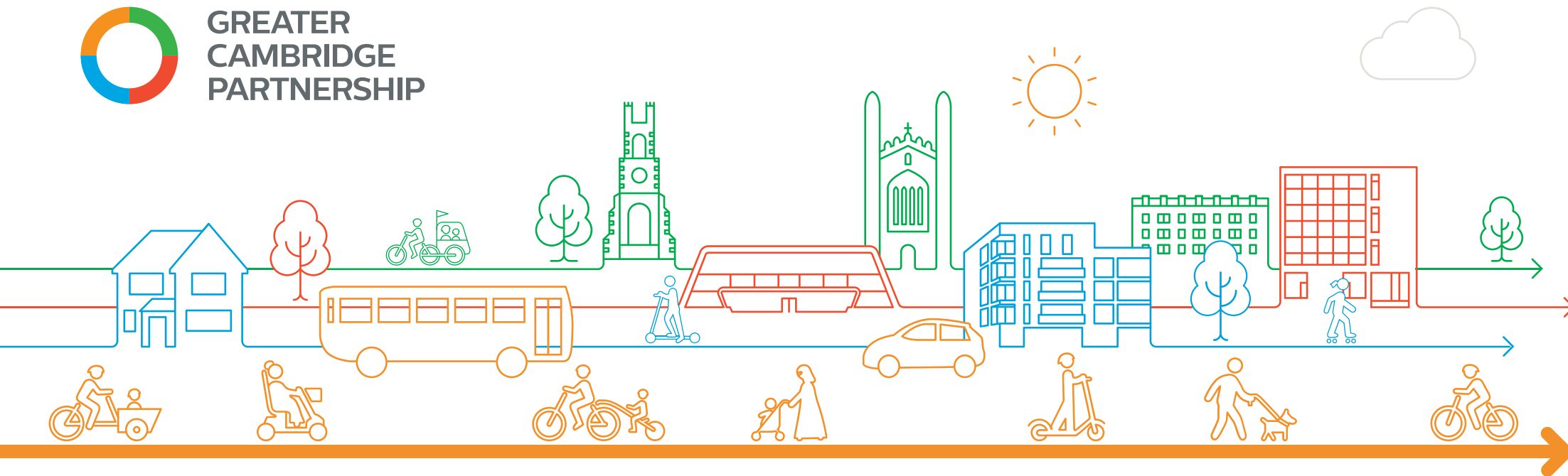


ITEM KEY

- | | | | |
|--|---|--|---|
| 1 Bus stop near Madingley Road Park & Ride - location retained (outbound) | 8 New Toucan crossing for pedestrians and cyclists near Conduit Head Road | 16 Raised priority crossing for pedestrians and cyclists across Observatory Drive | 24 Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered |
| 2 Bus stop near Madingley Road Park & Ride - location retained (inbound) | 9 Raised priority crossing for pedestrians and cyclists across Conduit Head Road | 17 Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road | 25 Floating bus stop near Storey's Way - relocated approx. 15m east (outbound) |
| 3 Shared use path widened near British Antarctic Survey | 10 Floating bus stop near Conduit Head Road - location retained (inbound) | 18 Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound) | 26 Floating bus stop near Storey's Way - relocated approx. 35m east (inbound) |
| 4 New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride | 11 Floating bus stop near Conduit Head Road - relocated approx. 35m east (outbound) | 19 Bus stop near Bulstrode Gardens - relocated approx. 50m east (outbound) | 27 Madingley Road / Grange Road junction redesign |
| 5 Madingley Road / Eddington Avenue junction redesign | 12 Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue | 20 Ditch adjacent to Churchill College relocated | 28 Lay-by near Lady Margaret Road removed |
| 6 New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections) | 13 Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign | 21 Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound) | 29 Madingley Road / Lady Margaret Road junction redesign |
| 7 Raised priority crossing for pedestrians and cyclists across Lansdowne Road | 14 Raised priority crossing for pedestrians and cyclists across Madingley Rise | 22 Raised priority crossing for pedestrians and cyclists across Storey's Way | 30 Pedestrian crossing near Lady Margaret Road removed |
| | 15 New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road | 23 Right turn lane and island removed at Madingley Road / Storey's Way junction | |



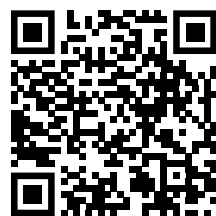
GREATER
CAMBRIDGE
PARTNERSHIP



Madingley Road walking and cycling project

We want your views on our updated proposal
2 – 30 September 2024

www.greatercambridge.org.uk/madingley-road-2024



Introduction

We want to hear from you about the updated proposal for the Maddingley Road walking and cycling project, which include:

- segregated footways and cycleways
- raised tables for pedestrian and cycle priority
- new and improved crossings
- junction improvements
- landscape enhancements
- relocated bus stops and traffic calming measures.

Your feedback is essential in helping us refine our designs to ensure they best suit the needs of our community.



Background

In 2020 we carried out a public consultation on two options to make walking and cycling along Maddingley Road more attractive.

Our board agreed in June 2020 to proceed with Option 2, which included a two-way cycleway on the north side of Maddingley Road. Following discussions regarding the land needed and potential loss of trees, it is sadly not possible for us to take this option forward.

We've considered your feedback from the previous consultation to develop this revised proposal.

The proposal

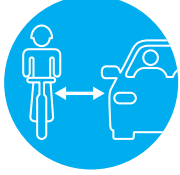
Our new proposal provides one-way cycleways on both sides of Maddingley Road which would be semi-segregated from general traffic. New crossings would be included for pedestrians and cyclists. This proposal should not require us to obtain access to any land from third parties, including residents, to enable construction.

Although the preliminary design has been completed, the scheme is to be further refined during detailed design and is subject to change.

This proposed cycling and walking route would run from Eddington Avenue to the Northampton Street / Queen's Road junction.



Scheme aims



Safety

- Widened shared use areas to reduce conflict between pedestrians, cyclists and cars
- Additional controlled pedestrian and cycle crossings
- Floating bus stops* introduced to protect users from motor traffic
- Copenhagen crossings* introduced to give priority to pedestrians and cyclists on lighter trafficked side roads
- One-way cycleways*



Connectivity

- Connecting with neighbouring planned schemes including the Cambourne to Cambridge and Comberton Greenway projects
- Improve overall connectivity and accessibility within Greater Cambridge



Health

- Reduced air pollution and improved air quality
- Enhanced streetscape with improved and additional landscaping
- Encourages an increase in the number of people walking and cycling

* Please see technical definitions on pages 4-5.

Design features

What is a Copenhagen crossing?



A Copenhagen crossing provides a continuation of the footway and / or cycleway across a minor side road junction, providing a clear visual priority to pedestrians and cyclists. This is achieved by including ramps, markings, colouration of surfaces and by ensuring that the corners are relatively tight to slow down vehicles. Footways that are a minimum of 2m wide will be provided along Madingley Road, continuing across the lightly trafficked side roads with a ‘Copenhagen Crossing’.



What is a floating bus stop?



A floating bus stop has a segregated footway, cycleway and passenger waiting area. There is a crossing point over the cycleway between the footway and the waiting area. The advantage of this arrangement is that people walking and using the bus have separate space from people cycling, and everyone is protected from motor traffic. Floating bus stops have been implemented across the city, including on Hills Road, Histon Road and Milton Road.



What is a one-way cycleway?



The proposed one-way cycleways are generally 2.2m wide, one-way, and segregated by a ‘Cambridge kerb’. The one-way cycleways are proposed from Eddington Avenue to Lady Margaret Road on both sides of the road.

A ‘Cambridge kerb’ is a concrete kerb section on a slight slope. This creates a ‘softer’ segregated cycle lane from the carriageway and creates a barrier for motorists straying into the cycle lane.



What is a controlled crossing?



Controlled crossings are a form of road crossing that gives priority to pedestrians and cycles crossing. The crossings will be built with the appropriate tactile paving.

The types of crossing will be finalised in the detailed design stage.



Madingley Road



Legend

- Highways boundary
- Existing neighbourhood trees
- Existing boundary planting
- Existing cycle and e-scooter parking
- Proposed footway
- Proposed one-way cycleway
- Proposed verge
- Opportunities for landscaping
- Opportunities for drainage features
- Proposed tree
- Tree to be retained (within highways boundary)
- Tree to be removed

Key Features

- Controlled crossing
- Copenhagen crossing
- Floating bus stop

Note: Placement is subject to change during design development. Designs are indicative and not to scale.

Madingley Road



Plan not to scale

- | | | | |
|--------------------------------------|-------------------------------------|--|---------------------|
| Highways boundary | Proposed footway | Proposed tree | Controlled crossing |
| Existing neighbourhood trees | Proposed one-way cycleway | Tree to be retained (within highways boundary) | Copenhagen crossing |
| Existing boundary planting | Proposed verge | Tree to be removed | Floating bus stop |
| Existing cycle and e-scooter parking | Opportunities for landscaping | | |
| | Opportunities for drainage features | | |

Note: Placement is subject to change during design development. Designs are indicative and not to scale.

Links to other projects

GCP projects

Cambourne to Cambridge

Cambourne to Cambridge aims to improve connectivity from the west of Cambridge by providing a new busway and walking and cycling links.

For more information visit:
www.greatercambridge.org.uk/cambourne-cambridge

Comberton Greenway

One of 12 greenways we're building across Greater Cambridge, the Comberton Greenway will be a new or improved walking, cycling and where appropriate, horse-riding route between Comberton, Hardwick, Coton, Cambridge University West Campus and Cambridge.

For more information visit: www.greatercambridge.org.uk/comberton-greenway

Wilberforce residents parking scheme

A resident parking scheme covering the Wilberforce area has been developed with councillors, and will go to public consultation in autumn 2024.

For more information visit www.cambridgeshire.gov.uk and search for Resident Parking Schemes.



A428 improvements – Black Cat to Caxton Gibbet

National Highways is upgrading the route between the Black Cat roundabout and Caxton Gibbet roundabout with a new 10-mile dual carriageway and a number of junction improvements.

For more information visit:
www.nationalhighways.co.uk/our-roads/a428-black-cat-to-caxton-gibbet

West Cambridge

The University of Cambridge continues to develop the West Cambridge site off Maddingley Road, with the Cavendish III Laboratory and West Hub recently completed.

For more information visit: www.westcambridge.co.uk/project

Next steps

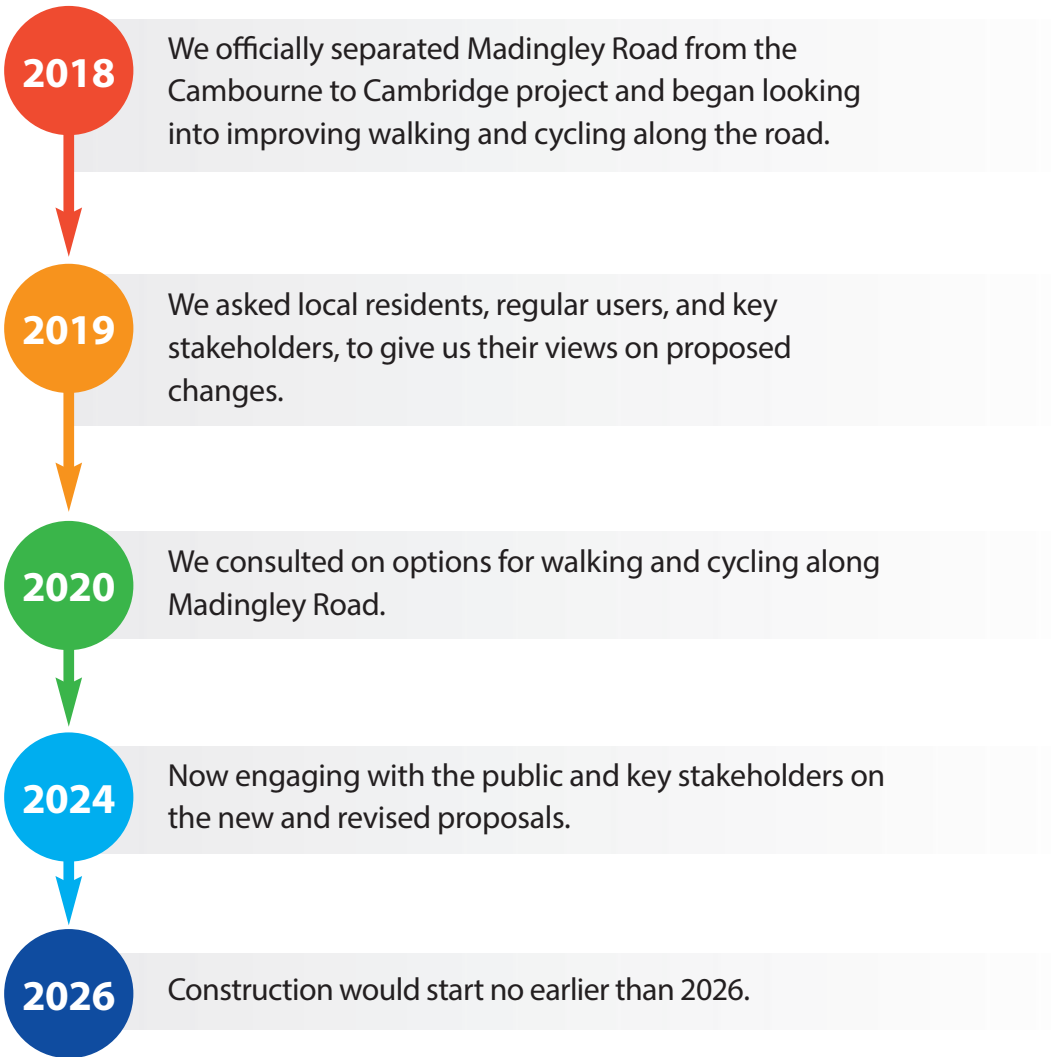
Your feedback is essential in helping us refine our designs to ensure they best suit the needs of our community, and will be analysed once the engagement period ends. The findings will be compiled into a summary report and made available online. Your views, alongside an equality impact assessment, will be considered by our board.

Detailed design will begin once the stakeholder and public engagement is complete and the results have been analysed and is subject to our board approval.

The construction phase is planned to start in 2026 following completion of the detailed design, however this is subject to change.

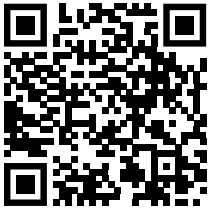
The timescales depend on other construction schemes within Cambridge and Cambridgeshire and have not yet been formally agreed with Cambridgeshire County Council.

The construction works may need to be delivered in two phases to tie in with the West Cambridge Phase 2 development. Further details would be agreed during detailed design.



Tell us your views

The engagement period will run until midday on **Monday 30 September 2024**.



Fill out the online questionnaire at:
www.greatercambridge.org.uk/madingley-road-2024



Request a paper questionnaire and return to:

Madingley Road engagement 2024
Greater Cambridge Partnership
PO Box 1493
Mandela House
4 Regent Street
Cambridge CB1 0YR

If you require a hard copy of any documentation in large print, Braille, audio tape or in another language please email hello@greatercambridge.org.uk or call 01223 699906.





Events

We will be holding one virtual and one in person engagement event.

	In person drop-in event		Virtual Teams event
Venue:	Westminster College, Madingley Road, Cambridge, CB3 0AA	Date:	Tuesday 24 September
Date:	Monday 16 September	Time:	5:30pm – 7:30pm
Time:	5pm – 8:30pm		

Please register online for the virtual Teams event at:
www.greatercambridge.org.uk/madingley-road-2024

Get in touch

	hello@greatercambridge.org.uk		@greatercambs
	01223 699906		facebook.com/greatercambs



Greater Cambridge Partnership

Madingley Road Public Engagement 2024

Engagement Survey Analysis



Madingley Road walking and cycling project

We want your views on our updated proposal



Greater Cambridge Partnership

Madingley Road Public Engagement 2024

Engagement Survey Analysis

Report (2.0) Confidential

Project no. 70103294

Date: January 2025

WSP

62-64 Hills Road

Cambridge

CB2 1LA

Phone: +44 1223 558 050

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft Report	Draft Report		
Date	20 Dec. '24	22 Jan. '25		
Prepared by	CFC / MKL	CFC / MKL		
Signature				
Checked by	SDH	SDH		
Signature				
Authorised by	LM			
Signature				
Project number	70103294	70103294		
Report number	.			
File reference	.			

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Appendices

Appendix A. Code Frame Summary

1 Introduction

Overview

The Greater Cambridge Partnership (GCP) has been leading a redesign of Madingley Road to provide a high-quality cycling and walking route.

In September 2024 the GCP asked the public for their opinions about the proposed changes via an online survey. The GCP also received comments about the proposals via email.

WSP was appointed to analyse the responses, including responses to the closed questions and the free-text responses to the open questions in the survey, and the comments submitted by email.

About the proposed scheme

The proposed scheme includes:

- One-way segregated cycle tracks on each side of the road, separated from motor vehicles using the 'Cambridge kerb', which is at an intermediate height between the carriageway way and footway.
- New and improved crossing points for pedestrians.
- Continuation of footway and cycle track surfacing across sideroads (also known as Copenhagen crossings) aimed at giving greater priority to people walking and cycling.
- Continuation of the cycle track behind bus stops, creating so-called floating bus stops.
- Opportunities for new landscaping and tree planting.

The scheme would require the relocation or removal of some existing features:

- Relocation of bus stops and traffic calming measures.
- Removal of a tree opposite the turning into Lansdowne Road and the removal of a tree approximately 40m east of the junction with Grange Road on the south side of Madingley Road.
- Removal of right turn refuges on Madingley Road including at the junctions with Storey's Way, Clerk Maxwell Road and Conduit Head Road.

Purpose of this report

This report contains the analysis of responses to the public engagement questionnaire, hosted on the GCP's engagement website in September 2024.

The report is structured as follows:

- Chapter 2 sets out the methods used to analyse the data;
- Chapter 3 includes the profile of survey respondents and closed question analysis; and
- Chapter 4 contains the analysis of the free-text responses.

2 Analysis Method

This chapter sets out the methodology for collecting and analysing engagement responses. There are two ways the data was analysed for this study. Closed questions were analysed in Microsoft Excel and open questions were individually read and assigned to one or more relevant codes within a bespoke code frame, enabling the same or similar sentiments to be categorised and counted.

METHOD

The online engagement survey was designed and hosted by GCP and was live between 2nd September and 30th September 2024 inclusive. The survey included multiple choice questions (closed questions) and the opportunity to provide a free-text statement about the proposals (open question).

A total of 348 responses were received through the online survey and 21 were submitted by email to GCP. The latter have been assessed as free-text responses only, as no other data was provided for inclusion in the closed question analysis.

CLOSED QUESTION ANALYSIS

Charts have been created for each question in the survey to illustrate response frequencies and cross tabulations between respondent groups and different respondent profiles. The findings are reported in Chapter 3.

OPEN QUESTION ANALYSIS

A code frame was prepared by WSP to analyse the open question responses. The code frame consists of a series of codes, each corresponding to a point raised by respondents in their response. This enables the same or very similar points raised by multiple individuals to be categorised in the analysis. From this it is possible to count how many times the same or very similar points have been raised by respondents.

An initial code frame was developed by WSP based on a sample of responses to the survey. The code frame was iterated as more responses were coded so that it was sufficiently comprehensive to cover all the issues raised in the free text responses.

Microsoft Excel was used for manual coding of the open responses. Each comment was read manually and designated a code(s) to produce a frequency count for comments collected through the survey. Each response was thus coded to one or multiple codes, depending on the number and variety of points raised by the respondent.

Checks were undertaken during the coding process to manage the quality of the coding and analysis and review the interpretation of survey responses.

3 Closed Question Analysis

Introduction

This chapter presents the responses to the six closed questions about the Madingley Road proposals included within the engagement survey, as well as the questions about respondents' connection to the area (e.g., if they live, work/study or commute in the area) and demographics to help understand the profile of respondents to the survey. This chapter starts with the profile of respondents (connection to the area, gender, age, disability, ethnicity) and then cross tabulates responses to the proposals with these profile characteristics.

About the respondents

There were 348 responses to the survey, of which two selected that they were responding on behalf of an organisation or business.¹

Respondents' connection to the area

Respondents were asked to select the options that best identifies their connection to the site area. Of the 348 respondents, 153 selected more than one option.

¹ As discussed above, the GCP received a further 21 submissions by email, of which eight were from a stakeholder organisation or business. Submissions by email did not include data for the closed questions presented in this chapter. Submissions by email have been analysed alongside the free-text data collected in the online survey and are included in the analysis presented in the next chapter.

Table 3-1 shows the breakdown of respondents' connections to the area.

The category "other" is an accumulation of those who responded, "I am responding on behalf of a local group or organisation", "None of the above", and "other".

Table 3-1 - Respondent connection to the area

Connection to the Area	Count
I live in the area	205
I work/study in the area	115
I commute through the area	160
Other	32
No response	7

For simplification of closed and open question analysis, the user groups have been refined, assigning each respondent to their strongest link to the area. This refinement follows groups receiving precedent based on the following order:

- I live in the area
- I work/ study in the area
- I commute through the area
- Other
- No response

For example, a respondent who has selected “I work/ study in the area” and “I commute through the area” was categorised into the user group of those working/ studying in the area. Table 3-2 shows the result of these simplification. These grouping are used throughout the remainder of this analysis.

The category of “All respondents” includes an accumulation of all those who responded in the survey, including those who did not respond to the ‘connection to the area’ question.

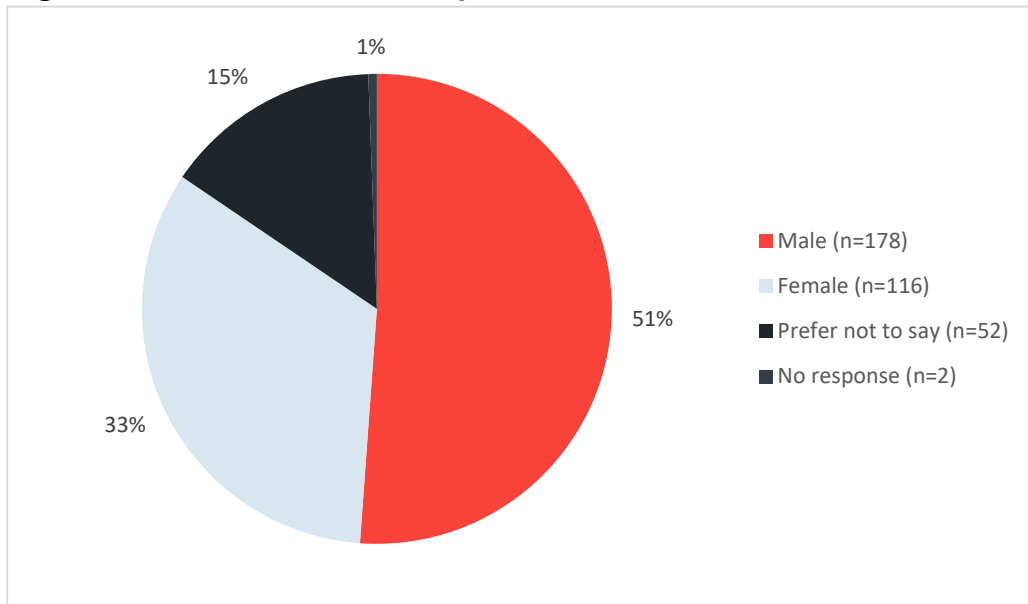
Table 3-2 - Refined respondent connection to the area

Connection to the area	Count	Percent of total
I live in the area	205	59%
I work/study in the area	55	16%
I commute through the area	54	16%
Other	27	8%
All respondents	348	100%

Respondents' sex

Respondents were asked to select their sex. Two respondents chose not to select an option. Of those who did select an option, 51% selected male and 33% selected female. This is visualised in Figure 3-1.

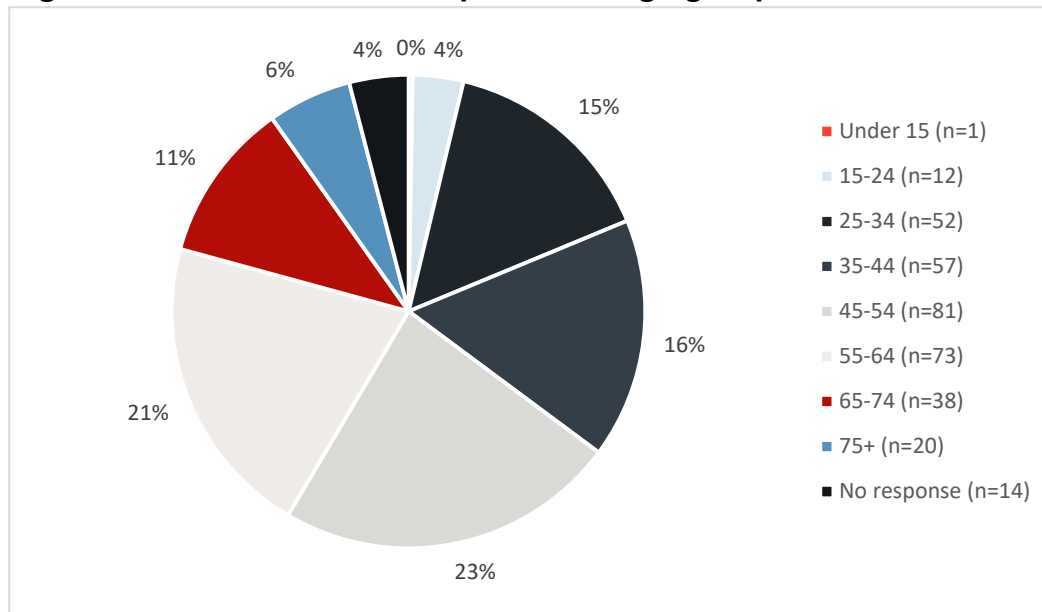
Figure 3-1 - Breakdown of respondents' sex



Respondents' age

96% of respondents have identified their age range. The greatest number of respondents (23%) identified themselves between the ages of 45-54. Those between the ages of 15-24 appear to be underrepresented among respondents, making up 3% of respondents. Only one respondent has identified themselves as under the age of 15. The full breakdown is shown in Figure 3-2.

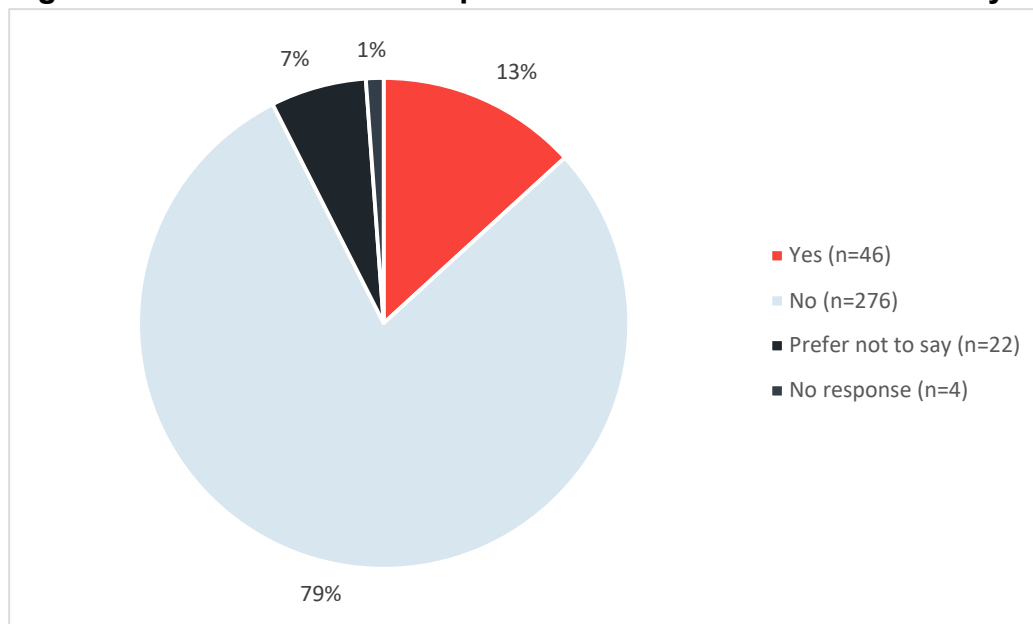
Figure 3-2 - Breakdown of respondents' age groups



Respondent identification of disability

Figure 3-3 below shows the results of respondents' answers to the question "Do you consider yourself to have a disability or health condition which affects the way that you travel?". 13% of respondents have responded "yes" to this question while 7% did not respond or selected "prefer not to say".

Figure 3-3 - Breakdown of respondents' identification of disability

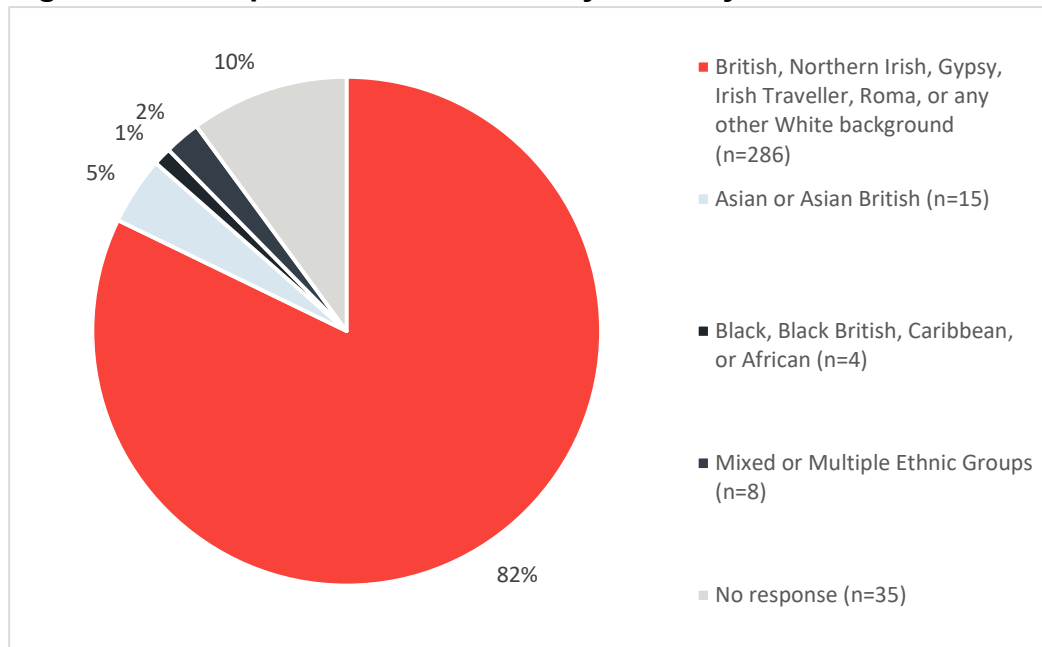


Respondents' ethnicity

Respondents were asked which ethnic group, or groups best described their ethnicity. Figure 3-4 shows the breakdown of responses. Of the 90% who responded to this question,

82% identified themselves as British, Northern Irish, Gypsy, Irish Traveller, Roma, or any other White background.

Figure 3-4 - Respondent breakdown by ethnicity



Analysis of responses to questions about the proposals

The following section contains a breakdown of the responses for each survey question. Five charts were created for each question. These charts show a breakdown of responses by connection to area, sex, age, disability, and ethnicity. There is also a column for 'all respondents' in each chart which includes everyone who answered the question.

Each of the closed questions was created to gauge the respondents' opinions on the proposed aspects of the cycle route.

Responses to Question 1 (segregated footway / one-way cycleways)

The first question asked respondents how far they support or oppose the proposed segregated footway / one-way cycleway on each side of Madingley Road. 99% of respondents answered this question. Figures 3-5 to 3-9 display the respondents' support or opposition to this proposal by demographic.

Figure 3-5 - Q1 (segregated footway/ one-way cycleways) responses by connection to area

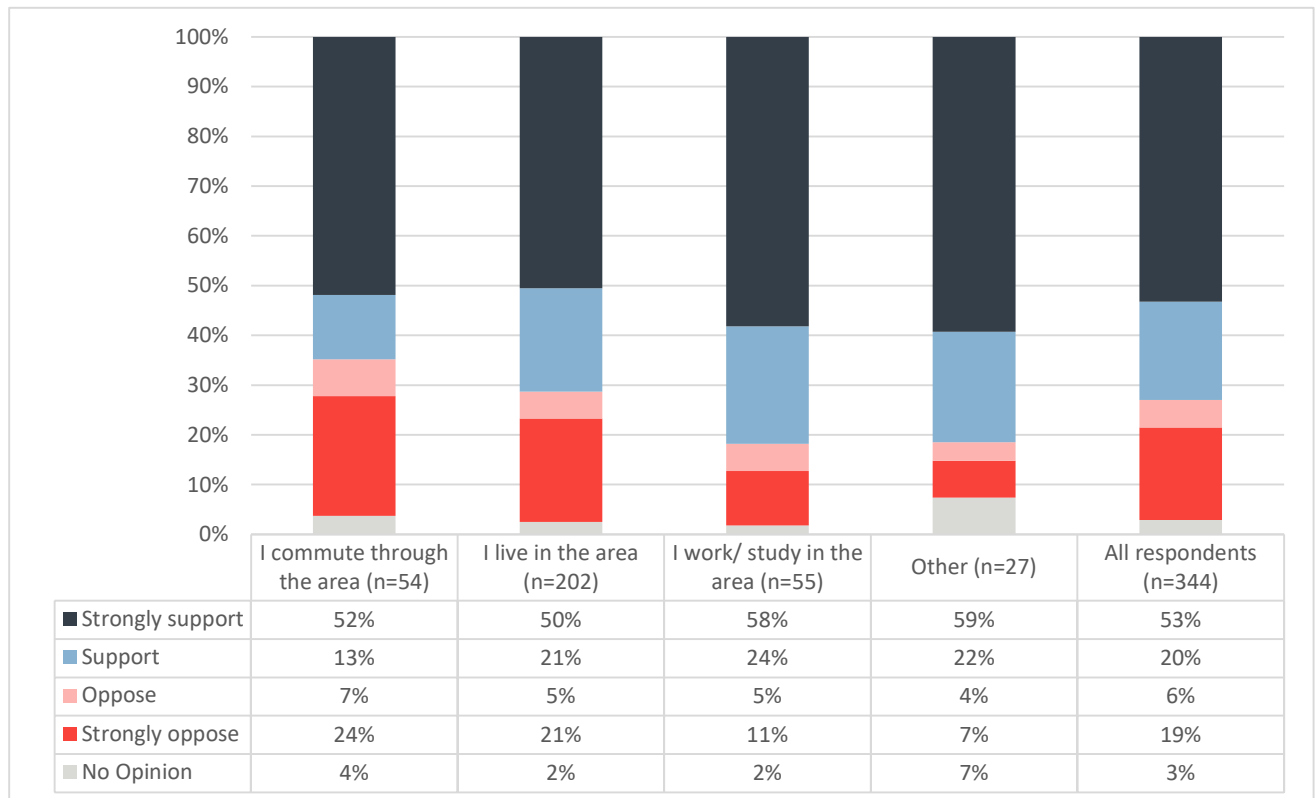
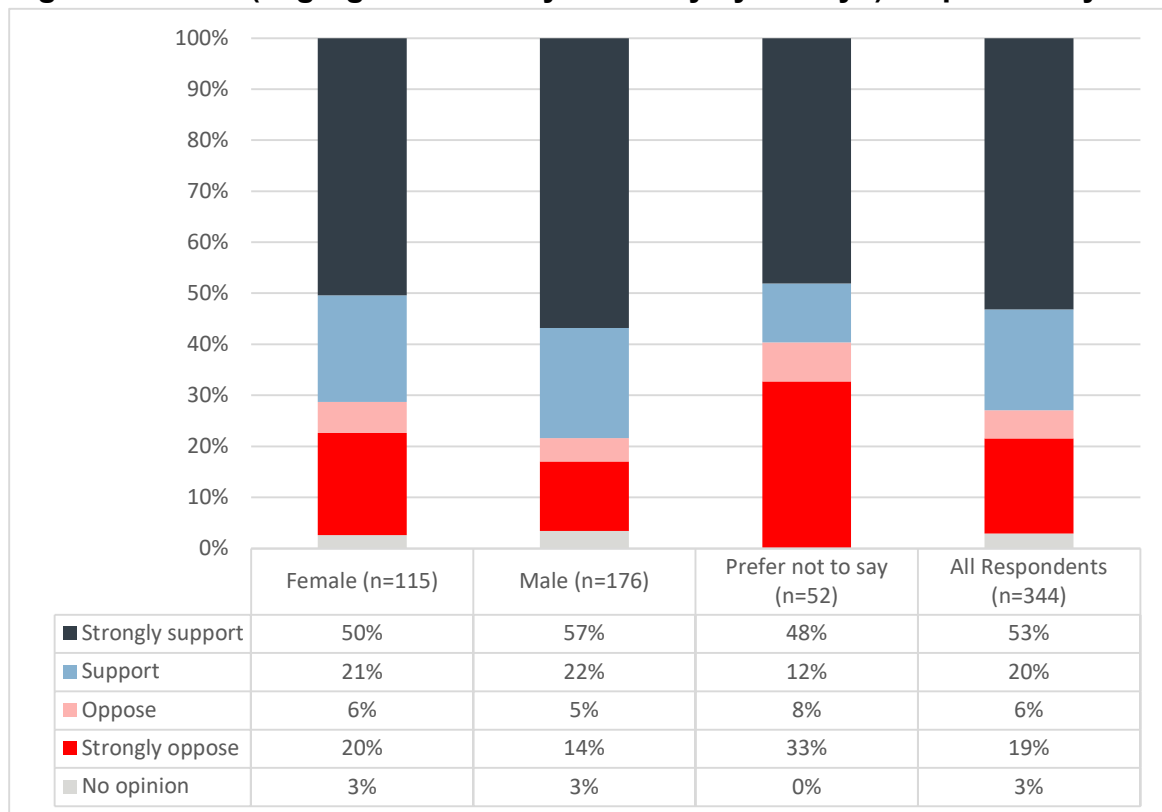
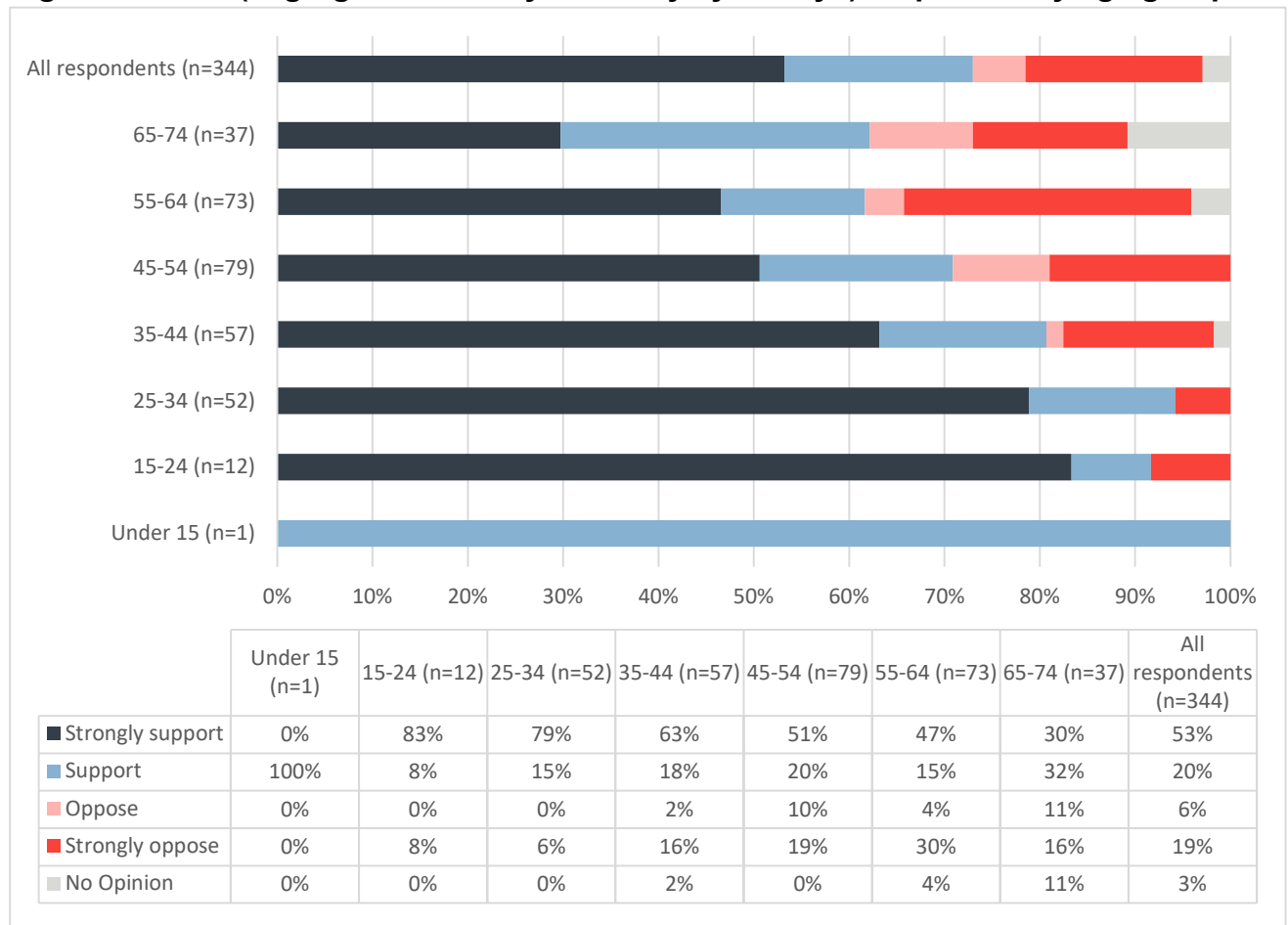


Figure 3-6 – Q1 (segregated footway/ one-way cycleways) responses by sex



Younger respondents were more likely to favour these proposals compared with older respondents as shown in Figure 3-7. The highest level of support comes from 15–24-year-olds with 83% strongly supporting the proposals. Of the 65-74 age group 30% strongly supported these proposals.

Figure 3-7 - Q1 (segregated footway/ one-way cycleways) responses by age group



As shown in **Error! Not a valid bookmark self-reference.**, 40% of respondents who have identified themselves as having a disability affecting the way they travel strongly opposed the segregated footways/ one way cycle ways, whereas 59% of respondents without a disability have strongly supported these proposals.

Figure 3-8 - Q1 (segregated footway/ one-way cycleways) responses by disability

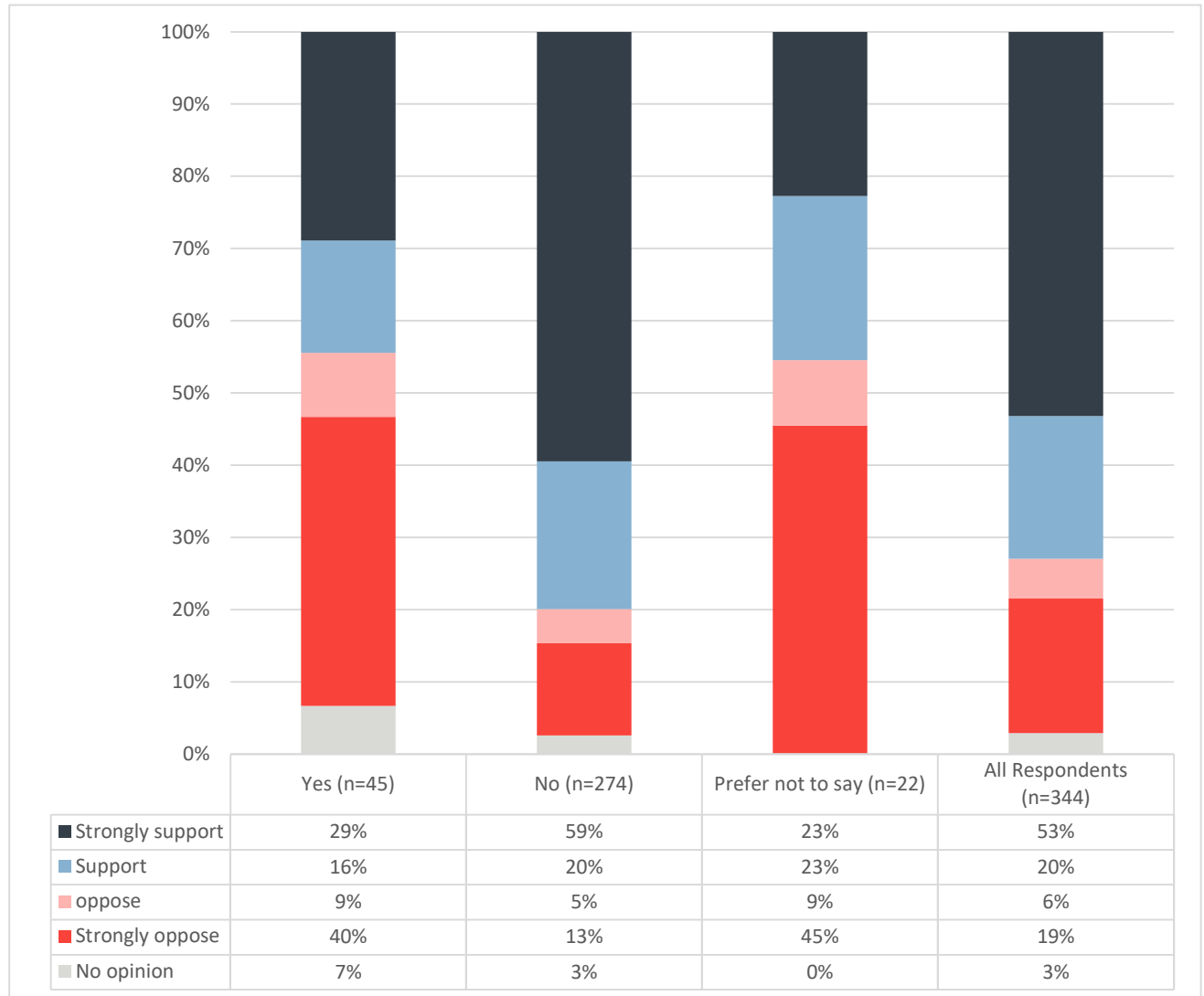
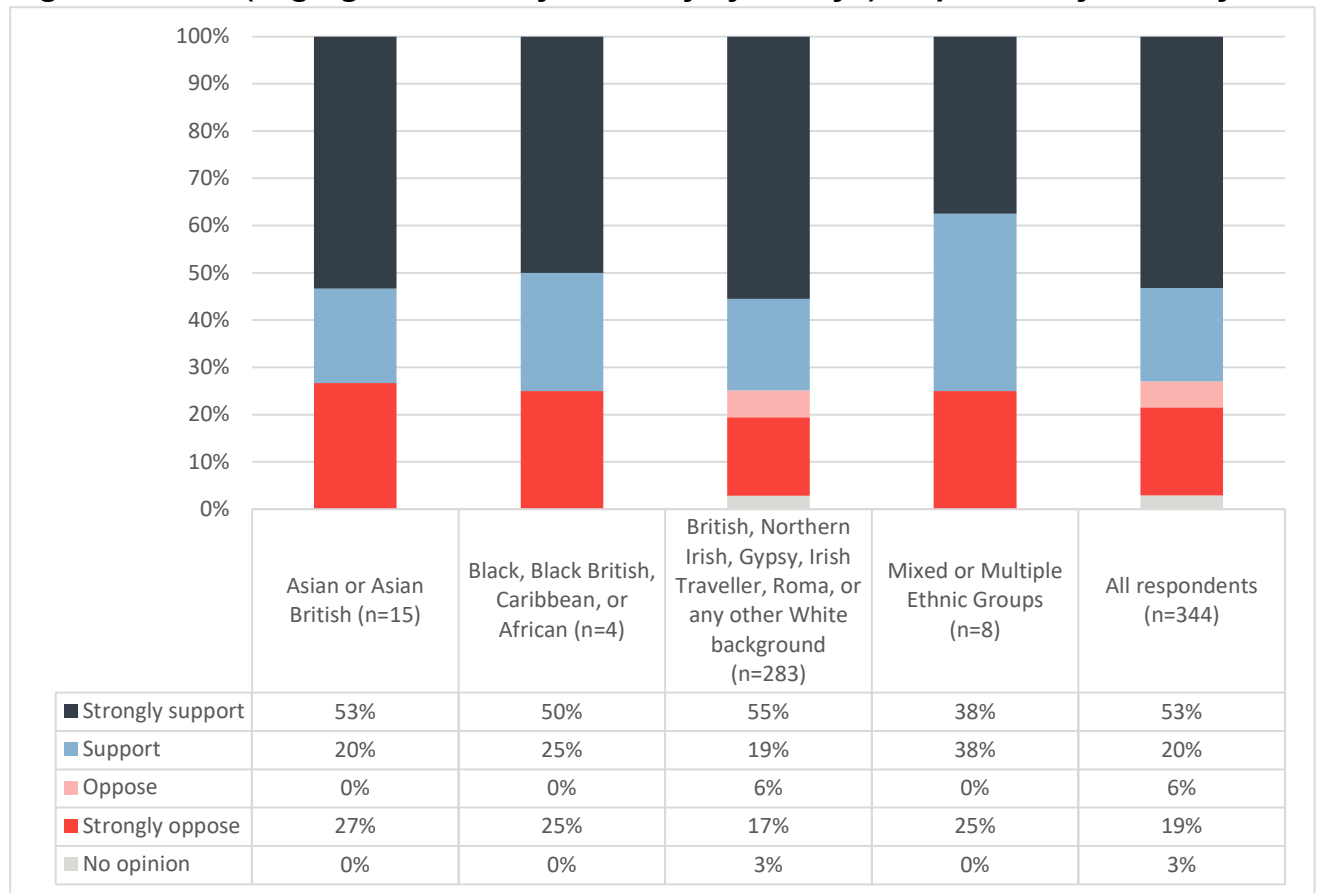


Figure 3-9 - Q1 (segregated footway/ one-way cycleways) responses by ethnicity



Responses to Question 2 (floating bus stops)

Question 2 asked respondents how far they support or oppose the proposed new floating bus stops. 99% of respondents answered this question. Figures 3-10 to 3-14 display the respondents' support or opposition to this proposal by demographic.

Figure 3-12 shows those between the ages 25-34 were more likely to support the floating bus stops with 68% strongly approving. Opposition to floating bus stops was highest among respondents over the age of 75, with 44% strongly opposing.

Those who identified themselves as being disabled were more likely to strongly oppose the proposals (51%) compared with 19% of non-disabled respondents (Figure 3-13).

Figure 3-10 - Q2 (floating bus stops) responses by connection to area

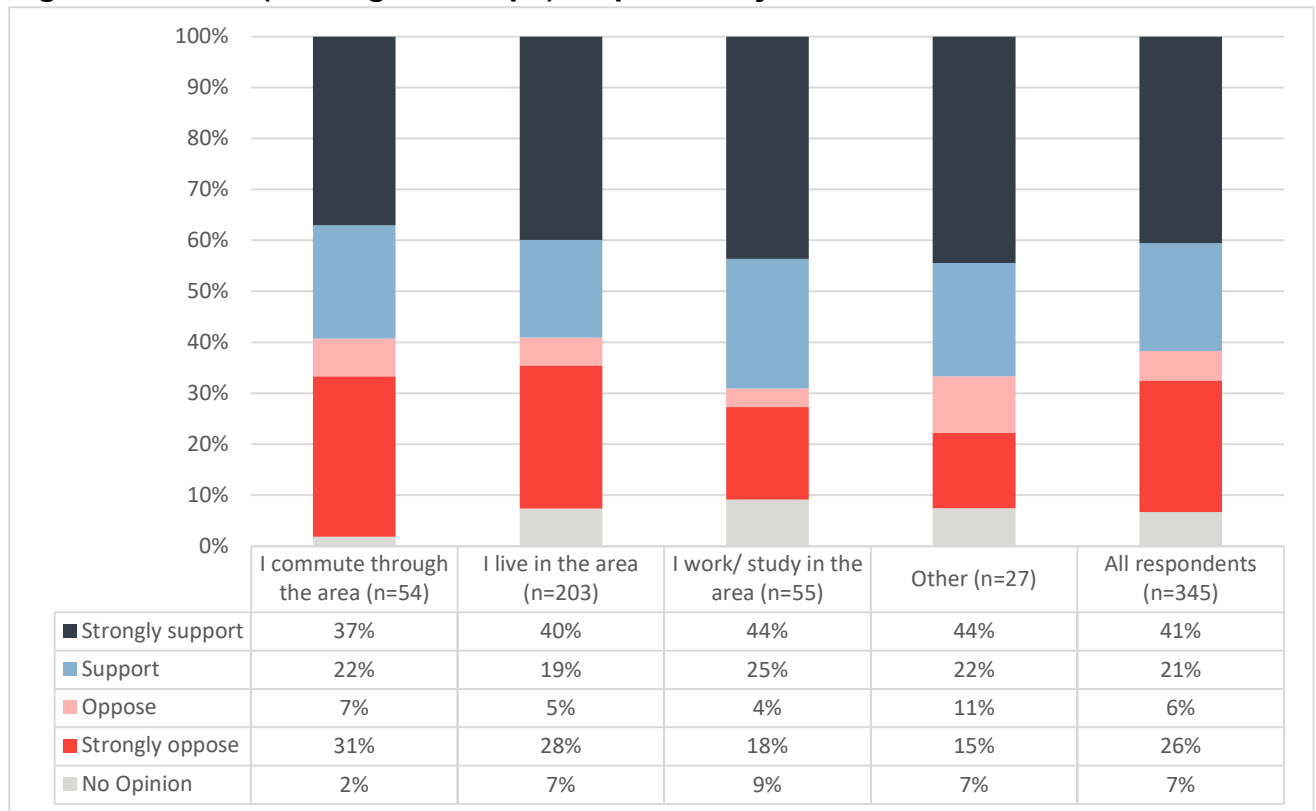


Figure 3-11 – Q2 (floating bus stops) responses by sex

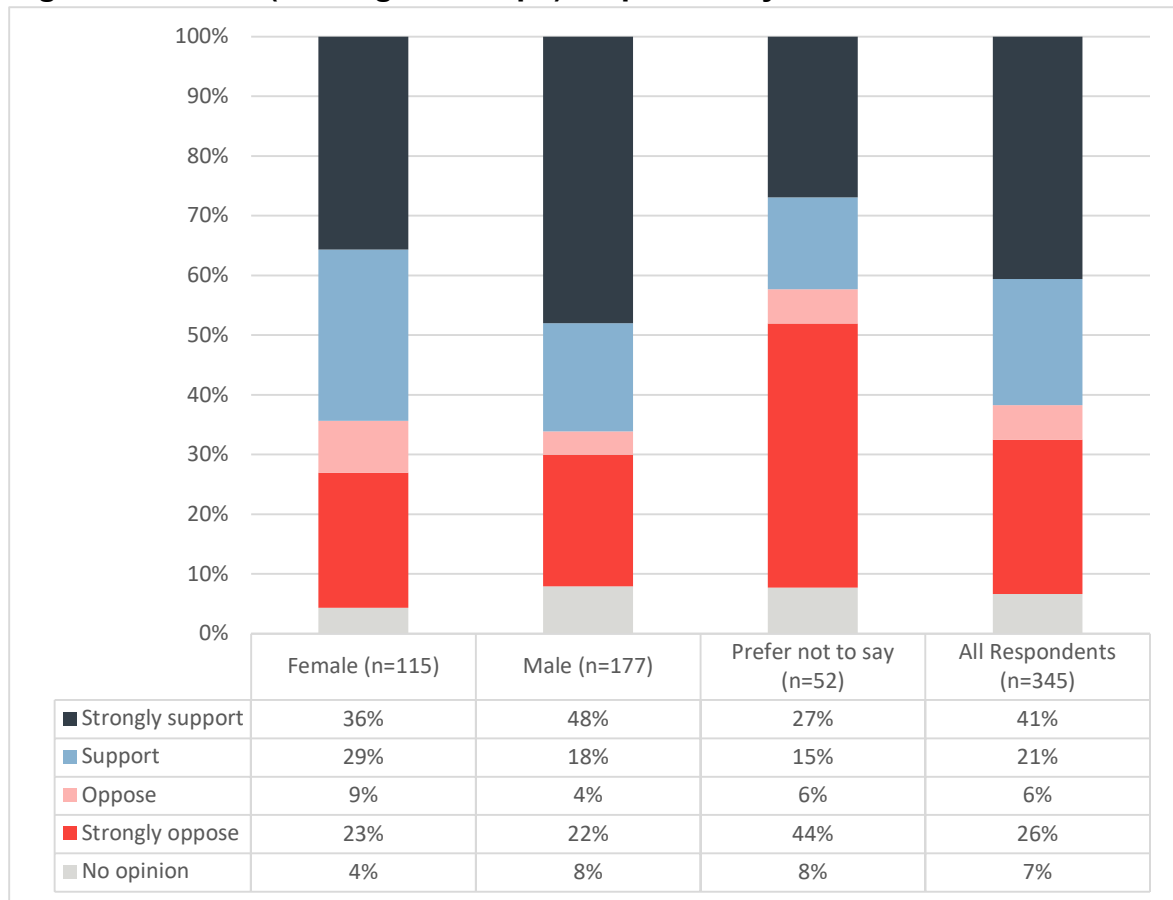


Figure 3-12 – Q2 (floating bus stops) responses by age

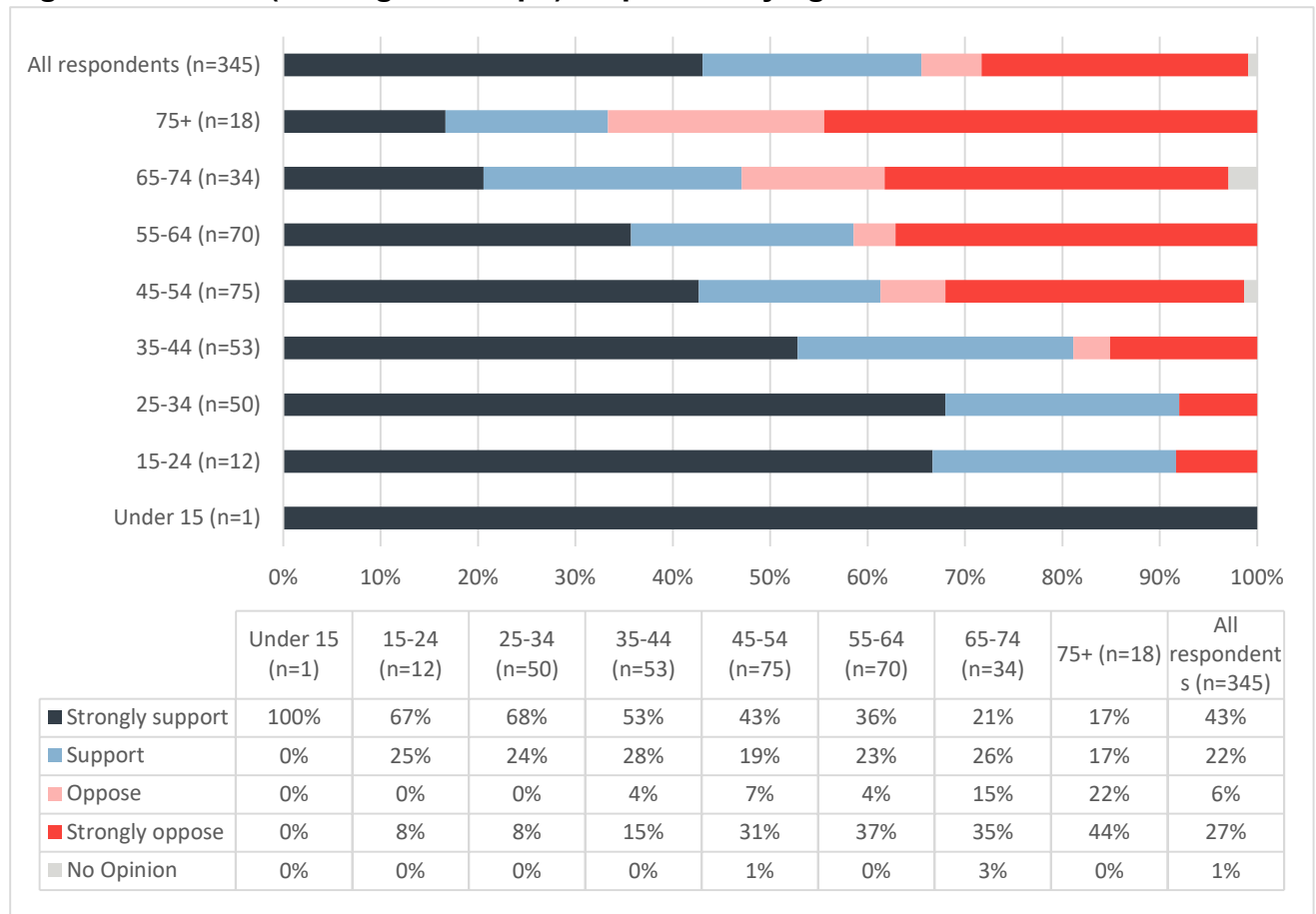


Figure 3-13 - Q2 (floating bus stops) responses by disability

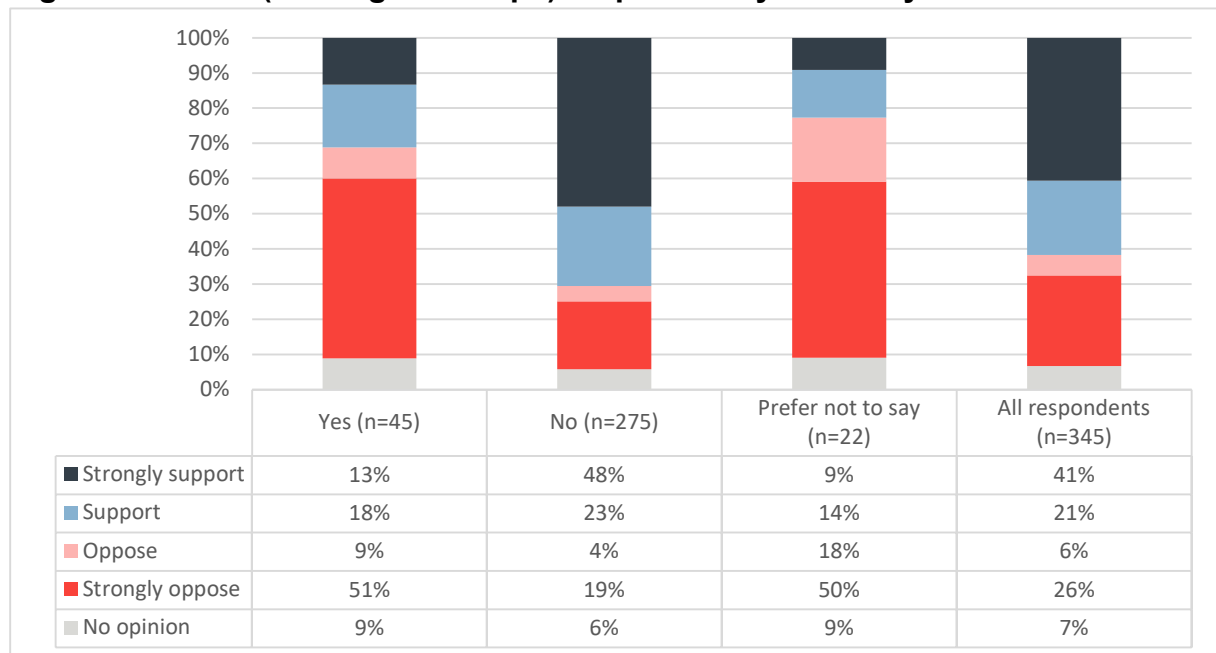
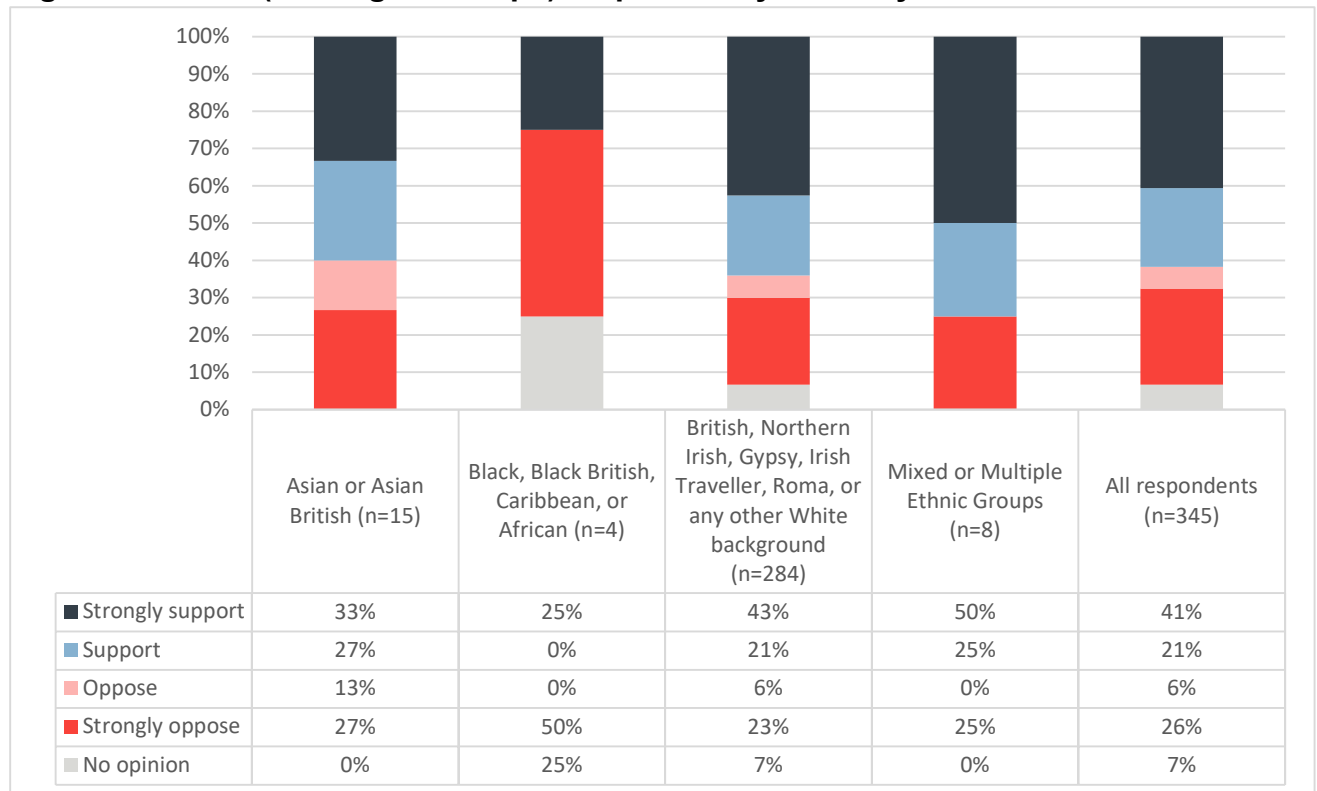


Figure 3-14 - Q2 (floating bus stops) responses by ethnicity



Responses to Question 3 (Copenhagen crossings)

Question 3 asked respondents how far they support or oppose the proposed new Copenhagen crossings. 99% of respondents answered this question. Figures 3-15 to 3-19 display the respondents' support or opposition to this proposal by demographic.

As shown in Figure 3-16, males were slightly more likely to strongly support these proposals at 53% compared with 41% of females strongly supporting them.

Figure 3-17 indicates those between the ages of 25-34 were most likely to strongly support these proposals (79%) whereas, 45% of respondents over the age of 75 strongly opposed or opposed the proposals.

Similarly to the previous questions, 59% of disabled respondents strongly opposed or opposed these proposals compared to 21% of non-disabled respondents opposing or strongly opposing them (Figure 3-18).

Figure 3-15 - Q3 (Copenhagen crossings) responses by connection to area

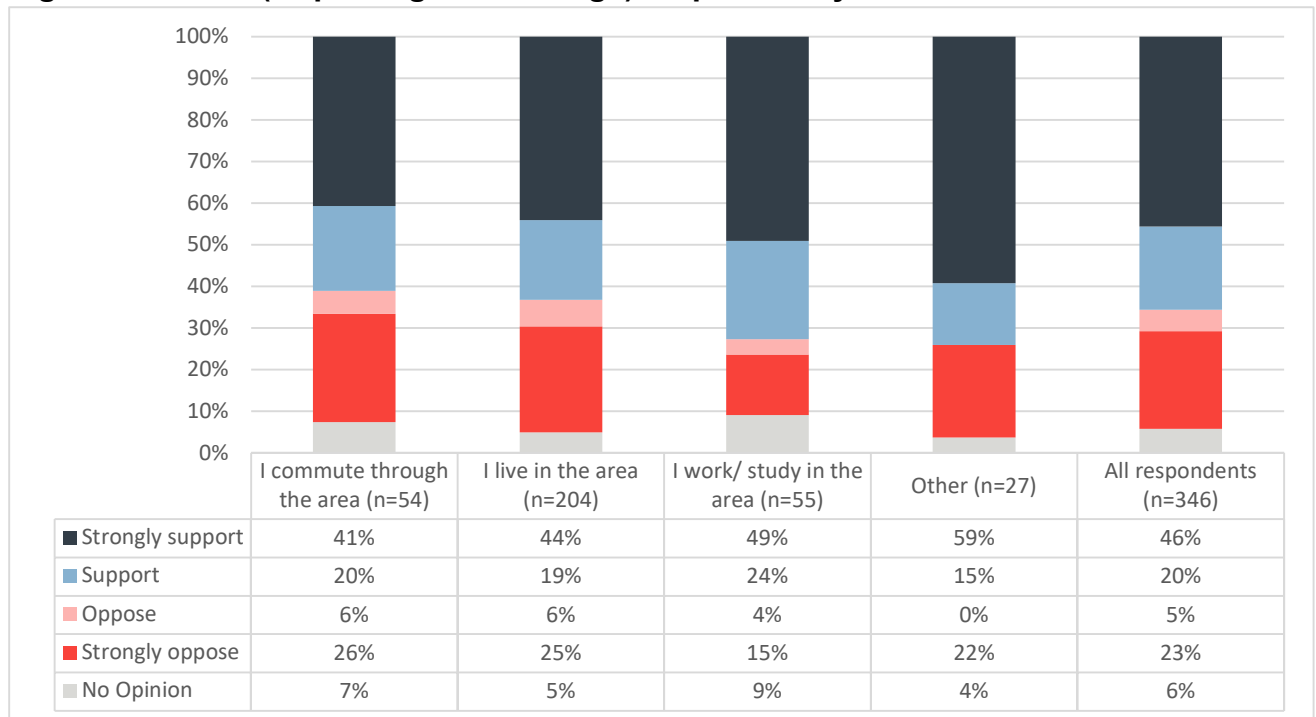


Figure 3-16 - Q3 (Copenhagen crossings) responses by sex

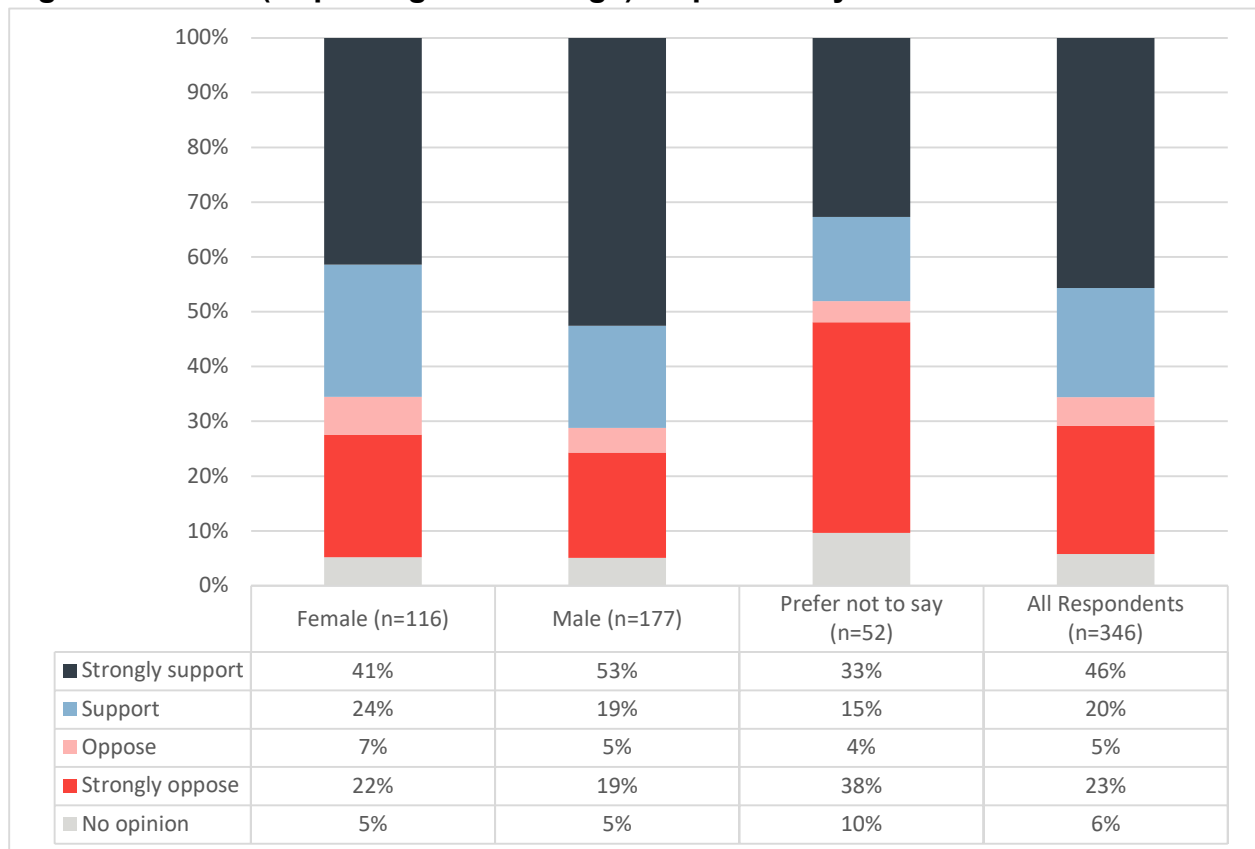


Figure 3-17 - Q3 (Copenhagen crossings) responses by age

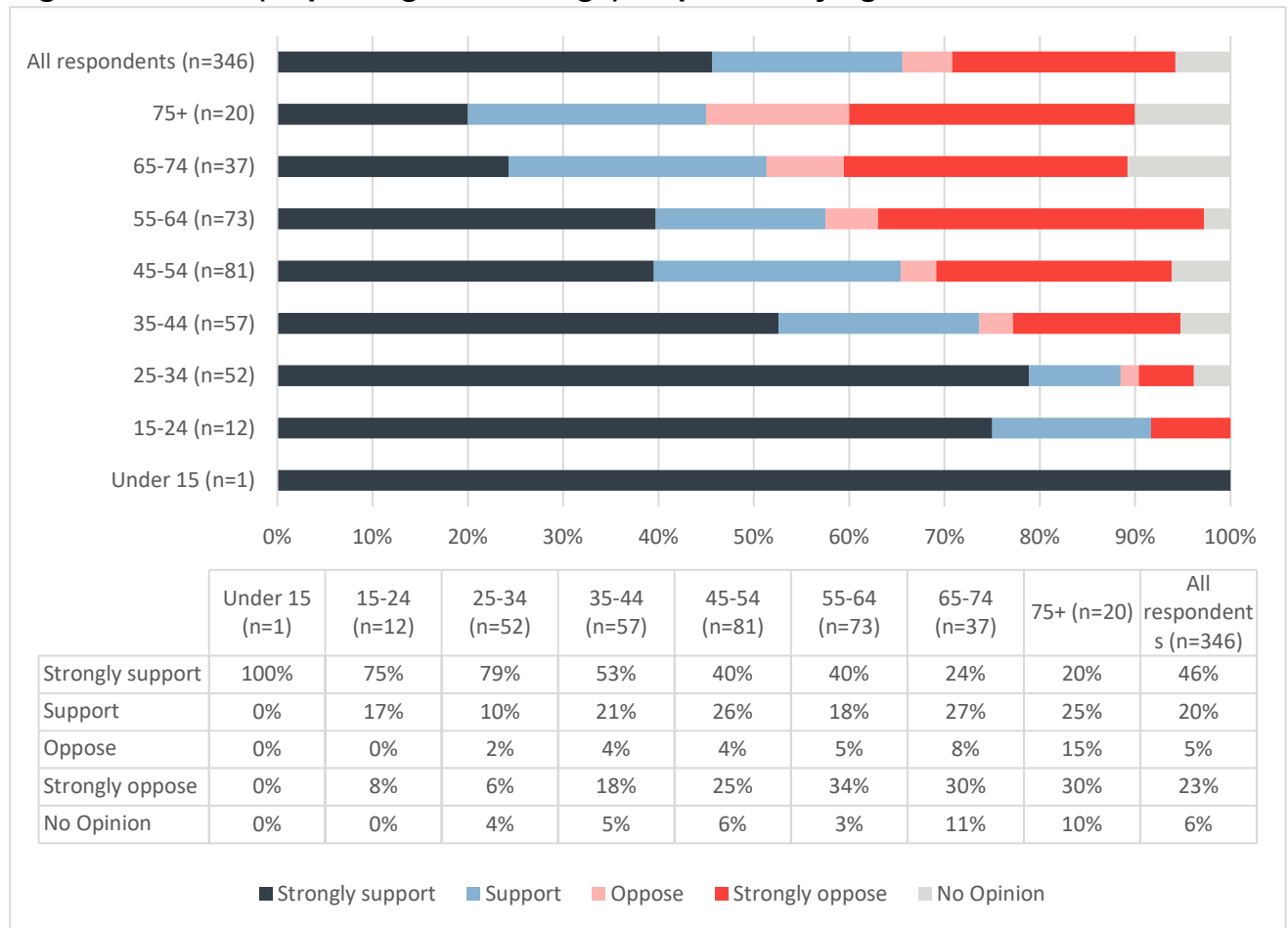


Figure 3-18 - Q3 (Copenhagen crossings) responses by disability

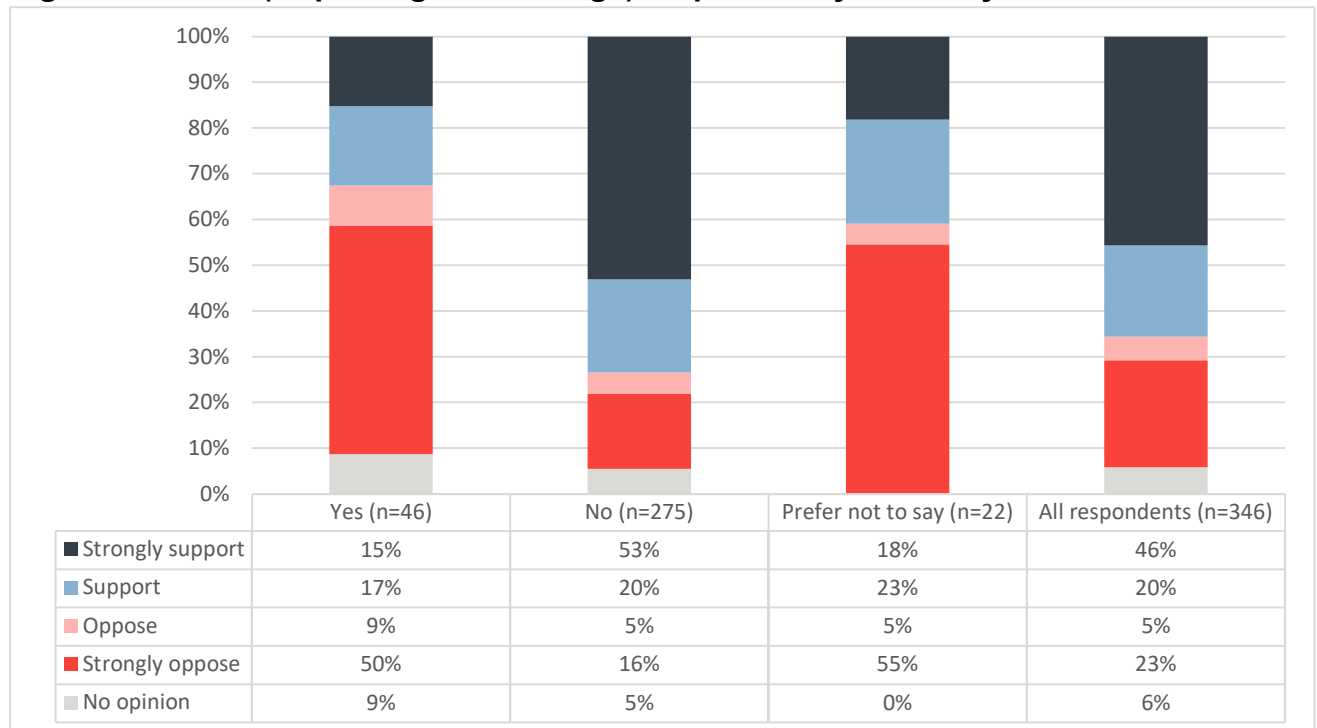
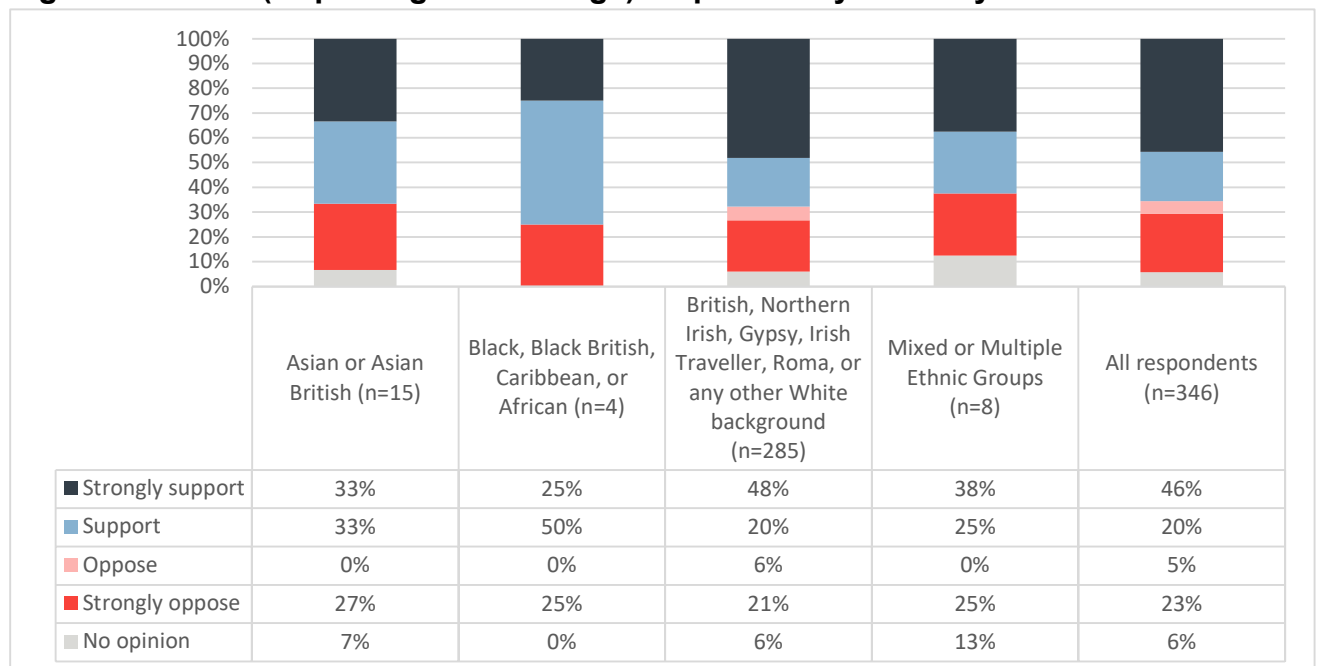


Figure 3-19 - Q3 (Copenhagen crossings) responses by ethnicity



Responses to Question 4 (controlled crossings)

Question 4 asked respondents how far they support or oppose the proposed new controlled crossings. 99% of respondents answered this question. Figures 3-20 to 3-24 display the respondents' support or opposition to this proposal by demographic.

Figure 3-20 shows those working/ studying in the area are the most supportive towards these proposals with 76% either strongly supporting or supporting the controlled crossings

Figure 3-20 - Q4 (controlled crossings) responses by connection to area

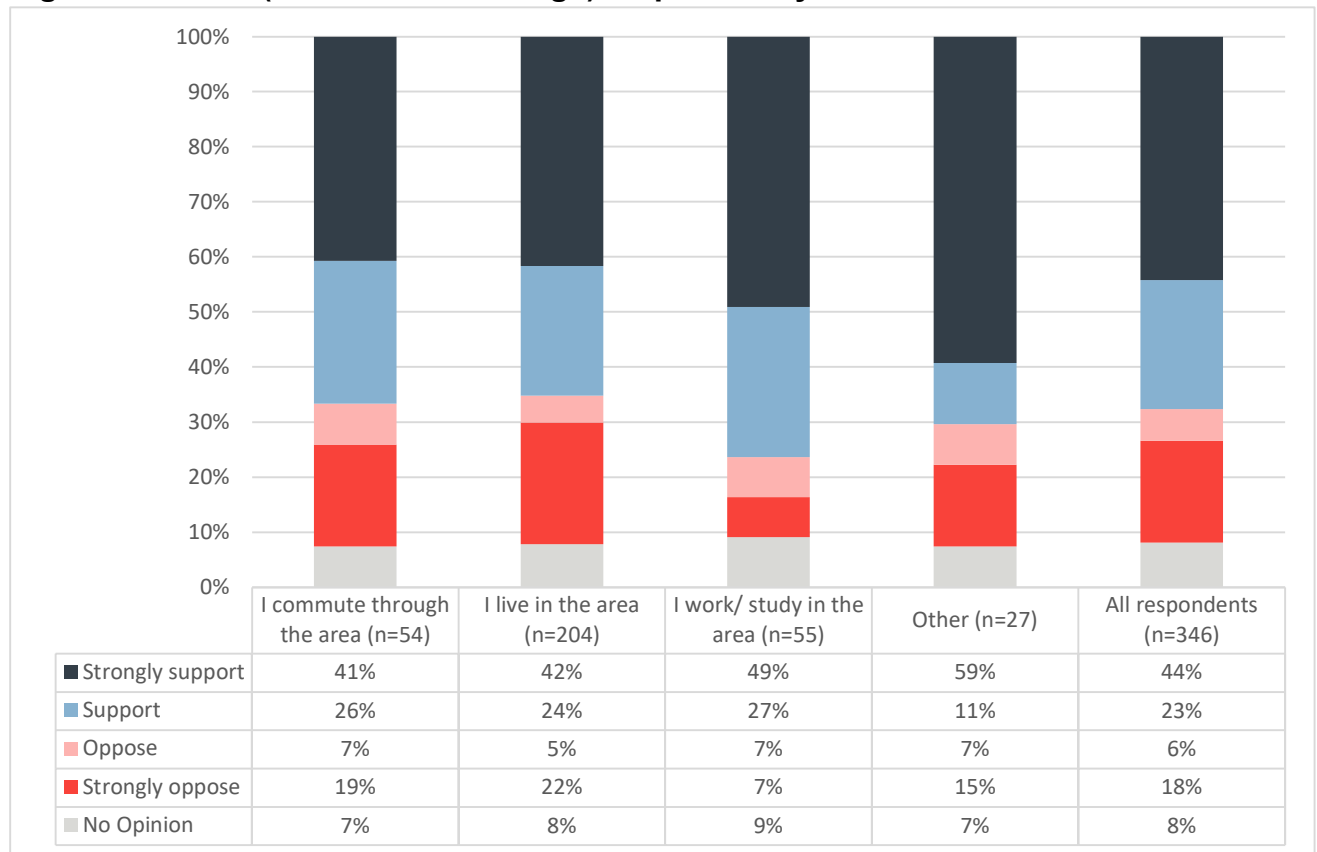
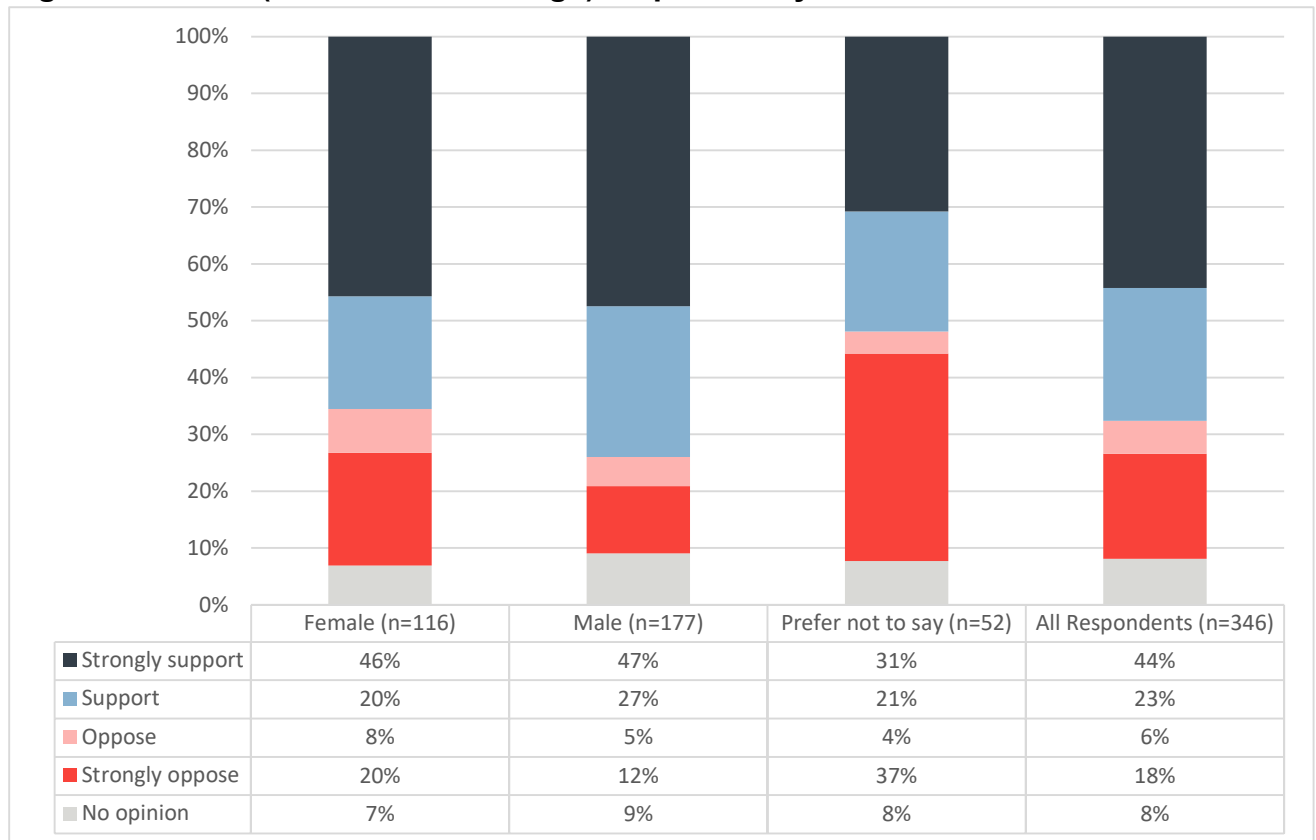
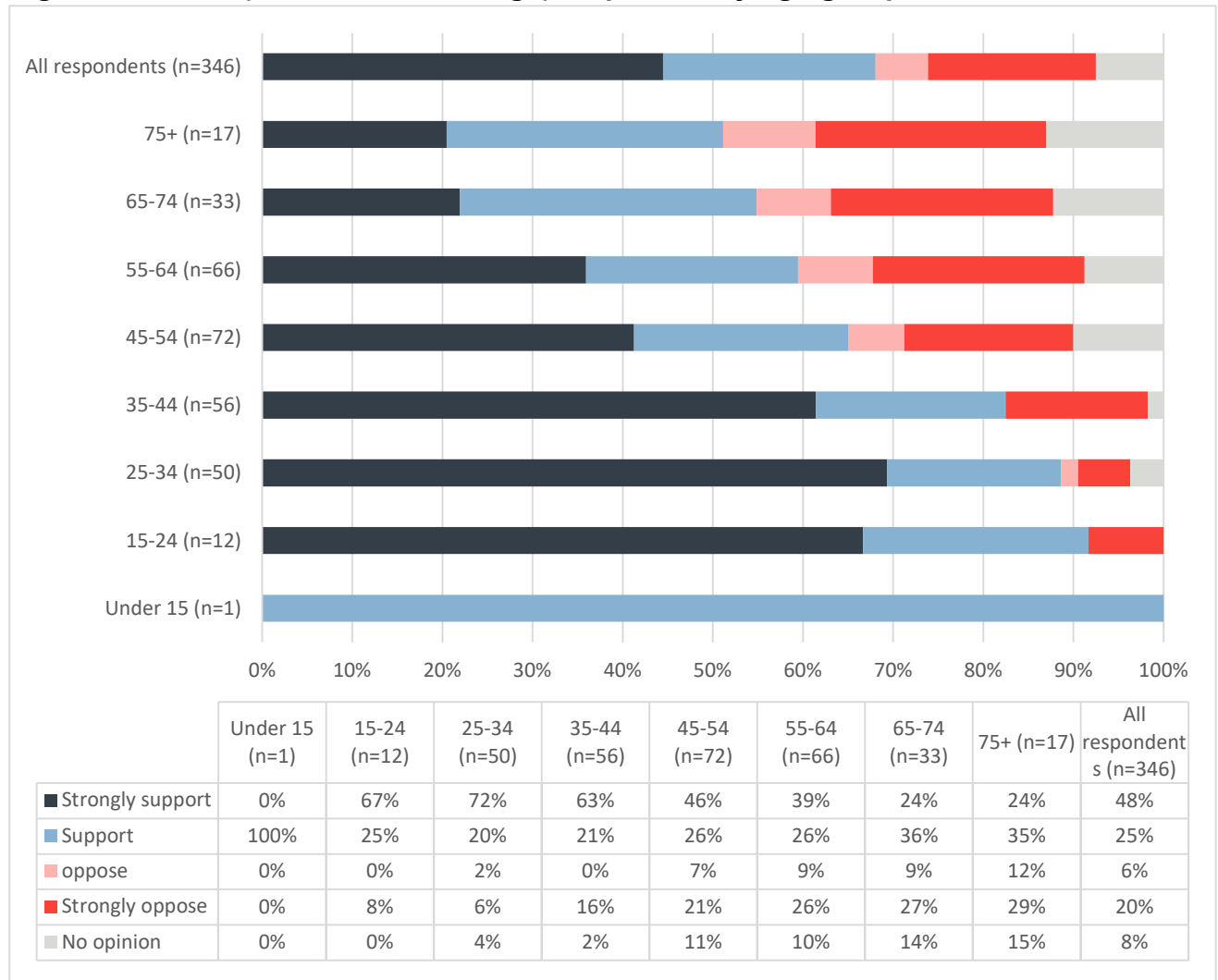


Figure 3-21 - Q4 (controlled crossings) responses by sex



82% of those between the ages of 25-34 support or strongly support the proposals whereas, 59% over the age of 75 support or strongly support the proposals as shown in Figure 3-22.

Figure 3-22 - Q4 (controlled crossings) responses by age group



Non-disabled respondents were more likely to support or strongly support the proposals for controlled crossings at 75% whereas, compared with 39% of disabled respondents as shown in **Error! Not a valid bookmark self-reference.** (35% of disabled respondents strongly opposed the proposals for controlled crossings, higher than the average across all respondents).

Figure 3-23 - Q4 (controlled crossings) responses by disability

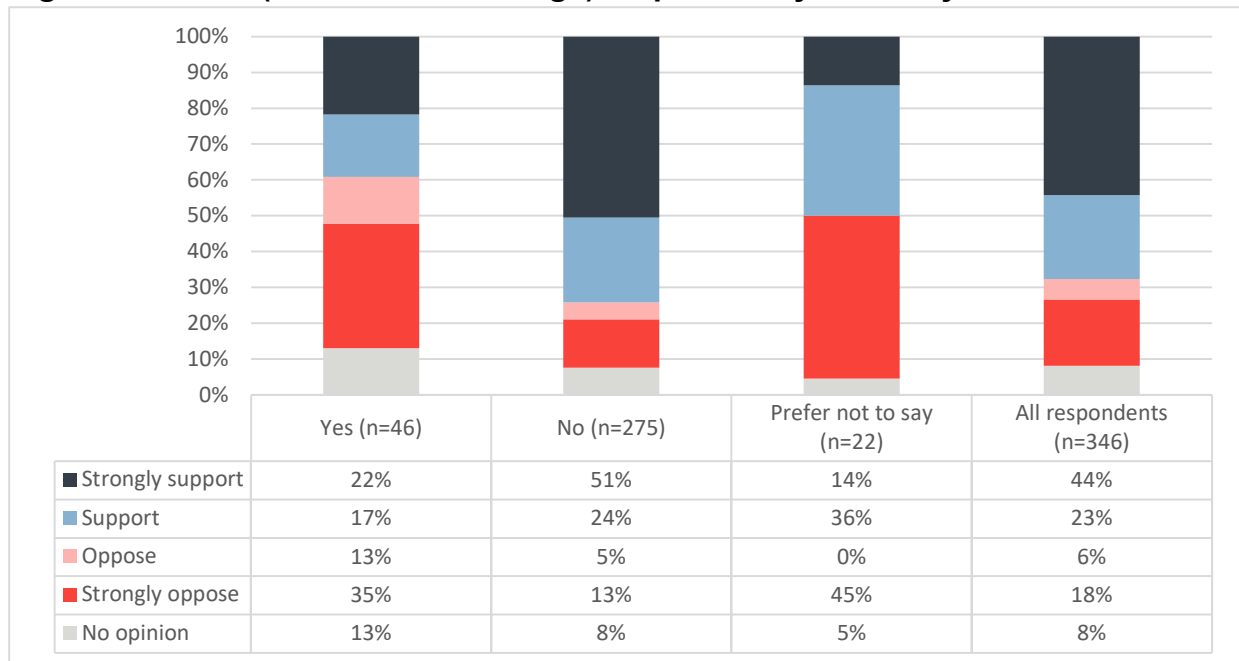
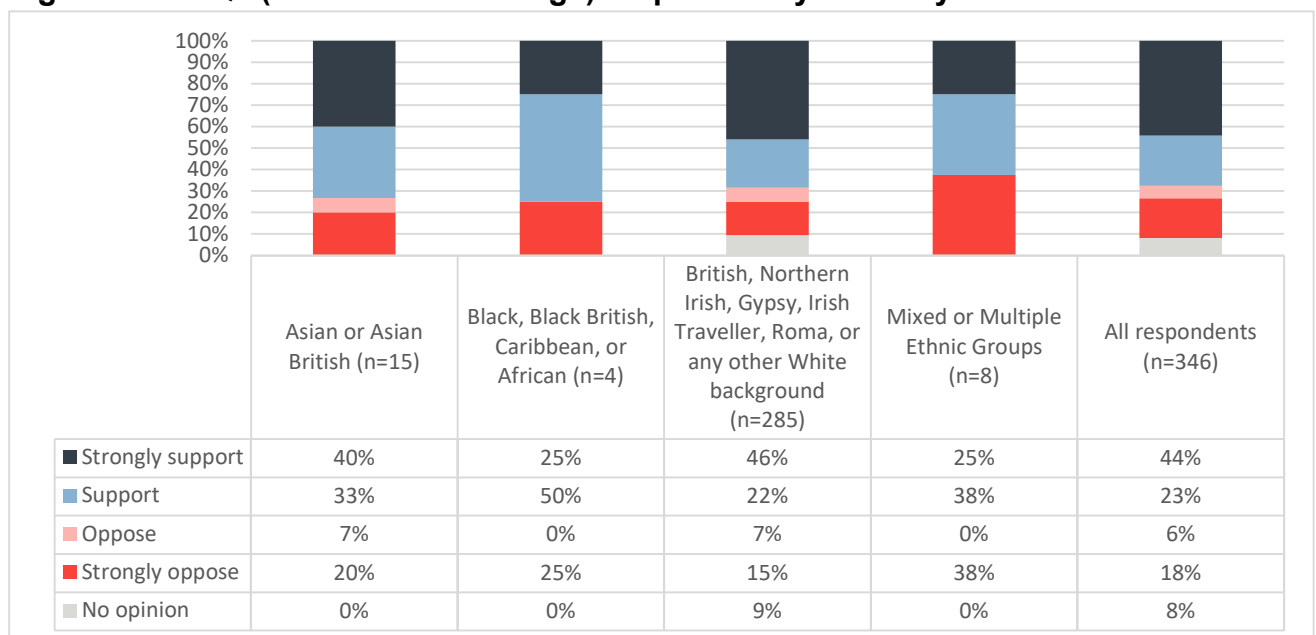


Figure 3-24 - Q4 (controlled crossings) responses by ethnicity

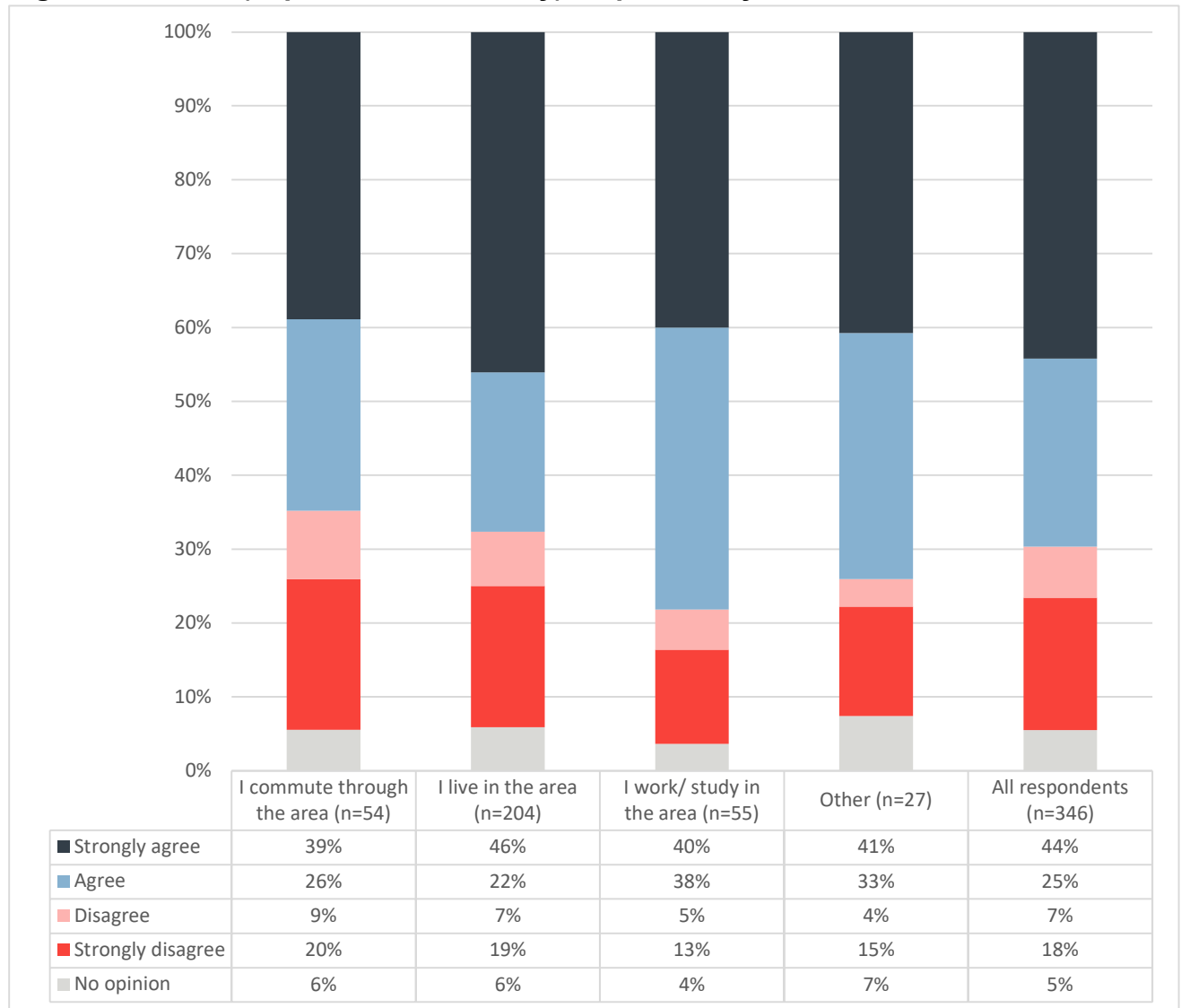


Responses to Question 5 (improved connectivity)

Question 5 asked respondents how far they agreed or disagreed that the proposal will improve connectivity for people walking and cycling along Madingley Road. Figures 3-25 to 3-29 display responses by demographic. 99% of respondents responded to this question.

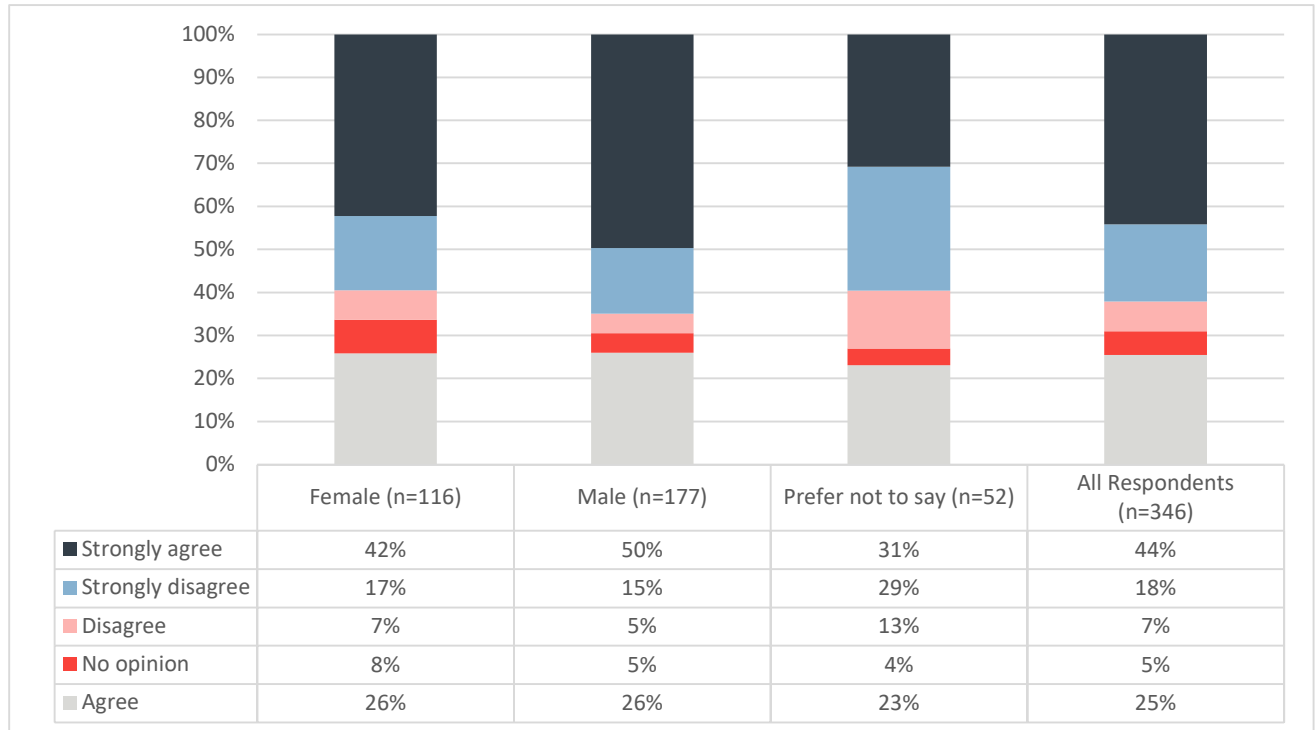
Those who work or study in the area were more likely to agree or strongly agree that connectivity will be improved by the proposals as shown in Figure 3-25.

Figure 3-25 – Q5 (improved connectivity) responses by connection to area



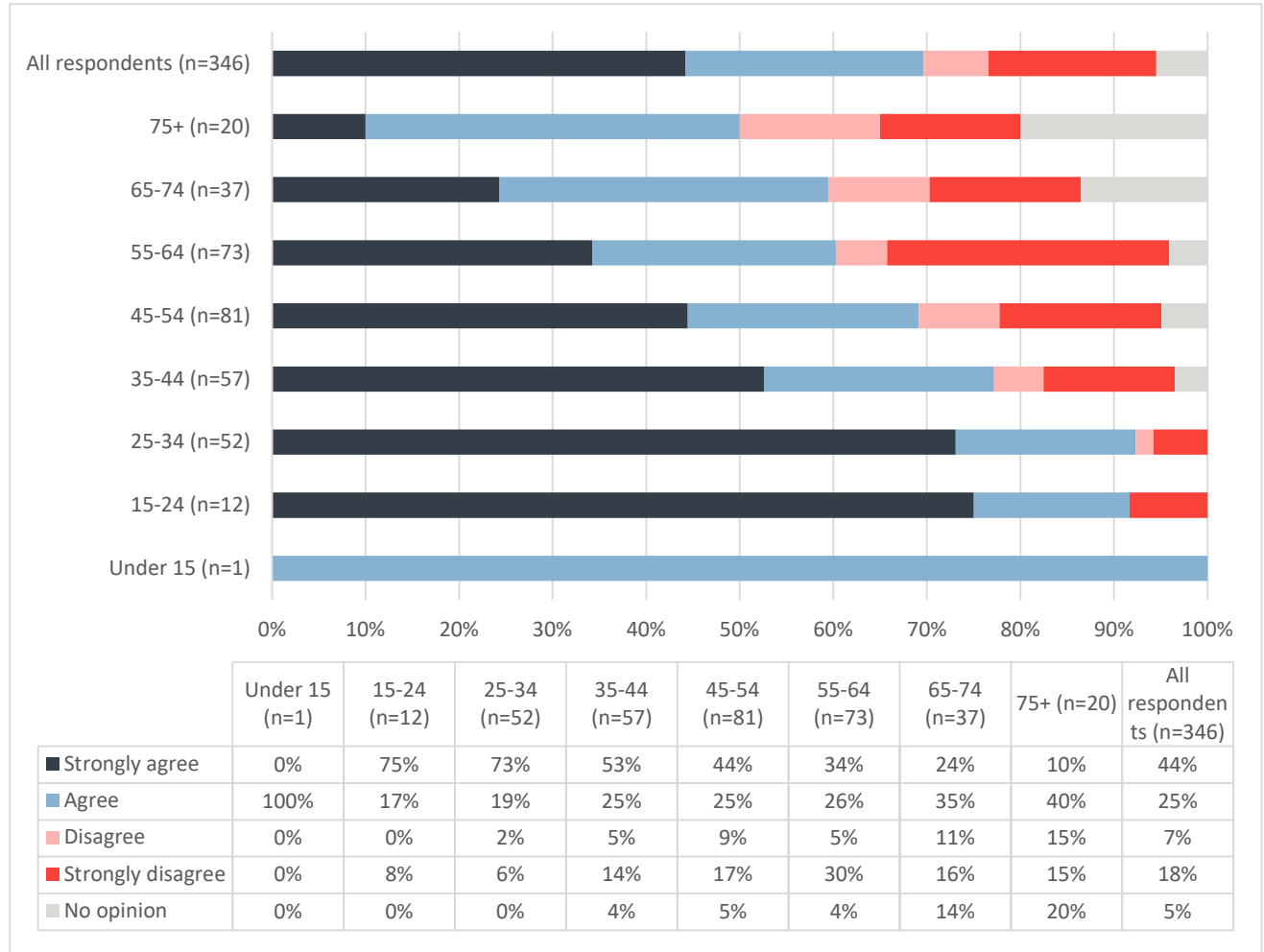
As shown in **Error! Not a valid bookmark self-reference.**, 15% of females disagreed or strongly disagreed with this statement compared with 10% of men.

Figure 3-26 - Q5 (improved connectivity) responses by sex



Agreement with the statement that the proposals would improve connectivity for walking and cycling was lowest among respondents aged over 75, and agreement was highest among younger age groups. **Error! Not a valid bookmark self-reference.** shows 10% of respondents over the age of 75 strongly agreed that connectivity will be improved whereas 75% of those between the ages of 15-24 strongly agreed with this statement.

Figure 3-27 - Q5 (improved connectivity) responses by age group





Among disabled respondents, 43% agreed or strongly agreed with the statement and 33% disagreed or strongly disagreed. This can be seen in

Disabled respondents were more likely to oppose (15%) or strongly oppose (46%) the proposals compared with non-disabled respondents (5% and 15% respectively), as shown in Figure 3-33.

Figure 3-3328.

Figure 3-28 - Q5 (improved connectivity) responses by disability

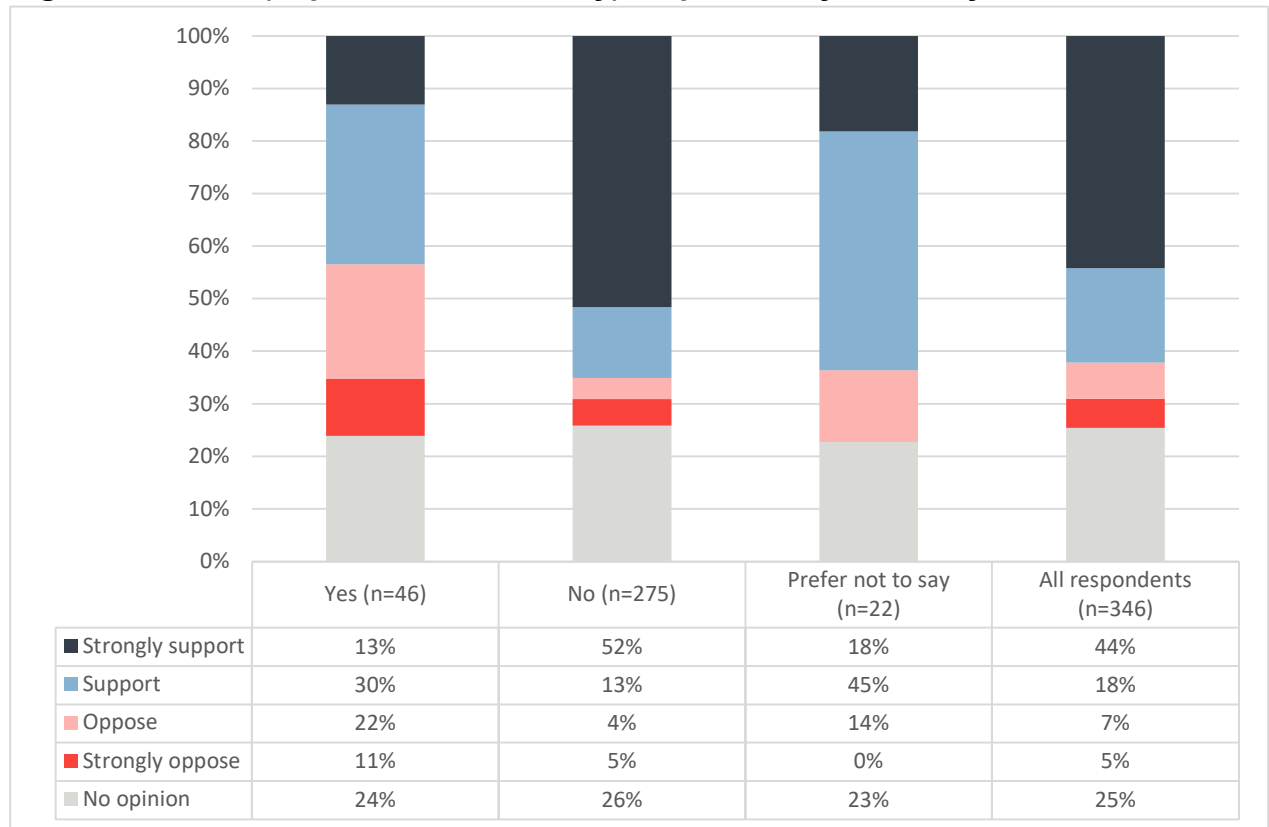
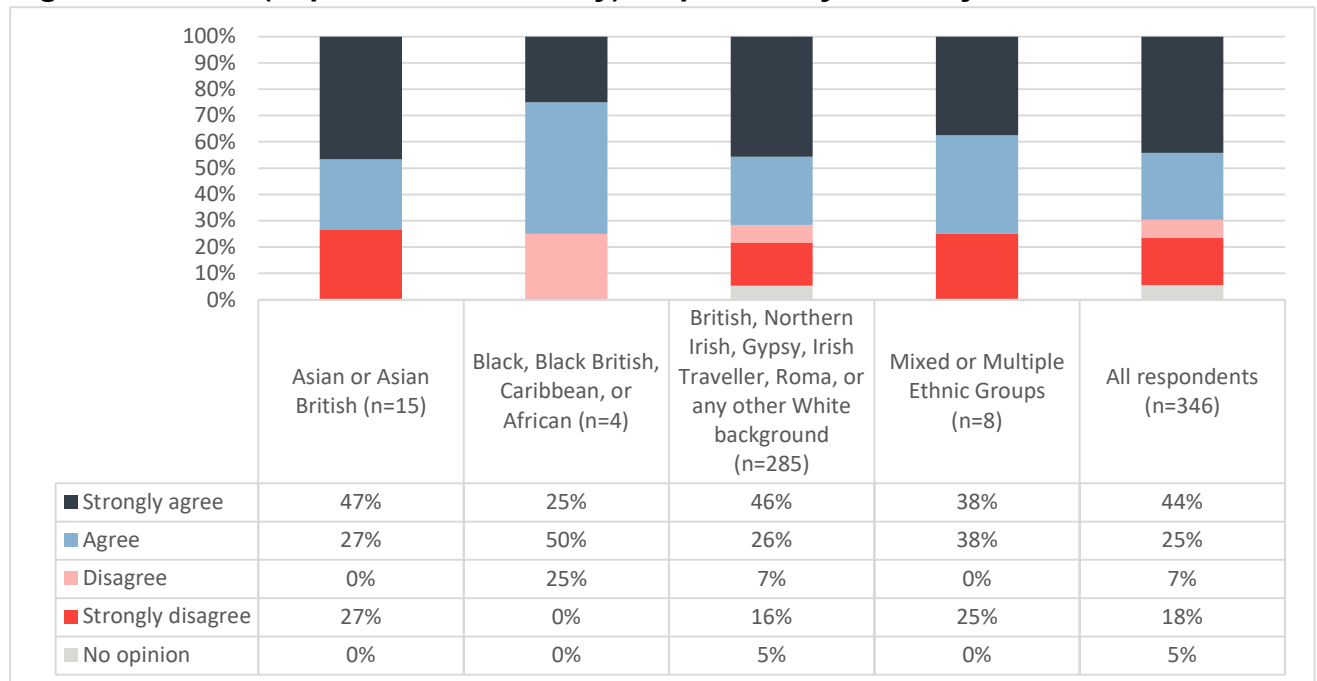


Figure 3-29 - Q5 (improved connectivity) responses by ethnicity



Responses to Question 6 (support for proposed changes)

The final question asked respondents how far they support or oppose the proposed changes along Madingley Road. 99% of respondents answered this question. Figures 3-30 to 3-34 display the respondents' support or opposition to this proposal by demographic.

Of the connections to the area, 68% of respondents who live in the area supported or strongly supported the proposals (5% opposed and 24% strongly opposed). Support was highest among respondents who worked/studied in the area (77%). Opposition was greatest among respondents who commuted through the area, with 36% opposed or strongly opposed to the proposals as seen in Figure 3-30.

Figure 3-30 - Q6 (support for proposed changes) responses by connection to area

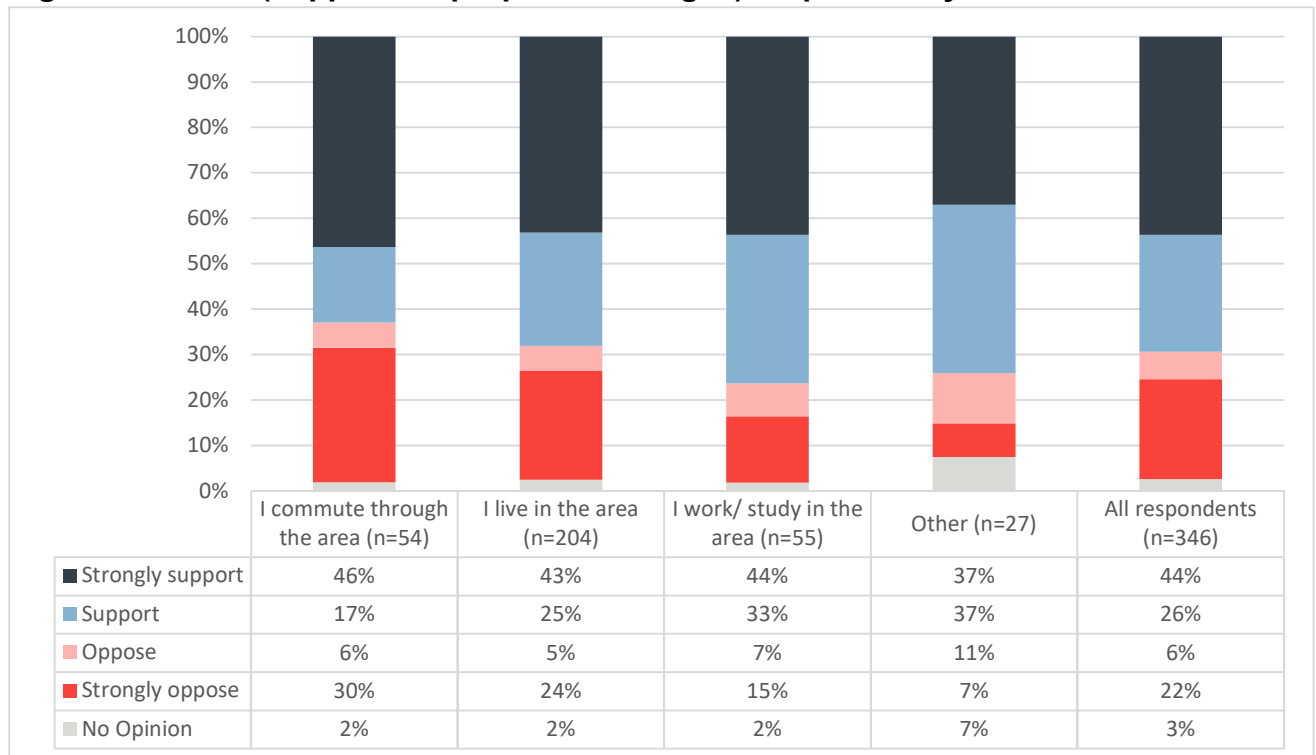
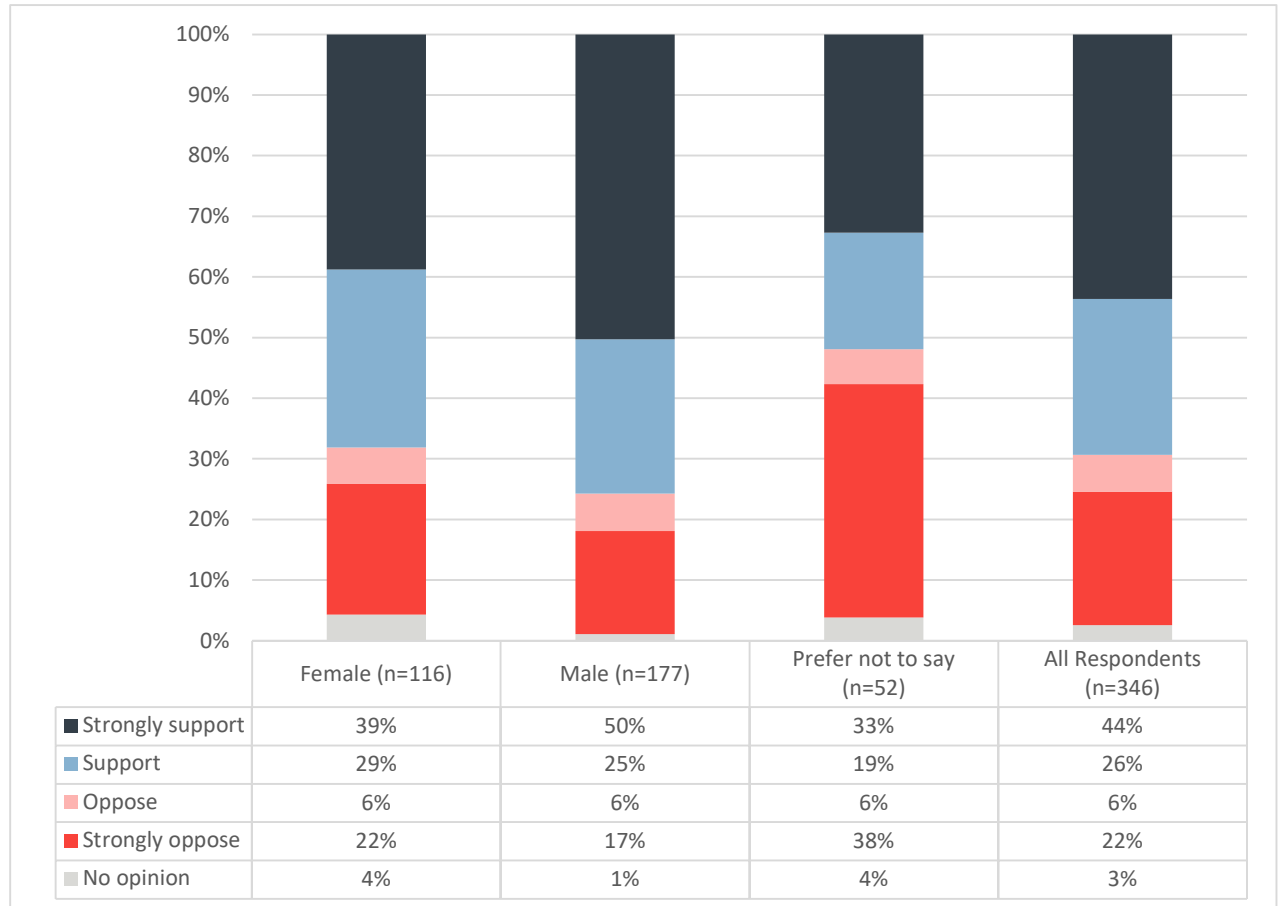


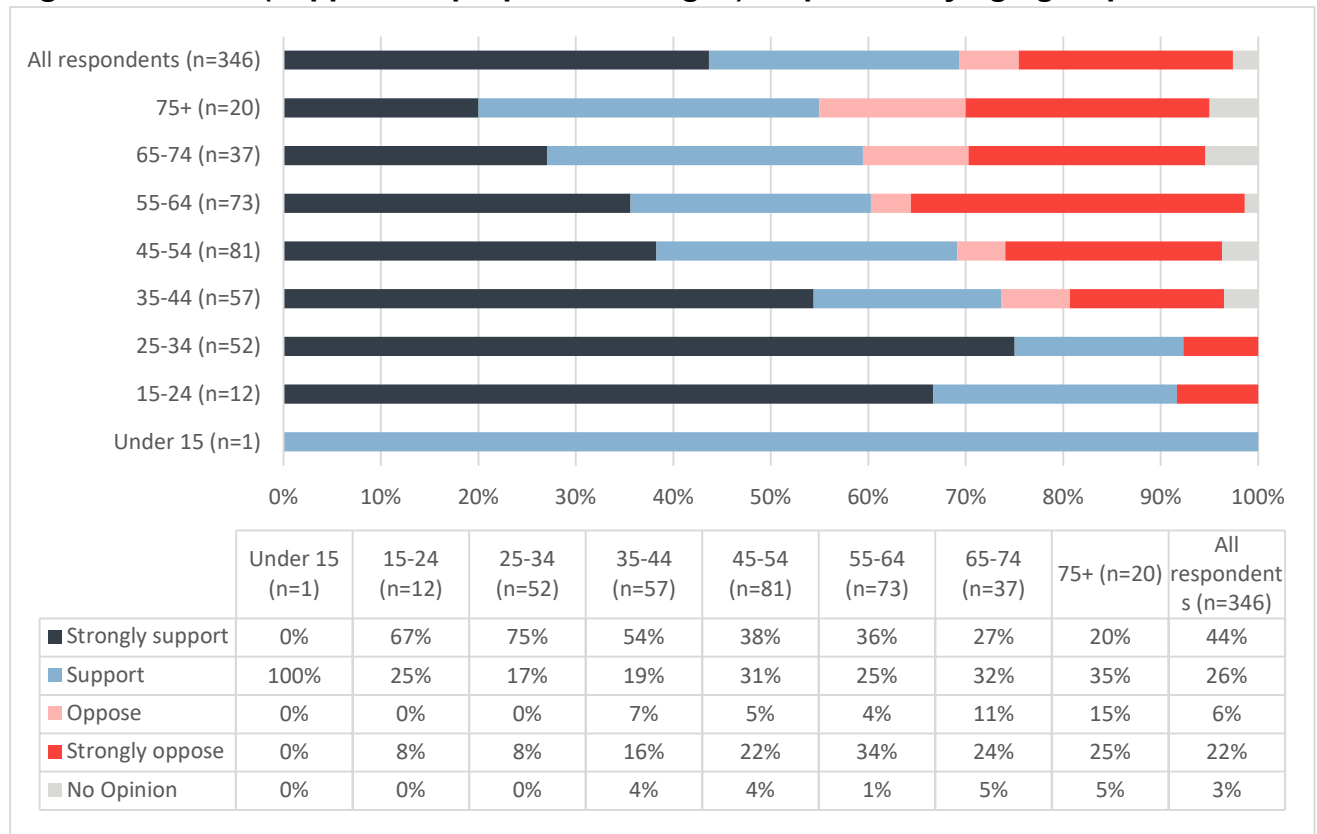
Figure 3-31 shows that males were more likely to support or strongly support the proposal (75%) compared with 68% of females.

Figure 3-31 - Q6 (support for proposed changes) responses by sex



Those between the ages of 25-34 were most likely to support or strongly support the proposals at 75% as shown in **Error! Not a valid bookmark self-reference..**

Figure 3-32 - Q6 (support for proposed changes) responses by age group



Disabled respondents were more likely to oppose (15%) or strongly oppose (46%) the proposals compared with non-disabled respondents (5% and 15% respectively), as shown in Figure 3-33.

Figure 3-33 - Q6 (support for proposed changes) responses by disability

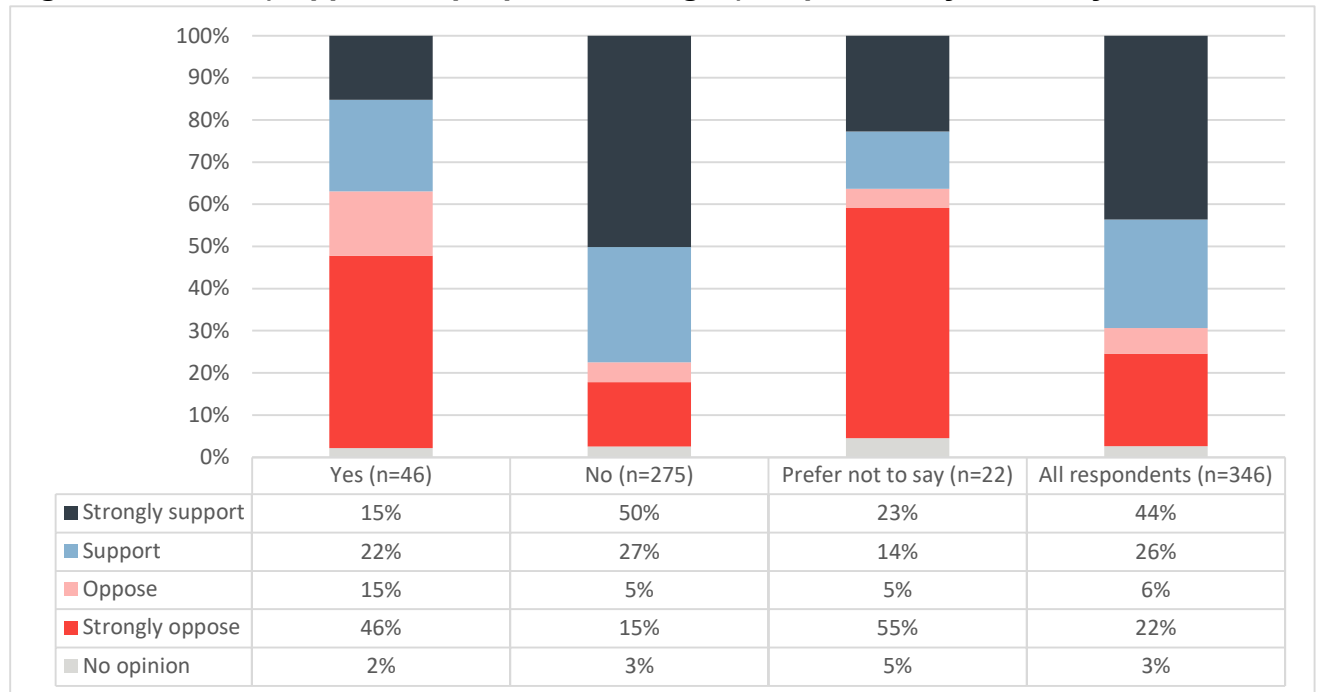
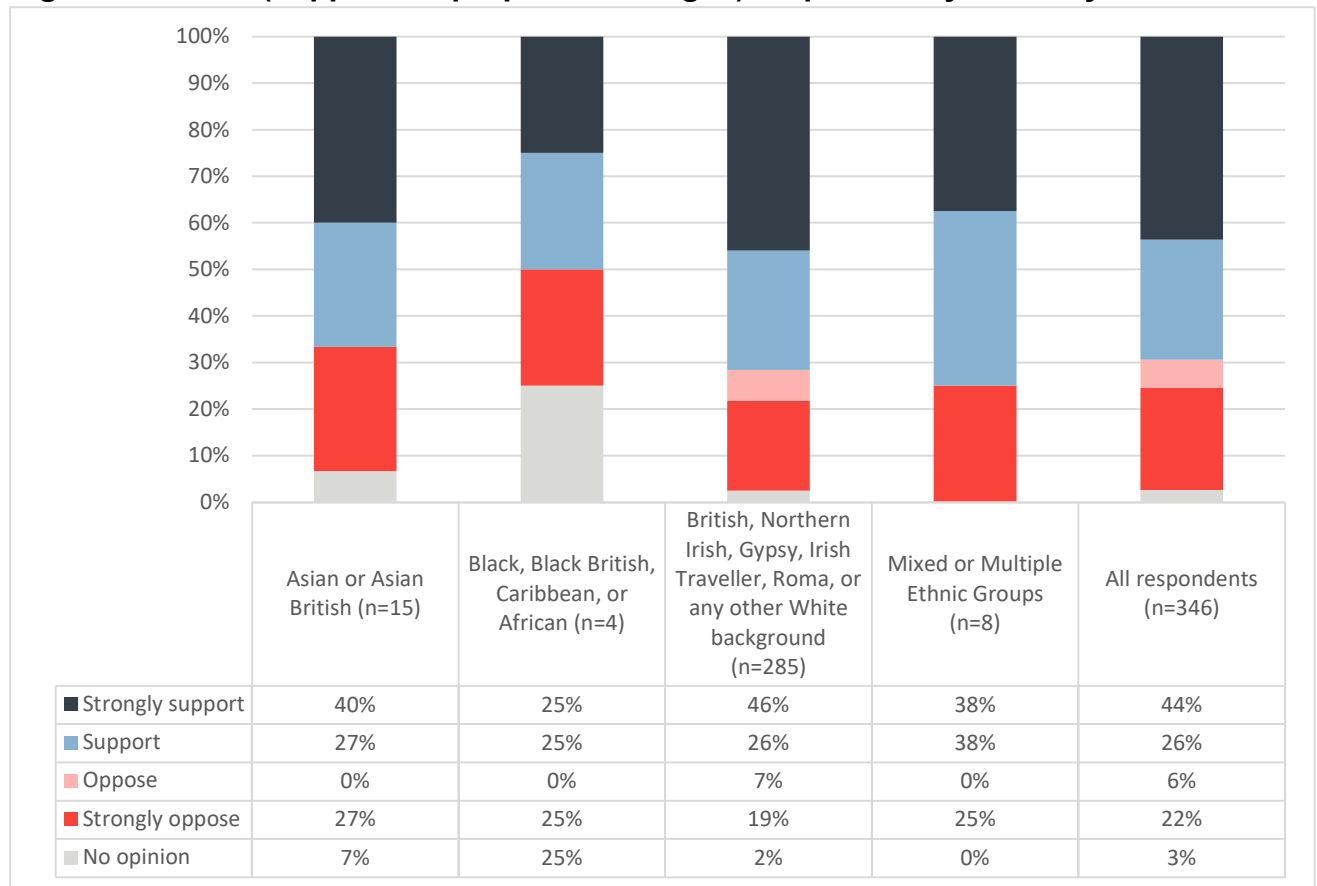


Figure 3-34 - Q6 (support for proposed changes) responses by ethnicity



4 Open Question Analysis

This chapter presents the results of the coding process for Question 10 of the survey:

Do you have any further comments about the proposed improvements along Maddingley Road?

Of the 348 respondents to the online survey, 232 provided a free text response to Question 10. An additional 21 respondents emailed the Greater Cambridge Partnership to provide written feedback. Their responses are included in the following analysis.

Each response was read thoroughly and coded using the code frame discussed in Chapter 2 and contained in Appendix A.

Some responses were submitted on behalf of a stakeholder business or organisation. Responses from stakeholders included:

- Glassworks Health Club, Churchill College
- Maddingley Road Focus Group, Maddingley Road Area Residents' Association (MRARA)
- Cambridge University Hospitals NHS Foundation Trust (CUH)
- Cambridge University
- CamCycle
- Cambridge Biomedical Campus (CBC)
- A joint submission from the undergraduate bodies of Churchill College, Lucy Cavendish College and Fitzwilliam College.

All stakeholder responses to the survey provided a free-text response to Question 10. Both these and the written responses received from stakeholder organisations are incorporated into the following analysis.

Finally, during the coding process, a check was conducted to identify campaign responses and duplicates. No obvious campaigns, duplicates or resubmissions were detected. However, four respondents expressed support for comments already made by Camcycle, with a further respondent supporting the response from the Maddingley Road Residents Association. Due to their low frequency and the additional, unique detail provided in the responses, these responses have not been considered campaign responses and have been analysed as discrete responses to the survey.

Results

Error! Reference source not found. shows the 15 sentiments expressed most frequently by respondents, providing a direct count and percentage of all respondents to question 10 / email respondents.

Table 4-1 - Summary of 15 most frequently expressed sentiments

Theme	Code	Respondent Count (n = 253)	% of Respondents
Geographic Scope	Suggest cycle tracks should extend further west past the junction with Eddington Avenue (e.g. as far as P&R)	35	13.6%
Geographic Scope	Suggest cycle tracks should extend further east past the junction with Lady Margaret Road, better integrate with Northampton Street and Queen's Road	29	11.2%
Impact on Other Traffic	Concern about congestion and emissions impact of the proposals (e.g. too many signalised crossing, additional traffic signals, floating bus stops, removal of right turn filters)	25	9.7%
Other (About the Proposals)	Concern about the condition of the existing road and/or footway surface	24	9.3%
Implementation	Concern scheme is a waste of money	21	8.1%
Safety	Concern about Cambridge kerbs (e.g. too easy for motor vehicles to drive onto the cycle track, greater degree of segregation needed between people walking/cycling and motor vehicles, cycle wheels can catch the kerb)	20	7.8%
Safety	Concern about safety of floating bus stops	19	7.4%
General view	General support for the proposals (no further details provided)	18	7.0%
Geographic Scope	Concern scheme is not necessary (e.g. already some cycling provision on Madingley Road footways; use parallel route through western University site/Coton Path/Adams Road)	17	6.6%
Geographic Scope	Concern about the proposals at Storey's Way e.g. loss of right turn lane, visibility of cycle track, more space for peds needed on southern footway, relocation of bus shelter	16	6.2%
Geographic Scope	Suggest a lower speed limit / enforcement of speed limit is required on Madingley Road	15	5.8%

Theme	Code	Respondent Count (n = 253)	% of Respondents
General view	Support for the proposals because or where they will improve safety	13	5.0%
Impact on Other Traffic	Concern about buses e.g. the proposals could rule out future bus priority on MR, delays to bus services, loss/repositioning of bus stops	13	5.0%
Safety	Concern about safety of Copenhagen crossings (brochure indicates no priority for pedestrians and cyclists; visibility of peds/cyclists to drivers turning out of side road)	13	5.0%
Geographic Scope	Concern about the proposals at Lady Margaret Road e.g. pedestrian crossing needed, cycle track should be continuous,	12	4.7%

As can be seen in Table 4-1 above, the two most common responses related to the geographic scope of the project, with 14% of respondents suggesting that the scheme should extend further west, toward or past Eddington park and ride and 11% of respondents suggesting that it should extend further east to better integrate with Northampton Street and Queen's Road.

The third most-cited response related to concerns about the congestion and emissions impact of the proposals (for example due to changes to road space for motor vehicles and additional signalised crossings), with 10% of respondents mentioning these concerns.

Some examples of responses coded to the three most frequently used codes are shown below. Please note that in some cases only excerpts have been shown due to the length of responses.

Geographic Scope: Suggest cycle tracks should extend further west past the junction with Eddington Avenue (e.g. as far as the Park & Ride)

- *It's good as far as it goes but would be better if the scheme went all the way to the park and ride*
- *I'm a regular cyclist on Madingley Road (journey between Cambourne & central Cambridge). I support the proposals as far as they go. But the (remaining) most dangerous section for cyclists is just beyond the boundary of the scheme - i.e. the section west of the park & ride site, where cyclists (heading towards Madingley Hill) need to cross fast moving traffic turning left onto the M11.*
- *Extend support for better infrastructure further up Madingley Road, so residents of Madingley itself can safely make the connection to the edge of the city. The cycle path section past eddington avenue to Cambridge road, is very poorly maintained, unlit, very narrow, and difficult to use. It would also be of big benefit to safely connect to Coton to*

allow village residents access and visitors to the Coton garden centre to safely cycle or walk. Currently that section is very unpleasant.

- *We wish the improvements extended further up Madingley Road all the way up to the junction of Cambridge Road, as that crossing for the cyclists and pedestrians is the most dangerous part of the journey for the adults and school kids.*

Geographic Scope: Suggest cycle tracks should extend further east past the junction with Lady Margaret Road, better integrate with Northampton Street and Queen's Road

- *The cycleways don't seem to extend all the way to the eastern end of the road. The cycleways must be joined up to other existing (or future) cycleways in order to be effective.*
- *The proposals between Lady Margaret Road and Northampton Street are unclear - the cycle lane appear to end suddenly eastbound and provides no way to merge with traffic to turn either left or right at the roundabout. Could something be developed to force vehicles to give way to cyclists who have no choice to merge into the traffic lanes? It's very hard to merge from a standing start, this also happens at busy times at the end of the southbound cycleway in Histon near to the Rose and Crown pub. There are also longstanding issues at the approach to the roundabout from Queen's Road, with vehicles wanting to turn left cutting up cyclists. Could the pavement be made shared use here so that cyclists turning into Madingley Road can leave the carriageway before the roundabout?*
- *Mini roundabout at end of madingley rd and queens road is dangerous for cyclists as cars often do not see you. It does not look as if this will change though which is a shame*

Impact on Other Traffic: Concern about congestion and emissions impact of the proposals (e.g. too many signalised crossing, additional traffic signals, floating bus stops, removal of right turn filters)

- *I cycle on Madingley Road now and again, I also drive on it rarely, cycling have never found it to be dangerous at all, usually pretty empty to be honest apart from peak hours but even then easily used as a cyclist... But as a driver I am completely opposed to floating bus stops, they are dangerous to both cyclist and pedestrians, stopping the flow of traffic and creating more carbon with idling traffic!*
- *Looks like you are wasting taxpayers' money on trying to fix something that is not broke. It is an attack on motorists and designed to make the road into constant traffic jams. It will be bad for the environment as cars will be crawling along the road. It will also make the width of the significantly for car users. Why don't you stick to basics - fix the potholes that affect cyclists and motorists and stop wasting our money. It is absurd to introduce this project, particularly has Madingley Road leads directly to M11.*
- *PLEASE No more pointless & dangerous Floating Bus Stops, as highlighted from lessons learnt along Histon & Milton Roads, as they unnecessarily obstruct & delay traffic, plus divert speeding cyclists directly into pedestrians!*

Appendix A. Code Frame Summary

Theme	Code	Count	Percentage
Geographic Scope	Suggest cycle tracks should extend further west past the junction with Eddington Avenue (e.g. as far as P&R)	35	13.6%
Geographic Scope	Suggest cycle tracks should extend further east past the junction with Lady Margaret Road, better integrate with Northampton Street and Queen's Road	29	11.2%
Impact on Other Traffic	Concern about congestion and emissions impact of the proposals (e.g. too many signalised crossing, additional traffic signals, floating bus stops, removal of right turn filters)	25	9.7%
Other (About the Proposals)	Concern about the condition of the existing road and/or footway surface	24	9.3%
Other (About the Engagement)	Response includes personal data (replaced with XXX)	24	9.3%
Implementation	Concern scheme is a waste of money	21	8.1%
Safety	Concern about Cambridge kerbs (e.g. too easy for motor vehicles to drive onto the cycle track, greater degree of segregation needed between people walking/cycling and motor vehicles, cycle wheels can catch the kerb)	20	7.8%
Safety	Concern about safety of floating bus stops	19	7.4%
General view	General support for the proposals (no further details provided)	18	7.0%
Geographic Scope	Concern scheme is not necessary (e.g. already some cycling provision on Madingley Road footways; use parallel route through western University site/Coton Path/Adams Road)	17	6.6%

Geographic Scope	Concern about the proposals at Storey's Way e.g. loss of right turn lane, visibility of cycle track, more space for peds needed on southern footway, relocation of bus shelter	16	6.2%
Geographic Scope	Suggest a lower speed limit / enforcement of speed limit is required on Madingley Road	15	5.8%
General view	Support for the proposals because or where they will improve safety	13	5.0%
Impact on Other Traffic	Concern about buses e.g. the proposals could rule out future bus priority on MR, delays to bus services, loss/repositioning of bus stops	13	5.0%
Safety	Concern about safety of Copenhagen crossings (brochure indicates no priority for pedestrians and cyclists; visibility of peds/cyclists to drivers turning out of side road)	13	5.0%
Other (About the Engagement)	Need more information / query / request for contact	13	5.0%
Geographic Scope	Concern about the proposals at Lady Margaret Road e.g. pedestrian crossing needed, cycle track should be continuous,	12	4.7%
Safety	Concern about safety of cycle tracks (e.g. harder for cyclists to turn right from the track, collision risk at junctions, users won't respect one-way)	11	4.3%
Implementation	Suggest construction needs to start sooner than 2026; progress needs to be made soon	11	4.3%
Other (About the Proposals)	Suggest cutting back vegetation e.g. it causes obstruction, reduces available space, hinders visibility (current situation)	11	4.3%
Design	Suggest the scheme should use two-way cycle tracks instead	9	3.5%
Geographic Scope	Suggest proposals could align better with pedestrian/cyclist desire lines e.g. entrance to Churchill College, access to Wilberforce Road, Clerk Maxwell Road, Storey's Way	9	3.5%
Impact on Other Traffic	Suggest traffic signal changes e.g. pedestrian sensors, green wave for motor vehicles	8	3.1%

Geographic Scope	Concern about the proposals at JJ Thompson Avenue e.g. recent developments not included in the design, need a single stage crossing, improve signal timings for walking and cycling	8	3.1%
Geographic Scope	Concern about Grange Road design e.g. needs a better cycling connection to MR, advance stop line/signals for cycles,	8	3.1%
Other (About the Proposals)	Concern about impact on Cambridge as a whole (e.g. economy, people won't want to travel into the city)	8	3.1%
Geographic Scope	Concern about the proposals at Clerk Maxwell Road e.g. location of pedestrian crossing point, landscaping must not reduce visibility	7	2.7%
Design	Suggest scheme should include more landscaping e.g. wider verges, rain gardens, play features, wildlife habitats	7	2.7%
Geographic Scope	Concern about the proposals at Conduit Head Road e.g. move ped crossing west of CHR, need a turning lane,	7	2.7%
Other (About the Engagement)	Criticism of Cambridgeshire or the GCP	7	2.7%
Safety	Concern about vehicles parking on the cycle tracks e.g. delivery vehicles	6	2.3%
Design	Suggestion about signs/lines e.g. cycle tracks should be coloured red, direction clearly marked, sign posts not obstructing users	5	1.9%
Safety	Concern about safety of the proposals (no details given)	5	1.9%
Access	Concern about access to property across the cycle track	5	1.9%
Implementation	Suggest scheme should be implemented like on Hills Road and Huntingdon Road, not like on Milton Road	5	1.9%
Other (About the Proposals)	Concern about behaviour of people cycling, more enforcement of rules needed	5	1.9%

Other (About the Engagement)	Non-relevant comment (out of scope)	5	1.9%
General view	General opposition to proposals (no further details provided)	4	1.6%
Geographic Scope	Concern scheme does not deal with the challenging junctions at either end	4	1.6%
Safety	Concern about safety of Copenhagen crossings (vehicle on vehicle collision risk when turning in)	4	1.6%
Geographic Scope	Concern about safety of cyclists turning from Queen's Road into Madingley Road (conflict with motor vehicles)	4	1.6%
Geographic Scope	Concern about safety of proposals at Lansdowne Road junction e.g. indirect route for people for cycling	4	1.6%
Equalities	Concern about impact on disabled people, mobility impairment, people using wheelchairs	4	1.6%
Implementation	Concern about impacts of constructing the scheme (congestion, delays)	4	1.6%
Other (About the Proposals)	Suggest direct connection for motorists between the A428 and M11 to remove motor traffic from Madingley Road	4	1.6%
Other (About the Proposals)	Support for comments already made by Camcycle (e.g. not going to repeat those, no further detail given)	4	1.6%
Other (About the Engagement)	Criticism of engagement materials (e.g. website, brochure)	4	1.6%
Implementation	Concern about maintenance requirements of the scheme (e.g. resurfacing)	3	1.2%
Geographic Scope	Concern about vehicles turning right from MR into Dept of Vet Med at the Conduit Head Road junction	3	1.2%
Geographic Scope	Concern about safety of the access to Hedgerley Close e.g. tree obscures visibility, sideroad is on a slope	3	1.2%

Access	Concern pedestrians have not been considered in the proposals, pedestrians haven't been consulted	3	1.2%
Other (About the Proposals)	Concern about loss of trees required to accommodate proposals; choice of replacement trees requires careful consideration	3	1.2%
Other (About the Engagement)	Criticism of questionnaire / survey	3	1.2%
Design	Suggest floating bus stop islands must be wide enough to accommodate wheelchairs and bus ramp	2	0.8%
Equalities	Concern about impact on people with visual impairment (e.g. floating bus stops)	2	0.8%
Other (About the Engagement)	Concern engagement won't be listened to	2	0.8%
Design	Support use of the Cambridge kerb (e.g. allows flexibility of use among road users - deliveries, emergencies - when needed)	1	0.4%
Geographic Scope	Concern about visibility of pedestrians at the Madingley Rise junction (Institute of Astronomy)	1	0.4%
Other (About the Proposals)	Support for comments made previously by Madingley Road Residents Association (e.g. not going to repeat those, no further detail)	1	0.4%
Other (About the Engagement)	Need for further engagement and engagement	1	0.4%
Design	Concern about existing drainage and flooding e.g. near Lady Margaret Road, in front of Westminster College, between CMR and Hedgerley Close	5	1.9%
Design	Concern about lighting	1	0.4%
Design	Suggest the historic character of Madingley Road should be retained (e.g. traffic signals, street furniture, landscaping should respect character of the road)	2	0.8%

Access	Concern about the proposals at Madingley Rise e.g. better access to the cycle tracks, unnecessary two-way tracks on north side	4	1.6%
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62-64 Hills Road
Cambridge
CB2 1LA

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Greenways Overall Programme Update

Report to: Greater Cambridge Partnership Joint Assembly

Date 20 February 2025

Lead Officer: Peter Blake, Interim Director of GCP

1 Background

- 1.1 The creation of an extensive 150km network of Greenways is part of a strategy to encourage commuting by active travel modes into Cambridge city centre from the surrounding villages and settlements within South Cambridgeshire, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The significant programme also provides opportunities for countryside access and leisure.
- 1.2 Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier for all abilities. The development of these corridors focuses on the improvement of existing corridors, and also the development of new corridors, in order to create a more connected and cohesive active travel network in Cambridge and South Cambridgeshire.
- 1.3 The network has the potential to significantly increase access to a range of sites, including planned housing and employment developments at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus, Waterbeach New Town, and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).
- 1.4 There are a total of 12 Greenway routes being developed, as shown in the network map in Figure 1.

Greenways network

Summer 2021



Key

- Greenway network
- Connecting route
- Chisholm Trail
- Other route (Sustrans)
- Planned railway station
- Park & Ride (P&R)
- Planned Travel Hub (TH)

- Barton Greenway
- Bottisham Greenway
- Comborton Greenway
- Fulbourn Greenway
- Haslingfield Greenway
- Horningsea Greenway
- Linton Greenway
- Melbourn Greenway
- Sawston Greenway
- St Ives Greenway
- Swaffham Greenway
- Waterbeach Greenway

- ## 2 Issues for Discussion

2.1 The following table sets out the elements of the Greenways programme which have already been delivered as well as the main works planned during 2025.

Outline Delivery Plan	
Previous Years (Complete)	
Greenways quick wins	<p>Fulbourn Greenway - Cherry Hinton - the Yarrow Road footpath, between Fulbourn Road and just past the Tesco crossing, has been replaced with a 3.5m wide shared use path.</p> <p>Sawston Greenway - Stapleford to Sawston path widening and Resurfacing outside Sawston College.</p> <p>St Ives Greenway - Willingham to the Busway vegetation clearance.</p> <p>St Ives Greenway - Rampton to the Busway, Reynolds Drove byway has been resurfaced.</p> <p>St Ives Greenway - Girton/ Oakington to the Busway, vegetation clearance has taken place and improvements to the path have been made.</p> <p>Comberton Greenway - Sections of the path between Comberton and Barton have been widened.</p> <p>Horningsea Greenway - Improvements have been made to the Wadloes Path including new path edgings, signage and bollards.</p>
Linton Greenway	<p>Addenbrookes to Granham's Road - new signals at Worts Causeway and a new signalised Pedestrian Red Cross Lane completed. Carriageway surfacing renewed from Worts to Addenbrookes Roundabout.</p> <p>Babraham Road Park and Ride to Hinton Way Roundabout - new signalised crossing at Babraham Road Park and Ride and carriageway surfacing at Hinton Way Roundabout.</p> <p>Babraham Institute roundabout and pedestrian crossing through the Babraham Institute to Babraham High Street.</p> <p>Section at Copley Business Park- Widened path.</p> <p>Section at Hildersham High Street and Pampisford Road - New path with a signalised crossing of the A1307.</p> <p>Section at Linton Village College- new signalised junction.</p> <p>Section at The Meadows Linton- widened path.</p> <p>Section adjacent to Dale Head Foods- widened path.</p> <p>Babraham Road Park and Ride to Granham's Road- widened path.</p> <p>Linton Greenway East from Hildersham to Dale Head Foods and West to Linton Road Abington- Widened path.</p>
Comberton Greenway	Comberton Village traffic calming improvements completed including new Zebra crossings and 20mph zone.
Horningsea Greenway	<p>Widening of the path from Fen Ditton Primary School to Horningsea Village.</p> <p>Traffic calming in Horningsea Village.</p>
Melbourn Greenway	Meldreth Link- Improved lighting and widening of the path to Meldreth Station.

2025/26	
<p>Summary of work by Greenway</p> <p>(Some works are subject to Traffic Regulation Orders)</p>	<p>Barton Greenway:</p> <ul style="list-style-type: none"> • Planning application submitted for the whole of the route. • Barton Road to Cambridge to be constructed. • Barton Village works to be constructed.
	<p>Bottisham Greenway:</p> <ul style="list-style-type: none"> • Planning application to be submitted in early 2025 for the whole route.
	<p>Comberton Greenway:</p> <ul style="list-style-type: none"> • Adams Road improvements to be constructed. • Coton Village improvements to be constructed. • Planning application to be submitted for the rest of the route.
	<p>Fulbourn Greenway:</p> <ul style="list-style-type: none"> • Fulbourn Phase 1 from Fulbourn to the Yarrow Road Level Crossing to be constructed. • Fulbourn Phase 2 design to be progressed to consultation. • Fulbourn Phase 3 to be developed, separate Paper at Agenda Item 1(c).
	<p>Haslingfield Greenway:</p> <ul style="list-style-type: none"> • Planning Application to be submitted.
	<p>Linton Greenway:</p> <ul style="list-style-type: none"> • Design work to be progressed for a consultation in 2026 on the proposals for crossing the A11 and the remaining sections east of Linton Village College and from Granta Park to Hildersham.
	<p>Melbourn Greenway</p> <ul style="list-style-type: none"> • Link to Shepreth to be constructed. • Remaining sections to have detailed design completed ahead of decision on Full Business Case.
	<p>Sawston Greenway</p> <ul style="list-style-type: none"> • Genome Path - widening of the existing public right of way to be constructed. • Section through Stapleford Village to be constructed. • A1301 Cycle Track.
	<p>St Ives Greenway:</p> <ul style="list-style-type: none"> • Land negotiations to be concluded on Oakington to Cottenham alongside Detailed Design. Aiming to begin construction by early 2026 subject to approvals in November 2025. • Fen Drayton – reduced scheme now including an Experimental Traffic Regulation Order. • Busway Flooding, investigations ongoing.

	<p>Swaffham Greenway:</p> <ul style="list-style-type: none"> • Full planning application to be submitted in early 2025.
	<p>Waterbeach Greenway</p> <ul style="list-style-type: none"> • Section south of the A14 Walking and Cycling Bridge / Cowley Road under construction and will be completed by the spring. • Designs for Milton Village being worked on with stakeholders. • Link through Waterbeach (northern Waterbeach section) to be developed through to the Station. • Detailed design to be completed for section between Milton and Waterbeach.

2.2 Below are images of works completed during 2024.

Comberton Greenway - Comberton Village, traffic calming:



Melbourn Greenway- Meldreth Link



Linton Greenway- Newmarket Road





Linton Greenway wayfinding trial

- 2.3 The Executive Board agreed in June 2023 to take forward the Wayfinding products for the Greenways as per the below image. These are now in detailed design and the aim is to roll out a trial of the products on the Linton Greenway in Summer 2025. Once in place, feedback will be gathered from the public so that a full set of products can be developed for the entire Greenway network, and Chisholm Trail. This feedback will be reported to the Executive Board.



Melbourn High Street and Meldreth route

- 2.4 As the Melbourn Greenway has moved forward to its next design stage a number of issues have been raised, both from a road safety and a stakeholder perspective for the designs related to Melbourn and Meldreth villages. These have included the need to change the design from red surfacing to the implementation of speed humps. The change to the design in these areas are necessary to place physical measures in the highway to:

- Address speeding in the villages - maintaining the 20mph speed limit (a practice supported by the Police);
- Provide safer routes and protection for cyclists and pedestrians; and
- Meet Local Traffic Note 1/20 national guidelines for walking and cycling; and
- Prevent routes through villages from being used as a rat run.

Comberton Greenway - Burrell's Walk

- 2.5 Burrell's Walk is a busy thoroughfare for pedestrians and cyclists as part of a mainly offroad route linking the centre of Cambridge to the University Library and Cambridge West as well as providing access to sports fields and colleges. The current monitoring dataset indicates around 2500 cyclists a day use this part of the Cambridge active travel network. The current bridge over Bin Brook is very narrow, measuring 1.7m wide inside the handrails. This means there is limited space for pedestrians and cyclists to pass and has led to conflict between the user groups.
- 2.6 Whilst not currently part of the Comberton Greenway it is anticipated a significant proportion of users of the Greenway will access Adams Road via Burrells Walk and it has been identified as an important part of the active travel network within Cambridge. Officers have reviewed the route following a request from Joint Assembly members, and it is proposed the bridge structure is brought within the Comberton Greenway project boundary.

- 2.7 There is currently strong public and stakeholder support for the widening of current facility to create a safer environment for active travel users.
- 2.8 It is therefore proposed that a new, widened bridge over Bin Brook to facilitate easier, safer passage along Burrell's Walk for both pedestrians and cyclists be progressed.

Haslingfield Greenway - Grantchester

- 2.9 The Parish Council is seeking to Judicially Review the decision. The Judicial Review is scheduled to be heard in the Royal Courts of Justice from the 25-27 March 2025.

3 Consultation and Engagement

- 3.1 The overall programme for the Greenways has undertaken significant consultation and engagement. The following will be specific requirements from this report.
- 3.2 Wayfinding - once installed, a survey will be carried out to gather feedback and will inform the next stage of delivery across the network.
- 3.3 Melbourn Greenway - the changes to design will be subject to a Traffic Regulation Order (TRO). Ahead of this being submitted, engagement will take place with the communities of Melbourn and Meldreth to gather feedback and make any significant required changes.
- 3.4 Comberton Greenway - Burrells Walk - the project team will work with stakeholders and designers to progress initial proposals. The team will also carry out online engagement with relevant stakeholders on the proposals. The outcome of this engagement and updated proposed construction details will be subject to further consideration by the Joint Assembly and Executive Board.

4 Options and Emerging Recommendations

- 4.1 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular the following recommendations:
 - (a) To note the Greenways programme for delivery in 2025.
 - (b) To note the changes to the design for Melbourn and Meldreth villages which will be subject to a TRO.
 - (c) To note the delivery of wayfinding along the Linton Greenway as a trial.
 - (d) To agree to progress development work on Burrell's Walk as part of the Comberton Greenway.

5 Alignment with City Deal Objectives

5.1 The Greenways network will:

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

6 Citizens' Assembly

6.1 The Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities:

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

6.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

7 Financial Implications

7.1 Except for the Comberton Greenway (Burrells Walk) all work set out in this report is within the set budget for each project.

7.2 In order to deliver the improvements to Burrells Walk, especially the bridge, additional funding will be required. This will be set out to the Executive Board once the design is completed and costs are clearly understood.

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

8 Next Steps and Milestones

8.1 Subject to agreement by the Executive Board, officers will take forward the Wayfinding on the Linton Greenway, TRO for Melbourn village and Burrells Walk.

Background Papers

Source Documents	Location
February 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
October 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
September 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
January 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
October 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
November 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar

Fulbourn Greenway

Report to: Greater Cambridge Partnership Joint Assembly

Date: 20 February 2025

Lead Officer: Peter Blake, Interim Director of GCP

1. Background

- 1.1 The creation of an extensive 150km network of 12 Greenways is part of a strategy to encourage commuting by active travel modes into Cambridge city centre from the surrounding villages and settlements within South Cambridgeshire. The network is intended to reduce traffic congestion and to contribute towards improved air quality and better public health compared to a do-nothing scenario. The programme also provides opportunities for leisure and recreation, with access to open spaces, parks, historic sites and nature reserves.
- 1.2 The Greenways network will represent a significant expansion of the active travel network for Greater Cambridge. It will provide links to schemes such as the Chisholm Trail, and future projects including the Cycling Plus schemes. It is therefore a critical part of the GCP programme to increase the number of trips made through walking, cycling and wheeling.
- 1.3 The Fulbourn Greenway is a 5.5km route linking Fulbourn to central Cambridge via the Tins Path providing an improved active travel link between the city, Cherry Hinton and Fulbourn. This project has been split into phases which are set out later in this report, with construction of Phase 1 due to begin later this financial year, having been agreed by the Executive Board in November 2024.
- 1.4 Phase 3 is currently planned to run from the A1134 (Brooks Road) junction to Greville Road, where it will tie in with the Chisholm Trail Phase 2. This section was designed before the implementation of the Mill Road bus gate. Mill Road is a more direct route but has previously been considered inappropriate due to high levels of through traffic, which when combined with the high number of pedestrians and cyclists, particularly at peak times, contributes to significant congestion and an unpleasant environment for active travel users.
- 1.5 The Joint Assembly is invited to consider the emerging recommendations to the Executive Board outlined in section 4.

2 Issues for Discussion

Fulbourn Greenway

2.1 *Phase 1*

Phase 1 of the Fulbourn Greenway will run from Fulbourn Village to Yarrow Road. This was previously consulted upon, with the results and proposed design changes from the 2023 engagement supported by the Joint Assembly in December 2023 and subsequently approved by the Executive Board in January 2024. The proposals were widely supported. Councillor and stakeholder engagement on Phase 1 is ongoing, with construction planned for early 2025. The designs for Phase 1 are now in detailed design and will be subject to a Traffic Regulation Order.

2.2 *Phase 2*

Phase 2 of Fulbourn Greenway will run from the level crossing at Yarrow Road to the A1134 (Brooks Road). It will include sections along the Tins path and bridge over the railway line. Discussions with Network Rail have been on-going about how the proposed alignment relates to their property. A public consultation on the final route alignment will be held in 2025. Subject to the outcome of this consultation, a further decision will be taken to proceed to detailed design.

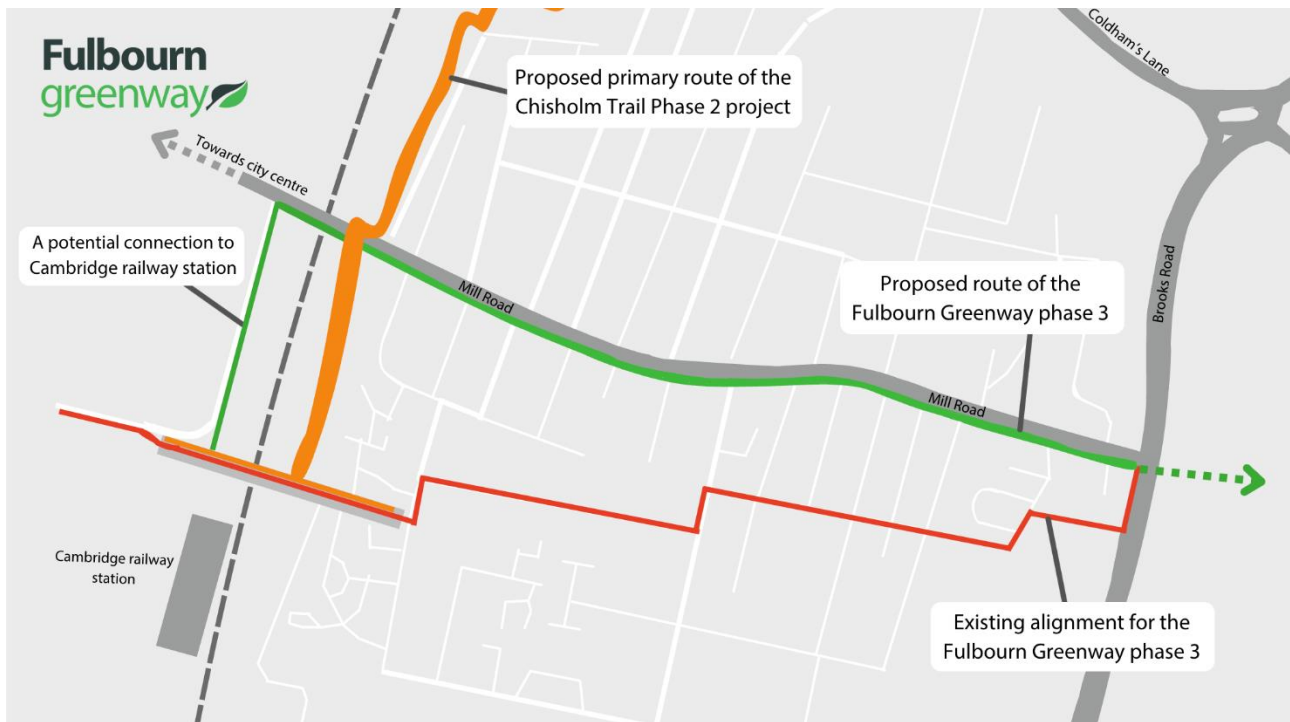
2.3 *Phase 3*

The current alignment of Fulbourn Greenway Phase 3 starts at the end of the Tins Path at the A1134 (Brooks Road) junction and continues south of Mill Road through the residential areas of Romsey Ward to Greville Road and Carter Bridge. The current alignment utilises the existing active travel network however it is not direct and comprises a number of engineering challenges, in particular:

- A pinch point exists between residential properties that would require significant expense to overcome.
- The route is not direct.
- Private land take is required.
- The routing has a number of areas with poor visibility splays.
- Ecologically the route would have an impact between Mamora Road and Perne Road.

It is therefore proposed that the alignment for Fulbourn Phase 3 is shifted to utilise Mill Road. Following the installation of the Bus Gate on Mill Road bridge, motor vehicle levels are anticipated to reduce which would enable active travel users to more safely use this travel corridor. This new route alignment has significant advantages. It is a more direct route for Greenway users accessing both Cambridge Rail Station and Cambridge city centre. It also presents an opportunity to tie into other active travel schemes in the area, most notably the Chisholm Trail Phase 2, as outlined in Figure 1.

Figure 1



With the realignment, it is proposed that concept design work is undertaken to enhance the active travel experience along Mill Road with a specific focus on improving the experience for people walking and wheeling along this road. The GCP will work with local stakeholders and groups including City and County Council's, and CPCA, to bring forward a possible street and public realm improvement scheme for Mill Road from the A1134 to Mill Road bridge. This could include pavement widening, continuous footways and improvements to the areas of public open space through the introduction of new planting and sustainable design features.

- 2.4 The funding allocation for the current Phase 3 alignment, £601,466, would be reallocated to the proposed Mill Road alignment.

3 Consultation and Engagement

- 3.1 Phase 1 of the Fulbourn Greenway was consulted and engaged upon, with the results and proposed design changes from the 2023 engagement approved by the Joint Assembly in December 2023 and subsequently the Executive Board in January 2024. Councillor and stakeholder engagement on Phase 1 is ongoing, with construction planned for early 2025.
- 3.2 Phase 2 will be subject to public engagement in 2025.
- 3.3 For the next stage of development, for Phase 3, we aim to work with key partners and local stakeholders to develop the new alignment using Mill Road. A formal proposal will then be brought to the Executive Board for public consultation in due course.

4. Options and Emerging Recommendations

4.1 The Joint Assembly is invited to consider the proposal to be presented to the Executive Board and in particular the following recommendations:

- To agree to a new alignment for Fulbourn Greenway Phase 3 that will link to Chisholm Trail Phase 2 via Mill Road.
- To agree to reallocate the exiting Phase 3 funding to the new Mill Road alignment.
- To agree to work with stakeholders to bring together a design for the Mill Road section of the Fulbourn Greenway.

5 Alignment with City Deal Objectives

5.1 The Greenways network will:

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

6. Citizens' Assembly

6.1 The Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities:

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

6.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

7. Financial Implications

- 7.1 At this stage no financial changes are required to the budget of Fulbourn Greenway. Should the work on Phase 3 identify a requirement for change, this will be reviewed by the Executive Board.

Have the resource implications been cleared by Finance: Yes.

Name of Financial Officer: Sarah Heywood.

8. Next Steps and Milestones

- 8.1 Subject to agreement by the Executive Board the project team will work with stakeholders and technical consultants to bring forward design options for the Mill Road section of the Fulbourn Greenway.

Background Papers

Source Documents	Location
February 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
September 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
Jan 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
Mar 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
Nov 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar

GCP Skills Programme

Report to: Greater Cambridge Partnership Joint Assembly

Date 20 February 2025

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

1. Background

- 1.1 This paper sets out progress across the Greater Cambridge Partnership's (GCP's) Skills Programme. Substantial progress has been made across the programme and the Greater Cambridge ecosystem has benefited significantly from the work.
- 1.2 Recognising the importance the skills agenda plays in the growth of the Greater Cambridge economy, the GCP has been funding work on skills since its inception. Skills was a key pillar of the City Deal which states the Deal will develop "a locally responsive skills system that will support Greater Cambridge's growing sectors' and will specifically 'support employers to increase training, enhance information advice and guidance, and increase the uptake of apprenticeships".
- 1.3 Work has been targeted in these areas and has been very successful. The programme has far exceeded its target of 400 new apprenticeships, with over 1,000 apprentices supported. In addition, over 10,000 students have been connected with employers who provide apprenticeships. Growth in apprenticeship achievement rates in growth sectors in Greater Cambridge remains strong despite national declines. Where demand for certain elements of the service has been less than anticipated the service has been adapted to ensure targeted delivery.
- 1.4 Looking at more qualitative evidence, evaluation findings, as part of the Gateway Review work, show that the phase one skills programme was successful. Evidence shows that:
 - (a) Students were more aware of apprenticeships, the benefits of work experience, and how to find and apply for an apprenticeship.
 - (b) A growing proportion of parents had better knowledge about apprenticeships.
 - (c) Careers leaders in some schools changed the way they delivered advice around training and apprenticeships.
- 1.5 The Executive Board will be invited to consider progress to date and suggested next steps, including the appointment of a contractor to deliver the next phase of skills work.

- 1.6 The Joint Assembly is invited to consider and comment on the proposals to be presented to the Executive Board and in particular:
- (a) Progress to date.
 - (b) The proposed appointment of Form the Future to deliver the next phase of skills work.

2. Current Progress and Next Steps

- 2.1 A summary of current activity is set out below and is delivering well against milestones:

Indicator	Quarterly Status			Target (2023-2024 Year 4)	Status against overall target	Target (2021-2025)
	Previous	Change	RAG*		RAG* (for end of year stage boundary)	
600 apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship (<i>Seasonal peaks and troughs in academic year</i>)	10	185	G	175	620	600
1520 adults supported with careers information, advice and guidance, broken down by sector where applicable (<i>Post-COVID need in community far lower than originally projected, with reprofiling and resource reallocation under discussion</i>)	167	185	A	448	1104	1520
600 Early Careers Ambassadors/YP Champions recruited, trained and active, broken down by sector (<i>Affected by year one delays to YP Champion programme, which has now launched and is beginning recruitment</i>)	6	0	A	230	104	600
450 employers supported to access funds and training initiatives, broken down by sector (<i>Some seasonality, as employers are more motivated to engage when considering training starts</i>)	29	23	G	150	421	450
400 students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector (<i>Seasonal, with vast majority taking place in July each year</i>)	0	54	G	100	389	400
2486 careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact (<i>Year-round, but with peak in middle of academic year</i>)	63	102	G	622	1785	2486
CRC – Develop a suite of 30 careers videos for post-16 education with employers to highlight careers specialisms and further development of careers and make available to Form the Future for use in their school-facing events	23	7	G	8	30	30
All Primary Schools (73) accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact (<i>Non-cumulative, the focus is on developing and sustaining engagement over time, rather than a cumulative output, year-on-year</i>)	84	84	G	73	84	73
200 students accessing mentoring programme as part of this service (<i>Highly seasonal, with delivery between November-April each academic year</i>)	22	5	G	5	220	200
Form the Future partnership with Unifrog enabling Form the Future to better monitor, measure and assess the impact of the GCP Skills and Apprenticeships programme in 21 secondary schools in the Greater Cambridge area (<i>Reporting is termly, therefore three reporting rounds per year</i>)	19	19	G	3	19	21
Re-establishment of Cambridge Curriculum steering group (<i>further detail to be provided on this next quarter</i>)	To be confirmed					

- 2.2 More detail can be found in the Quarterly Progress Report (agenda item 6). As set out, where delivery has been less than expected that has generally been a result of demand being less than anticipated.
- 2.3 Current activity, delivered by Form the Future, is funded until 31 March 2025 at a cost of c£650k per year.
- 2.4 At the November 2025 Executive Board meeting it was agreed to 'procure a provider to enable the continuation of the GCP's skills work'. Following that, officers have been working with Cambridgeshire County Council colleagues to run a procurement process. Five bids were received and the process concluded at the end of January. Officers were able to select a preferred bidder and based on the assessment criteria, Form the Future was the winning bidder.
- 2.5 Should the Executive Board decide to appointment of Form the Future, the contract will be underway by 1 April 2025, avoiding any gap in delivery.
- 2.6 As agreed by the Executive Board, delivery will be based around the following key areas (KPI's to be developed as part of initial contract agreement):
- **Apprenticeships, training programmes and internships** – promote and support young people to secure these opportunities. Work directly with young people, educators, parents and employers to do so. KPI's to demonstrate numbers against three areas:
 - Apprenticeships.
 - Work experience placements.
 - Internships.

Activities to specifically focus on:

 - Awareness of opportunities.
 - Encouraging and supporting the application process.
 - Signposting employers to a wide range of training providers.
 - **Careers Guidance Secondary Schools** - offer careers and employability support to every child at a Greater Cambridge state secondary school.
 - **Careers Advice Primary Schools** – engage with all primary schools in Greater Cambridge to support them to embed careers awareness activities into the curriculum. To include an annual careers fair.
 - **Mentoring** – provide targeted support to children who are at risk of being 'Not in Education or Employment', through targeted mentoring arrangements.
 - **Engagement with parents/carers** – engage with parents/carers to inform, raise awareness and equip them to support their young people.
 - **Supporting staff** – through targeted activity, support and equip staff in educational environments with a detailed understanding of current and emerging work opportunities for their students.

3. Working with Partners

- 3.1 Since the inception of the GCP's current skills programme the Cambridgeshire and Peterborough Combined Authority (CPCA) has further refined its approach to skills delivery. GCP officers and CPCA officers have worked together to develop the above approach and also to look at how the above approach can be cultivated to broaden its reach across the wider CPCA area. CPCA colleagues are keen to explore if they can use the structure that has been developed to deliver this work to establish the foundations of a regional delivery framework.
- 3.2 GCP officers are keen to support the development of this work to look at the contribution and added value it can offer beyond the GCP's funding geography. The return on investment is likely to be greater if we can scale up the delivery of this work.
- 3.3 As is the case currently, officers will continue to work with CPCA colleagues to align these activities with any complementary existing activities being delivered by the CPCA. The Joint Assembly and Executive Board will be kept up to date on this work.

4. Options and Emerging Recommendations

- 4.1 As above, having completed a compliant procurement process officers suggest that the Joint Assembly comment on the following recommendations to be presented to the Executive Board:
- (a) To note the progress across the skills programme to date.
 - (b) To agree to appoint Form the Future to deliver the next phase of skills work.

5. Alignment with City Deal Objectives

- 5.1 The Skills programme is focused on ensuring the continued delivery of the key City Deal objectives. It both directly and indirectly supports these objectives:
- Accelerating delivery of 33,480 planned homes;
 - Delivering new Apprenticeships for young people; and
 - Creating 45,000 new jobs.

6. Financial Implications

- 6.1 The cost of the next phase of work will be c£1.2m. All funding was allocated as part of the November 2024 budgeting exercise. No further funding is being requested at this stage.

Have the resource implications been cleared by Finance: Yes.
Name of Financial Officer: Mike Falconer.

7. Next Steps and Milestones

- 7.1 As above, should the Executive Board and Joint Assembly be supportive, Form the Future will be appointed to deliver the next phase of skills service, commencing 1 April 2025 for a period of two years.

Background Papers

Source Documents	Location
None	-

GCP Smart Programme

Report to: Greater Cambridge Partnership Joint Assembly

Date: 20 February 2025

Lead Officer: Dan Clarke, Head of Innovation and Technology, GCP

1. Background

- 1.1 It has been a busy year for the Smart workstream. For example, the sensor network has expanded to over 100 sensors across Cambridge, collecting movement data to give organisations a better understanding of how the city moves. The Connector Autonomous Project is progressing, with vehicle testing already carried out at Cambridge West. A trial at the Cambridge Biomedical Campus is expected to launch in spring 2025. An extension has been granted until September 2025 with a funding bid submitted to extend the trial further. The workstream has also looked at how the developing Artificial Intelligence (AI) technology can be harnessed to improve how people move around Cambridge.
- 1.2 This report highlights progress to date and recommends the allocation of funding to several projects for the financial year ending March 2026, when the current Smart budget comes to an end. A further request for funding to continue the programme will be submitted to the November Executive Board.

2. Recommendations

- 2.1. The Joint Assembly is invited to consider and comment on the proposals to be presented to the Executive Board, in particular:
 - (a) Progress with the Smart workstream and its contribution to wider GCP objectives; and
 - (b) The proposed allocation of existing Smart budget to the three projects set out in section 4.2 of this report, to be delivered in the 2025/26 financial year.

3. Smart Workstream Progress to Date

- 3.1 The aim of the Smart workstream is to consider how both existing and emerging technologies can help to support the overall aims and objectives of the City Deal, and to progress initiatives to implementation where this is agreed.

3.2 Progress to date is summarised below under several key areas, namely:

- Better data for GCP and our partners.
- Make sustainable transport easier to use.
- Better operation of the highway.
- Enabling the next generation of public transport.

Better data for GCP and our partners

- 3.3 The availability of high-quality data underpins much of the work undertaken by the GCP and its partners, enabling investment decisions to be made based on sound and consistent evidence and enabling monitoring of scheme benefits post-delivery.
- 3.4 To enable this the Smart workstream has deployed a network of sensors as previous data about movement on the transport network was based on short survey windows and where longer-term monitoring has been in place, it lacked granularity on how people were moving. After several trials, we now use sensors supplied by Vivacity, to monitor movement 24/7, 365 days a year and classify and count 10 classes and up to 32 sub-classes of road users including vehicles of all sizes, pedestrians and cyclists as well as the ability to monitor, vehicle path detection, median journey time, speed, zonal speed and near misses for road safety work.
- 3.5 In 2022 a framework agreement was established to deploy a core network of sensors in the first instance and to allow public sector partners to easily procure and deploy additional sensors that become part of the wider network over a longer period. The GCP has funded 57 sensors, however the network has now grown to over 100 sensors and continues to expand. Other organisations such as the University of Cambridge, the Cambridge Biomedical Campus and developers are also beginning to deploy sensors which can become part of the wider network with suitable data sharing agreements put in place.
- 3.6 Due to the amount of data being produced and to allow other data sources to be utilised when evaluating movement in the region, a transport data platform has been procured which allows data to be cleaned, structured and collected into one place. The platform currently contains data from the sensor network, bus movements, Tag Master (traffic movement), Inrix (vehicle trips), Voi scooters and bikes and parking data. To make this information easy for officers to use the platform has been integrated into several tools such as power BI which allows the building of simple dashboards to display data clearly. The Business Intelligence team have built a number of these allowing members of the public to interrogate the data and can be found on the Cambridgeshire Insights open data site - [Cambridgeshire & Peterborough Insight – Roads, Transport and Active Travel – Traffic Flows](#)
- 3.7 The data is being used by the GCP to help develop schemes and business cases, monitor and evaluate schemes and for pieces of data analysis such as identifying bus pinch points and has helped to answer questions about e-scooter usage at Cambridge North station. Colleagues from Cambridgeshire County Council are using sensors to monitor near miss data at the Dutch Roundabout and to see the impact of developments such as Northstowe on the road network.
- 3.8 Further examples of innovative uses of data are noted in other sections of this report.

Making sustainable transport easier to use

- 3.9 A key focus for Smart is to make sustainable modes of transport easier for travellers by supporting people to access accurate real time data through several channels, travel screens, the station travel totem and journey planners.
- 3.10 Real Time Data Audit – Real-time bus information is integral to the passenger experience. It helps travellers to plan journeys in advance, to know when the bus will be at the stop, to re-plan journeys when issues arise and to give them comfort a bus is coming when they are waiting at a bus stop. This information is displayed at bus stops on digital screens and feeds journey planning apps. If the system provides inaccurate information, it quickly falls into disrepute with travellers losing trust in the information displayed.
- 3.11 The audit looked at four different areas: Underpinning data, Generation, transmission and receipt of the real-time data, Bus operator actions and Reliability of the hardware on street. The report sets out a number of actions to improve the quality of the data and therefore the experience for the commuter:
- Improve the data base of bus stops (NaPTAN) – the Cambridgeshire and Peterborough Combined Authority (CPCA) have started work on improving this data set.
 - Time between location signals to be reduced from the current 20/30 seconds to five seconds – this will require engagement with operators.
 - Improve network coverage - Whippet were having issues but have recently changed from Vodafone to O2 which has improved coverage.
 - Improve the back-office processes of operators to ensure cancellations and disruptions are inputted in a timely manner.

Several of the proposed improvements relate to the VIX real-time system and the on-street signs. The CPCA will be reprocurring the real time system in 2025/26 and several of the recommendations will inform the specification to ensure the new system improves the real time data provided.

- 3.12 Real time bus data is being used to feed journey planning tools that help travellers to plan their journeys and give real time information to build confidence in the public transport system. To do this Smart works with a company called ITO World who support:
- Journey planning applications – real time data is being fed into a number of journey planning applications including Google Transit, Apple Maps and City Mapper which is currently available in Cambridge. Motion Map, an application developed by the programme offered multi-modal and multi-operator information as well as innovative features such being able to see your bus moving on a map. These features have now been included in app's available in the market and the MotionMap app has been closed having served its purpose.
 - Transport information lobby screens – the University maintains a network of travel screens across the University and in organisations such as the Royal Society of Chemistry on our behalf. At the request of the British Antarctic Survey, we are currently supporting them to deploy a new screen. In total 43 screens are currently live.

- Travel information totem – the totem at the central station was recently refreshed and shows real time bus and train data as well as visitor information. Following feedback, we have redesigned the screens to make them easier to read but have kept the feature which gives the next bus to the City Centre and Cambridge Biomedical Campus.
- 3.13 The next step in supporting travellers to use sustainable modes of transport and encourage them out of private cars is an emerging concept called ‘Mobility as a Service’ or MaaS which offers a seamless, one-stop digital solution for planning, booking, and paying for multi-modal travel. By integrating diverse transport modes within a single platform, MaaS simplifies access to sustainable travel alternatives, providing users with real-time information, disruption alerts, and tailored recommendations and is usually accessed via a mobile phone app.
- 3.14 In partnership with the CPCA, an options appraisal and business case have been developed for the deployment of MaaS. The options appraisal included a market sizing study, which found by 2030 MaaS approximately 2.73 million journeys in the region could be facilitated via a MaaS platform out of an addressable market of 7.1 million trips. This uptake would support CPCA and GCP’s goals by increasing public transport ridership and boosting the financial sustainability of local transit providers.
- 3.15 The options appraisal looked at several different delivery models and recommended the GCP and CPCA look to partner with another local authority to scale their MaaS offering into Cambridgeshire which would drive the cost of deployment down as well as help manage the risks involved with deployment.
- 3.16 Having engaged with several authorities who have deployed MaaS, their current contractual arrangements prohibit them scaling into other areas.
- 3.17 Having established this, the business case looks at the costs of the GCP deploying MaaS as a standalone product. A financial model was developed, assuming GCP would pay a capital “sign-on fee” to access the platform, covering integration, customer service, transactional fees, staff resources, and marketing. Over a five-year period, the operational cost is estimated at approx. £1.6m, offset by an anticipated commission of approx. £500,000, resulting in a net cost of £1.1m.
- 3.18 There are several ways to potentially reduce the costs and risks associated with delivering an at scale solution funded by the GCP:
- **Align MaaS Development with Bus Franchising:** if the CPCA proceeds with bus franchising, a MaaS-based app could be incrementally developed as the franchised network would need a travel planning and ticketing platform and other features could be subsequently added such as loyalty rewards and mobility credits.
 - **Seek Additional Revenue Streams:** the CPCA and GCP could explore funding options to support MaaS deployment, including developer contributions from new housing developments (e.g. S106 payments), sponsorships from companies and universities for employee and student use, and funding from other organisations seeking to promote sustainable transport.
 - **Partner with other Local Authorities:** engaging and building a partnership with additional local authorities not yet tied to a MaaS contract could reduce deployment costs and distribute risks. Collaborative procurement efforts could increase buying power and result in a more robust and scalable platform.

- 3.19 The Smart Team is working with the CPCA to look at MaaS could be aligned with bus franchising should it proceed and continue to engage with other Local Authorities.

Better operation of the highway

- 3.20 Using road-space efficiently and in ways that encourage the use of sustainable transport is vital to GCP's aims. Smart is working closely with Cambridgeshire County Council to ensure the systems and operational aspects of highways management make appropriate use of technology to meet the needs of local transport partners as these develop. In addition, Smart has undertaken projects to advance this work.
- 3.21 Smart Signals Pilot - Hills Road/Brooklands Ave/Cherry Hinton Road and at the edge of the city at the junction of Cherry Hinton/Queen Edith's Way. The trial assessed various detection and optimisation technologies with the goal of improving journey times and prioritising different road users at specific times of the day.
- 3.22 The technologies compared included induction loops and VivaCity sensors for detection, and VA (Vehicle Actuation), MOVA (Microprocessor Optimised Vehicle Actuation), SCOOT (Split Cycle Offset Optimisation Technique) and VivaCity's 'Smart Junction' Optimiser for optimisation. The focus of the trial was a direct comparison with VivaCity's optimiser against MOVA at the Robin Hood junction in Cambridge.
- 3.23 Data collected during the trial was analysed to evaluate the detector and optimiser effectiveness. This led to improved journey time reduction (1%) and a larger benefit for pedestrians whose waiting times at crossings were reduced by up to 30%.
- 3.24 Smart Crossing Trial – Smart provided (non-financial) support to a trial of pedestrian crossing technology. The trial used overhead visual detection and machine learning to better understand who was likely to cross enabling more efficient operation of the crossing which led to a reduction in waiting times of 36%. It also allowed crossing times to be extended where needed to accommodate larger groups, or those who needed longer to cross safely. There was no impact on the flow of traffic.
- 3.25 Use of Data and AI to understand the impact of roadworks - A nine month Innovate UK-funded project, in collaboration with Alchera and Oxfordshire County Council. The project looked at three areas:
- Scheme Monitoring: improved data analytics for teams who design, deliver and monitor transport schemes.
 - Roadwork Triage and Comms: supporting highways teams to more effectively and efficiently approve roadwork permits.
 - Roadwork Monitoring: supporting the Integrated Highways Management Centre to better monitor roadworks and respond to disruptions to sustainable transport modes.

Enabling the next generation of public transport – automated buses

- 3.26 The Smart workstream has been working to explore how autonomy can support and improve the public transport system giving residents more transport options and providing potential guidance technology for the new busways. The work has been funded by the Centre of Connected and Autonomous Vehicles (CCAV) a

government body set up to develop the UK's capability in this sector and industry partners. Early work included a feasibility study to look at potential opportunity areas, the development of an Autonomous Vehicle (AV) strategy and in 2021 a trial deployment of three automated shuttles on Cambridge West.

- 3.27 Smart were successful in bidding into a further round of CCAV funding to build on the work at Cambridge West. In April 2023, Connector kicked off aiming to deploy vehicles in two locations, linking Madingley Park and Ride to Cambridge West and Trumpington and Babraham Park and Rides to the Cambridge Biomedical Campus (CBC). The original project was due to complete in March 2025 however three significant issues arose:
- In November 2023 the lead partner was terminated from the project due to issues with match funding. Following a process to select a new partner Fusion Processing were brought into the project along with Alexander Dennis Limited.
 - The University requested a licence to test and operate on Cambridge West which has taken a number of months to negotiate.
 - In November 2024, the Stagecoach board confirmed they were re-focusing fully on delivering core bus services across the UK and were pulling out of the automated bus projects they were involved in across the UK. They plan to continue following and supporting the emerging industry and to re-engage with deployments when technology and regulations mature.
- 3.28 A re-scope of the project has been carried out and an extension granted to September 2025 to allow three vehicles (rather than the four originally planned) to be deployed and operated by a new operator across both sites. Vehicle testing has already been carried out at Cambridge West and will continue in the first quarter of this year while a new operator is onboarded to the project. We anticipate a passenger trial will begin at Cambridge West by the spring 2025, with an ambition to start on CBC ahead of the summer. The project extension means we will be able to run as originally intended with the Cambridge West trial for at least six months and the CBC trial for three months.
- 3.29 To date the project has delivered:
- Initial human factors work including a deliberative workshop to gather resident's views on Automated Buses.
 - Safety case work validated by Horiba Mira for the Cambridge West site and started on CBC.
 - Virtual testing of vehicles on both sites.
 - Pre-work on the deployment of a 5G network and charging infrastructure.
- 3.30 A further round of CCAV funding to allow enhancement of existing projects closed in January and the Connector consortium have bid for a further £1m to:
- Extend the deployment of vehicles to January 2026.
 - Trial the autonomy technology to verify suitability and commercial cases for future deployment on existing busways.
 - Trial the autonomy technology on a test track to simulate future busway infrastructure and inform roll-out of this technology as a guidance system.
 - Extend the Human Factors work to look at how we can ensure access for specific groups with protected characteristics.

- 3.31 It is anticipated we will hear whether we have been successful for this funding in March 2025.

Other areas of work

- 3.32 Smart is working with Connecting Cambridgeshire to implement County Council policy to install new fibre ducting under schemes such as busways, cycleways and road improvements. 5.16km of ducting has so far been delivered in schemes such as Milton Road with more worked planned for other schemes. This initiative improves digital connectivity for new and existing communities in the area and means that GCP schemes are delivering improved connectivity to local residents and businesses.

4. Next Steps and Recommendations

- 4.1 The nature of Smart means some projects can be predicted and planned in detail, whereas others arise due to the emergence of new technologies, new opportunities, funding competitions and new requirements from the GCP and its partners. This section identifies the key projects expected to form the basis of the programme to March 2026:
- The continued delivery of the Connector project to September 2025 and potentially to March 2026 dependant on the enhancement bid submitted in January.
 - Work with the CPCA on the deployment of MaaS and support the delivery of the recommendations from the Real Time Bus Data audit within the re-procurement of the real time bus data system.
 - Delivery of a recommendation within the freight strategy to deliver a feasibility study and trial looking at the dynamic management of the kerb.
 - Continue to maintain the sensor network, real time data into travel planning tools, data platform, travel screens and totem at the station.
- 4.2 The Joint Assembly is asked to consider and comment on the proposed allocation of funding from the existing Smart budget to deliver the following projects:
- Expansion of the pedestrian crossing trials to understand how they can support the pedestrian experience (approx. £25,000).
 - Initial trials of using overground detection for bus priority to improve the flow and reliability of bus journeys. (£25,000).
 - Work with the joint planning service to look at how their work on using AI in consultations could shorten the response times making engagement within the GCP more efficient (£25,000).
- 4.3 The current agreed Smart workstream funding ends in March 2026 and we will return to the Executive Board in November 2025 with a proposal for funding beyond this period.

5. Consultation and Engagement

- 5.1 Consultation and engagement for Smart is typically undertaken for individual projects rather than the programme as a whole. Where consultation and

engagement are undertaken, the aim is to fully align with the approaches used by all other parts of the GCP.

- 5.2 In addition, Smart conducts an underpinning, wider engagement activity with other public bodies, private sector companies and markets more generally to ensure we remain in touch with wider innovations and developments. This ensures that GCP takes advantage of new opportunities including access to funding and avoids 'reinventing the wheel' where solutions already exist and can be applied to our area.
- 5.3 This engagement activity also allows us to demonstrate that we are a successful, forward-thinking and innovative region which in turn helps to attract investment to the area.

6. Alignment with City Deal Objectives

- 6.1 The Smart workstream explores the use of technology and innovative approaches to support travellers using more sustainable modes of transport, a key objective of the city deal. A crucial part of this work is supporting customers using the bus network by giving real-time information at key points. The programme is also exploring how new technologies can support walking and wheeling journeys and can expand the public transport offering through trials of those technologies, including autonomy.
- 6.2 A data infrastructure has been developed that supports the development of GCP schemes and the monitoring and evaluation of investments which is important evidence for how the City Deal is achieving its objectives.

7. Citizen's Assembly

- 7.1 Smart is using technology to support a number of aspects of the Citizen's Assembly vision. Examples include:
- Be people centred: for example, work on smart signals has the potential to significantly improve prioritisation of pedestrians and cyclists.
 - Be managed as one coordinated system: work to support the further development of the highway management function enables the network to be managed as a coordinated system.
 - Educate people about different options: information provision aims to address this point.
 - Use technology to be responsive to demand: information provision aims to address this point.
 - Enable predictable journey times: the work to identify bus pinchpoints aims to improve bus reliability.
- 7.2 Smart is also using technology to address the Citizen's Assembly supporting measures, for example:
- Optimising traffic signals: work on smart signals trials has the potential support County Council efforts to optimise signals.

8. Financial Implications

8.1 The funding allocated to Smart in the 2022/2023 budget round is as follows:

- Financial year 2023/2024: £919k (including carry forward from previous years).
- Financial year 2023/2024: £645k.
- Financial year 2024/2025: £600k.
- Financial year 2025/2026: £592k.

8.2 Smart has been adept at bringing in external funding. As part of preparation for the previous gateway review, it was identified that £6.3 had been leveraged for every £1 of actual spend on Smart, and it was noted that this ratio did not take into account significant benefits in the form of know-how which are harder to quantify.

8.3 Our ability to attract funding depends on:

- The competitions being run by funding bodies that are sufficiently well aligned to GCP's aims.
- The willingness of the private sector to invest.
- The relative importance placed on attracting further external funding compared to implementation work.
- The time/resource we have available to focus on progressing these given that they can be very time consuming and highly competitive.

To encourage the private sector to invest in our area, Smart Cambridge works with the Connecting Cambridgeshire team to improve digital connectivity to make the area more appealing for trials and deployments of new smart solutions.

Have the resource implications been cleared by Finance: Yes.

Name of Financial Officer: Mike Faulkner.

9. Next Steps and Milestones

9.1 It is anticipated that the forward programme post March 2026 will be submitted to GCP Joint Assembly and GCP Executive Board in November 2026. Progress will be reported via the Quarterly Progress Report.

Background Papers

Source Documents	Location
GCP Smart Cambridge website	Greater Cambridge Partnership
Smart section of the Connecting Cambridgeshire website	Smart - Connecting Cambridgeshire
Updates provided in previous GCP Quarterly Reports	GCP EB Papers