



## **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**

**2:00 p.m.**

**Thursday 16<sup>th</sup> February 2023**

**Council Chamber  
The Guildhall  
Market Square  
Cambridge,  
CB2 3QJ**

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

### **AGENDA**

	<b>PAGE NUMBER</b>
1. <b>Apologies for Absence</b>	(-)
2. <b>Declaration of Interests</b>	(-)
3. <b>Minutes</b>	(3-21)
4. <b>Public Questions</b>	(22)
5. <b>Petitions</b>	(-)
6. <b>Greater Cambridge Greenways –Barton, Horningsea, Melbourn, and Sawston</b>	(23-61)
7. <b>Electricity Grid Reinforcements: Update and Next Steps</b>	(62-66)
8. <b>Smart Cambridge Innovation Prospectus</b>	(67-71)
9. <b>Quarterly Progress Report and GCP Budget Strategy</b>	(72-110)
10. <b>Date of Next Meeting</b>	(-)
<ul style="list-style-type: none"><li>• 2:00 p.m. Thursday 8<sup>th</sup> June 2023</li></ul>	

## 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 Alex Beckett	-	Cambridgeshire County Council
Councillor Claire Daunton	-	Cambridgeshire County Council
Councillor Neil Shailer	-	Cambridgeshire County Council
Councillor Paul Bearpark	-	South Cambridgeshire District Council
Councillor Annika Osborne	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Claire Ruskin	-	Business Representative
Karen Kennedy	-	University Representative
Kristin-Anne Rutter	-	University Representative
Helen Valentine	-	University Representative

The meeting will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#) . We support the principle of transparency and encourage filming, recording and taking photographs at meetings that are open to the public. We also welcome the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what's happening, as it happens.

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](mailto:Nicholas.Mills@cambridgeshire.gov.uk).



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Agenda Item No: 3

## Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly

Wednesday 23<sup>rd</sup> November 2022

2:00 p.m. – 4:25 p.m.

Present:

### Members of the GCP Joint Assembly:

Cllr Tim Bick (Chairperson)	Cambridge City Council
Cllr Simon Smith	Cambridge City Council
Cllr Katie Thornburrow (Vice-Chairperson)	Cambridge City Council
Cllr Alex Beckett	Cambridgeshire County Council
Cllr Claire Daunton	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Paul Bearpark	South Cambridgeshire District Council
Cllr Annika Osborne	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Heather Richards	Business Representative
Claire Ruskin	Business Representative
Karen Kennedy	University Representative
Kristin-Anne Rutter	University Representative
Helen Valentine	University Representative

### Officers:

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

## 1. Apologies for Absence

Apologies for absence were received from Christopher Walkinshaw.

## 2. Declarations of Interest

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

## 3. Minutes

The minutes of the previous Joint Assembly meeting, held on 8<sup>th</sup> September 2022, were agreed as a correct record and were signed by the Chairperson.

## 4. Public Questions

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

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

## 5. Petitions

The Chairperson notified the Joint Assembly that two petitions had been submitted. One petition related to Agenda Item 7 (Greater Cambridge Greenways: Haslingfield and Comberton), and it was confirmed that it would be discussed at the beginning of that item.

The Joint Assembly also noted the receipt of a 624-signature petition relating to the Cambourne to Cambridge Project, presented by Cambridge Past, Present and Future, and supported by an alliance of organisations. It was confirmed that following discussions with the petitioner, it had been agreed that the most appropriate route for the petition was for it to be formally presented to the County Council meeting at which it considered the Transport and Works Act Order in 2023.

## 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 also included a proposal to appoint a consultant to support the GCP's Gateway Review process. Although the Department for Levelling Up, Housing and Communities (DLUHC) had confirmed the appointment of SQW as its consultant for all Gateway Reviews due to be carried out across the country in 2025, it was suggested that additional support would provide the GCP with independent review, scrutiny and expertise. The report also included a proposal to continue funding for the Centre for Business Research for the next twelve months.

While discussing the report, the Joint Assembly:

- Observed that the term 'Knowledge Intensive' (KI) could be easily misconstrued, and suggested that future reports that referred to the KI sector could include a definition of the term. It was argued that the majority of the workforce in KI businesses were non-KI workers, with only a small proportion of KI workers at the top of each workforce, and it was emphasised that the GCP valued and appreciated all levels of knowledge. Members acknowledged that KI businesses were dependent on non-KI businesses, and it was suggested that the Centre for Business Research could be asked to analyse whether some parts of the non-KI sector were performing better than others.
- Clarified that the proposed appointment of a consultant to support the Gateway Review process was not a requirement of the DLUHC, but had been identified as advisable following the previous Gateway Review.
- Noted the launch of the Making Connections consultation on 17<sup>th</sup> October 2022, and welcomed the significant level of discussion and debate that it had inspired.
- Observed that Section 7.1 of the report indicated that £941k was scheduled to be spent on phase 2 of the Chisholm Trail in 2022/23, and sought clarification on whether individual sections of the route would open before the whole route had been completed, such as alongside the railway line under the Mill Road bridge. Members were informed that feedback from consultations carried out in 2022 was still being considered, while agreement was still being sought with National Rail. Nonetheless, it was anticipated that some short-term progress would be possible in this area, and that a significant portion of the £941k would be for that section of the route.
- Observed that target dates for the completion of some projects had changed from those in the previous Quarterly Progress Report, and suggested that the target dates should remain fixed, with only the forecast completion dates being changed if required. It was also suggested that it would be helpful and more accurate for target and forecast dates to indicate the quarter of the year when a project would be completed, rather than the whole year. However, it was acknowledged that the complexity of many of the projects meant that such specific dates would require

frequent changes, and specifying the quarter would therefore not necessarily improve the oversight or accountability of projects.

- Expressed concern that local residents were unsure whether or not the Whittlesford Station Transport Infrastructure Strategy was proceeding. Members were informed that although the project had been paused due to the ongoing A505 study, local residents had expressed support for delivery of some of the smaller elements, such as active travel. It was these elements that were now being reviewed by the GCP, rather than the wider scheme that affected the A505.
- Suggested that given the scale of challenges locally, alongside the levels of predicted growth in the region, the GCP could consider expanding its work in the skills sector. It was emphasised that the GCP aligned its work to that of the Combined Authority, the lead authority for skills in the region.
- Highlighted the shortage of skilled workers in the construction industry to carry out retrofitting as part of the wider decarbonisation programme, and queried whether the GCP could support and promote more apprenticeships in the construction industry. Attention was also drawn to the importance of agricultural apprenticeships, particularly given current issues related to the cost-of-living and food security, and the difficulties faced by some potential learners accessing them due to their rural location. Nonetheless, it was acknowledged that a holistic skills strategy needed to focus on wider, long-term needs, rather than short-term shortages.
- Suggested that the GCP could link recruitment and training to its procurement processes, in order to promote the development of skills within its wider delivery of projects. It was also observed that different organisations and authorities used different data and figures, and suggested that the GCP promoted the use of its own data as widely as possible within the local community and by local authorities.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there had been no objections to the proposals set out in the report.

## 7. Greater Cambridge Greenways: Haslingfield and Comberton

Two public questions were received from Simon Webb (on behalf of Martin Grant Homes), and Gabriel Fox. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Chairperson notified the Joint Assembly that a petition had been submitted by Highfield Farm Touring Park in relation to the Comberton Greenway, calling for the Greenway to use the west side of Long Road instead of the proposed east side. It argued that the current proposals would affect a higher number of houses and businesses along Long Road, cause flooding, and encourage rural crime by facilitating access to properties, whereas moving the Greenway to the west side of Long Road would improve safety and access for cyclists, pedestrians and horses. The Transport Director noted that the current proposed route would ensure a direct link to an existing bridleway, while avoiding residential properties and side roads on the west side of

Long Road. Taken alongside the work being undertaken to reduce traffic speeds and improve the general environment on Long Road, access to the caravan park would become safer with the current proposals, so officers were therefore recommending not to change the proposed route.

The Transport Director presented the report, which set out the Outline Business Cases for the Comberton and Haslingfield Greenways, as well as a proposed programme of delivery, with the construction of early works to commence in 2023. Following a public engagement, various changes were proposed for the schemes, as set out in Sections 2.3 and 2.4 of the report. Attention was drawn to the action taken in response to issues raised with the Bourn Brook crossing and Grantchester section of the Haslingfield Greenway, with a further public consultation proposed for the latter issue in 2023.

While discussing the report, the Joint Assembly:

- Welcomed the report and supported the officer recommendation to continue with the current proposed route for Long Road on the Comberton Greenway. Members suggested increasing the number of dropped curves along the routes in order to provide additional opportunities for access and egress, and highlighted the importance of ensuring safety for equestrians, particularly in the more isolated, rural sections of the Greenways. It was observed that the County Council was developing a surface design guide, and suggested that it would be beneficial for the Greenways' surfaces to align with the guide.
- Expressed concern over the significant number of shared use sections of the routes, and requested the installation of clear signage in each section, noting that pedestrians were not generally accustomed to reading road signs. It was clarified that shared use was not a policy objective of the GCP, and was only implemented when required by limitations to the highway or available land.
- Expressed concern about the lack of lighting on some shared use sections of the Greenways, arguing that it would be dangerous for users without sufficient lighting during dark hours, which were extended during winter. It was also suggested that as lighting technology continuously evolved, it would be beneficial to collaborate with the Combined Authority and the County Council to improve consistency across the region. However, it was acknowledged that lighting was not universally accepted, and therefore a balance had to be established between safety and excessive lighting, particularly in rural areas.
- Welcomed the level of engagement with local communities, noting the widespread support for the Greenways, and paid tribute to officers for adapting the schemes on the basis of issues raised during such engagement and consultation. It was observed that a significant number of issues related to materials, signage and lighting were raised for both Greenways, and welcomed the proposal to develop a general strategy on these issues across the whole Greenways programme. It was agreed that the Joint Assembly and Executive Board would be provided with an opportunity to consider the strategy.

- Confirmed there was a commitment to achieving a 20% biodiversity net gain across the Greenways programme, and highlighted the importance of ensuring this process included ensuring nature was supported in its recovery, rather than just improving biodiversity.
- Requested further information on how the Greenways schemes aligned to cycling infrastructure standards and guidance, such as the Local Transport Note (LTN) 1/20, and whether the schemes tended to deviate away from or towards such guidance when amendments were made to the scheme designs as a result of consultation and engagement.
- Queried whether byelaws could be implemented and enforced on the Greenways, in a similar way to busways in the region. Members were informed that the GCP was currently ensuring the legality of the Greenways through mechanisms such as public rights of way and bridleways, although it was acknowledged that byelaws could be considered in the future.
- Noted that the Comberton and Haslingfield Greenways would be connected by the Barton Greenway, which was currently undergoing a public engagement before presentation of the Outline Business Case to the Joint Assembly and Executive Board in February and March 2023.
- Emphasised that Compulsory Purchase Orders should only be used as a last resort, and argued that such decisions should be made by the Executive Board, rather than through a delegation to officers.
- Noted that the County Council would be responsible for maintenance of the Greenways once they were completed, as established by the City Deal. A maintenance strategy was being developed in collaboration with the County Council and would be agreed prior to completion of the project. Members highlighted the importance of making it easy to identify which authority or organisation was responsible for maintenance of the Greenways, and other cycleways, and when such a responsibility was transferred.
- Sought clarification on the County Council's involvement in the design of the Greenways, noting that concern over future maintenance costs could negatively impact their design and thus reduce the quality of the infrastructure. The Joint Assembly was informed that the County Council did not receive any funding to maintain active travel routes, and its involvement in the design process was therefore important, although it was emphasised that the materials used for the Greenways would be of high quality.
- Emphasised the importance of communicating the benefits of the Greenways, such as the accompanying 20mph zones along the routes, to local communities.

The Chairperson concluded that the Joint Assembly supported the proposal to prepare Full Business Cases for the two Greenways, and make the various applications necessary for that to happen. He also highlighted the importance of developing a general strategy for materials, signage and lighting.



## 8. Smart Cambridge Update and Forward Programme

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

While discussing the report, the Joint Assembly:

- Highlighted behavioural change as being central to the GCP's wider objectives, and emphasised the importance of considering how it could be promoted and supported, through the use of technology and data, throughout the planning and delivering of individual schemes and projects. Members welcomed that consideration was increasingly being given when designing schemes to possible future behavioural change, such as low-car communities and alternative uses for busways.
- Drew attention to concerns that had been raised about the quality and reliability of bus data, and expressed concern that such issues undermined confidence and trust in the wider programme, although it was acknowledged that recent and ongoing changes to bus timetables and routes had exacerbated the problem. Members were informed that bus operators and the Combined Authority were responsible for real-time data, although Cambridge Smart had previously provided support to overcome issues, and it was acknowledged that improvements were necessary.
- Acknowledged ongoing efforts to resolve resource problems with a scheme to provide businesses with smart panels that provided updates on public transport, travel and other issues. Further work was being carried out on developing a commercial alternative, which would cost more to implement but which would include more robust support and maintenance.
- Noted that a competitive procurement process would be undertaken to improve the data and management of the totem outside Cambridge train station, which had also experienced difficulties due to construction work in the surrounding area.
- Welcomed ongoing work looking at integrating tickets across the local transport network, and suggested that it should also consider aligning timetables across the different modes of public transport.
- Paid tribute to the innovative methods and technology that were being trialled by Smart Cambridge, acknowledging that was important to develop new ways to collect and provide reliable and accurate data. However, it was suggested that it would be beneficial to increase public awareness of whether data came from trials or established mechanisms, in order to maintain support and minimise frustration.

It was also suggested there should be greater publicity on the work to reduce traffic and congestion through smart technology, as well as Smart Cambridge's wider work.

- Welcomed the deployment of traffic sensors across Cambridge and requested a map of their locations. It was suggested that it would be beneficial to allow open access to the data collected by the sensors.
- Observed that the technology provided by the Centre for Connected and Autonomous Vehicles was restricted to companies from the UK, and queried whether companies from other countries were being consulted. Members were informed that Smart Cambridge was engaging with Zenzic, an organisation created by the government and automobile industry, which also provided contact with operators and companies outside the UK.
- Clarified that Connecting Cambridgeshire had established a joint venture with the University of Cambridge, called Light Blue Fibre, which made its ducting and fibre infrastructure commercially available.

In summarising the Joint Assembly's discussion, the Chairperson noted the importance of connecting Smart Cambridge's work to the GCP's other workstreams and highlighted suggestions that its work should be more widely disseminated and publicised.

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

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

While discussing the report, the Joint Assembly:

- Noted that increasing biodiversity was more complex than planting a few species, and drew attention to the expertise and local knowledge of officers in local authorities, as well as specialists across the region, and suggested that the GCP should work with them whenever it was possible and appropriate. Members highlighted the impact of wildlife displacement, and argued that there should be an emphasis on preservation, rather than just gain.
- Welcomed that the GCP was exceeding statutory requirements, but expressed concern that the objective to achieve "up to 20%" biodiversity net gain was unambitious and non-committal, and suggested replacing the target with "at least 10% and ideally 20% or higher".
- Expressed concern that projects' red line boundaries were unable to identify the varying levels of importance of the nature through which they passed, and suggested that maps should indicate areas of high natural importance.

- Sought clarification on how baseline data had been obtained for biodiversity net gain calculations, and whether projects that had already been completed were also being taken into consideration as part of the overall GCP programme. Members were informed that although a number of completed schemes had performed biodiversity net gain calculations, guidance and metrics had evolved over time, and work was currently being undertaken to establish a baseline in a consistent way.
- Queried whether resources for biodiversity net gain would be provided separately for each project or as part of a unified package.
- Considered whether biodiversity improvements should be as close as possible to the areas affected by projects or whether they should be offset to established biodiversity projects. Some members argued that improving biodiversity in an off-site location failed to adequately address the negative impact on the biodiversity in the area adjacent to a project, noting that community support for projects was sometimes subject to such local mitigation. However, others cited examples of less effective and sustainable efforts to improve on-site biodiversity, such as the planting of trees alongside the A14 improvement scheme, and suggested that dedicated biodiversity projects were easier to maintain and achieved better results in the long-term.

In summarising the Joint Assembly's discussion, the Chairperson identified widespread support for the ongoing work, although he highlighted a desire for biodiversity net gain to exceed 20%. He also drew attention to members' varying opinions on the mitigation hierarchy and where to locate biodiversity improvements to maximise their sustainability, effectiveness and local support.

## 10. Date of Next Meeting

The Joint Assembly noted that the next meeting was due be held on Thursday 16<sup>th</sup> February 2023.

Chairperson  
16<sup>th</sup> February 2023

Greater Cambridge Partnership Joint Assembly – 23<sup>rd</sup> November 2022  
Appendix A – Public Questions Listed by Agenda Item

	From	Question	Answer
1.	<p style="text-align: center;">Lynda Warth County Access &amp; Bridleways Officer - Cambridgeshire British Horse Society (BHS)</p>	<p><b>Agenda Item No. 7: Greater Cambridge Greenways</b></p> <p>We appreciate GCP confirmation that the Assembly is being asked to approve hard top paths created alongside bridleways not on them.</p> <p>The M11 bridge at Coton is already a bridleway. The surface ‘improvements’ have changed the perception of its status and created conflict. Cyclists, and apparently the GCP, believe it now to be a cycle path. Please can bridleways on the Greenway routes be clearly marked including the right of way hierarchy which protects pedestrians and equestrians?</p> <p>The section to the north of Cantelupe Road is already a bridleway. Design approval for this section must be suitable for equestrians.</p> <p>Barton / Long Rd junction – we appreciate inclusion but without design drawings there is lack of clarity of what is to be approved. Please could approval be ‘subject to BHS agreement’? Signage for quiet roads should include pedestrians, cyclists and equestrians.</p> <p>With cyclists on their inside, for safety horse riders will migrate towards the centre of the carriageway. Current plans to narrow carriageways will reduce and even remove, the opportunity for vehicles to overtake. Travelling at <math>\pm 4</math> mph in walk, and Highway Code requirement for traffic to slow to 10 mph when ‘they see a horse’, horses in the</p>	<p>As a general design principle, the existing bridleway sections will be left as they are, as far as reasonably practicable, with the multi-user path built alongside it. At locations where the width of the existing bridleway is less than 3m, subject to land availability, the bridleway would be widened to make the route more amenable to users.</p> <p>The status of the M11 bridge as bridleway is known and noted. The Greenway does not propose significant changes to this section of path.</p> <p>The section of bridleway north of Cantelupe Road will be designed to be suitable for equestrians.</p> <p>BHS feedback on the junction of Barton Road and Long Road has been received, along with other stakeholder feedback and will be considered further as the design develops.</p> <p>Equestrians are not excluded across these projects; the aim of the Greenways is: <i>“to provide safe, well-connected active travel links within Cambridgeshire for walkers, cyclists and where possible horse riders.”</i></p>

		<p>traffic flow risk queues quickly forming with attendant driver frustration and potential danger. Have these impacts have been given consideration in the decision to exclude horses from safe cycling provision?</p> <p>Equestrians, as highway non-motorised users, have equal legal rights to cyclists. Exclusion is discriminatory and at odds with the Highway Code and Road User Hierarchy. Inclusive signage and crossing design which has space and facilities for tandem, trike, recumbent, cargo and child-trailed bicycles will allow inclusion for horses.</p> <p>Please consider the consequences on traffic flow, the safety of horses, their riders and other road users when making your decisions today.</p>	<p>The recent engagement results have all been treated in an equitable manner and the top themes for each section of Greenway identified and reported. GCP also have a log of stakeholder comments and feedback provided to date, including through the Active Travel User Group, which BHS is a part of.</p> <p>The Greenways are subject to risk assessment for all users, including concept design, detailed design, and post-completion road safety audit.</p>
2	<p>Anna Williams Communications and Community Officer CAMCYCLE</p>	<p><b>Agenda Item No. 7: Greater Cambridge Greenways</b></p> <p>We thank members and officers for their work on the Greenways; we know these schemes are very popular and local people are impatient to see these routes completed so they have safe routes from/to and between Cambridge and surrounding villages.</p> <p>We'd like to make the point that modal filters are an effective low-cost way of building essential links along – and connecting to – the Greenways. For example, the report states that “the scope for the Comberton Greenway along Sidgwick Avenue is limited” but this is only the case because through-traffic is still being prioritised over people walking, cycling and wheeling. This road is proposed to be filtered as part of the GCP’s own Road Classification project: with University support for change here, why not do it now? Introducing restricted access for vehicles between Grange Road and Ridley Hall Road would free up space to</p>	<p>The Comberton Greenway has looked to rationalise parking along the West Cambridge route sections to better prioritise for pedestrians and cyclists.</p> <p>This includes limiting parking along Adams Road with planters and placemaking improvements.</p> <p>Some parking has been retained to allow for deliveries and servicing whilst maintaining free-flow movement for cyclists in the carriageway.</p> <p>Sidgwick Avenue is proposed as a one-way street under the Comberton Greenway, with discussions and consideration of parking ongoing with local stakeholders including the University. If further changes are brought forward through the Road Classification project, the Greenway will look to</p>

		<p>create a shared street for cycling and walking which would particularly benefit disabled people who suffer the most from the current uneven and narrow footways. We believe the whole street should be a pedestrian and cycle zone except for disabled access, loading and local access (which should be reduced as much as reasonably possible). All pay and display parking should be removed.</p> <p>With active travel movements predicted to grow and the expansion of the West Cambridge site, Sidgwick Avenue is an important link. Let's make it a better street for everyone and a valued part of the Greenway.</p>	<p>incorporate and maximise any opportunities this may bring.</p>
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Greater Cambridge Partnership Joint Assembly – 23rd November 2022  
Appendix B – Slide Presentation

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





# Smart Cambridge

## Update and forward programme

23 Nov 2022



# Smart Cambridge – high level view



# Fibre Ducting in Infrastructure Schemes

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

## BENEFITS

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

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

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

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

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

**FIBRE DUCTING**  
IN  
INFRASTRUCTURE

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

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## OUTCOMES

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

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

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

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

# CAMBRIDGE AUTONOMOUS SHUTTLE TRIAL

## PASSENGER TRIALS

**3**  
SHUTTLES



**2** SAFETY  
OPERATORS  
ON BOARD



**304**  
passengers  
carried



**5** CCTV  
CAMERAS  
inside and out



**106**  
JOURNEYS



**3** hazard perception cameras



**5** LiDAR  
sensors



Distance travelled  
**1,014**  
KILOMETRES



**31.8TB**  
of journey  
data processed



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



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



## SOCIAL MEDIA

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

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

**YouTube**  
12,669  
video views





**9** TV AND RADIO BROADCASTS



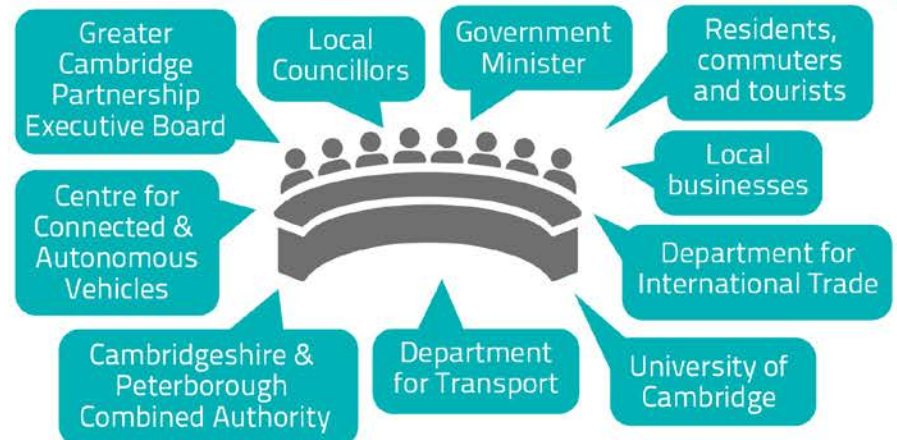
**115**  
surveys  
completed



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



## Engagement with organisations and authorities:





# Key features of the Smart Cambridge programme to Mar 2024

## Ongoing activities *including*

- Engagement
- Data challenges
- Supporting sustainable new communities

## Concluding activities *including*

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

## City Access workstream lead

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

## Autonomous vehicles *including*

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

Maintaining agility in response to new opportunities

Thank you



## Greater Cambridge Partnership 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](mailto: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 13<sup>th</sup> February 2023**

## Greater Cambridge Greenways – Barton, Horningsea, Melbourn and Sawston Greenways

Report to: Greater Cambridge Partnership Joint Assembly

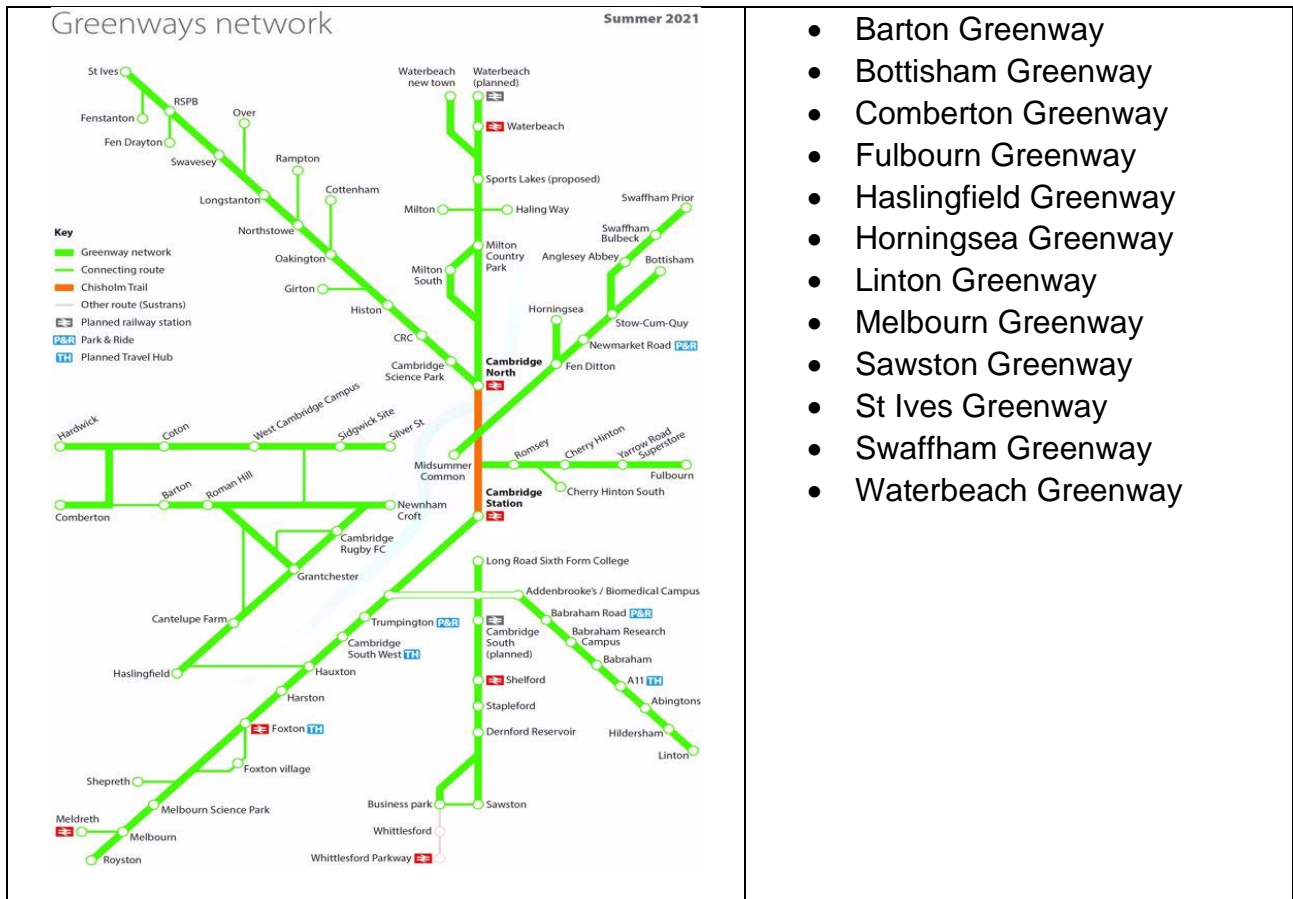
Date 16<sup>th</sup> February 2023

Lead Officer: Peter Blake, Director of Transport

### 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 Greenways 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 Greenways routes being developed, as shown in the network map in Figure 1.

**Figure 1: Greenways Network**



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

1.5 Concept work and consultation on the Greenway alignments concluded with Executive Board decisions throughout 2020 to release funding. During 2021 and 2022, more detailed technical work took place which has given more certainty to the timescales associated with the Programme. This work continues into 2023.

1.6 The Greenways Network will form the basis of a significant active travel network for Cambridge and the surrounding area. It will provide links to already delivered 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 active travel.

1.7 The Joint Assembly is invited to consider and comment on the proposals to be presented to the Executive Board in relation to the **Barton, Horningsea, Melbourn and Sawston Greenways**, in particular:

- Note the results from the Public Engagement exercises, conducted at the end of 2022 and agree any changes to scheme design resulting from the engagement;
- Note the Outline Business Cases for Barton, Horningsea, Melbourn and Sawston Greenways;
- The submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary;
- The use of Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used;



- The programme of delivery for Barton, Horningsea, Melbourn and Sawston Greenways;
- Plans to finalise schemes for construction and complete Full Business Cases for the Barton, Horningsea, Melbourn and Sawston Greenways.
- The construction of Early Works in 2023.

## 2 Issues for Discussion

### Public Engagement

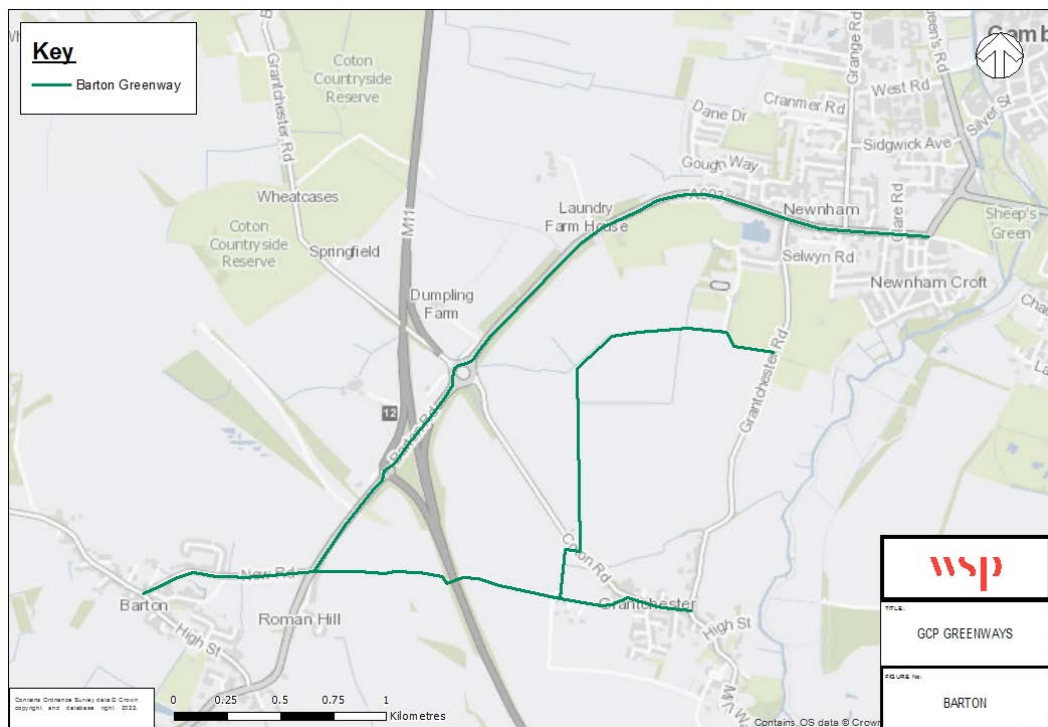
2.1 Public engagement for the Barton, Horningsea, Melbourn and Sawston Greenways was undertaken in Autumn/Winter 2022, to seek feedback on current design proposals for these routes.

- Melbourn – 3rd October to 28th October.
- Barton – 7th November to 16th December.
- Sawston – 14th November – 9th December.
- Horningsea – 21st November to 16th December.

2.2 This included online and in-person engagement events. Full summary reports of the findings from the public engagement are included at **Appendix 1**.

2.3 The most significant issues and the proposed officer response to these are set out in Tables 1 to 8 below.

### Barton



2.4 Key changes that are being proposed following the public engagement are set out in Table 1 below for Board approval.

Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Barton Road to Cambridge</b>		
<b>Grange Road</b>	<ul style="list-style-type: none"> <li>Safety concerns related to Grange Road noted that there are often near misses in this location and there is poor visibility of the signals where the lights are sometimes missed by drivers. Some respondents highlighted that a petition for the crossing on Grange Road has been published online: <a href="https://www.change.org/p/a-safer-barton-road-crossing-near-grange-road">https://www.change.org/p/a-safer-barton-road-crossing-near-grange-road</a>.</li> </ul>	<ul style="list-style-type: none"> <li>The Barton Greenway design team will work with road safety experts to review the Grange Road junction design and identify solutions to improve safety for vehicles exiting Grange Road onto Barton Road.</li> <li>Specific design solutions have not yet been identified but initial consideration will be given to solutions that maintain priority for Barton Greenway users, while improving visibility for vehicles exiting the junction.</li> </ul>
<b>Section 2: Barton Road</b>		
<b>Equestrian users</b>	<ul style="list-style-type: none"> <li>17% of the 106 responses expressed concerns for equestrian users. All of the 18 comments mention that the proposals do not consider horse riders on the shared-use path and mention that horse riders are also vulnerable.</li> <li>Two comments suggested that the shared use path should include nonslip surface, a wide sandy / gravel path or a grass verge to improve safety for equestrian users. One comment also suggests that equestrians should be included in the walking and cycling signage for this section of the Greenway.</li> </ul>	<ul style="list-style-type: none"> <li>The triple mode signage denoting pedestrian, cyclist and equestrian usage (Diagram/Sign 956.1) will be included in the Preliminary Designs for this section; however this will be subject to the Road Safety Audit process and findings. No other changes are proposed.</li> <li>GCP is working closely with Cambridgeshire County Council (CCC) to review surfaces for all active travel infrastructure.</li> <li>Surface treatments and materials will be considered in more detail at the construction design stages, and a strategy developed across the Greenways.</li> <li>Options for hard-surface treatments and soft-surface treatments will be considered alongside input from key stakeholders such as CCC.</li> </ul>
<b>Section 3: Barton Road, Coton Road and Grantchester Round Roundabout</b>		
<b>Crossing Facility</b>	<ul style="list-style-type: none"> <li>The most frequent concern regarding this section of the proposals regarded the signalised crossing proposed at the roundabout. 38% of comments (42 people) expressed concerns about the proposed two-stage crossing. Three of whom preferred the previous options (including the underpass) that were consulted on.</li> <li>Six comments suggested that the two-stage signalised crossing should be a single stage to improve user experience and reduce waiting times for cyclists. Five of the comments felt that whilst the two-stage stage crossing may be safer for less confident cyclists, it is likely to encourage more confident cyclists to</li> </ul>	<ul style="list-style-type: none"> <li>The design of the crossing will be further considered in the preliminary design stage.</li> <li>A single stage crossing will be the first preference and further input will be sought from CCC highway colleagues, the output of highway modelling and the physical constraints at the locality.</li> <li>An underpass at this location was not engaged upon as the option for an at grade crossing minimises costs, land take required and environmental impacts, including potential flooding. In addition, a high-pressure gas main was identified along the eastern side of the Grantchester Road arm of this junction. Relocating this would have resulted in</li> </ul>

	<p>cycle in the carriageway to avoid waiting at the crossing.</p> <ul style="list-style-type: none"> <li>• Three comments also proposed for automatic sensors to be used on the crossing to prevent cyclists from needing to dismount and press the button at the crossing, increasing journey times.</li> </ul>	<p>extensive and very costly groundworks.</p> <ul style="list-style-type: none"> <li>• The potential for advance signal controls will be investigated in the next design stage. Advice will be sought from CCC highway colleagues and traffic signals specialists.</li> </ul>
<b>Section 4: The M11 Bridge</b>		
<b>General comments, parapet height and surface maintenance</b>	<ul style="list-style-type: none"> <li>• 25% of the comments (28 in total) highlighted that respondents were generally in favour of the proposals. Nine comments use positive words like 'Good', 'I support it' and 'Positive' while five additional respondents felt that the proposals will improve safety.</li> <li>• Three comments welcome the extension of the parapet's heights with one requesting that they are increased further to 1.6m or 1.8m. However, one comment is concerned increasing the parapets may make the cycle path feel narrower and less safe.</li> <li>• A further eight comments welcome the widening of the shared-use path noting that the existing bridge is unsafe for cyclists and are happy with the proposals.</li> <li>• 14% of comments note that the surfacing on the M11 Bridge is poorly maintained, with 11 of the 15 comments referring to the existing bumps and cracks on the surface that is formed by subsidence on the ramp leading up to the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Surveys of the existing structure and approaches will be conducted to inform the design and height of the new parapets and the facilities crossing the bridge.</li> <li>• The comments reporting subsidence will be passed to the structures design team as well as National Highways.</li> </ul>
<b>Equestrian users</b>	<ul style="list-style-type: none"> <li>• 18 responses (16%) felt that equestrian users are not considered within the proposals. Six of the comments refer to providing suitable crossings on the approach to the roundabout i.e., Pegasus crossings. Whilst five comments suggested to extend the parapet heights so that they are tall enough for horse riders.</li> </ul>	<ul style="list-style-type: none"> <li>• Requirements for equestrians will be considered based on levels of existing and forecast use. This has been reflected in additional provision for equestrians that has been provided elsewhere on this route.</li> <li>• Surveys of the existing structure and approaches will be conducted to inform the design and height of the new parapets and the facilities crossing the bridge.</li> <li>• This will include specific consideration of equestrian users and consideration of measures such as mounting blocks if deemed appropriate.</li> </ul>
<b>Footway / cycleway width</b>	<ul style="list-style-type: none"> <li>• 13% of survey responses referred to the width of both the carriageway and the proposed shared-use path. All of these 14 comments would like to see a wider pathway provision for cyclists and pedestrians, with two comments saying 3m should be the minimum width of the shared-use path.</li> <li>• Six comments requested the dual carriageway be reduced to a single carriageway over the bridge to provide</li> </ul>	<ul style="list-style-type: none"> <li>• The potential for, and impacts of, reducing the carriageway to a single lane will be considered in the next design stage. This will be subject to transport modelling.</li> </ul>

	accommodate a wider path and allow for cyclists to pass each other safely.	
<b>Section 5: Roundabout leading to M11N Slip Road</b>		
<b>Crossing Facility</b>	<ul style="list-style-type: none"> <li>• 41% of all coded comments (39 in total) related to the signalised crossing proposals. The majority of which highlighted that this location is dangerous section of the route and feel that an improved crossing is needed.</li> <li>• However, eight respondents felt that a signalised crossing may increase queuing on the M11 and increase congestion for those travelling towards Cambridge. Some comments from respondents who identified themselves as confident cyclists, felt that the crossing point may increase journey times as they will have to queue at the lights.</li> <li>• Three respondents said they preferred the previous option of an underpass in this location.</li> <li>• Two further comments expressed support for the crossing, noting that it's a vast improvement to the previous proposal (underpass) as they felt it was dangerous for pedestrians and cyclists in remote locations such as this.</li> <li>• In addition, eight comments suggested that the crossing should automatically detect cyclists on the approach to the crossing to reduce waiting times, and a further four comments recommended an advanced detection loop crossing.</li> <li>• Three comments proposed advanced warning signage is installed to warn cyclists that it is a motorway slip road to cycleway users, as the existing sign is only visible to drivers and cannot be seen when travelling from Barton.</li> <li>• Queries around how horse riders will access and navigate the crossing was also raised by seven respondents.</li> </ul>	<ul style="list-style-type: none"> <li>• The design of the crossing will be further considered in the preliminary design stage. Further input will be sought from CCC highways and signals colleagues. The final design will reflect the output of highway modelling, safety audit and the physical constraints at the locality.</li> <li>• An underpass at this location was not engaged upon as the option for an at grade crossing minimises costs, land take required and environmental impacts, including potential flooding.</li> <li>• The potential for advance signal controls will be investigated in the next design stage. Advice will be sought from CCC highway colleagues and traffic signals specialists.</li> <li>• Signage and road markings will be proposed in agreement with CCC and in line with latest guidance. Recommendations from safety audits will also be taken into account.</li> <li>• Any signage proposals will be in accordance with an agreed strategy to provide a cohesive approach and will also consider all users of the Greenways.</li> </ul>
<b>Section 6: Cambridge Road to New Road Junction</b>		
<b>Crossing facility, general comments and equestrian usage</b>	<ul style="list-style-type: none"> <li>• A total of 25% of the coded comments raised concerns around the consideration of equestrian users within this section, as this section of the route links to an existing bridleway.</li> <li>• 21% of the coded comments suggested altering the crossing, three of which relating to accommodating equestrian users through the use of Pegasus crossings as the junction leads onto a bridleway.</li> <li>• Other suggestions for the crossings include making the junction a continental roundabout and</li> </ul>	<ul style="list-style-type: none"> <li>• The junction redesign will consider equestrians crossing the A603. This will include consideration of a Pegasus crossing, or a crossing where mounting and dismounting is provided for on either side of the A603. This will be influenced by the signals design and the existing constraints of the site, as well as safety audit.</li> <li>• Traffic signals will be subject to modelling and comment from signals design engineers and CCC Highways.</li> <li>• Signage and road markings will be proposed in agreement with CCC and</li> </ul>

	<p>suggestions for reviewing the signal timings to ensure that there are minimal impacts on traffic.</p> <ul style="list-style-type: none"> <li>• Comments mentioned that it was already a busy junction with various street signage and highlighted that it can be overbearing and/or confusing for drivers at time. As such, respondents suggested reviewing and de-cluttering to existing street signage to make it safer.</li> <li>• Feedback also expressed a need for good access for larger vehicles to access the Orchard site located here.</li> </ul>	<p>in line with latest guidance. Consideration will be given to decluttering this junction where possible.</p> <ul style="list-style-type: none"> <li>• The Orchard site access requirements will be considered in the next design stage, with consideration given to hatching at this location.</li> </ul>
<b>Section 7: Barton Village</b>		
<b>Route tie in with existing shared use path</b>	<ul style="list-style-type: none"> <li>• A total of 24% of the coded comments related to extending the route alignment. 16 of the 21 comments suggested extending the route to tie in with the existing shared use path within the Village on Comberton Road. Respondents noted that it is difficult for cyclists travelling west exiting the village (towards Comberton Road) to join the existing shared use path. Expressing that the current manoeuvre is unsafe for cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• The Greenway route will be extended slightly (c.100m) to tie in with the existing shared use path within the Village on Comberton Road. This will provide added connectivity between Barton and Comberton.</li> <li>• The tie in with the shared use path will be designed with this feedback in mind and include signage and potentially road markings to better inform drivers of cyclists making this manoeuvre. Designs will be subject to road safety audits too.</li> </ul>
<b>Opposition based on concerns for safety</b>	<ul style="list-style-type: none"> <li>• A total of 11% of the coded comments opposed the proposals within the village, raising concerns for safety, five of the comments suggested extending the route so that there is not a missing link on Comberton Road.</li> <li>• Three of the comments suggested a new location for crossings and two suggested providing greater traffic calming measures.</li> </ul>	<ul style="list-style-type: none"> <li>• The Greenway route will be extended slightly (c.100m) to tie in with the existing shared use path within the Village on Comberton Road. This will provide added connectivity between Barton and Comberton.</li> <li>• Reduced speed limits and traffic calming measures in Barton Village will create a slower speed, safer environment for all users. This should make any required crossings easier.</li> <li>• Designs will be subject to road safety audits too.</li> </ul>
<b>Section 8: Barton to Grantchester</b>		
<b>Surfacing</b>	<ul style="list-style-type: none"> <li>• 27% of all coded comments related to surface materials. 10 comments mentioned that red thermoplastic surfacing would be out of place in the context of a rural area such as Grantchester and would prefer normal asphalt.</li> <li>• Three respondents noted that they were in favour of a sealed path, however another respondent highlighted that the bridleway is at risk of flooding so a sealed path may make this worse.</li> <li>• Two respondents mentioned width constraints along the bridleway noting that it is narrow and suggested leaving the surface materials as they are.</li> </ul>	<ul style="list-style-type: none"> <li>• The use of red surfacing in this location will be reassessed in the next stage of design. If it does not impact unduly on design proposals (safety requirements etc), it will be removed. Discussions on use of red surfacing across the Greenways are ongoing.</li> <li>• Surface treatments and materials will be considered in more detail during the next design stages, and a strategy developed across the Greenways.</li> <li>• Options for hard-surface treatments and soft-surface treatments will be considered alongside input from key stakeholders. Any proposals will consider the rural setting of particular route sections, environmental impacts and user experience.</li> </ul>

	<ul style="list-style-type: none"> <li>In addition to this, two respondents felt that the surface proposed may encourage cyclists to travel at a higher speed increasing the risk of conflicts between Greenway users.</li> </ul>	<ul style="list-style-type: none"> <li>GCP will also consider issues with drainage, durability and maintenance when considering materials and surface treatments as part of the next stage of design.</li> </ul>
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2.5 Response from the public engagement with no action proposed are set out in Table 2 below.

Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Barton Road to Cambridge</b>		
<b>Crossing Facilities</b>	<ul style="list-style-type: none"> <li>A total of 28% of comments (36 responses) felt that the proposed crossing improvements were not suitable or do not address the safety concerns. Areas of concern included the crossings on Barton Road (14 mentions), the Driftway (13 mentions), Newnham Road (8 mentions) and Grange Road (7 mentions).</li> <li>Comments relating to the Newnham Road and Barton Road crossing felt that the crossing points should provide better connections to the Driftway and Lammas Land. Two respondents commented that this section of the route does not need any additional crossings, raising concern that upgrading the signalised crossings and introducing new crossings may lead to congestion.</li> <li>Safety concerns were expressed in 15% of comments on Section 1. Respondents were particularly concerned about safety of pedestrians and cyclists. The Driftway (13 mentions) was raised as an area of concern as respondents felt that the proposed design does not consider access to/from the Driftway from Barton Road.</li> </ul>	<ul style="list-style-type: none"> <li>The Newnham Road junction improvements are being developed and delivered by Cambridgeshire County Council (CCC). Public engagement responses relating to the Newnham Junction improvements have been forwarded to CCC for their consideration. These will be responded to directly by CCC. The project team has provided the CCC project team with details of respondents who have expressed concerns.</li> </ul>
<b>Support for proposals, Biodiversity</b>	<ul style="list-style-type: none"> <li>A total of 16% of comments (20 responses) were coded as generally being in favour of the proposals. Feedback received was mostly positive with many people welcoming the improvements to pedestrian, cyclist, and motorist segregation. 13 of the comments indicated they were happy with the proposals.</li> <li>However, five respondents who expressed support for the proposals overall also expressed opposition to some aspects, for example the widening of the footway and removal of biodiversity and made further recommendations to make it more favourable.</li> </ul>	<ul style="list-style-type: none"> <li>Positive feedback noted.</li> <li>There is a commitment to biodiversity net gain across the Cambridge Greenways Programme. The design for Barton Greenway has been developed with environmental impact in mind, whilst also aiming to meet the requirements of design guidance for sustainable transport and consider the constraints of the route.</li> <li>The design of the Barton Greenway has been developed to minimise impact on existing green infrastructure such as trees and verges. The route, wherever possible, reuses the existing infrastructure to achieve this aim. Significant environmental work is being</li> </ul>

		<p>undertaken to minimise any impacts on wildlife.</p> <ul style="list-style-type: none"> <li>On Barton Road, there is one tree proposed to be removed to accommodate the proposals just east of Clarence Road, GCP will be planting a new tree on the grass verge to replace this, but no other changes to trees are proposed along Barton Road.</li> </ul>
<b>Footway / cycleway widths</b>	<ul style="list-style-type: none"> <li>14% of comments suggested that footway and cycle path should be widened along Barton Road. Concerns were raised regarding the pinch points and some respondents felt that the existing cycleway is too narrow and should be wider to meet LTN 1/20 standards.</li> <li>CamCycle have suggested use of the carriageway for an on-road cycle path option.</li> <li>Seven comments opposed the footway/cycleway as there is already a shared-use path along Barton Road and they felt the improvements are not necessary. Some concerns were also raised in relation to footway widening and the potential for loss of greenspace/trees.</li> </ul>	<ul style="list-style-type: none"> <li>The existence of several pinch points on the route is appreciated. The design has been developed to balance the requirements of relevant design guidance for sustainable transport routes such as the Greenways, as well as to consider the existing physical constraints of the route.</li> <li>An on-road scheme was not an option previously consulted on and is currently not proposed to be taken forward. This is due to a number of factors including lack of carriageway space along the whole stretch of Barton Road, potential impact on loss of residential parking and significant impacts to construction duration and associated disruption. This scheme would also require significantly more infrastructure than widening of the existing arrangement and therefore cost more than the current proposal.</li> <li>One of the key aims of the Cambridge Greenways is to encourage more active travel. It is felt that improving the existing provision where practical will support this aim.</li> <li>On Barton Road, there is one tree proposed to be removed to accommodate the proposals just east of Clarence Road, GCP will be planting a new tree on the grass verge to replace this, but no other changes to trees are proposed along Barton Road</li> </ul>
<b>Equestrian users</b>	<ul style="list-style-type: none"> <li>16% of comments also expressed concerns for equestrian users in this section. 18 responses felt that the proposals do not cater for equestrian users, particularly the shared-use path on Barton Road.</li> <li>Another concern relates to the lack of provision to segregate horses from cyclists and motor vehicles. Feedback suggested re-positioning the grass verge for horses on the end furthest from the carriageway, so horses are not as close to vehicles. They also mention that horses require more space, and this should be considered through provision of wider lanes.</li> </ul>	<ul style="list-style-type: none"> <li>These concerns are noted and discussions will continue with equestrian users via the GCP Active Travel Forum.</li> <li>Requirements for equestrians will be considered based on levels of existing and forecast use. This has been reflected in additional provision for equestrians in rural areas.</li> </ul>

<b>Section 2: Barton Road</b>		
<b>Trees and vegetation</b>	<ul style="list-style-type: none"> <li>• Suggestions for maintaining and/or preserving greenery or planting were present in 21% of comments for Section 2. Concerns that the Greenway may damage or lead to a reduction in trees were the most common. 11 comments request that no mature or existing trees are removed while four comments also mention that new trees and planting would be appreciated throughout this section of the route.</li> <li>• Two comments mentioned that there is often overgrown shrubbery along this section of the route which encroaches onto the shared use path and noted that this should be maintained. However, the majority of feedback related to preserving and planting new trees. Comments also expressed that there should be minimal impacts on wildlife.</li> <li>• Four comments suggested that segregation between pedestrians, cyclists and vehicles should be achieved by using trees, grass verges or shrubs as they felt that this would preserve the landscape of the area whilst also providing improvement to safety for Greenway users.</li> </ul>	<ul style="list-style-type: none"> <li>• The design of the Barton Greenway has been developed to minimise impact on existing green infrastructure such as trees and verges. The route, wherever possible, reuses the existing infrastructure to achieve this aim. Significant environmental work is being undertaken to minimise any impacts on wildlife.</li> <li>• On Barton Road, there is one tree proposed to be removed to accommodate the proposals just east of Clarence Road, GCP will be planting a new tree on the grass verge to replace this, but no other changes to trees are proposed along Barton Road.</li> <li>• The concerns about vegetation encroaching on the existing infrastructure have been noted and passed to CCC colleagues for their consideration.</li> <li>• GCP is working Closely with CCC to discuss future maintenance for all greenways.</li> <li>• The greenways designs are being guided by current standards (LTN1/20), the constraints of this section and forecast level of use.</li> <li>• Opportunities for additional planting will be assessed in the next design stage.</li> </ul>
<b>Footway cycleway widths</b> /	<ul style="list-style-type: none"> <li>• 17% of comments were concerned with the width of the existing path on Barton Road and the proposed shared use path. Of the 18 comments received, 16 noted that the proposed shared use path is not wide enough and suggested that it should be widened for both safety reasons and for an improved user experience.</li> <li>• In addition to this, the space between the shared-use path and the carriageway was raised as a concern as vehicles travel fast and there is no segregation proposed.</li> <li>• Two respondents expressed that they did not want a wider path in this location due to concerns that this may result in the loss of mature trees and wildlife in the area.</li> <li>• One respondent suggested that the path is widened to accommodate two cyclists riding side by side.</li> </ul>	<ul style="list-style-type: none"> <li>• The design has been developed to balance the requirements of relevant design guidance for sustainable transport routes such as the Greenways, as well as to consider the existing physical constraints of the route.</li> <li>• The greenways designs are being guided by current standards (LTN1/20), the constraints of this section and forecast level of use.</li> </ul>
<b>Segregation between users</b>	<ul style="list-style-type: none"> <li>• Comments were raised regarding the segregation along this section, in which 17% of comments (18 in total) highlighted this as an area of concern. The proximity of the shared use path to the road was mentioned by 13 of the 18 respondents. Most of which suggested that that there should be a</li> </ul>	<ul style="list-style-type: none"> <li>• The design has been developed to balance the requirements of relevant design guidance for sustainable transport routes such as the Greenways, as well as to consider the existing physical constraints of the route.</li> </ul>



	<p>grass verge or buffer between the shared use path and the carriageway, or that the shared use path is set back further from the road.</p> <ul style="list-style-type: none"> <li>• Eight respondents were also worried about a shared-use path in this section of the route, and suggested that cyclists, pedestrians and equestrian users should be separated.</li> </ul>	<ul style="list-style-type: none"> <li>• The greenways designs are being guided by current standards (LTN1/20), the constraints of this section and forecast level of use.</li> </ul>
<b>Section 3: Barton Road, Coton Road and Grantchester Round Roundabout</b>		
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>• Whilst there were some concerns regarding the two-stage crossing, 15% of comments (17) were in favour of the proposals and expressed that the proposal will improve safety for cyclists and make cycling more accessible.</li> <li>• Four comments were very much in support of the proposals responding with 'No perfect', 'Positive', 'Good' and 'I support it', whilst a further six expressed the proposals are a considerable improvement to the current situation which has been described as 'hazardous'.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback noted.</li> </ul>
<b>Section 4: The M11 Bridge</b>		
<b>In favour of proposals</b>	<ul style="list-style-type: none"> <li>• 25% of the comments (28 in total) highlighted that respondents were generally in favour of the proposals. Nine comments use positive words like 'Good', 'I support it' and 'Positive' while five additional respondents felt that the proposals will improve safety.</li> <li>• Three comments welcome the extension of the parapet's heights with one requesting that they are increased further to 1.6m or 1.8m. However, one comment is concerned increasing the parapets may make the cycle path feel narrower and less safe.</li> <li>• A further eight comments welcome the widening of the shared-use path noting that the existing bridge is unsafe for cyclists and are happy with the proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback noted</li> </ul>
<b>Section 5: Roundabout leading to M11N Slip Road</b>		
<b>Equestrian users</b>	<ul style="list-style-type: none"> <li>• 18% of comments for this question express concern about the inclusion of horse riders in along the crossing. 10 of the 17 comments raised that the Polo Club is nearby, and horse riders should be included within the design.</li> </ul>	<ul style="list-style-type: none"> <li>• The design of the crossing will be further considered in the preliminary design stage. Further input will be sought from CCC highways and signals colleagues. The final design will reflect the output of highway modelling, safety audit and the physical constraints at the locality.</li> <li>• Specific consideration will be given to equestrian users at this location.</li> </ul>
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>• 15% of comments are happy with the proposals for a signalised crossing at the roundabout. The changes are</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback noted</li> </ul>

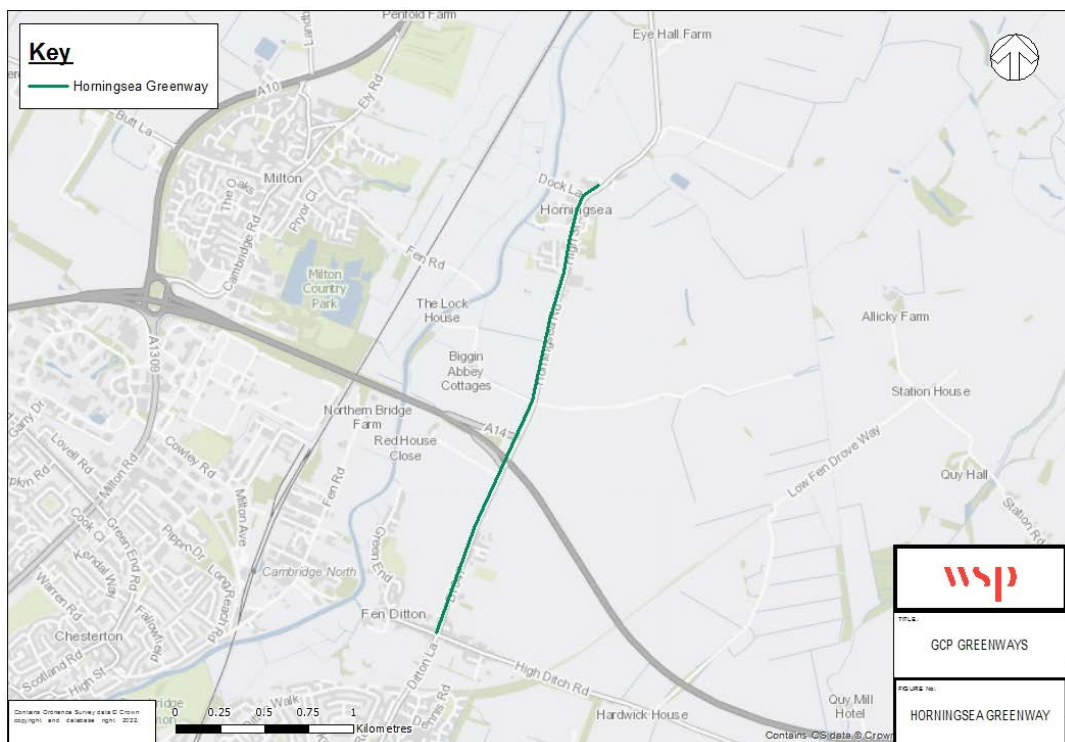
	welcomed by 14 people with four comments highlighting a signalised crossing significantly improve safety compared to the current situation.	
<b>Section 7: Barton Village</b>		
<b>Equestrian users</b>	<ul style="list-style-type: none"> <li>17% of the coded comments related to equestrian users, six of these comments refer to the traffic calming measures and the suitability of speed humps for equestrian users.</li> <li>The remaining 11 comments suggested that equestrian users have not been considered within the village and noted that equestrian users should be into account.</li> </ul>	<ul style="list-style-type: none"> <li>Slower speeds in Barton Village will create a safer environment for all users in this location, including equestrians. The majority of the Greenway is on-carriageway through the Village, and it is expected that horses would also be on-carriageway in this location.</li> <li>Designs will be subject to further road safety audits which will consider suitability and safety of designs for all users.</li> </ul>
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>Despite concerns raised for the proposals within the village, a total of 17% of all coded comments were generally in favour of the proposals and welcomed them noting that it will improve safety and slow down vehicle speeds.</li> <li>Two respondents suggested widening the path adjacent to the pond, and one respondent was concerned about the proposed speed limits and how they will be enforced/adhered to.</li> </ul>	<ul style="list-style-type: none"> <li>Positive feedback noted.</li> <li>There are no proposals for widening the path around the pond currently, due to constraints in this area and low levels of feedback on this issue.</li> <li>Designs will include both physical measures to help slow speeds, along with signage to reinforce this. Designs are also subject to further road safety audits which will include consideration of this issue.</li> </ul>
<b>Crossing Facilities</b>	<ul style="list-style-type: none"> <li>14% of the coded comments offered suggestions for the crossing points as it was considered unsafe to have to cross over the road twice, with five of these comments raising concern for both children and elderly pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced speed limits and traffic calming measures in Barton Village will create a slower speed, safer environment for all users. This should make any required crossings easier for all. In addition, there will be no change to the pedestrian route, with pedestrians able to use the existing alignment of the footway.</li> </ul>
<b>Section 8: Barton to Grantchester</b>		
<b>Widths and end users</b>	<ul style="list-style-type: none"> <li>13% of the comments received on this section also raised concerns for equestrian users most of which relating to the removal of the bridle way to make into a cycle path, two of the comments suggested to have the new cycle path alongside the bridle as not to remove it.</li> <li>Other comments question the width of the pathway as it needs to be able to accommodate both cyclist and equestrian users.</li> <li>Two comments stated how hard surfaces aren't suitable for equestrian users and should be avoided, one of which suggested making the grass verge wider and narrowing the hard surface. The suggestion for signage to alert users of equestrian users was also recommended</li> <li>13% of comments made suggestions for changing the width of the path,</li> </ul>	<ul style="list-style-type: none"> <li>As a general design principle, where possible, existing bridleways will be left as are, with the shared use path built alongside this. Where this is not feasible due to width or other constraints, consideration will be given to appropriate surfacing for all users at these key locations.</li> <li>Surface treatments and materials will be considered in more detail during the next design stages, and a strategy developed across the Greenways.</li> <li>Options for hard-surface treatments and soft-surface treatments will be considered alongside input from key stakeholders. Any proposals will consider the rural setting of particular route sections, environmental impacts and user experience.</li> <li>GCP will also consider issues with drainage, durability and maintenance when considering materials and</li> </ul>

	<p>seven of these comments suggested widening the path to allow for safe passing of cyclists, pedestrians and equestrian users.</p> <ul style="list-style-type: none"> <li>• Three comments believed that the path isn't wide enough for the inclusion of both a hard and a soft surface and three comments believed that the path should be narrower as it is not used enough to justify the proposals.</li> </ul>	<p>surface treatments as part of the next stage of design.</p> <ul style="list-style-type: none"> <li>• The design has been developed to balance the requirements of relevant design guidance for sustainable transport routes such as the Greenways, as well as to consider the existing physical constraints of the route.</li> <li>• The greenways designs are being guided by current standards (LTN1/20), the constraints of this section and forecast level of use.</li> </ul>
<b>Section 9: The Baulk Path</b>		
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>• 19% of comments regarding the Baulk Path were in favour of the proposals noting that it would be a nice route for Greenway users which would encourage active travel.</li> <li>• Some respondents noted that there is no lighting and would be dark at night, as such suggested the installation of solar studs.</li> <li>• Comments on the proposal improving safety (one mention) and encouraging active (two mentions) were also made however, concerns of the safety of joining Grantchester Road were brought up.</li> <li>• Two comments suggested the idea of a cycle friendly roundabout where the route joins at the junction on Coton Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback noted.</li> <li>• Any proposals for lighting will consider the setting of particular route sections, environmental impacts and user safety. This will include consideration of solar studs.</li> <li>• Safety considerations of junctions have been considered in designs and will be further developed during the next stage of design.</li> <li>• A roundabout at this location is not currently proposed but will be considered in the next stage of design. However, it is not currently proposed to change designs in favour of a roundabout here.</li> <li>• Designs will be subject to road safety audits too.</li> </ul>
<b>Environmental concerns</b>	<ul style="list-style-type: none"> <li>• 18% of comments mentioned environmental concerns for this section. 14 of which would like the route to remain rural and expressed that any opposition to the removal of trees or greenspace. Two comments also stated that lighting would not be appropriate for this section as it may impact wildlife.</li> <li>• Generally, there was a concern that the proposals along the Baulk Path may have a negative impact on the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposals are being developed to consider the different settings along the route, including rural sections such as the Baulk Path.</li> <li>• There is a commitment to biodiversity net gain across the Cambridge Greenways Programme. The design for Barton Greenway has been developed with environmental impact in mind, whilst also aiming to meet the requirements of design guidance for sustainable transport and consider the constraints of the route.</li> <li>• The design of the Barton Greenway has been developed to minimise impact on existing green infrastructure such as trees and vegetation. Significant environmental work is being undertaken to minimise any impacts on wildlife.</li> <li>• Any proposals for lighting will consider the setting of particular route sections, environmental impacts and user safety.</li> </ul>
<b>Equestrian users</b>	<ul style="list-style-type: none"> <li>• 17% of the comments related to equestrian users. Four of these comments would welcome the</li> </ul>	<ul style="list-style-type: none"> <li>• These comments will be considered in the next stage of design.</li> </ul>

	<p>proposals, if the grass verge is well maintained and of a suitable width it for equestrians. Two respondents felt the current surface is fine as it is for equestrian users and no resurfacing improvements are required.</p>	<ul style="list-style-type: none"> <li>• Surface treatments and materials will be considered in more detail during the next design stages, and a strategy developed across the Greenways.</li> <li>• GCP will also consider issues with drainage, durability and maintenance when considering materials and surface treatments as part of the next stage of design.</li> </ul>
<b>The scheme (or part of it) is unnecessary / not needed</b>	<ul style="list-style-type: none"> <li>• 15% of comments believed that this is an unnecessary investment with five comments saying going with this proposal would be detrimental to the environment in the area and that the route is already good enough as it is.</li> <li>• Four comments stated that there are already alternative routes for pedestrians and cyclists that are safer, with a further two respondents suggesting that the path isn't used enough to justify the improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• The Baulk Path remains part of the proposed Barton Greenway at this stage.</li> <li>• Proposals are being developed to consider the different settings along the route, including rural sections such as the Baulk Path.</li> <li>• The design of the Barton Greenway has been developed to minimise impact on existing green infrastructure such as trees and vegetation. Significant environmental work is being undertaken to minimise any impacts on wildlife.</li> </ul>
<b>Surfacing</b>	<ul style="list-style-type: none"> <li>• A further 15% of coded comments related to surface materials. Four of which felt that hard surfacing on this route is inappropriate for this path.</li> <li>• Four respondents were in favour of the grass verge as it was deemed suitable for equestrian users, and one respondent suggested ecological sustainable surfacing as opposed to surfaces such as asphalt.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposals are being developed to consider the different settings along the route, including rural sections such as the Baulk Path.</li> <li>• Surface treatments and materials will be considered in more detail during the next design stages, and a strategy developed across the Greenways.</li> <li>• Options for hard-surface treatments and soft-surface treatments will be considered alongside input from key stakeholders. Any proposals will consider the rural setting of particular route sections, environmental impacts and user experience.</li> <li>• GCP will also consider issues with drainage, durability and maintenance when considering materials and surface treatments as part of the next stage of design.</li> </ul>
<b>General Comments (not section specific)</b>		
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• Comments were received regarding lighting along the different route sections.</li> <li>• The majority were in favour of lighting along the route, with the implementation of solar studs suggested due to the lack of street lighting and the lessened environmental impact.</li> <li>• Respondents mentioned that they are concerned about cyclist safety at night / when it's dark, and seven comments mentioned that vehicle headlights often blind or dazzle cyclists heading towards oncoming traffic.</li> <li>• Some comments highlighted that it is hard for cyclists to navigate the</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting and types of lighting will be considered in more detail at the construction design stage, and a lighting strategy developed across the Greenways.</li> <li>• Options for solar stud lighting, overhead lighting, or both, will be considered alongside input from key stakeholders.</li> <li>• Any proposals for lighting will consider the setting of particular route sections, environmental impacts and user safety.</li> </ul>

	shared-use path at night/when it's dark, so they cycle in the carriageway where vehicles travel fast. Solar stud lighting to guide cyclists and improve visibility was raised as a potential solution.	
<b>Signage</b>	<ul style="list-style-type: none"> <li>Comments were received regarding signage and wayfinding along the different route sections.</li> <li>Comments propose improving signage to give a clear indication of the Greenway itself so that cyclists and pedestrians have priority.</li> </ul>	<ul style="list-style-type: none"> <li>Signage and road markings will be proposed in agreement with CCC and in line with latest guidance</li> <li>Any signage proposals will be in accordance with an agreed strategy to provide a cohesive approach and will also consider all users of the Greenways.</li> </ul>

## Horningsea



2.6 The key changes that are being proposed following the public engagement are set out below in Table 3 for Board approval.

Key Issues	Responses Received	Action Taken / Justification
<b>SECTION 1: Clayhithe Road to High Street (Horningsea)</b>		
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>19% of coded comments highlighted support for the proposals. Four comments expressed favour for the proposal in general. Some respondents were pleased with the proposed changes to the 20mph speed limit (6 comments) while others were happy with the proposed buildouts (3 comments). Two respondents were in favour of the proposal because it prioritises cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Positive feedback noted</li> <li>The 20mph speed limit will be determined in more detail during the next phase of design.</li> <li>The introduction of build outs will have a positive effect on traffic calming.</li> </ul>

<b>Road Marking proposals</b>	<ul style="list-style-type: none"> <li>• A total of 21% of comments opposed this section of the route based on concerns for safety. More specifically, some respondents expressed concerns about the on-carriageway cycle lane and use of centrelines (4 comments).</li> <li>• One respondent commented on the existing red surfacing potentially having a negative impact on cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• We propose a Quiet Road treatment in some locations, where cyclists will use the road. This typically includes reducing speed limits to 20mph and using road markings to highlight the presence of cyclists to the drivers. Enhancements will be explored during detailed design to ensure that all users understand the layout of the road.</li> <li>• The use of red surfacing in this location will be reassessed in the next stage of design. If it does not impact unduly on design proposals (safety requirements etc), it will be removed. Discussions on use of red surfacing across the Greenways are ongoing.</li> </ul>
<b>Extend 20mph Zone</b>	<ul style="list-style-type: none"> <li>• There were nine coded comments (15%) that provided comments on the speed limit along Section 1 of the Greenway. Most comments were in support of the proposed 20mph speed limit (6 comments), with some suggesting that the speed limit should be extended further north past Dock Lane (3 comments).</li> <li>• 3 people commented stating the speed reduction measure is unnecessary or would have a negative impact.</li> <li>• 1 comment suggested including speed bumps, and another commented on adding additional signage to encourage drivers to slow down or changes to the curvature, visibility and road furniture.</li> </ul>	<ul style="list-style-type: none"> <li>• The exact location of the 20mph zone will be determined at detailed design stage.</li> <li>• Traffic calming has already been considered in this phase of the design.</li> </ul>
<b>SECTION 2: Horningsea Road (Horningsea to Fen Ditton)</b>		
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>• 16% of coded comments were in favour of the proposals put forward for Section 2 of the Horningsea Greenway, expressing that they welcomed the changes.</li> <li>• Comments in favour of the scheme highlighted support of the 40mph speed limit (2 comments) and others were in support of the proposed widening of cycle path (2 comments), with one suggesting that it should be increased further.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback noted.</li> </ul>
<b>Segregation between users</b>	<ul style="list-style-type: none"> <li>• A total of 19% of coded comments provided suggestions relating to user separation along Horningsea Road. 4 comments respondents supported the need for further segregation but did not provide any details .5 comments</li> </ul>	<ul style="list-style-type: none"> <li>• Parking issues will be addressed in the detailed design through the implementation of appropriate measures. These will be informed by a parking survey which will be carried out and reviewed at the next stage of the design.</li> </ul>

	<p>highlighted potential needs for equestrian users, with 2 comments suggesting a grass verge or non-paved surface buffer between the carriageway and cycle path</p> <ul style="list-style-type: none"> <li>• Respondents also suggested further separation (and/or enforcement) along sections of Horningsea Road, as it is believed parents use the path as a drop off for the local primary school (3 comments).</li> </ul>	<ul style="list-style-type: none"> <li>• The design has been developed to balance the requirements of relevant design guidance for sustainable transport routes such as the Greenways, as well as to consider the existing physical constraints of the route.</li> <li>• The Greenways designs are being guided by current standards (LTN1/20), the constraints of this section and forecast level of use.</li> <li>• A potential danger to cyclists due to motorists encroaching on the shared use path. For safety purposes the existing fence should be retained.</li> </ul>
<b>GreenWave technology</b>	<ul style="list-style-type: none"> <li>• One respondent suggested the implementation of GreenWave technology that automatically detects approaching pedestrians and cyclists should be installed on the traffic signals on the A14 slip road.</li> </ul>	<ul style="list-style-type: none"> <li>• The appropriate technology to detect cyclists will be considered at detailed design stage.</li> <li>• GCP design team and CCC signals team will liaise with Anglian Water.</li> </ul>
<b>SECTION 3: High Street (Fen Ditton)</b>		
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>• 20% of coded comments were in favour of the proposals put forward for Section 3 of the route.</li> <li>• Comments in favour of the scheme felt the proposals will provide benefits for all road users. More specifically, some comments highlighted parts of the proposal they favoured, including reduced speed limit (5 comments), support for the quiet road approach (2 comments) and the section of the proposal in general (3 comments)</li> </ul>	<ul style="list-style-type: none"> <li>• Positive comments noted.</li> </ul>
<b>Carriageway Red Surface</b>	<ul style="list-style-type: none"> <li>• 21% of coded comments mentioned types of surface materials proposed. Respondents were opposed to the use of red tarmac along High Street (8 comments) as it was believed to not be suitable for a rural setting.</li> <li>• One respondent noted that the use of coloured tarmac is unlikely to change user behaviour for cyclist and drivers.</li> <li>• Other responses emphasised the importance of resurfacing the existing surfaces where there are potholes and repairs are needed (3 comments).</li> <li>• Concerns regarding the red surfacing along High Street given</li> </ul>	<ul style="list-style-type: none"> <li>• The use of red surfacing in this location will be reassessed in the next stage of design. If it does not impact unduly on design proposals (safety requirements etc), it will be removed. Discussions on use of red surfacing across the Greenways are ongoing.</li> <li>• Measures will be implemented to clearly indicate the quiet street environment.</li> </ul>

	it's a rural village within a conservation area.	
<b>Church Area geometry</b>	<ul style="list-style-type: none"> <li>• Current proposal does not encourage cyclists to stay on the correct alignment and pass immediately west of the War Memorial. The turning area at church should be retained</li> </ul>	<ul style="list-style-type: none"> <li>• The proposal realigns the cycle path. Existing area outside the church will be retained to allow the turning space for large vehicles going into the farm down in Wadloes Path, as well as for vehicles entering the church.</li> </ul>
<b>Parking Spaces</b>	<ul style="list-style-type: none"> <li>• Ten coded comments (16%) provided suggestions on the addition and / or removal of parking for this section.</li> <li>• Three comments concerned with parking and the right of way for cyclists down the middle of the road. These comments suggested parking should be removed from at least one side of High Street to make it safer for cyclist.</li> <li>• Four comments were against the removal of parking, noting it is used by local residents and those attending church. Suggests rationalising parking into marked parking bays to slow traffic.</li> <li>• One comment suggested the removal of car parking is preferred on grounds of safety.</li> </ul>	<ul style="list-style-type: none"> <li>• The most appropriate measure to formalise parking areas will be identified at the next stage of the design.</li> </ul>
<b>Wayfinding strategy.</b>	<ul style="list-style-type: none"> <li>• 16% of coded comments provided suggestions on wayfinding, signage and clear markings along High Street. It was suggested by some respondents that there should be clear markings for cyclists at junctions (3 comments). Two respondents suggested give way road markings at the junction only, while one respondent believes that cyclists will be unable to see cyclist give way road markings.</li> </ul>	<ul style="list-style-type: none"> <li>• A Greenways Wayfinding strategy is in place for continuity throughout the schemes the specific detail will be considered at the next design stage.</li> <li>• All road marking will be addressed during the next design stage.</li> </ul>
<b>SECTION 4: Wadloes Path (Fen Ditton to Cambridge)</b>		
<b>In favour of proposals (generally)</b>	<ul style="list-style-type: none"> <li>• A total of 24% of comments were generally in support of Section 4 of the route, expressing that they welcomed the changes and felt the proposal could benefit users.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive comments noted.</li> </ul>
<b>Maintenance and surfacing.</b>	<ul style="list-style-type: none"> <li>• 17% of coded comments suggested the need for maintenance. Three comments specifically referred to vegetation and emphasised the importance trimming hedges regularly. A further three comments highlighted</li> </ul>	<ul style="list-style-type: none"> <li>• The maintenance of Wadloes path will be the responsibility of CCC Highway Authority when the scheme has been completed.</li> <li>• GCP is working closely with Cambridgeshire County Council (CCC) to review surfaces for all active travel infrastructure.</li> <li>• Surface treatments and materials will be considered in more detail at the construction</li> </ul>



	<p>that maintenance is required more generally.</p> <ul style="list-style-type: none"> <li>• Three comments referred to the existing path surfaces, noting that leaves and wet floors can lead to slippery surfaces and skidding. One comment specified the need to check and replace defective solar studs, noting that this can lead to stretches of dark sections. Another comment suggested the need for bin collection along the Wadloes Path.</li> </ul>	<p>design stages, and a strategy developed across the Greenways.</p>
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2.7 Response from the public engagement with no action proposed are set out in Table 4.

Key Issues	Responses Received	Action Taken / Justification
<b>SECTION 1: Clayhithe Road to High Street (Horningsea)</b>		
<b>Traffic along Horningsea Road</b>	<ul style="list-style-type: none"> <li>• A total of 18% of coded comments provided suggestions around traffic calming measures.</li> <li>• Some respondents believe that high traffic volumes justify implementing additional traffic calming measures along this section of the route, 4 people suggested that additional measures are needed because of the traffic impacts from Waterbeach.</li> <li>• 2 people suggested extending the Greenways to include north Horningsea.</li> <li>• In contrast, one respondent believes that the traffic volumes do not justify implementing measures along this section of the route.</li> <li>• 3 people commented on the use of modal filters along Clayhithe Road.</li> </ul>	<ul style="list-style-type: none"> <li>• The emergency response time would increase.</li> <li>• The current proposal includes significant traffic calming that would increase the safety of cyclists and pedestrians.</li> <li>• A modal filter is not seen as appropriate in this location due to the current levels of traffic.</li> </ul>
<b>Inconsistent approach between the two villages.</b>	<ul style="list-style-type: none"> <li>• One respondent questioned why there was no proposed crossing at Horningsea but is proposed at Fen Ditton.</li> </ul>	<ul style="list-style-type: none"> <li>• The approach is appropriate to both villages. In both cases the cyclists are encouraged to take primary position on the road and a crossing point was not deemed necessary at Horningsea.</li> </ul>
<b>Unattractive build out</b>	<ul style="list-style-type: none"> <li>• One comment disagreed with the proposed buildout, noting that it could ruin the flow of traffic though the village and have</li> </ul>	<ul style="list-style-type: none"> <li>• The design of the build out will be assessed during the next stage but no major changes are proposed.</li> </ul>

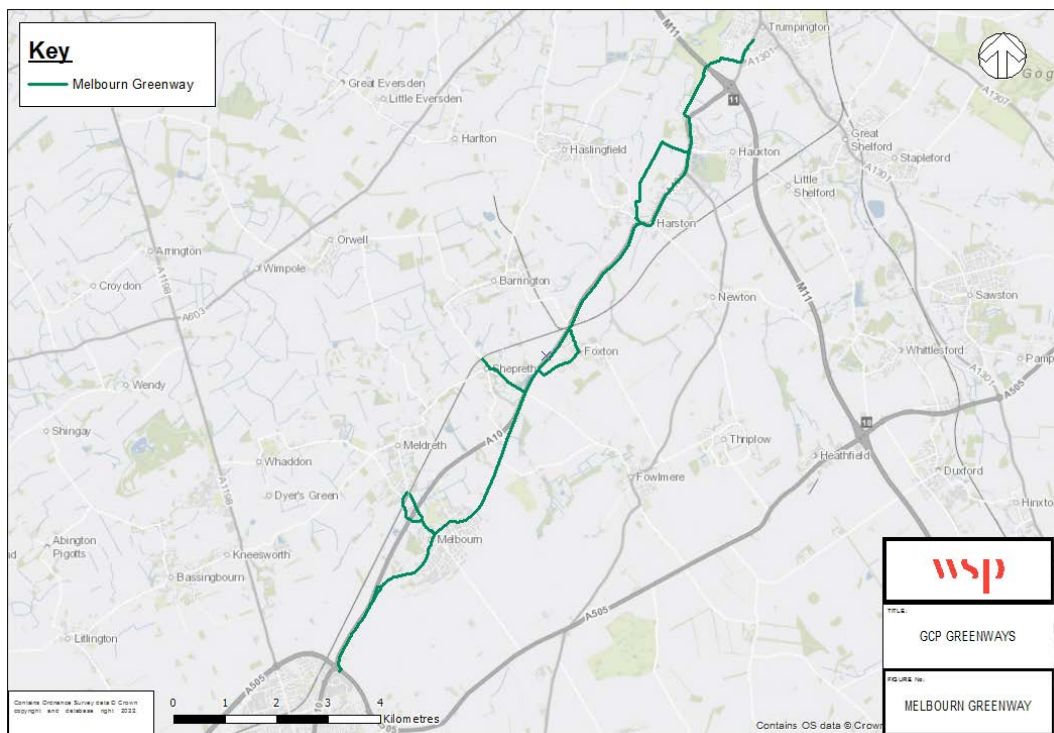
	<p>safety implications. In contrast, two comments agreed with the proposal and did not express safety concerns related to the buildout.</p>	
<b>Route Changes</b>	<ul style="list-style-type: none"> <li>• A total of 9 coded comments (15%) provided suggestions on alternative routes or extending the route.</li> <li>• Three comments suggested the Greenways route should be extended further north of Dock Lane and cover the entire Horningsea village.</li> <li>• Two comments suggested that the route should be extended to include the path to Quy Fen, while one comment suggested Ely.</li> <li>• One comment was for scheme to consider improvements to existing infrastructure, i.e. Clayhithe Road and improvements to the cycle bridge at Bait Bite Lock.</li> </ul>	<ul style="list-style-type: none"> <li>• The route was agreed by the GCP Executive Board in 2020. Alternatives were looked at previously and discounted.</li> <li>• Any additional suggestions will be considered if there is another tranche of Greenways.</li> </ul>
<b>SECTION 2: Horningsea Road (Horningsea to Fen Ditton)</b>		
<b>Alternative route for Greenway</b>	<ul style="list-style-type: none"> <li>• 17% of coded responses provided suggestions on alternative routes, extending the route or providing a new route. As previously noted, some respondents suggested that the route should be extended to include links to the byway at Snout Corner and byway 85/5 Fen Ditton (3 comments). Other respondents suggested that a safe cycling route to the Waterbeach Greenway through Bait Bite Lock should be explored as part of the Greenways (2 comments).</li> <li>• Alternative route should be considered as the proposed section fails to meet LTN1/20 design standards i.e., no proposed verge and parts with narrow widths.</li> </ul>	<ul style="list-style-type: none"> <li>• The Greenways designs are being guided by current standards (LTN1/20), the constraints of this section and forecast level of use. LTN 1/20 and scope requires minimum width of 3.0m where available in the interest of the cyclist safety.</li> <li>• Alternative routes were explored in earlier phases of the Greenways development.</li> </ul>
<b>Equestrian Users.</b>	<ul style="list-style-type: none"> <li>• There were 12 coded comments (19%) that highlighted concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Equestrian users have been considered in the design. Greenways schemes will include equestrian travel where possible.</li> </ul>

	<p>around equestrian users for this section of the route.</p> <ul style="list-style-type: none"> <li>• More specifically, some respondents highlighted potential safety concerns associated with a shared use facility for horse riders (4 comments). Other respondents expressed concerns that a Pegasus crossing could be an issue because they do not like the idea of being boxed in at the B1047, High Street and Ditton Lane junction with cars passing in front and pedestrians and cyclists crossing behind them (2 comments). While other respondents expressed concerns for the lack of equestrian users along this section to justify spending on equestrian features such as a Pegasus crossing (3 comments).</li> </ul>	<ul style="list-style-type: none"> <li>• The triple mode signage denoting pedestrian, cyclist and equestrian usage (Diagram/Sign 956.1) will be included in the Preliminary Designs for this section; however, this will be subject to the Road Safety Audit process and findings.</li> </ul>
<p><b>SECTION 3: High Street (Fen Ditton)</b></p>		
<p><b>High Street (Quiet Street)</b></p>	<ul style="list-style-type: none"> <li>• Cycle Lane in the centre is only recommended for one-way motorised traffic (based on Dutch Guidance).</li> </ul>	<ul style="list-style-type: none"> <li>• The design doesn't propose the cycle lane in the centre of the road. The design encourages cyclists to take a primary position on the road as per UK Highway Code.</li> <li>• Cyclists should use the centre of the lane only in specific circumstances (e.g. approaching junctions or on narrow sections of roads, where an overtaking car would pose a danger to them).</li> </ul>
<p><b>Priority for cyclists</b></p>	<ul style="list-style-type: none"> <li>• 5 comments opposed to the use of the proposed cycle lanes in the centre. Some respondents also suggested that there is too much emphasis on cyclist and people should be the priority (2 comments), particularly as children use the route at school time. One comment suggested that the route does not have a high footfall or demand for cyclist therefore the proposal is unnecessary.</li> <li>• Priority route should be from the shared path to High Street.</li> </ul>	<ul style="list-style-type: none"> <li>• There is minimal traffic going east-west. The changes in the priority will require additional signage and road changes which are not possible in this area.</li> </ul>
<p><b>Parallel Crossing and Signalised junction</b></p>	<ul style="list-style-type: none"> <li>• A total of 31% of coded comments offered suggestions to the proposed crossing on High Street arm of the B1047, High Street and Ditton Lane junction. Should the proposals go ahead, some respondents suggested that they are satisfied with the proposed parallel crossing (3 comments). While two respondents prefer the existing</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed parallel crossing is required to connect both ends of the cycle route for consistency.</li> <li>• A signalised junction would have a severe impact on the time of travel in and out of Cambridge for all the users.</li> <li>• Due to existing level constraints, there is no sufficient space to provide fully segregated crossings for all Non-Motorised Users.</li> </ul>

	<p>junction, stating that the raised table act as an effective means to slow traffic entering High Street.</p> <ul style="list-style-type: none"> <li>• Other respondents suggested that traffic lights should be included for the entire junction (6 comments). In contrast, three respondents suggest that the proposal should not include traffic signals as it is not required at the junction. Two respondents identified a preference for a zebra crossing, with one stating that there is no need for a new pedestrian or cyclist-controlled crossing. Other respondents highlighted potential safety concerns of a potential Pegasus crossing for horse riders and children (2 respondents).</li> </ul>	
<b>Parking Spaces</b>	<ul style="list-style-type: none"> <li>• Comments were against the removal of parking, noting it is used by local residents and those attending church.</li> <li>• 1 comment suggested the removal of car parking is preferred on grounds of safety.</li> <li>• Suggests rationalising parking into marked parking bays to slow traffic and the need to consider the impact of car parking during school pickup/drop-off times in Fen Ditton and Sunday parking for church goers (Wadloes path)</li> </ul>	<ul style="list-style-type: none"> <li>• The most appropriate measure to formalise parking areas will be identified at the next stage of the design.</li> </ul>
<b>High Street (Quiet Street)</b>	<ul style="list-style-type: none"> <li>• Cycle Lane in the centre is only recommended for one-way motorised traffic (based on Dutch Guidance).</li> </ul>	<ul style="list-style-type: none"> <li>• The design doesn't propose the cycle lane in the centre of the road. The design encourages cyclists to take a primary position on the road as per UK Highway Code.</li> <li>• Cyclists should use the centre of the lane only in specific circumstances (e.g. approaching junctions or on narrow sections of roads, where an overtaking car would pose a danger to them).</li> </ul>
<b>SECTION 4: Wadloes Path (Fen Ditton to Cambridge)</b>		
<b>Wadloes Path update to bridleway</b>	<ul style="list-style-type: none"> <li>• Wadloes Path should be upgraded to bridleway status to ensure safe links to the proposed Bottisham Greenway and the new access at the Marleigh Development</li> </ul>	<ul style="list-style-type: none"> <li>• The widening of the Wadloes path would require substantial changes, including widening and removal of trees.</li> </ul>

<p><b>Street lighting</b></p>	<ul style="list-style-type: none"> <li>• 21% of coded comments remarked on lighting, generally indicating the need for more lighting along the route (4 comments), particularly for cyclists and pedestrians who would be using this section of the greenway in the dark (3 comments). Some of the comments specifically referred to safety, and how increased lighting would improve this (3 comments).</li> <li>• Other comments were in favour of lighting, but suggested lights were kept to a minimum (3 comments). A total of two comments suggested the installation of solar studs lighting along this section.</li> <li>• Contrastingly, some of the responses suggested that lighting should not be used because it could disturb the rural setting, impact wildlife and the environment (2 comments), and the perception that it may lead to light pollution (1 comment).</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting and types of lighting will be considered in more detail at the construction design stage, and a lighting strategy developed across the Greenways.</li> <li>• Options for solar stud lighting, will be considered during the next design phase.</li> <li>• Any proposals for lighting will consider the setting of particular route sections, environmental impacts and user safety.</li> </ul>
<p><b>Environmental concerns</b></p>	<ul style="list-style-type: none"> <li>• 21% of respondents provided comments on environmental concerns for Section 4.</li> <li>• Seven comments specifically expressed concerns about cutting down existing trees. Some comments expressed concerns about the potential damage to the wildlife (3 comments) and the perception that it may lead to light pollution (3 comments).</li> </ul>	<ul style="list-style-type: none"> <li>• There are no plans to remove trees from Wadloes path.</li> <li>• The design of the Horningsea Greenway has been developed to minimise impact on existing green infrastructure such as trees and vegetation. Significant environmental work is being undertaken to minimise any impacts on wildlife.</li> </ul>

# Melbourn



2.8 The key changes that are being proposed following the public engagement are set out in Table 5 below for Board approval.

Key Issues	Responses Received	Action Taken / Justification
<p><b>Widening of the existing shared use path (General)</b></p>	<p>Feedback received supported the proposals to improve sections of the existing shared use path, including widening of pinch points and improving connectivity. 14 comments agree that current conditions along Section 1 (North of Harston) for example are poor.</p> <p>Feedback suggested increasing the width of the footway or cycleway in a few additional locations not already proposed for widening, to improve comfort for active travel users. Within Section 1, 11% of the coded comments referred to increasing the width of the footway or cycleway in certain locations not already proposed to be widened</p>	<ul style="list-style-type: none"> <li>The design will be developed taking into account some of the specific changes and comments raised through the public engagement.</li> </ul> <p>The design already includes proposed widening of the Shared Use Path (SUP) on the A10 in locations where this can be safely accommodated. The designers will continue to look for other opportunities to widen the SUP as part of the preliminary design where this is safe and practical.</p>
<p><b>Wayfinding and signage (General)</b></p>	<ul style="list-style-type: none"> <li>A total of 14% of the coded comments mentioned signage or markings in their response, the majority of which expressed the need for provision of clear signage along the route to maximise safety of all users. Multiple comments recommend adjustments to existing signage locations to remove obstructions/barriers as a way to encourage cyclists to use the designated shared-use-paths.</li> </ul>	<ul style="list-style-type: none"> <li>Signage and road markings will be proposed in agreement with CCC and line with latest guidance.</li> <li>Any signage proposals will be in accordance with an agreed wayfinding strategy that is currently being developed across all 12 Greenways to provide a cohesive approach and ensure that all active travel users can safely navigate along each route.</li> </ul>
<p><b>Section 1: A10 North of Harston</b></p>	<ul style="list-style-type: none"> <li>Feedback set out the preference to retain the layby and parking places on</li> </ul>	<ul style="list-style-type: none"> <li>The preliminary design will be amended to ensure car parking is retained in the</li> </ul>

Key Issues	Responses Received	Action Taken / Justification
	<p>the A10 Cambridge Road just south of the junction with Church Road</p> <ul style="list-style-type: none"> <li>• Crossing improvements for cyclists and pedestrians at the junction of the A10 Cambridge Road and London Road near Hauxton were requested</li> </ul>	<p>layby as well as the existing bus pull-in as a means to access the post box at this location.</p> <ul style="list-style-type: none"> <li>• The need for enhanced active travel crossing arrangements at this junction will be explored as part of preliminary design</li> </ul>
<p><b>Section 2: Harston off-road path</b></p>	<ul style="list-style-type: none"> <li>• 30% of the coded comments supported the proposals for a connection to Haslingfield and an alternative, scenic route to the A10 corridor.</li> <li>• A route alignment at the southern end of the proposed off-road path along the 'Footpath' connecting to Church Street was suggested</li> <li>• It was suggested that the section of Church Street from the southern end of the proposed path to the A10 Shared Use Path, also needed some improvements for active travel users</li> <li>• Concern was raised about the proposals in respect of type of surfacing materials used, lighting of the route and impact on the countryside. 22 of the coded comments mentioned lighting, representing 15% of all comments.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further along this section to preliminary design stage, taking into account some of the specific changes and comments raised through public engagement.</li> <li>• The possibility of an alignment via "The Footpath" will be reviewed as part of preliminary design.</li> <li>• The possibility of introducing some traffic calming measures along Church Street will be investigated as part of preliminary design.</li> <li>• Surface treatments and materials will be considered in more detail during the next design stages, and a strategy developed across the Greenways.</li> </ul>
<p><b>Section 3: Foxton Village</b></p>	<ul style="list-style-type: none"> <li>• 47 of the coded comments received (39%) were generally supportive of the proposals to provide an active travel route and connection through Foxton village, including the traffic calming measures and speed limit reduction.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further to preliminary design stage, taking into account some of the specific changes and comments raised through the public engagement.</li> </ul>
<p><b>Section 4: Shepreth Link</b></p>	<ul style="list-style-type: none"> <li>• 33% of the coded comments were generally in favour of the proposals to provide an active travel connection to Shepreth station from the A10 corridor, including the traffic calming measures and speed limit reduction proposed.</li> <li>• 17 of the coded comments expressed a desire to see improvements for active travel users to the junction of A10 / Fowlmere Road / Shepreth Road. This included making it easier to cross the junction between Fowlmere and Shepreth Roads and crossing the mouth of Fowlmere Road using the shared use path.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further along this section to preliminary design stage, taking into account some of the specific changes and comments raised through public engagement.</li> <li>• The potential for enhanced active travel crossing arrangements at this junction will be investigated as part of preliminary design. However, it should be noted that the design is restricted due to the high-speed nature of this section of the A10.</li> </ul>
<p><b>Section 5: Melbourn Village</b></p>	<ul style="list-style-type: none"> <li>• Half of all coded responses were in support generally for the proposals pertaining to Melbourn village, including the traffic calming measures, footway widening, new crossings and speed limit reduction.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further along this section to preliminary design stage, taking into account some of the specific changes and comments raised through public engagement.</li> </ul>

Key Issues	Responses Received	Action Taken / Justification
	<ul style="list-style-type: none"> <li>• Support was expressed for improvements for active travel users at the junctions of the A10 with Cambridge Road and Frog End (near the Dobbies Garden Centre), with 2 comments suggesting improvements to the existing A10 Dunsbridge Turnpike crossing</li> <li>• 18 respondents expressed some concerns about the proposals to reduce speed limits from 30mph to 20mph through the village, whilst conversely 12 respondents were in favour of the proposals. A number of respondents also expressed concern about the prospect of a sudden speed reduction from the current 60mph on Cambridge Road to 20mph at the start of Melbourn village.</li> <li>• Some concerns were expressed from both a safety and highway capacity perspective about widening of footways and narrowing of carriageways</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team recognise that active travel users will use this junction to cross the A10, however it is not proposed to make any changes to this junction at this stage. Instead, the project team will investigate proposals to improve the crossing of the A10 at the Dunsbridge Turnpike. Dunsbridge Turnpike is a much safer access point into Melbourn than the beginning of Cambridge Road and has a direct connection with the existing shared use path in this location.</li> <li>• The speed reduction proposals through Melbourn are in line with Government active travel design guidance and will help to improve safety and comfort for active travel users. On approach to Melbourn the design team will investigate introduction of a staggered approach to the speed limits. Most likely 60mph down to 40mph and then 20mph.</li> <li>• As part of the ongoing preliminary design a review will take place into the proposals to widen parts of the footway and the impact this will have on the carriageway. Widening will only take place where it can be demonstrated that there will be no impact on safety or increase to traffic congestion. A review of the existing on-street parking arrangements as part of this work will also take place.</li> </ul>
<p><b>Section 6: Meldreth Link</b></p>	<ul style="list-style-type: none"> <li>• A total of 72 coded comments (58%) showed support generally for the proposals to provide an improved active travel connection from Melbourn to Meldreth.</li> <li>• Strong support was expressed for the proposals to widen and re-surface the footpath to Shepreth station from Station Road, with 18 respondents stating safety as their main driver. The need for either enhanced or new lighting was referenced a total of 21 times across the coded comments for Section 6, amassing 22% of all comments.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further along this section to preliminary design stage, taking into account some of the specific changes and comments raised through public engagement</li> <li>• The proposals will be developed as part of the ongoing preliminary design, to include details on path widths and surfacing materials. The design team are currently considering arrangement for lighting on this section of off-road path in conjunction with another project looking at improving lighting at the underpass.</li> </ul>
<p><b>Section 7: A10/Royston Road</b></p>	<ul style="list-style-type: none"> <li>• A total of 89 of 146 comments (61%) expressed strong support for the proposals to create a new shared use path on the east side of the A10 between Royston Road and the junction with the A505. With 16 respondents indicating that provision of this link would provide much needed improvements in active travel connectivity between Royston and Melbourn.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further along this section to preliminary design stage, taking into account some of the specific changes and comments raised through public engagement</li> <li>• The design will ensure that an adequate buffer is included within our preliminary designs</li> </ul>



Key Issues	Responses Received	Action Taken / Justification
	<ul style="list-style-type: none"> <li>• 22 of respondents (15%) believe that the route will improve safety along the A10, but suggested that it would be important to ensure active travel and equestrian user safety along this section through an adequate buffer between the road and the new shared use path</li> <li>• 20 coded comments indicated that the success of this active travel connection to Royston is linked to whether the bridge across the A505 and onward connection into Royston can be provided. However, 8 comments suggested that this section should go ahead regardless.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project team recognise the relationship between the provision of a new route along this section of the A10 and the ability to cross the A505 to enable an onward connection into Royston.</li> </ul>
<b>Section 8: A505 Bridge</b>	<ul style="list-style-type: none"> <li>• Overwhelming support was expressed for the proposed A505 bridge, which aims to provide further connectivity along the A10 into and out of Royston, with 125 comments (70%) generally in favour of this proposal.</li> <li>• Respondents indicated that there was probably no point in having a walking, cycling and equestrian connection between Melbourn and Royston if this bridge, a critical component of the link, is not delivered. 33 of the coded comments believe the proposed bridge would generally have a positive impact on safety with 6 comments directly mentioning that the A505 is unsafe to cross in its current format.</li> <li>• Respondents indicated the design of the bridge should be fully accessible and that provision should be made for equestrian use</li> <li>• 11 coded comments expressed some concern about the case and demand for a bridge crossing on the A505 at all</li> </ul>	<ul style="list-style-type: none"> <li>• The Project team continue to take forward the design of the bridge to preliminary design stage and will continue to look for opportunities for funding of the bridge scheme in conjunction with other stakeholders, including Hertfordshire County Council.</li> <li>• This comment is noted and will be taken into account in the design of the bridge.</li> <li>• Work to date, including the previous consultation, has indicated that a crossing of the A505 is important to secure an active travel link between Royston and Melbourn.</li> </ul>

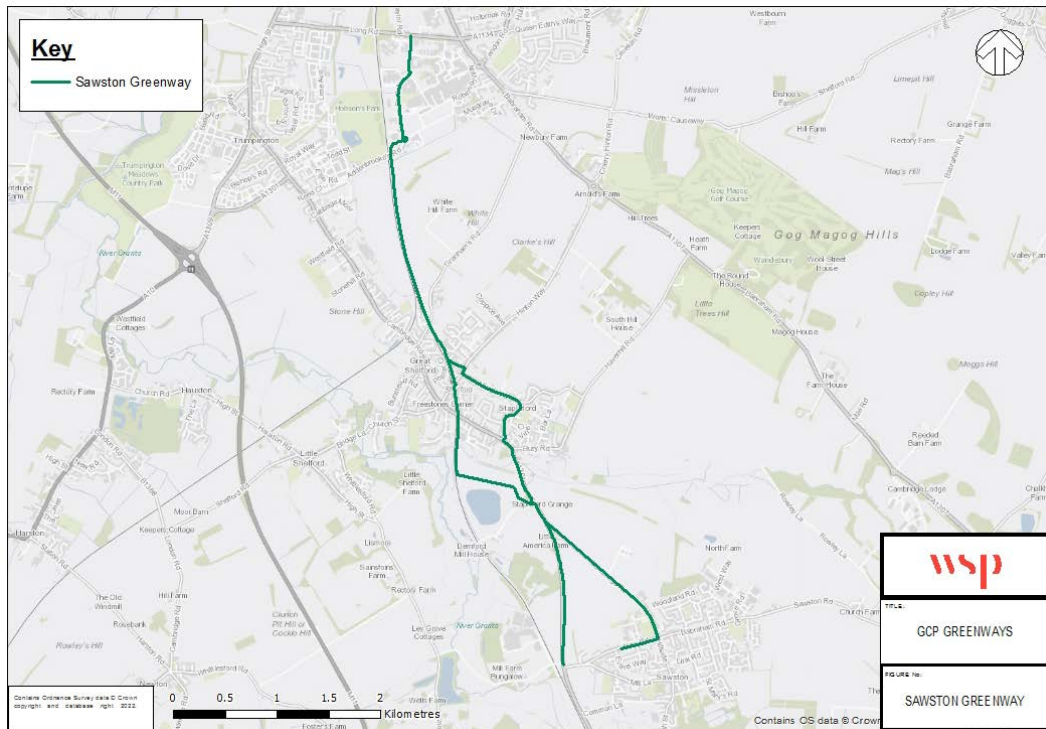
2.9 Response from the public engagement with no action proposed are set out in Table 6 below.

Key Issues	Responses Received	Action Taken / Justification
<b>Connections with additional settlements (General)</b>	<ul style="list-style-type: none"> <li>• Respondents suggested the possibility of additional connections to other nearby settlements. For example, in Section 1, where 18 of the 39 coded comments requested extending the greenway improvements, specifically walking and cycling facilities, between Newton and the A10, via Harston.</li> </ul>	<ul style="list-style-type: none"> <li>• A link to additional settlements such as Newton village is not included within the scope of the Melbourn Greenway programme. However, improvements to the crossing of the A10 at the junction with London Road, will help facilitate access to London Road and improve the onward connection to Newton as a result.</li> </ul>

<p><b>Section 1: A10 North of Harston</b></p>	<ul style="list-style-type: none"> <li>• Respondents suggested the idea of a new controlled crossing of the A10, from the path across Trumpington Meadows across to the path to the fields north of Hauxton.</li> <li>• 3 coded comments suggested that the Melbourn Greenway proposals include improvements to Trumpington Meadows, along the A10, up to and beyond the junction with the M11 towards Cambridge</li> <li>• Respondents expressed existing safety concerns over the existing Shared Use Path along the A10, given the number of side and access roads.</li> </ul>	<ul style="list-style-type: none"> <li>• The project team has considered the idea of progressing a crossing in this location but are recommending that this is not taken forward as an additional element to the Greenway due to safety concerns associated with implementing a controlled crossing at this location.</li> <li>• The Melbourn Greenway proposal focuses on the connection to Cambridge via the off-road path across Trumpington Meadows towards Trumpington rather than an on-road connection via the A10 and across the M11 roundabout. An improvement to the path up to and beyond junction 11 of the M11 will not be made as part of the Melbourn Greenway.</li> <li>• The Melbourn Greenway proposals do not propose to look at existing conflict points along the A10 on a case by case basis. However, these points will be forwarded onto Cambridgeshire County Council so that they become aware of existing issues. The Melbourn Greenway proposal intends to provide an offline section, to the West of Harston, which will act as a safer and more scenic alternative to the A10 shared use path.</li> </ul>
<p><b>Section 2: Harston off- road path</b></p>	<ul style="list-style-type: none"> <li>• Respondents expressed concern over the necessity of an entirely new off-road link in this location, with 3 respondents highlighting the potential to use an existing route towards Haslingfield via Button End.</li> </ul>	<ul style="list-style-type: none"> <li>• The project team is not recommending taking forward the idea of an alternative route via Button End due to safety concerns as the existing carriageway is very narrow and there is currently no footway provision for the majority of its length. The proposed new off-road path west of Harston will provide a safe and high-quality connection for active travel users and equestrians, without the need to mix with general traffic.</li> </ul>
<p><b>Section 3: Foxton Village</b></p>	<ul style="list-style-type: none"> <li>• A handful of respondents expressed support for creating a shared use path for pedestrians and cyclists along Shepreth Road from the junction of the A10 Royston Road and the start of the footpath at the southern end of Foxton village</li> <li>• 5 respondents indicated a preference to have the toucan crossing on the south side of the junction of Shepreth Road and the A10 Royston Road, rather than the north as currently shown in the proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• This proposal falls out of the scope and budget of the Melbourn Greenway programme; however, these points will be forwarded onto Cambridgeshire County Council to determine if this can be explored by other programmes.</li> <li>• The project teams investigations have determined that it is not possible to provide the toucan crossing on the south side of this junction due to the proximity of a bridge structure.</li> </ul>
<p><b>Section 5: Melbourn Village</b></p>	<ul style="list-style-type: none"> <li>• Respondents expressed concern about the poor existing state of footways and the road surface through Melbourn village</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst the condition of footways and carriageways is outside of the scope of this project we will pass this information onto the Highway Authority, Cambridgeshire County Council.</li> </ul>

<p><b>Section 6: Meldreth Link</b></p>	<ul style="list-style-type: none"> <li>• Respondents indicated support for a new accessible crossing of the railway at the end of the above mentioned path to replace the existing bridge</li> <li>• Respondents indicated some concern about the width of the road where Station Road crosses the railway line and the need to improve conditions here for pedestrians and cyclists</li> <li>• Respondents expressed equal levels of support and concern regarding proposals for introducing a 20mph zone along Station Road.</li> </ul>	<ul style="list-style-type: none"> <li>• This proposal is out of scope of the Greenways programme. However, Network Rail, who own and manage the station, have been made aware of this issue.</li> <li>• The Project Team are not proposing to provide extensive physical active travel improvements along this section, due to several limitations associated with the bridge over the railway line.</li> <li>• The Project team are not recommending introduction of a 20mph speed limit along Station Road as part of the Melbourne Greenway. However, there is an existing Traffic Regulation Order currently being prepared for the centre of Melbourn which could potentially be extended. This will be discussed with the County Council.</li> </ul>
<p><b>Section 7: A10/Royston Road</b></p>	<ul style="list-style-type: none"> <li>• Respondents suggested that a new crossing of the A10 near the junction with Royston Road could be provided to enable users to access the existing path on the west side of the A10.</li> <li>• 3 individuals enquired as to why the existing provision to the western side of the A10 isn't enhanced instead of creating a completely new route.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for an additional crossing over the A10 in this location falls outside of scope for the Melbourn Greenway. However, future opportunities to improve connectivity in this area are being discussed with Cambridgeshire County Council.</li> <li>• Section 7 of the Melbourn Greenway is located to the east of the A10 to provide direct access from the village of Melbourn to Royston without the need to provide additional crossing(s) of the A10.</li> </ul>
<p><b>Section 8: A505 Bridge</b></p>	<ul style="list-style-type: none"> <li>• Respondents indicated some concern about the proposed location of the bridge and suggested some alternative locations</li> <li>• 3 coded comments suggested that the previously operational foot tunnel beneath the A505 (which has been filled in) and which is some 700m south-west of the proposed bridge location be used as a crossing instead.</li> <li>• 9 coded comments indicated that Greater Cambridge Partnership and Hertfordshire CC should prepare a robust and realistic plan B, if the bridge funding is not secured in the lifetime of the Greenways programme</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed bridge over the A505 would need to be located to the east of the existing A10/A505 junction due to the topography of the land in this location. A bridge to the west for example would need to span a much larger distance to get the correct amount of clearance. In addition, the current proposed bridge location will tie in with existing shared-use provision in Royston and align with HCC's LCWIP proposals.</li> <li>• The tunnel at this location has been filled in and does not represent a viable opportunity for a crossing. Subways or underpasses can be intimidating and undesirable places for pedestrians and cyclists. A bridge crossing over the A505 is still the preferred solution.</li> <li>• This comment is noted. At the current time the design team are advancing the project on the basis that the bridge is part of the overall scheme. We are actively identifying ways for funding the delivery of the bridge.</li> </ul>

# Sawston



2.10 The key changes that are being proposed following the public engagement are set out below in Table 7 for Board approval.

Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Long Road Junction</b>	<ul style="list-style-type: none"> <li>• Respondents suggested repositioning the controlled crossing to reflect desire lines and avoid unsafe crossing by children and young adults</li> <li>• Respondents suggested relocating the junction to the west of the Long Road/Robinson Way junction, nearer the junction with Sedley Taylor Road.</li> </ul>	<ul style="list-style-type: none"> <li>• This will be considered during the preliminary design stage and the design team will look to reposition the controlled crossing to better reflect desire lines, if required.</li> </ul>
<b>Section 2: Robinson Way</b>	<ul style="list-style-type: none"> <li>• Respondents suggested relocating the Active Travel path to the western side of carriageway along Robinson Way</li> <li>• Respondents also suggested moving the Active Travel Path to be in front of the existing wooded area along Robinson Way, rather than alongside the school playing fields.</li> <li>• Respondents requested that provision be made for equestrians</li> <li>• Respondents suggested that all side roads along Robinson Way would need to provide priority for active travel users in order for this provision to be effective.</li> <li>• Respondents were concerned that there was no detail provided as to how these</li> </ul>	<ul style="list-style-type: none"> <li>• The design team will investigate relocating the active travel path to the western side of the carriageway along Robinson Way as part of the preliminary design proposals for the Sawston Greenway. However, if this is not feasible the current alignment will be continued.</li> <li>• The realignment of the Active Travel Path in this location will be considered as part of the preliminary design proposals alongside discussions with nearby stakeholders such as the Cambridge Biomedical Campus and Long Road Sixth Form College.</li> <li>• Access for equestrians will be made available where appropriate, subject to private landowner agreement.</li> </ul>

Key Issues	Responses Received	Action Taken / Justification
	<p>proposals integrate with what's happening along Francis Crick Avenue.</p>	<ul style="list-style-type: none"> <li>• 'Copenhagen' style treatment will be used at all side roads to provide priority for active travel users where safe to do so.</li> <li>• Further detail on how the Sawston Greenway integrates with both Cambridge South Station and CSET Phase 2 will be developed in the next stage.</li> </ul>
<p><b>Section 3: Genome Path</b></p>	<ul style="list-style-type: none"> <li>• Respondents provided overwhelming support for the proposed improvements along the Genome Path</li> <li>• Respondents expressed a desire to see the existing artwork along the Genome Path retained and maintained</li> <li>• Respondents expressed specific concern about lighting along this section of the Sawston Greenway</li> <li>• Respondents requested that the widened DNA path will need to be extended north (by approx. 300m) to Hobsons Brook, in the event that CSET Phase 2 does not come forward first</li> <li>• Respondents expressed concern over the present arrangement to cross Granham's Road</li> </ul>	<ul style="list-style-type: none"> <li>• Design proposals for the Sawston Greenway will be developed further to preliminary design stage, taking into account some of the specific changes and comments Respondents raised through the public engagement</li> <li>• The artwork along the DNA path will be retained as part of the scheme and will likely help to form an element of natural segregation between active travel users. Maintenance will be conducted where it is deemed necessary due to safety concerns.</li> <li>• Lighting proposals will be considered as part of preliminary design and developed alongside our lighting strategy across all 12 Greenways</li> <li>• Should CSET Phase 2 not come forward before the Sawston Greenway, GCP will look to make suitable arrangements in this location to provide onward connection to the Cambridge Biomedical Campus.</li> <li>• The project team will develop the design proposals for a crossing over Granhams Road as part of preliminary design to ensure a safer crossing point for all active travel users.</li> </ul>
<p><b>Section 4: Shelford Station</b></p>	<ul style="list-style-type: none"> <li>• Respondents provided general support for the proposals through this section, especially improved access to Shelford Station. However, Respondents were not sure of the benefits of taking the route through Mill Court when Chaston Road provides a good alternative</li> <li>• Respondents expressed concern of the diagonal crossing of Hinton Lane, suggesting that it may need to be signal controlled as it is located in such a busy area.</li> <li>• Respondents expressed that the level crossing arrangement are not currently satisfactory</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals for the Sawston Greenway will be developed further in this section to preliminary design stage and consider removing the section of route through Mill Court.</li> <li>• The crossing of Hinton Lane will be developed further as part of preliminary design. The design is likely to be simplified to remove the diagonal crossing.</li> <li>• GCP officers will work closely with Network Rail in this location to make sure that our proposals meet their requirements and seek to improve the crossing, where possible.</li> </ul>

Key Issues	Responses Received	Action Taken / Justification
<p><b>Section 5: Stapleford Village</b></p>	<ul style="list-style-type: none"> <li>• Respondents provided general support for the proposals through this section, noting that physical traffic calming measures were very much needed in order to enforce the existing 20mph limit along Mingle Lane</li> <li>• Respondents expressed the need to develop the designs further at the Mingle Lane/Church Street junction</li> <li>• Respondents requested the need to make provision for equestrians and enquired if the existing path which runs parallel to the A1301 can be included as part of the Sawston Greenway proposals</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals for the Sawston Greenway will be developed further to preliminary design stage and ensure sufficient traffic calming and safety improvements are put in place along Mingle Lane.</li> <li>• The design team will consider increasing provision at the Mingle Lane/Church Street junction as part of preliminary design, but note a number of limitations in this area.</li> <li>• Mingle lane is public highway and can be used currently by equestrians. Use of the parallel route by equestrians will be considered as part of the preliminary design proposals moving forward.</li> </ul>
<p><b>Section 6: Dernford Reservoir</b></p>	<ul style="list-style-type: none"> <li>• Respondents provided strong support for the proposals through this section, particularly for the route adjacent to the railway line. However, there was great concern with the number of uncertainties associated with section of the alignment (namely landowner and Network Rail approval)</li> <li>• Respondents also expressed concern over the likely expense of this part of the project and whether it represents good value, given the likely number of people who will use it.</li> <li>• Respondents requested the need to make provision for equestrians and to make sure they are not excluded from the proposals</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals for the Sawston Greenway will be developed further to preliminary design stage and the Project Team are working collaboratively with Network rail, who still share a number of concerns about the viability of the route.</li> <li>• An Outline Business Case is presented as part of this report</li> <li>• Equestrians will be permitted to use the Sawston Greenway, where appropriate.</li> </ul>
<p><b>Section 7: A1301 Cambridge Road Junction</b></p>	<ul style="list-style-type: none"> <li>• Respondents expressed broad support of the need to improve provision at the A1301/Cambridge Road junction. However, a number of respondents suggested that the current proposals were over-complicated and did not require 3 controlled crossings.</li> <li>• Respondents expressed support in upgrading the existing path to accommodate equestrians</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further in this location as part of preliminary design and opportunities to simplify the proposed crossing arrangement as much as possible will be taken. The design team are also working closely with the CCC signals team on this to make sure we do not cause additional delay to the transport network.</li> <li>• The existing shared-use path along the A1301 will be investigating to look at incorporation of equestrian use.</li> </ul>
<p><b>Section 8: A1301 Sawston Bypass</b></p>	<ul style="list-style-type: none"> <li>• Respondents expressed broad support for the proposals in this section</li> <li>• Respondents suggested support for a speed reduction through this section.</li> </ul>	<ul style="list-style-type: none"> <li>• The design proposals will be developed further in this location as part of preliminary design</li> <li>• The Project Team will consider this proposal as part of the overall package of works through this section.</li> </ul>

2.11 Response from the public engagement with no action proposed are set out in Table 8 below.



Key Issues	Responses Received	Action Taken / Justification
<b>Section 1: Long Road Junction</b>	<ul style="list-style-type: none"> <li>• Respondents suggested reducing the complexity of the proposed junction layout to reduce the footprint/costs.</li> </ul>	<ul style="list-style-type: none"> <li>• At this stage it is not proposed to simplify the layout of the Long Road junction in this location. Any potential changes would need to provide priority for active travel users and align line with LTN 1/20 guidance.</li> </ul>
<b>Section 2: Robinson Way</b>	<ul style="list-style-type: none"> <li>• Respondents suggested the potential for on-carriageway active travel provision here, given the existing 20mph speed limit in place along Robinson Way</li> </ul>	<ul style="list-style-type: none"> <li>• The Sawston Greenway will look to provide a segregated shared use path along Robinson Way which aligns with LTN 1/20 guidance.</li> </ul>
<b>Section 3: Genome Path</b>	<ul style="list-style-type: none"> <li>• Respondents suggested segregation between pedestrians and cyclists, rather than a shared-use path in order to reduce conflict</li> <li>• Respondents suggested relaying the DNA sequence artwork along the Genome Path</li> </ul>	<ul style="list-style-type: none"> <li>• The artwork along the DNA path will be retained as part of the scheme and could help to form an element of natural segregation between active travel users.</li> <li>• Maintenance will be conducted where it is deemed necessary due to safety concerns.</li> </ul>
<b>Section 5: Stapleford Village</b>	<ul style="list-style-type: none"> <li>• Respondents suggested relocating the Active Travel Path to the north of London Road as it appears that there is more space to accommodate active travel users</li> <li>• Respondents noted that the road surface along Mingle lane is very poor and would need to be improved if this alignment of the Sawston Greenway were to come forward</li> </ul>	<ul style="list-style-type: none"> <li>• Provision along the northern side of London Road would require an additional crossing immediately to the east of the existing crossing, in order to provide an onward connection south towards Sawston.</li> <li>• Resurfacing of Mingle Lane falls outside of the scope of the Sawston greenway. However, GCP are working closely with the Highway Authority at Cambridgeshire County Council who are aware of this issue. Any future repairs to the existing road surface along Mingle Lane will be coordinated with GCP to ensure a safe and collaborative approach.</li> </ul>
<b>Section 6: Dernford Reservoir</b>	<ul style="list-style-type: none"> <li>• Respondents suggested that the active travel path in this location should ideally be more than 3m wide.</li> <li>• Respondents suggested considering another access point through the Wedd joinery estate</li> </ul>	<ul style="list-style-type: none"> <li>• The exact widths of the shared use path at specific locations will be determined as part of preliminary design. However, it is noted that a width of greater than 3m is unlikely to be achieved for the entire length of the railway alignment due to a number of key width constraints.</li> <li>• An additional alignment via Wedds joinery will not be considered as part of preliminary design, as this is private land and falls outside the scope.</li> </ul>
<b>Section 8: A1301 Sawston Bypass</b>	<ul style="list-style-type: none"> <li>• Respondents suggested that the active travel path in this location should ideally be more than 3m wide, with a sufficient buffer from the carriageway</li> <li>• Respondents expressed support for the shared use path to be extended down to the junction with the A505 / Whittlesford Parkway station</li> </ul>	<ul style="list-style-type: none"> <li>• A 3m wide shared use path in this location is deemed sufficient due to existing width constraints and is compliant with LTN 1/20 standards.</li> <li>• The Sawston Greenway will terminate to the west of the existing A1301/ Mill Lane junction, nearest the old Spicers site. Onward provision south, towards Whittlesford &amp; Whittlesford Parkway is provided by National Cycle Network Route 11.</li> </ul>

## ***Planning and Consents Strategy***

- 2.12 For each Greenway we are developing a Planning and Consents Strategy which highlights the optimal planning and consents approach for each individual section of Greenway.
- 2.13 Each scheme will require a combination of the following consents:
- Planning applications where permitted development is not sufficient, for example on any key structures such as the one over the Bin Brook on the Comberton Greenway.
  - Permitted Development Applications which will apply for the majority of each scheme.
  - Section 25 notices – which is a PRow creation order where we have agreement from a landowner to create the rights for a bridleway.
  - Section 26 notices - which is a PRow creation order where we don't have agreement from a landowner to create the rights for a bridleway. This would only be used if we were unable to acquire rights under negotiation.
  - Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used, for example acquisition of land for separate flood mitigation works or mitigation of the scheme. This would only be used if we were unable to acquire land under negotiation.
  - Traffic Regulation Orders (TRO's).
- 2.14 GCP's preference is to use Section 25 notices, rather than Section 26 wherever possible and our land agents will begin negotiation subject to the approval by the Executive Board.

## ***Outline Business Case***

- 2.15 The Outline Business Case (OBC) provides the route specific narrative for the development and delivery of the Barton, Horningsea, Melbourn and Sawston Greenways. It includes the Strategic, Financial, Commercial and Management Cases for these routes. It should be noted that the Outline Business Cases for Sawston and Melbourn are currently in draft form, the OBCs do not yet include all benefits or the sensitivity analysis. The OBCs will be finalised for the Executive Board, and we expect to see an increase in Benefit Cost Ratio in the final drafts.
- 2.16 The OBCs are based on the technical concept designs for each route, costs are higher than the original budgets due to the inclusion of Optimism Bias, Risk, Contingency and Inflation. The current Benefit Cost Ratio (BCR) is therefore lower as a result. These costs should be noted but not seen as final as we move towards the Full Business Cases. The project team will be completing Quantified Risk Assessments and Value Engineering to mitigate the cost increase however it is important to note that the impact of inflation could cause final costs to be at a higher level than the agreed budgets. Therefore, when final approvals for the works come through this will be put into context of the whole of the Greenways programme.
- 2.17 The OBCs for Barton, Horningsea, Melbourn and Sawston Greenways are included as **Appendix 2**.



## Early Works

- 2.18 The September Executive Board Paper set out the Outline Delivery Plan (ODP) and accompanying maps providing an indication of when Greenways routes will be constructed, what the key risks and dependencies are and what early works can be expected in 2023.
- 2.19 The ODP is subject to planning applications, outcome of Traffic Regulation Orders, land negotiations, potential CPOs longer term, and agreement of permits by CCC Street Works for proposed construction periods etc.
- 2.20 The planned works for 2023 on the Barton, Horningsea, Melbourn and Sawston Greenways are summarised in Table 9 below.

<b>Works Proposed for 2023 – Barton, Horningsea, Melbourn &amp; Sawston</b>	
<b>2023</b>	
Early Physical Works (works within the highway boundary or PROW where no planning is required)	Barton Greenway: <ul style="list-style-type: none"> <li>• Barton Village;</li> <li>• Barton Road to Cambridge.</li> </ul>
	Horningsea Greenway: <ul style="list-style-type: none"> <li>• Horningsea Road;</li> <li>• Horningsea Village; and</li> <li>• Fen Ditton Primary School to Horningsea Village.</li> </ul>
	Melbourn Greenway: <ul style="list-style-type: none"> <li>• Section north of Harston on A10;</li> <li>• Section through Foxton village; and</li> <li>• Link to Shepreth.</li> </ul>
	Sawston Greenway: <ul style="list-style-type: none"> <li>• Genome Path – widening of the existing PROW; and</li> <li>• Section through Stapleford village.</li> </ul>

- 2.21 Table 10 sets out the programme for future decisions on the Outline Business Case of each Greenway

<b>Greenways</b>	<b>Executive Board</b>
Melbourn Barton Horningsea Sawston	March 2023
St Ives (i. Oakington to Cottenham spur ii. Over spur, iii. Fen Drayton spur) Swaffhams Bottisham	June 2023

Waterbeach	September 2023
Fulbourn	
St Ives (Swavesey)	2024

### **Risks**

- 2.22 The key risks to the Greenways programme continue to include public / stakeholder feedback, planning approvals and land acquisition. It should also be noted that the high level of inflation could put the Greenways budget under pressure. Officers continue to actively manage the programme to mitigate such risks.

## **3 Consultation and Engagement**

- 3.1 A high-level engagement and communications plan has been developed for the Greenways programme, together with an approximate programme for public engagement (see table below).

- 3.2 The anticipated timescales for public engagement are set out in the table below.

<b>Greenway</b>	<b>Approximate engagement timescale</b>
<i>Comberton</i>	<i>Summer 2022 [now completed]</i>
<i>Haslingfield</i>	<i>Summer 2022 [now completed]</i>
<i>Melbourn</i>	<i>Autumn 2022 [now completed]</i>
<i>Barton</i>	<i>Autumn 2022 [now completed]</i>
<i>Horningsea</i>	<i>Winter 2022 [now completed]</i>
<i>Sawston</i>	<i>Winter 2022 [now completed]</i>
Bottisham	Early 2023
Swaffhams	Early 2023
St Ives (i. Oakington to Cottenham spur ii. Over spur, iii. Fen Drayton)	Early 2023 (public consultation)
Fulbourn	Mid 2023
Waterbeach	Mid 2023 (public consultation)
St Ives (Swavesey)	2024

- 3.3 Prior to public engagement, meetings will be held with key stakeholders, including community groups, landowners, the GCP Non-Motorised User forum, and Parish Councils to present the designs and allow for considerations of any changes that may be required. It should be noted that all changes will then take place in the next stage of design.
- 3.4 The public engagement periods run for four weeks during which time surveys will go live on ConsultCambs, there will be in-person drop-in sessions as well as a virtual event per route to gather feedback on the proposed Greenway.
- 3.5 Once the public engagement period has concluded, the results will be analysed, and a findings report will be published issuing the subsequent recommendations. Recommendations from this will be discussed at future Executive Boards.

## 4. Options and Emerging Recommendations

- 4.1 It is recommended that the results from the Public Engagement exercise and changes to the Barton, Horningsea, Melbourn and Sawston Greenways scheme designs resulting from this are agreed.
- 4.2 It is recommended that the Outline Business Cases for Barton, Horningsea, Melbourn and Sawston Greenways are noted to progress to Full Business Cases.
- 4.3 It is recommended that agreement is given to the submission of the required Planning Applications, Permitted Development Applications, Section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary.
- 4.4 It is recommended that the Programme of Delivery for the Barton, Horningsea, Melbourn and Sawston Greenways is agreed.
- 4.5 It is recommended that agreement is given to finalise schemes for construction and complete Full Business Cases for the Barton, Horningsea, Melbourn and Sawston Greenways.
- 4.6 It is recommended that the construction of identified early works on Barton, Horningsea, Melbourn and Sawston in 2023 is approved.

## 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. Citizen's 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 The Executive Board has approved a total budget of £76m for the Greenways.

7.2 As stated above, the Outline Business Cases are based on the technical concept designs for each route, costs are higher than the original budgets due to the inclusion of Optimism Bias, Risk, Contingency and Inflation. These cost estimates will be further developed as we move towards the Full Business Case, including Quantified Risk Assessments and Value engineering work to mitigate any potential cost increases.

7.3 Have the resource implications been cleared by Finance. Yes

7.4 Name of Financial Officer: Sarah Heywood

## 8. Next Steps and Milestones

8.1 Subject to the Executive Board approval in March 2023, Barton, Horningsea, Melbourn & Sawston Greenways will progress to detailed design. Full Business Cases will be developed and construction of early works on these routes will begin in 2023.

## List of Appendices

Delete this section if there are no appendices included.

Appendix 1	Barton Greenway Engagement Report <a href="#">Link</a> Horningsea Greenway Engagement Report <a href="#">Link</a> Sawston Greenway Engagement Report <a href="#">Link</a> Melbourn Greenway Engagement Report <a href="#">Link</a>
Appendix 2	Barton Greenway Outline Business Case <a href="#">Link</a> Horningsea Greenway Outline Business Case <a href="#">Link</a> Sawston Greenway DRAFT Outline Business Case <a href="#">Link</a> Melbourn Greenway DRAFT Outline Business Case <a href="#">Link</a>

## Background Papers

Source Documents	Location
February 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
June 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>

October 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
December 2020 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
March 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
September 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>
December 2022 Executive Board	<a href="#">Council and committee meetings - Cambridgeshire County Council &gt; Meetings (cmis.uk.com)</a>

## Electricity Grid Reinforcements: Update and Next Steps

Report to: Greater Cambridge Partnership Joint Assembly

Date: 16<sup>th</sup> February 2023

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

### 1 Background and Purpose

- 1.1 Electricity grid capacity constraints in the Greater Cambridge area represent a significant barrier to growth and to schemes which aim tackle climate change. Utility providers are constrained to operate reactively to confirmed demand and this can create significant delays in housing and commercial developments and can make unviable projects that help to achieve net zero objectives such as the electrification of transport and renewables projects.
- 1.2 The Greater Cambridge Partnership (GCP) has recognised that although Distribution Network Operators (DNOs) have a statutory duty to provide infrastructure in line with growth, they are constrained to operate reactively to confirmed demand which can create significant delays to both residential and commercial developments. The way in which the electricity market operates is extremely problematic for areas such as Greater Cambridge with high growth forecasts and ambitious plans for addressing climate change.
- 1.3 In order to unlock capacity in the grid in Greater Cambridge, officers have investigated the option to fund reinforcement works through two additional grid substations, one at Trumpington and one at Cambridge East, in anticipation of increased demand or “ahead of need”. In December 2021 the GCP Board were presented with an Outline Business Case which set out a range of risks and options associated with a proposal for the GCP to actively engage in and fund the delivery of these works. The paper also set out an alternative possibility for funding the works through UKPN’s funding settlement bid known as the RIIO ED-2 regulatory price control period (2023-2028).
- 1.4 In December 2022, officers were advised that Ofgem had approved the inclusion of the Greater Cambridge Substations within UKPN’s RIIO ED-2 bid, concluding that these projects had been “Fully Justified”. This means that UKPN are now in a position to fund and deliver this infrastructure without the need for significant financial support from the GCP. This is a significant achievement for the area.
- 1.5 This represents approximately £20m of direct investment and will facilitate the development of c5,700 new homes and c270, 000m<sup>2</sup> R&D, Commercial and Clinical

floorspace. These figures are based on the Adopted Local Plans (covering 2021-2031) but there are expected to be further benefits to the planned developments within the Emerging Local Plan (covering 2031-2041). Amongst the planned developments, are two hospitals on the Cambridge Biomedical Campus which will most likely need the grid capacity enhancements to be able to operate.

- 1.6 Furthermore, this investment will provide the flexibility to enable the delivery of the electrification of transport and renewable generation projects. Without intervention the network capacity would be likely to become a constraint for projects which will contribute to achieving net zero carbon goals.
- 1.7 In addition to the overwhelming benefits of the infrastructure installation, the sum of £25m that had been earmarked for this project in the GCP's December 2020 Future Investment Strategy can now be substantively reallocated to meet other programme pressures (see section 8.2 of this report and agenda item 9 for further information).
- 1.8 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
  - (a) Note and welcome the decision by UKPN to fund the required additional grid capacity to support the continues growth of Greater Cambridge
  - (b) Comment on a suggested new approach to this project; substantively that the GCP now maintains only a facilitatory role in project delivery and supports local planning colleagues and UKPN to initiate project delivery, where appropriate and useful. It will also support, where useful and appropriate, planning for cable routing.

## 2 GCP Approach

- 2.1 The successful outcome of the UKPN bid is excellent news for the area. Ahead of the decision to fund the works the GCP played a very important role in laying the groundwork for the project and initiating much of the key technical work required for that decision making process.
- 2.2 The GCP engaged consultants to create a robust model of demand. This work demonstrated that electricity demand in the area could almost triple between 2019 and 2031, and that existing distribution capacity was already under considerable strain.
- 2.3 The GCP also engaged experienced technical and legal consultants, and this project team worked collaboratively with UKPN to enable their engineers to develop a design for new substations to meet predicted demand.
- 2.4 In approaching the next stages of the work it was important not to lose momentum on project work while also ensuring Government lobbying was prioritised. As such the GCP adopted a 'twin track' approach:
  - I. Progressing the next stage of delivery on the assumption that the GCP would have to fund the new substations (as agreed by the Executive Board), and

recoup as much of their investment as possible from developers as they connected to this new infrastructure; and

- II. Lobbying BEIS and Ofgem to provide the funding for the required infrastructure.

2.5 In summary, there are a range of key factors that can now be associated with the GCP's initial leadership of this project and the eventual positive funding outcome:

- The GCP's willingness to progress the early stages of the project with initial funding.
- Lobbying of BEIS and Ofgem to fund the infrastructure.
- Active and positive collaboration with UKPN to progress the project and provide input into UKPN's bids for funding.
- Engaging the right technical and legal consultants to support this.
- Demonstrating strong commitment to the project (officers, Members and Board members).

2.6 This approach enabled the GCP to support UKPN in developing compelling business cases as part of their bidding process into RiiO-ED2 and to the eventual successful outcome of the UKPN funding bid.

### 3 Issues for Discussion

3.1 The content of this paper sets out some suggested considerations at section 1.8. As above, given the substantive change in nature of this project officers aren't suggesting there are any further issues for the GCP to 'resolve'.

### 4 Options and Emerging Recommendations

4.1 As set out in section 1 of this report, the role of the GCP in this work has now substantially changed. There are no further substantive options for the GCP to consider given that the project will now be delivered and funded by UKPN.

### 5 Alignment with City Deal Objectives

5.1 Although this project has now changed significantly in scope for the GCP its delivery remains vital and the project remains well aligned with City Deal objectives.

5.2 Grid reinforcement aligns well with GCP objectives as it facilitates growth in the Greater Cambridge area and supports the electrification of transport.



5.3 as previously reported to the Joint Assembly and Executive Board, increasing the capacity of the electricity grid in the Greater Cambridge area is likely achieve the following objectives:

- To ensure that growth in Greater Cambridge is not stalled due to limitations in the electricity grid and that costs for new connections are not prohibitive; and
- To contribute to a net zero economy by ensuring that there is adequate headroom in the electricity grid to enable the following:
  - take-up of renewable technologies.
  - take-up of electric vehicles.
  - reductions in dependence on gas for domestic power supply.

## 6 Citizens Assembly

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

## 7 Financial Implications

7.1 In December 2020 the Executive Board agreed to allocate a £25m pot of the Future Investment Strategy (FIS) allocation to this work. As agreed by the Board, c£500k has been spent on running the project and submitting the projects as part of the Offers process with UKPN. Officers suggest retaining c£200k of the budget into the next financial year to cover any potential legal expenses, although these aren't anticipated at this stage. The remainder of the FIS allocation is now available to be reallocated across the wider programme (see section 13.27 of agenda item 9 for more detail).

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

## 8 Next Steps and Milestones

8.1 Officers will continue to work with UKPN and with planning colleagues to support the project to delivery stage, where useful and appropriate.

8.2 Officers are keen to ensure that work starts on this infrastructure as soon as practically possible and at this stage have been advised by UKPN that the timeframe for energisation of the project is unlikely to be delayed beyond the original goal of 2026.

## Background Papers

<b>Source Documents</b>	<b>Location</b>
Greater Cambridge Partnership Joint Assembly February 2021	<a href="http://cmis.uk.com">Joint Assembly Report Feb 2021 (cmis.uk.com)</a>
Cambridge City Council – Local Plan 2018	<a href="https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf">https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf</a>
South Cambridgeshire District Council – Local Plan 2018	<a href="https://www.scambs.gov.uk/media/17793/south-cambridgeshire-adopted-local-plan-2018.pdf">https://www.scambs.gov.uk/media/17793/south-cambridgeshire-adopted-local-plan-2018.pdf</a>
Electricity (Connection Charges) Regulation 2017	<a href="http://legislation.gov.uk">The Electricity (Connection Charges) Regulations 2017 (legislation.gov.uk)</a>
Ofgem Network Price Control Period 2021-2028 (RIIO-ED2)	<a href="http://www.ofgem.gov.uk">Network price controls 2021-2028 (RIIO-2)   Ofgem</a>
Ofgem Charges Significant Code Review Consultation on proposed regulatory changes 2021	<a href="http://www.ofgem.gov.uk">Access and Forward-looking Charges Significant Code Review - Consultation on Minded to Positions   Ofgem</a>

## Smart Cambridge Innovation Prospectus

Report to: Greater Cambridge Partnership Joint Assembly

Date: 16th February 2023

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

### 1. Background

- 1.1 The Smart Cambridge workstream is one of five within the GCP programme. Its aim is to consider how both existing and emerging technologies can help to support the overall objectives of the City Deal, and to progress initiatives to implementation where this is agreed. To help meet these aims Smart engages with the private sector and academia to support the trialling of new technologies. The proposed 'Innovation Prospectus' formalises this approach ensuring the workstream is more systematic in the way it engages with the market.
- 1.2 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular comment on:
  - (a) The proposed development of an 'innovation prospectus'; and
  - (b) The proposed approach to engagement with the market, to support Innovation as part of the wider GCP programme.

### 2. Issues for Discussion

#### **Current Engagement with the Private Sector**

- 2.1 Smart Cambridge engages with the private sector in a variety of ways including supporting the trialling of new technologies, partnering on funding bids and open procurements. The aim of this engagement is to explore and deploy new and emerging technologies as well as best practice from industry and academia. This work ensures that the GCP maintains a position at the leading edge of Innovation and technology and supports the delivery of the wider GCP programme.
- 2.2 This paper seeks to address the proportion of contact with the private sector which are unsolicited, the frequent approaches from organisations wishing to use Greater Cambridge as a testbed to trial technology, or who want to enter collaborative arrangements with us to deploy commercial solutions. Typically, they are not

seeking funding but want GCP's support to enable their solution to be deployed. This can be very valuable in helping to inform the GCP on how technology can be deployed, informing future procurements and in supporting inward investment. However, this process by its nature is very reactive and carries a number of risks.

2.3 It means Smart Cambridge is led to react to individual proposals, and whilst each individual request is often not very time-consuming in isolation, cumulatively they are and it also raises the following issues:

- The reactive nature of these requests can be disruptive to other work that the Smart Cambridge team is undertaking.
- Smart Cambridge often needs to assess private sector organisations' proposals (which can be time-consuming) only to discover they do not align to GCP's objectives and are therefore unsuitable.
- There is a risk that whilst a proposal may have the potential to be valuable to the GCP, there may be other solutions that would be better. Without market engagement, GCP would not know this.
- GCP cannot be seen to favour one supplier over another. If another supplier subsequently approaches us, officers would be required to offer them the same level of support.
- If the GCP subsequently wanted to pay for some enhancements to the proposal, procurement rules make this difficult.

### **Benefit of Developing an Innovation Prospectus and Engaging the with the Private Sector**

2.4 There are multiple benefits that can be derived by supporting the private sector to use the city as a testbed:

- Gains useful information on technologies that can support the delivery of the City Deal programme, that can aid the formulation of policy and inform future deployments by feeding learnings into the procurement specification.
- Demonstrates inclusiveness to organisations that want to use Greater Cambridge as a test bed and co-develop solutions with the GCP.
- Establishes a framework for how the GCP partner with commercial bodies; ensuring that pilots and trials are taking a rigorous approach in areas such as data collection and cybersecurity and allowing us to evaluate the benefits of new technologies.
- Strengthens collaboration between the public sector, business, universities, and other research-intensive organisations to solve key issues being addresses by the City Deal programme.
- Focuses and attracts investment and resources in innovation in specific technologies, sectors and research areas, helping to grow the local economy by promoting the local area as a good place to invest and develop knowledge-intensive functions, giving potential investors and existing firms in the area confidence that there is a supportive local innovation eco-system; enhancing Cambridge's reputation as a centre of Innovation.
- Reduces the risk in harnessing new technologies through the process of developing new products and processes for firms, providing a safe space for them to iterate, fail before full scale deployments.
- Puts in place a procurement compliant process that will allow the GCP to select partners to work with and allow a greater level of collaborative effort.

## **Planned Future Approach**

- 2.5 The Innovation Prospectus will be used 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. The initial challenge areas will support the City Access programme and are related to data collection and analysis, logistics, behaviour change, network management and new forms of mobility. The prospectus will set out how GCP will work with the market as well as setting out several criteria which will be used when deciding who to work with. This will be a living document that will evolve and change as feedback is received from the market and partners, and engagement with other workstreams within the GCP programme to establish how the challenge areas can be expanded.
- 2.6 By creating a set of criteria, the companies that are developing technology that best help to deliver trials which address GCP challenges can be selected. The market will be clearer on GCP's aims and objectives. It will ensure that companies comply with data regulations, are acting ethically and have considered cybersecurity. It will streamline the process lessening the impact on team resources and help to maximise value to the programme.
- 2.7 Transport for London (TfL) have adopted a similar approach to open innovation. Instead of prescribing solutions, they look to the market for creative, resourceful, and novel approaches to problems. Through the TfL process they build partnerships, provide funding, expertise, mentorship and access to the TfL network.

## **3. Consultation and Engagement**

- 3.1 Discussions have been had with procurement and legal colleagues to ensure that the approach complies with procurement rules and regulations.
- 3.2 The Smart workstream have engaged with several private sector companies who have previously used the city as a test bed to ensure that the approach would support companies and not be a barrier to innovation, this has included Alchera and Vivacity.
- 3.3 The Smart workstream have engaged with University of Cambridge colleagues to understand how this approach can support taking academic research out of the University and into the city.
- 3.4 The prospectus will be a living document and Smart will continue to engage with users to ensure that the process supports market engagement. Although focussed initially on City Access, Smart will continue to engage with colleagues across the GCP to assess how this approach could support their work by adding challenges and areas of interest.

## 4. Options and Emerging Recommendations

### 4.1 Options are:

- Leave things as they are with risks described above.
- Adopt a proactive approach described above.

Our recommendation is to adopt a more proactive approach to realise the benefits listed above.

## 5. Alignment with City Deal Objectives

- 5.1 Enables us to have a more systematic and targeted way to collaborate with the private sector to trial and deploy innovative solutions to meet GCP objectives and bring inward investment to the area. By setting out areas that GCP are looking to innovate in the programme can take a much more focussed, proactive and methodical approach to aligning with City Deal objectives.

## 6. Citizen's Assembly

- 6.1 Initial challenges set in the prospectus will help deliver aspects of the Citizen's Assembly vision. Examples include:

- Be people centred: focussing on behaviour change.
- Be managed as one coordinated system: work to support the further development of the highway management function.
- Educate people about different options: development of approaches such as Mobility as a Service.
- Use technology to be responsive to demand through the better use of data.

## 7. Financial Implications

- 7.1 This work will be delivered within the current funding allocation with an estimated cost of less than £5,000 and falls within the budget as set out in the Quarterly Progress Report and GCP Budget for 2023/24, agenda item 9 refers.

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

## 8. Next Steps and Milestones

- 8.1 The Innovation prospectus will be completed and launched by the 1<sup>st</sup> of April and Smart will start working with initial supplier(s) by June 2023.

- 8.2 Progress will be reported as part of the Smart Quarterly Up-Date.

## Background Papers

<b>Source Documents</b>	<b>Location</b>
GCP Smart Cambridge website	<a href="#">Greater Cambridge Partnership</a>
Smart section of the Connecting Cambridgeshire website	<a href="#">Smart - Connecting Cambridgeshire</a>
Updates provided in previous GCP Quarterly Reports	<a href="#">GCP EB Papers</a>
Smart Cambridge paper to December 2022 Executive Board	<a href="#">Document.ashx (cmis.uk.com)</a>
TfL– open innovation	<a href="#">Open innovation - Transport for London (tfl.gov.uk)</a>



## Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 16<sup>th</sup> February 2023

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 and in particular:
- (a) Comment on and endorse the multi-year budget strategy as outlined in Section 14, including the detailed GCP budgets for 2023/24. The budget strategy will continue to be updated annually.

### 2. 2022/23 Programme Finance Overview

- 2.1 The table below gives an overview of the 2022/23 budget and spend as of December 2022.

Funding Type	*2022/23 Budget (£000)	Expenditure to Dec 2022 (£000)	2022/23 Forecast Outturn (£000)	2022/23 Forecast Variance (£000)	Current Status**
Infrastructure Programme	40,648	19,080	33,122	-7,526	G
Operations Budget					

Please note:

\* 2022/23 Budget includes unspent budget allocations from the 2021/22 financial year, in addition to the allocations agreed at the March 2022 Executive Board. The total has increased by £1m as it now includes the Waterbeach Station budget.

\*\* 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. GCP Programme – Strategic Overview

- 3.1 This section of the paper provides the short, updated context in terms of the economy primarily taken from the most recent Census.
- 3.2 Census 2021 shows that Cambridge is one of the fastest growing local authorities in England with population growth of 17.6%. South Cambridgeshire has seen lower population growth of 8.9%, but this is still above both the England (6.6%) and East of England (8.3%) averages. This is important to note as this puts additional pressure on an already strained transport infrastructure systems and housing supply. Additionally, in Cambridge, population growth has been spread between age groups. In Cambridge, population growth since Census 2011 has been more evenly spread, with lower growth for the population aged 65 and over (13.7%) compared to the 0-19 (15.2%) and 20-64 (19%) age groups. The latter age group are within working age and as such, are more likely to be seeking work, either within or outside the area.
- 3.3 In support of that assumption, the more recent Census 2021 topic summary releases have also shown some of the economic and educational trends of the Greater Cambridge area. Greater Cambridge has a lower proportion of the population aged 16 and over that are in the socio-economic classification of never worked or long-term unemployed compared to the national average (4.6% compared to 8.5%). Whilst the proportion of the population that are economically inactive has increased since Census 2011 in both Cambridge (from 36% to 40.5%) and South Cambridgeshire (from 23.8% to 34.8%), in Cambridge 50.8% of those who are economically inactive are students.
- 3.4 Given the significant levels of growth across the Greater Cambridge area in conjunction with the employment growth, the successful delivery of the City Deal remains critical. Increasing activity and continued investment as we sustain delivery throughout the rest of 2022/23 in 23/24 and beyond will be vital to the success of the City Deal programme overall. GCP continue to deliver with a key focus on:
- The next steps for the Making Connections Proposals following the consultation in 2022.
  - Construction of the Milton Road and Cambridge South East Transport Phase 1 schemes has continued.
  - Continued development of other key transport schemes including preparation for the submission of the Transport and Works Act Order for the Cambourne to Cambridge scheme and public engagement on the St Ives, Bottisham and Swaffhams Greenways.
  - Development of the other Major Transport corridor projects and Active Travel schemes.

#### **Preparing for Gateway**

- 3.5 As reported at the previous Joint Assembly, GCP is subject to gateway reviews with the next one now commencing. This process is a key assurance mechanism designed to provide an objective view of the progress made by a programme in terms of time, budget and outcomes.
- 3.6 The review process is iterative, with various report submission deadlines and a final challenge session with DLUHC and its independent panel with GCP officers. The

Managing Authority to the City Deal – DLUHC (Department for Levelling Up, Housing and Communities) have recently appointed SQW as their Independent Evaluation Panel (IEP) to support the gateway reviews for each area. Whilst SQW also supported the managing authority through the previous gateway review, their role is materially different this time as SQW will oversee and guide the implementation of the National Evaluation Framework. As such, the project and programme evidence generated will be the responsibility of the GCP.

- 3.7 GCP officers are now carrying out an internal exercise to gather and synthesise the material SQW and DLUHC will want to assess and analyse. The first deadline is the submission of the Local Evaluation Framework due by the end of April 2023. During the Executive Board meeting held on 14<sup>th</sup> December 2022, Members resolved to support the procurement and appointment of a consultant to help with the preparations of the requisite reports and evaluation material for Government review.
- 3.8 Due to the delays of the National Evaluation Framework launch and the materially different role of SQW, GCP officers have delayed the appointment of an independent consultant until the Local Evaluation Framework has been developed. GCP will work with an evaluation professional to support this part of the process and then seek an independent consultant to support the next stage of the gateway review process i.e. the gathering of the data that is within the LEF itself for presentation to SQW for review and analysis.
- 3.9 Revised reporting submission deadlines for the gateway review process are below:
- Submission of a Local Evaluation Framework – April 2023
  - Submission of a mid-term report – September 2023
  - Submission of the final report – October 2024
  - Outcome – 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 The Making Connections consultation closed on Friday 23 December 2022. During the consultation the GCP held or attended over 100 public meetings, virtual and outreach events and convened more than 50 focus groups. We achieved our aim of securing wide representation: we received over 23,000 responses to the online survey and more than 100 formal stakeholder responses. This is the highest consultation response rate the GCP has ever achieved as groups on each side of the debate putting forward their reasons for their support or objection. Work will now begin to analyse the huge amount of data and information which has been collected, including the many written answers which were an important feature of the survey. The results of the consultation will be included in a final report on the proposals and next steps, scheduled for the Joint Assembly and Executive Board in June 2023. At that time, the GCP Board will be asked to make a recommendation

to Cambridgeshire County Council on what scheme should be progressed following the consultation analysis and further technical work.

- 4.3 Over the last quarter, progress has continued across the Transport programme. This has included continued construction on CSETS Phase 1 with the expansion of Babraham Park and Ride to conclude in March 2023, continued construction on Milton Road and public engagement launched on both Eastern Access and the Waterbeach to Cambridge Public Transport Corridor. This has added to the success of the opening of Histon Road and Chisholm Trail Phase 1 in 2021/22.
- 4.4 In the next quarter good progress is expected across the Transport programme. This will include continued construction for the Milton Road and CSETS Phase 1 projects. This includes the start of construction at Bartlow Roundabout. Engagement will also continue on the Greenways with St Ives, Swaffhams and Bottisham to be engaged on in the next period.
- 4.5 The full workstream report for Transport, including tables outlining delivery and spend information, is available at Appendix 1.

### Skills

- 4.6 The full workstream report for Skills is available in Appendix 2.

### Smart

- 4.7 The Strategic Sensor Network has now been deployed and is operational within the Greater Cambridge area.
- 4.8 The Smart programme is working with the City Access team to shape the next stage of the systems and operations workstream which will involve close collaboration with the relevant County Council teams.
- 4.9 The full 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

- 4.11 **Sectoral Employment Analysis:** The eighth update will not be reported until April 2023, so no new information is available for this quarter's report.
- 4.12 **Energy Grid Capacity:** In December 2022, officers were advised that Ofgem had approved the inclusion of these projects within UKPN's funding settlement bid, known as RIIO ED-2, concluding that they had been "Fully Justified". This means that UKPN are now in a position to fund and deliver this infrastructure without the need for significant financial support from the GCP. This is a significant achievement for the area.

- 4.13 This represents approximately £20m of direct investment and will facilitate the development of c5,700 new homes and c270, 000m<sup>2</sup> R&D, Commercial and Clinical floorspace. These figures are based on the Adopted Local Plans (covering 2021-2031) but there are expected to be further benefits to the planned developments within the Emerging Local Plan (covering 2031-2041). Amongst the planned developments, are two hospitals on the Cambridge Biomedical Campus which will most likely need the grid capacity enhancements to be able to operate.
- 4.14 A full update can be found at agenda item 7 on this agenda pack.
- 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 6.2.

<b>Strategic Risk</b>	<b>Mitigating action</b>
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, and/or unforeseen circumstances.	<p>Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed.</p> <p>Through preparation for Gateway Review 2024/25, evidence why Greater Cambridge requires continued investment in order to meet growth aspirations.</p>
If there is a lack of capacity in the supplier market, from overall demand, Brexit, Covid, 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>
Public feedback and opinion on the Programme is not demographically representative of the Greater Cambridge area as a whole, reducing the ability to understand the needs and priorities of the current and future population of Greater Cambridge.	Through regular engagement exercises, work closely with wider communities and Members to ensure feedback is captured and understood.

<p>Cost of schemes increases due to inflation or demand for materials in the market, leading to insufficient budgets for delivery of all GCP schemes</p>	<p>Regular costing of schemes to ensure on budget. Liaison with the market including contractors to ensure pipeline is understood and issues of cost are raised early. Inclusions of risk, Optimism Bias and inflation in cost estimates.</p>
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# APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

## 6. Transport Delivery Overview

6.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Project	Current Delivery Stage	Target Completion Date for whole Project	Forecast Completion Date for whole Project	Status		
				Previous	Current	Change
Cambridge Southeast Transport (CSET) Phase 1	Construction	2022	2023	A	A	↔
Cambridge Southeast Transport (CSET) Phase 2	Design	2024	2026	A	A	↔
Cambourne to Cambridge / A428 Corridor	Design	2024	2026	A	A	↔
Waterbeach to Cambridge	Early Design	2027	2027	G	G	↔
Eastern Access	Early Design	2027	2027	G	G	↔
West of Cambridge Package	Design	2024	2026	A	A	↔
Milton Road	Construction	2024	2024	G	G	↔
City Access Project	Design	2024	2024	G	G	↔
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	Initial Options	2023	2023	A	G	↑
Cycling Plus	Initial Options	2027	2027	G	G	↔
Chisholm Trail Cycle Links Phase 2	Design	2024	2024	G	G	↔
Madingley Road (Cycling)	Design	2025	2025	G	G	↔
Waterbeach Greenway	Project Initiation	2025	2025	A	A	↔
Fulbourn Greenway	Early Design	2025	2025	G	G	↔
Comberton Greenway	Design	2025	2025	G	G	↔
Melbourn Greenway	Early Design	2025	2025	G	G	↔
St Ives Greenway	Early Design	2024	2025	A	A	↔
Barton Greenway	Early Design	2025	2025	G	G	↔
Bottisham Greenway	Early Design	2025	2025	G	G	↔



Horningsea Greenway	Early Design	2025	2025	G	G	↔
Sawston Greenway	Early Design	2025	2025	G	G	↔
Swaffhams Greenway	Early Design	2025	2025	G	G	↔
Haslingfield Greenway	Design	2025	2025	G	G	↔
Waterbeach Station	Project Initiation	2025	2025	G	G	↔

Please note:

Histon Road and Chisholm Trail Phase 1 have been taken out of the above table as they are both complete. Both have small budgets for 2022/23 for final snagging works so will appear in the Finance Overview table in Section 7.1

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

- 6.2 In principle, target completion dates will be only be changed subject to more significant updates on schemes being provided to the Executive Board.
- 6.3 Whilst the forecast completion dates captured above are the anticipated opening dates for each project, delivery risks e.g. land acquisition timescales remain across the programme. Due to the significant scale of the programme and its associated spend, delivery risks, such as these, are expected and are being managed through appropriate mitigation strategies. As it currently stands, the top 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	Early engagement with contractors during pricing to ensure that the latest market situation is reflected in both early estimates and risk apportionment.
If initial budget estimates for projects are either not realistic, do not include appropriate allocations for risk, optimism bias, or come under pressure through inflated prices from contractors then projects may not be delivered and confidence in the programme will be impacted	Ensure robust management of the commercial aspects of major projects, including the setting of realistic budget requirements and contingency levels. Follow government green book guidance on Optimism Bias.
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 there is a failure to reflect climate crisis policy agenda including carbon impacts and biodiversity net gain then the schemes may be subject to challenge, delay or reprioritisation at business case approval or consenting	CCC policy created, GCP to review and create an aligned strategy for the programme.

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. CPO to be utilised as a last resort.
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## 7. 2022/23 Transport Finance Overview

7.1 The table below contains a summary of this year's budget and forecast outturns for 2022/23.

Project	Total Budget (£000)	2022-23 Budget (£000)*	2022-23 Forecast Outturn Dec 22 (£000)	2022-23 Forecast Variance Dec 22 (£000)	Current 2022-23 Budget Status
Cambridge South East (A1307) – Phase 1	16,950	3,800	1,400	-2,400	A
Cambridge South East (A1307) – Phase 2	132,285	3,546	2,500	-1,046	A
Cambourne to Cambridge (A428)	157,000	2,000	2,000	0	G
Waterbeach to Cambridge	52,600	700	650	-50	A
Eastern Access	50,500	1,200	1,000	-200	A
West of Cambridge Package	42,000	951	423	-528	A
Milton Road Bus, Cycle and Pedestrian Priority	23,040	8,337	7,578	-759	A
Histon Road Bus, Cycle and Pedestrian Priority	10,600	307	307	0	G
City Access Project	20,320	7,266	6,000	-1,266	A
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	175	60	-115	A
FIS Allocation – Public Transport Improvements	65,000	0	0	0	G
- Cycling Plus	10,200	500	400	-100	A
Chisholm Trail – Phase 1	17,914	20	20	0	G
Chisholm Trail – Phase 2	5,000	941	700	-241	A
Madingley Road Cycling	993	353	145	-208	A
Greenways Programme	76,000	5,755	5,900	+45	G
Waterbeach Station	37,000	1,000	500	-500	A
Programme Management and Scheme Development	5,450	300	300	0	G

<b>Total</b>	<b>£723,552</b>	<b>£37,151</b>	<b>£29,883</b>	<b>-£7,268</b>	<b>A</b>
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Please note:

\* These budgets now account for the actuals in 2021/22 and therefore may be slightly lower or higher depending on whether an under or over spend occurred in 2021/22

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

7.2 Commentary relating to each project is set out below. This includes their financial RAG status and an update on spend and any anticipated variances for this year.

7.3 Cambridge South East (A1307) – Phase 1  
Financial Status: **Amber**

The land acquisition issues that substantially affected the delivery of Phase 1 projects during 2021/22 have now been largely resolved or negated by redesign but delays in the process have resulted in some reprofiling of the construction programme with Bartlow roundabout now set to commence in March 2023. This has led to an underspend this year.

Construction at Babraham Park and Ride has now started on site following planning approval and is expected to be completed by the end of March 2023.

The Haverhill Road and Wandlebury schemes are subject to planning approval and expected to start in Summer 2023.

7.4 Cambridge South East (A1307) – Phase 2  
Financial Status: **Amber**

The Transports and Works Act Order (TWAO) application scheme was delayed in 2021/22 due to an issue with a planning application, granted on appeal, on the alignment. The scheme is following Cambridgeshire County Council's governance process for TWAO applications so when this is prepared it will go to full Council for approval.

Due to these delays, costs have been reprofiled to reflect the programme, leading to a reduction in overall spend for this year.

7.5 Cambourne to Cambridge (A428)  
Financial Status: **Green**

Consultants are now working on the Environmental Impact Assessment (EIA) and TWAO for the project with a view to submission of the TWAO application in early 2023. At this stage in the year it is anticipated that the project will come in on budget at year-end, however this is dependent on work required for the TWAO application which is variable.

7.6 Waterbeach to Cambridge (formerly A10 North study)  
Financial Status: **Amber**

Consultants are currently developing a preferred alignment option for the public transport route between the new town at Waterbeach and Cambridge. Along with

options for a new park and ride at Waterbeach, this will go out to public consultation at the end of January 2023.

While the budget for this year is £700k, it is currently expected that this will be slightly underspent, with some of the predicted spend on this project stage slipping to the next financial year.

7.7 Eastern Access  
Financial Status: **Amber**

Work on the longer term busway is now progressing following the allocation for development of the Airport site in the first draft of the Greater Cambridge Local Plan. Engagement on Phase 1 of the scheme began in January 2023.

The scheme is currently predicting an underspend this year due to a minor delay in commissioning of works. However, the scheme remains on track overall.

7.8 West of Cambridge Package  
Financial Status: **Amber**

Cambridge South West Travel Hub was presented at last February's County Planning Committee for determination. The decision was deferred unanimously by the Committee until further information on impact on the Green Belt, demand and carbon calculations were provided. In June the Planning Committee recommended approval of the application, subject to the Department for Communities and Local Government's acceptance, this was received in July.

Purchase of the final parcel of land is now progressing and the process of procurement of consultants to provide Detailed Design is now underway. Due to delays as set out above, an underspend at year-end is anticipated, as reflected in the forecast outturn figure.

7.9 Milton Road bus and cycling priority  
Financial Status: **Amber**

Construction of this project commenced on 27th June 2022 with an enabling works package - the main civils work then commenced in August.

The forecast outturn has been reduced to c£7.5m to reflect the spend to date and year-end forecast. This is due to some delays on site caused by utility diversions

The majority of the C4 utility payments have been made, providing greater certainty on the costs for these diversions.

Inflation is of particular concern and remains a high risk for the project.

7.10 Histon Road bus and cycling priority  
Financial Status: **Green**

Construction of the project is now complete (as of November 2021). Minor works are anticipated this financial year.

7.11 City Centre Access Project  
Financial Status: **Amber**

The City Access budget funds multiple workstreams which focus on tackling congestion, improving bus services and the cycling network, addressing air quality issues and better management of parking. Due to the interdependencies between projects, it is anticipated that there is likely to be an underspend of around £1.3m at year-end.

7.12 Cycling Plus  
(funded by FIS Allocation – Public Transport Improvements and Sustainable Travel)  
Financial Status: **Amber**

This year's budget for Cycling Plus is £500k and has been split between 2 projects: active travel improvements for (1) the A1134 and (2) Hills Road (from the sixth form college to the Regent Street/Gonville Place/ Lensfield Road junction).

At this stage in the year, it is anticipated that both projects will come in slightly under budget by £100k (in total).

7.13 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)  
Financial Status: **Amber**

Work on developing and delivering various projects included in the strategy has been held over, awaiting the outcome of the Cambridgeshire and Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council.

At this stage in the project, it is anticipated that the annual budget will be underspent by £115k at year-end.

7.14 Chisholm Trail cycle links – Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)  
Financial Status: **Green**

The project was successfully opened to the public at the end of December 2021. Positive comments have been received and the Trail is providing an obvious benefit to the public.

7.15 Chisholm Trail cycle links – Phase 2  
Financial Status: **Amber**

Chisholm Trail Phase 2 schemes: Coldhams Lane and Cromwell Road went out to public engagement during the summer of 2022. Different design options are being considered following the engagement exercise.

Contractors were commissioned to break the project into different schemes and carry out a construction cost exercise for all schemes.

At this stage in the project, it is anticipated that there will be an underspend of £241k at the end of the 2022/23 financial year.

7.16 Madingley Road  
Financial Status: **Amber**

The preliminary design for the scheme has been completed and submitted for its Road Safety Audit. Further modelling work is also being carried out in order to address concerns from National Highways and Cambridge University.

At this stage in the year, it is anticipated that the project will be underspent by around £250k following some delays in the completion of preliminary design.

7.17 Greenways Programme  
Financial Status: **Green**

The Greenways programme has been split geographically between two consultants (appointed via the Joint Professional Services Framework) and work has now begun on the design of each scheme. In addition, work has begun on key workstreams such as the Wayfinding Strategy and updated land referencing across the entire programme.

In addition a number of sections of the Linton Greenway have been delivered this financial year.

It is currently anticipated that the programme will come in on budget at the end of the 2022/23 financial year.

7.18 Waterbeach Station  
Financial Status: **Amber**

Following approval to support this project from Executive Board in June 2022, a project team has been put together to deliver this scheme. Work has progressed but has not cost as much as was expected this financial year. Therefore the scheme is under budget, this has not impacted progress.

7.19 Programme Management and Scheme Development  
Financial Status: **Green**

At this stage in the financial year it is predicted that the project will come in on budget.

## APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

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

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

Indicator	Quarterly Status			Target (2022-2023 Year 2)	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> )	5	+113	G	150	233	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> )	77	+48	A	420	332	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> )	49	+9	A	125	92	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> )	31	+21	G	100	189	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> )	18	0	G	100	53	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> )	69	+213	G	621	977	2486
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	N/A	G	73	84	73 sustained
200 students accessing mentoring programme as part of this service ( <i>Highly seasonal, with delivery between November-April each academic year</i> )	0	0	G	50	50	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> )	0	15	G	21	15	21
Re-establishment of Cambridge Curriculum steering group ( <i>further detail to be provided on this next quarter</i> )	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 Since the last quarter, 2 additional indicators have been added to the original eight service KPIs as outlined in the table on the previous page. Data is reported as of the end of December 2022, the third quarter of the second year of the new contract and shows actuals against annual targets. Service data shows that Form the Future (FtF) are continuing to perform well against most of the KPIs, with seven out of ten indicators having a Green RAG rating for the quarter. Where they are Amber, work is in pace to address this. The final indicator for Cambridge Curriculum is still being established so does not have a RAG rating this quarter.
- 8.3 With the start of the academic year, The Greater Cambridge Partnership Skills and Apprentice Service saw in the seventh quarter with a range of events. There was significant uplift in apprenticeships, one-to-one career guidance and communications sent for the Primary School Career event in early 2023. Form the Future and Cambridge Regional College (CRC) continued with challenges regarding the volatile job market and recruitment of Young People Champions and Early Career Advisors and are working together to find a solution in early 2023. With funding approved in November 2022, Form the Future began rollout of Unifrog (an online platform that provides students with guidance on a full range of careers options) to the 21 schools in the area. Engagement has been good overall. Unifrog and Form the Future are working on finalising reporting requirements and look forward to the first round of reports in April 2023. Following funding approval in November, Form the Future are in the process of re-establishing the Cambridge Curriculum steering group in January and will report further next quarter.
- 8.4 For the period September to December 2022, CRC has seen an additional 113 apprenticeship starts across the GCP area. Apprentices starting in the Construction industry remain high for this time of year however the resources and space required for training with local training providers is stretched with recruitment of specialist staff extremely difficult. Recruitment remains challenging for new apprentice vacancies particularly in the hospitality industry and for Business Support and Customer Service opportunities. CRC is in discussion with Hays and Addenbrookes to change Business students' perception of these types of opportunities and raise the awareness of the variety and breadth of Business Support functions within large industries such as Healthcare and to promote how these opportunities are a gateway or stepping-stone to a long, successful and prosperous career.
- 8.5 The number of adults supported with careers information, advice and guidance has increased by 48 since last quarter. This area of work is delivered in two strands, shared between FtF and CRC. FtF will focus mainly on career guidance one-to-one sessions, while CRC will deliver an annual series of roadshows and events to reach different audiences. Provision will be delivered to a total of 235 adults in the first year, increasing to 420 in the second and third years, and 445 in the fourth. For the period October to December, CRC has supported 15 individuals with Careers Education, Information and Guidance (CIAG). This is slightly lower than previous quarters, however this has been impacted by the holiday period and CRC closure during this time. FtF are reviewing and planning to support uplift in numbers for this indicator and hope to see results in the coming quarters.

8.6 The Early Careers Ambassadors/ Young People (YP) Champions recruited KPI remains challenging and has not progressed in the last quarter. Employer commitment with the YP Champions programme has not yet achieved the results initially planned because the lead time for larger businesses is longer as they are keen to embed the programme within their Learning and Development strategies. In addition to this, the current economic pressures are restricting the ability of some companies to engage and commit to programmes due to staff pressures (sickness and vacancies). A rebranding idea is currently being reviewed as a recent marketing campaign has suggested that changing the name of the programme, to show that it is mentors supporting young people in their workforce, could help to increase figures. In addition to this, FtF have appointed a new Ambassador Engagement Manager and work is planned to look at combining the ECA and YP Champion recruitment efforts with the aim of increasing progress in this area.

#### 8.7 Other Key Points:

- Employers supported to access funds and training initiatives - this quarter has seen 21 meetings with employers to explore apprenticeships, training and navigate funding options. Businesses include Chesterton Primary School, Bike Shed and Dixons Decorators as well as the Gonville Hotel which is in the process of enrolling 3 Catering and Hospitality apprentices. This quarter's figures are broadly in line with the same quarter last year. This time period tends to have a slightly lower number of meetings due to Christmas demand on certain industries and the number of non-working days for CRC.
- Students accessing work experience and industry placements (as a result of intervention by the service) – as indicated in the KPI table, this quarter is a quiet period with regard to work experience overall and FtF did not support any participants during this period. As with last year, the first six months of the calendar year are busy supporting students with finding work placements. In addition to this support, FtF is working on an ongoing solution to guide and signpost work experience and industry placements to all students in the form of a restricted page on their website.
- Careers guidance aimed at students aged 11-19 (and parents where appropriate) – 213 careers guidance events were delivered this quarter. Learning events were delivered to students from year 7 through to year 13 and ranged from Careers Carousels, Apprenticeship events and Enterprise days. Parent webinars saw low registration figures leading to cancellation of these events during November and December. FtF are looking at alternative delivery to uplift numbers as they believe the return to pre-pandemic behaviour and 'Zoom fatigue' are the main reasons for the downturn in numbers.
- Primary Schools accessing careers advice activities – during this quarter FtF focused on invitations to schools and business mailings for the 2023 Primary Careers Fair in March (7 schools had signed up by the end of the quarter). The next quarter will include weekly meetings with CRC, further school sign-ups and follow-up with businesses. LaunchPad activities also continued this quarter, with a launch event in November with industry and education partners and two project days.
- Students accessing mentoring programme – this KPI is highly seasonal with delivery between November-April each academic year. For operational reasons, FtF work with schools to deliver this provision during the Spring term this academic cycle, so as to fall neatly within each funded year. FtF have committed to deliver this provision evenly across all four years of the contract, with 50

places already allocated for Year 2. This quarter they have been planning and working with schools for the 5 mentoring groups with start dates planned in early 2023.

- Schools subscribing to Unifrog – this new indicator is to help FtF better monitor, measure and assess the impact of the GCP Skills and Apprenticeships programme in Greater Cambridge secondary schools. Unifrog and FtF are working together to agree reporting requirements and this work is expected to be finalised by the end of January in time for reporting in April. Unifrog training for FtF staff and Career Development professionals has taken place. The 8 schools already subscribed to Unifrog and the 5 schools joining it for the first time have been positive about the online platform. FtF are supporting the remaining schools that have resource issues or concerns about the system.
- The Cambridge Curriculum steering group - following funding approval in November, FtF are in the process of re-establishing this steering group and will report further on this next quarter.

## APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

### 9. Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Better use of data	Mar 2023	Mar 2023	G	G	↔
Improved public and sustainable travel offer	Mar 2023	Mar 2023	G	G	↔
City Access workstreams	Mar 2023	Mar 2023	G	G	↔

*Progress reported up to 17<sup>th</sup> January 2023.*

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

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.

9.2 The Smart programme of work continues to be developed to reflect requirements in the context of the increasing pace of delivery across all GCP workstreams.

#### 9.3 Better Use of Data

‘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:

9.4 **Mobility Monitoring (Strategic Sensor) Network** - all 38 GCP sensors have been installed, with a further 2 for the Cycling team, 3 for the Busway team and 17 for the Cambridge and Peterborough Combined Authority (CPCA). The partner organisations have agreed that data captured by all sensors can be used by all parties, meaning the coverage of the Greater Cambridge area and wider county is significantly improved.

The team continue to work alongside colleagues in the Transport team to facilitate monitoring of new and existing schemes with these sensors, making use of the framework contract to ensure data can be easily compared.

9.5 **Data platform requirements** - 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 access to support different types of data analysis and visualisation required by GCP and its partners.

Given the CPCA decision to re-allocate the funding for the development of a data platform discussions are on-going between the GCP, CCC and the CPCA to agree

what interim arrangements could be put in place to support work on the Mobility Monitoring Network. A short summary document has been produced to ensure all parties are aligned and work on a joint business case has started.

## 9.6 **Data Insights**

The Smart programme continues to work with County teams and GCP colleagues responding to requests for data insights from across the GCP to ensure that decisions are made on the best available evidence. Current assignments include the following:

9.7 **Bus Pinchpoints** - by developing a more robust evidence base about where buses are being held up, GCP and County will be able to prioritise investments including bus priority measures, and target enforcement actions more accurately. An initial piece of work is complete and has ranked junctions in Greater Cambridge by the amount of time bus services are held up, considering nearby stops and other junctions. The intention is to commission a regular survey to monitor how network conditions enable buses to move more efficiently around the GCP area providing a better service for the public. A further two items on bus occupancy and carbon impact have been requested to add further value to the analysis and will be completed by the end of February.

9.8 **Routes taken in city centre areas** - City Access colleagues have requested more detailed information about the movement of vehicles in the city centre and surrounding areas, including the identification of routes commonly taken at different times of day, and time taken for each segment of the journey. A draft list of suggested sensor locations has been created and is currently under review with the team after which the technical solutions and next steps will be agreed.

## 9.9 **Improved public and sustainable travel**

The Smart programme is leading several initiatives to support improvements in the public and sustainable travel 'offer' including the following:

9.10 **Guidance System Review** - the Cambridge Guided Busway has been very successful and as the GCP builds out its transport scheme, 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. Working in collaboration with the GCP Transport programme, the Smart team are co-ordinating investigations of those technologies and how they can safely and effectively support and enhance the schemes being proposed for Greater Cambridge.

9.11 **Mobility as a Service (MaaS) study and integrated ticketing** - consultants have now completed the MaaS study which outlines how a trial could be used to deploy a MaaS solution and how an assessment framework could understand the impact on travel choices. Work has begun on developing a procurement approach and documents ready for a procurement process in the new financial year.

9.12 **Smart Signals** - the VivaCity control has now been tested over a 24-hour control period at the Robin Hood junction and data continues to be gathered on its performance compared to the existing Microprocessor Optimised Vehicle Actuation

(MOVA) control method. Initial findings indicate that the VivaCity control method has not yet matched MOVA control in terms of vehicular flow performance, however adjustments continue to be made to the VivaCity operation with final findings to be delivered when this element of the project comes to a close in March 2023 (unless an extension is agreed to continue development of the Smart Signals system).

The Multi-junction control testing will begin at Hills Road in April 2023 and will run for the 2023/24 financial year. This will also look at prioritising different modes of travel in the second half of the year.

### 9.13 **City Access workstreams**

The Smart programme has continued to support the City Access team in technical and behaviour change aspects of the work. The current focus includes:

- supporting the identification of potential operating models for a future City Access scheme, including technical, systems and operational aspects;
- understanding the approaches taken in other cities and how these might be applied to the Greater Cambridge Travel for Work area;
- looking at the range of initiatives to affect behaviour change (in particular modal shift away from private cars) including the introduction of MaaS outlined in the previous section.

9.14 The key dates and progress are being reported via the City Access project.

### 9.15 **Funding bids**

The Smart team have been successful in their two funding bids into the Government's Centre for Connected and Autonomous Vehicles. The first successful bid secured approximately £154k to explore how Connected and Autonomous Mass Transit (CAMT) could be implemented in Cambridge to solve its complex transport problems. The study area is the corridor to the east which would enable connections from new developments in the east of Cambridge, including a new Park & Ride, to the rail network at Cambridge Station. The second successful bid secured approx. £17.5m and will undertake an at-scale trial of on-demand self-driving vehicles with up to 13 electric vehicles providing passenger services that integrate with existing transport services within Cambridge. Services will operate on two sites where there are identified opportunities: Cambridge University's West Cambridge Campus and the Cambridge Biomedical Campus and will be undertaken in a phased manner over 12 months.

## APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

### 10. Delivering 1,000 Additional Affordable Homes

10.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites**	1,000	2011-2031	569 (approx.)	A	A	↔

\*\*

*Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2022) and new sites permitted or with a resolution to grant planning permission at 31<sup>st</sup> December 2022 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.*

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

10.2 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.

10.3 The Greater Cambridge housing trajectory published in April 2022 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 2023/24. Until 2023/24, 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 569 eligible affordable homes are anticipated to be delivered between 2023 and 2031 towards the target of 1,000 by 2031.

10.6 In the last quarter no 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 2022) 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 eight 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 Although anticipated delivery is currently below the target of 1,000 affordable dwellings by 2031, based specifically on currently known sites, the latest housing trajectory shows that 38,716 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 5,216 dwellings more than the housing requirement of 33,500 dwellings. By 2023 it is projected that there will have been 1,279 affordable housing completions on rural exception sites and other schemes outside of village boundaries. Adding these to the 569 affordable dwellings in the pipeline post-2023 gives a total of 1,848 affordable dwellings anticipated by 2031, exceeding the 1,000 dwellings identified in the City Deal

## APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

### 11. Greater Cambridge Sectoral Employment Analysis

As reported above, the next update will be in April 2023.

### 12. Electricity Grid Reinforcement

- 12.1 As reported above, in December 2022, officers were advised that Ofgem had approved the inclusion of these projects within UKPN's funding settlement bid, known as RIIO ED-2, concluding that they had been "Fully Justified". This means that UKPN are now in a position to fund and deliver this infrastructure without the need for significant financial support from the GCP. This is a significant achievement for the area.
- 12.2 This represents approximately £20m of direct investment and will facilitate the development of c5,700 new homes and c270, 000m<sup>2</sup> R&D, Commercial and Clinical floorspace. These figures are based on the Adopted Local Plans (covering 2021-2031) but there are expected to be further benefits to the planned developments within the Emerging Local Plan (covering 2031-2041). Amongst the planned developments, are two hospitals on the Cambridge Biomedical Campus which will most likely need the grid capacity enhancements to be able to operate.
- 12.3 A full update on this project can be found at agenda item 7

### 13. GCP Budget Strategy and Allocations for 2023/24

- 13.1 The attached spreadsheet (Appendix 9) sets out the proposed GCP budget for 2023/24.
- 13.2 Explanations for individual project budget profiles, including any changes to previously agreed budgets and new allocations, are set out below. Proposals assume that any over or underspend against a given 2022/23 budget line will be rolled over into the 2023/24 budget for that line, unless otherwise specified.

#### Infrastructure Programme

##### 13.3 Cambridge South East (A1307) – Phase 1

£5.1m has been allocated for CSET Phase 1 for 2023/24. A significant construction programme is planned for 2023 and early 2024 to deliver the remaining portfolio of CSET Phase 1 schemes. Opportunities for accelerating this spend will continue to be explored throughout the year. Some risk remains with the Gog Magog Farm Shop/Haverhill Road Junction safety improvement scheme which is subject to full planning approval being granted.

#### 13.4 Cambridge South East (A107) – Phase 2

£2.715m has been allocated for CSET Phase 2 for 2023/24. This figure takes into account the updated programme as the Transport and Works Act Order (TWAO) application is now scheduled for later in 2023.

#### 13.5 Cambourne to Cambridge (A428)

£4m has been allocated for Cambourne to Cambridge in 2023/24. Submission of the Transport and Works Act Order (TWAO) will take place in Summer 2023 and preparation work will be required for the TWAO public inquiry which is due for the end of 2023 and likely to incur significant legal and professional fees. Spend reflects potential land acquisition taking place later in the financial year.

#### 13.6 Waterbeach to Cambridge

A budget of £1m has been allocated for the Waterbeach to Cambridge scheme for the 2023/24. This is intended to cover the next stage of the project, the development of the preferred option into a detailed preliminary design. This will include further work on an environmental impact assessment.

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

#### 13.7 Eastern Access

£2.2m has been allocated for Eastern Access in 2023/24. This is intended to cover detailed design of the Newmarket Road, outline design of the Park and Ride and development of the busway.

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

#### 13.8 West of Cambridge Package

£1.5m has been allocated for the West of Cambridge package for 2023/24, which includes work on Cambridge South West Travel Hub (CSWTH) and Foxton Travel Hub. This budget is intended to cover Detailed Design and Full Business Case for CSWTH (it is anticipated that the majority of costs for this project will occur between 2024 to 2026).

#### 13.9 Milton Road Bus and Cycling Priority

£9.96m has been allocated for the Milton Road scheme for 2023/24. Construction on the project started in June 2022 and is expected to be completed during Summer 2024. This budget is to cover construction costs during the 2023/24 financial year.

#### 13.10 City Centre Access Project

£4.1m has been allocated to City Access for 2023/24. As well as the Making Connections programme, this budget also covers a multitude of workstreams including the Network Hierarchy Review and the Integrated Parking Strategy.

Following the latest Making Connections consultation undertaken in late 2022, work will now focus on evaluating the response and assessing the next steps. In June 2023 an item on Public Transport and Making Connections is scheduled to be taken to the GCP Executive Board to receive feedback on the consultation and agree the next steps. This will include consideration of further budget requirements. The outcomes will also influence the timeline for the Network Hierarchy Review and the Integrated Parking Strategy.

#### 13.11 Whittlesford Station Transport Infrastructure Strategy (WSTIS) (formerly Travel Hubs)

It is anticipated that on reviewing the existing study, consultants will prioritise options - this will form the design brief and will include design and construction estimates. £261k has been allocated to carry out this work.

#### 13.12 FIS Allocation – Public Transport Improvements and Sustainable Travel

It was agreed in December 2020 that the FIS would be used to help develop proposals for public transport services, a fund for operator investment in zero emissions buses and a further programme of permanent active travel measures. In 2022/23 £10m of the £75m total budget was allocated to support the development of the Cycling Plus schemes (A1134 North-South and Hills Road as agreed at the December 2021 GCP Executive Board). At this time £65m remains in future budget years, this will be subject to an update paper in 2023/24 where the budget will be recommended to be allocated.

### Cycling

#### 13.13 Cycling Plus

A combined budget of £500k has been allocated to develop the preliminary designs for the A1134 and Hills Road projects in 2023/24. This is in preparation for public consultation on the preferred options.

#### 13.14 Chisholm Trail Cycle Links – Phase 2

The profile for Chisholm Trail Phase 2 assumes the construction phase will commence in August 2023 and complete in December 2024. The budget allocation of £2m reflects the expected costs based on information obtained in November 2022. An update will be presented at the June 2023 GCP Executive Board.

#### 13.15 Madingley Road

A budget of £254k is set for 2023/24. This is the remainder of the approved overall budget of £993k.

#### 13.16 Greenways Programme

£8,295m has been allocated for the Greenways Programme for 2023/24 as it is anticipated that work will significantly increase during the year with construction to begin on a number of Greenways. This includes construction work on the Barton,

Comberton, Haslingfield, Horningsea and Waterbeach Greenways. This will all be work within the Highway Boundary. In addition, preparation for works outside the Highway Boundary will continue including land negotiation, planning and design.

#### 13.17 Waterbeach Station

£2m has been allocated for this work on Waterbeach Station in 2023/24. This will include the detailed design, Full Business Case and Early Contractor Involvement for the scheme.

#### Other Transport Allocations

#### 13.18 Programme Management and Scheme Development

The Executive Board is recommended to approve a budget of £350k for 2023/24, to cover the anticipated additional costs of early work to manage scheme development. This annual budget will be reviewed regularly to ensure it is in line with the requirements of the programme.

#### Operational Budgets

13.19 Operational Budgets are remaining similar to 2022/23 with minor uplifts for inflation. However, these will be updated in line with the review of the Future Investment Strategy, to be held in 2023/24. The individual budget information is set out below.

#### 13.20 Central Programme Co-Ordination

In order to meet the needs of a post Gateway Review ramped up delivery programme, the Executive Board is recommended to approve a budget of £1160k for 2023/24. This has increased slightly since 2022/23, to accommodate further costs which are anticipated as a result of new recruitment for the programme co-ordination function of the GCP.

#### 13.21 Engagement and Communications

The Executive Board is recommended to approve the continuation of a £90k budget for 2023/24. This annual budget will be reviewed regularly to ensure it is in line with the requirements of the engagement and communications programme. This annual allocation is in line with last year's budget.

#### 13.22 Skills

In October 2020, the Executive Board approved a proposal to procure a new Skills contract, over four years, from April 2021. £647k is allocated for Skills provision for 2023/24. This increase reflects the additional work agreed in September 2022 by the GCP Executive Board.

#### 13.23 Evidence, Economic Assessment and Modelling

The Executive Board is asked to approve £150k per year for 2023/24 and future years to 2025, in line with last year's budget, to support the design and implementation of the GCP programme's assessment criteria to 2025.

### 13.24 Affordable Housing

£58k has been allocated for Affordable Housing in 2023/24; this represents the carry forward of expected underspend in 2022/23.

### 13.25 Cambridgeshire County Council costs

The Executive Board is recommended to approve £34k per year for 2023/24 and future years, in line with last year's budget.

### 13.26 Smart

In December 2022, the Executive Board approved the Future Investment Strategy (FIS), which included a £2.8m allocation to Smart Cambridge to 2024/25. In December 2022 the Executive Board approved a proposed forward programme for 2023 to 2025.

The 2023/24 budget is £645k and is allocated to support the delivery of a number of Smart projects to support themes including Behaviour Change, Network Management, Better Use of Data and Sustainable Communities.

The Autonomous Vehicle bid covers staff costs and expenses associated with the project and will bring £245k income for 23/24 and £110k for 24/25.

### 13.27 Energy

In December 2020 the Executive Board agreed to allocate a £25m pot of the FIS allocation to this work. As agreed by the Board, c£500k has been spent on running the project and submitting the projects as part of the Offers process with UKPN. Officers suggest retaining c£200k of the budget into the next financial year to cover any potential legal expenses, although these aren't anticipated at this stage. The remainder of the FIS allocation is now available to be reallocated across the wider programme.

### 13.28 GCP Formal Meeting Support Costs

£12k has been allocated to GCP formal meeting support costs for 2023/24, in line with last year's budget.

### 13.29 Accommodation

£30k has been allocated to pay for accommodation for GCP within Mandela House (Cambridge City Council offices). Following the County Council's move from Shire Hall in Cambridge to New Shire Hall in Alconbury, GCP worked with partner organisations to secure office space within the geography of Greater Cambridge. The City Council made a space available within their offices on Regent Street which GCP staff have occupied since March 2022.

## 14. GCP Budget 2023/24 – Funding Assumptions

### 14.1 S106 Position

In line with due process, every financial year S106 estimates are reviewed. The S106 estimated profile assumes s106 receipts of £120.9m which has been updated from the £86.8m figure previously set out. This has been updated following a review of anticipated S106 receipts, working with the Planning Department at the County Council. It should be noted that all S106 receipts are subject to specific site by site requirements, for example build out rates and therefore this figure is subject to change. This number will be reviewed annually.

### 14.2 New Homes Bonus (NHB) Position

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

## 15. Citizens' Assembly

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

## 16. Financial Implications

- 16.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2022, the proposed over-commitment is c.£111million. This assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200million).

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

## List of Appendices

Appendix 1	Quarterly Transport Workstream Report
Appendix 2	Quarterly Skills Workstream Report
Appendix 3	Quarterly Smart Workstream Report
Appendix 4	Quarterly Housing Workstream Report
Appendix 5	Quarterly Economy and Environment Workstream Report
Appendix 6	RAG Explanations
Appendix 7	Completed GCP Projects
Appendix 8	Executive Board Forward Plan
Appendix 9	Proposed GCP Budget 2023/24

## 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
<b>Transport projects</b>					
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.		

<b>Smart programme projects</b>				
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 work. Development of business cases for potential future opportunities in Greater Cambridge		Successful demonstration of the utilisation of autonomous vehicles as part of the future public transport system

Digital Wayfinding	2021	Upgrade of wayfinding totem at Cambridge station and development of walking routes map for display.		Improved wayfinding experience for travellers
<b>Housing projects</b>				
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.

<b>Executive Board: 9<sup>th</sup> March 2023</b>	<b>Reports for each item to be published 27<sup>th</sup> February 2023</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
Electricity Grid Capacity.	To receive an update on work to date.	Rachel Stopard	Yes	N/A
Greenways: Melbourn, Barton, Horningsea and Sawston.	To consider the Outline Business Case and programme for delivery	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Innovation Prospectus	To consider plans to develop an 'Innovation Prospectus' and to engage with the market, to support innovation as part of the wider GCP programme.	Daniel Clarke	No	N/A

GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information and agree the GCP budget for 2023/24.	Niamh Matthews	Yes	N/A
<b>Executive Board: 29<sup>th</sup> June 2023</b>	<b>Reports for each item to be published 19<sup>th</sup> June 2023</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
Public Transport and City Access Strategy.	To approve a Business Case and consider the implementation timetable.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Cambridge South East Transport Scheme Phase 2.	To receive an update the on the scheme and agree next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Chisholm Trail – Phase 2.	To receive feedback on the consultation and agree next steps.	Peter Blake	No	CA LTP
Cycling Plus [including Madingley Road proposals].	Update on projects and next steps including consultation.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: St Ives (Tranche 1), Fulbourn, Swaffhams, Bottisham and Waterbeach.	To consider the Outline Business Case and programme for delivery.	Peter Blake	No	CA LTP Passenger

				Transport / Interchange Strategy
<b>Executive Board: 28<sup>th</sup> September 2023</b>	<b>Reports for each item to be published 14<sup>th</sup> September 2023</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
Public Transport and City Access Strategy.	To consider progress on the project.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Foxton Travel Hub. (Subject to Cambridgeshire County Council Planning Decision).	To sign off the Full Business Case and agree next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Future Investment Strategy.	To consider and agree an updated investment strategy for the GCP's Programme.	Niamh Matthews	Yes	N/A
Greenways: St Ives (Tranche 2).	To consider the Outline Business Case.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A



<b>Executive Board: 14<sup>th</sup> December 2023</b>	<b>Reports for each item to be published 4<sup>th</sup> December 2023</b>	<b>Report Author</b>	<b>Key Decision</b>	<b>Alignment with Combined Authority</b>
GCP Quarterly Progress Report.	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A
Cambridge Road Network Hierarchy Review.	To consider feedback on the consultation and agree next steps	Isobel Wade	No	CA LTP Passenger Transport / Interchange Strategy
Cambridge South West Travel Hub. (Subject to Cambridgeshire County Council Planning Decision).	To sign off the Full Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

<b>Executive Board meeting</b>	<b>Reports for each item published</b>	<b>Joint Assembly meeting</b>	<b>Reports for each item published</b>
9 <sup>th</sup> March 2023	27 <sup>th</sup> February 2023	16 <sup>th</sup> February 2023	6 <sup>th</sup> February 2023
29 <sup>th</sup> June 2023	19 <sup>th</sup> June 2023	8 <sup>th</sup> June 2023	5 <sup>th</sup> June 2023
28 <sup>th</sup> September 2023	18 <sup>th</sup> September 2023	7 <sup>th</sup> September 2023	25 <sup>th</sup> August 2023
14 <sup>th</sup> December 2023	4 <sup>th</sup> December 2023	23 <sup>rd</sup> November 2022	13 <sup>th</sup> November 2022

Appendix 9- Proposed Budget 23.24

	Agreed Budget	Actual Spend 2015/16	Actual Spend 2016/17	Actual Spend 2017/18	Actual spend 2018/19	Actual Spend 2019/20	Actual Spend 2020/21	Actual spend 2021/22	Forecast spend 2022/23	Budget 2023/24	Budget 2024/25	Budget 2025/26	Budget 2026/27	Budget 2027/28	Budget 2028/29	Budget 2029/30	Budget 2030/31	Future Years Budget	
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	
<b>EXPENDITURE</b>																			
<b>Infrastructure Programme Investment Budget</b>																			
Cambridge South East (A1307) - Phase 1	16,950	18	20	41	206	756	2,568	2,873	1,400	5,069	4,000								0
Cambridge South East (A1307) - Phase 2	132,285	139	155	312	1,582	4,163	3,444	3,004	2,500	2,715	14,600	51,000	48,670						0
Cambourne to Cambridge (A428)	157,000	268	1,485	1,871	1,588	1,820	1,037	1,591	2,000	4,000	26,000	66,100	41,072	8,168					0
Science Park to Waterbeach (formerly A10 North study)	52,600	67	72	391	3	125	272	426	650	1,000	2,000	11,000	26,000	10,000	594				0
Eastern Access	50,500					115	193	517	1,000	2,200	10,000	10,000	12,583	13,892					0
West of Cambridge Package	42,000	240	416	717	2,337	6,680	5,568	2,130	423	1,500	10,639	11,350							0
Milton Road bus and cycling priority	24,000	188	238	339	287	576	378	213	7,578	9,960	3,424	819							0
Histon Road bus and cycling priority	10,600	199	181	46	509	1,388	5,172	4,325	307	20									-1,547
City Access Project	20,320	255	566	1,438	1,672	2,563	1,898	1,834	6,000	4,094									0
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700			84	57	28	73	22	60	376									0
Waterbeach Station	37,000								500	2,000	10,000	24,500							0
<b>FIS Allocation - Public Transport Improvements and Sustainable Travel</b>																			
	65,000																		65,000
<b>Cycling</b>																			
Chisholm Trail cycle links - Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)	17,914	235	679	849	1,493	4,952	4,687	6,099	20										-1,100
Chisholm Trail cycle links - Phase 2	5,000					0	0	159	700	2,000	2,141								0
Madingley Road	993							290	304	145	254								0
Greenways Programme	76,000							950	1,065	5,900	8,295	24,635	32,000	3,155					0
Cycling Plus	10,200								400	500	2,500	2,500	4,300						0
<b>Other Transport</b>																			
Cambridge South Station	1,750			0		366	0	1,369											15
Programme management and scheme development	5,450	355	781	802	559	510	354	493	300	350	250	200	150	100	100	96	50		0
<b>Closed Infrastructure Budgets</b>																			
COMPLETE - Residents Parking Implementation (to progress through City Centre Access Project)	659			114	175	220	125												25
COMPLETE - Greenways Quick wins	3,079			0	2,079	1,000	68												-68
COMPLETE - Developing 12 cycling greenways	568			256	250	62													0
COMPLETE - Cross-city cycle improvements	11,266	257	864	2,966	4,979	1,894	214	92											0
COMPLETE - A10 Cycle route - Frog End Melbourn	553		511	42															0
COMPLETE - Travel Audit - South Station and biomedical campus	200			88	112														0
<b>Operational budgets</b>																			
Central Programme Co-ordination	7964	111	391	728	517	512	532	699	901	1,160	1,160	956	975	775	575	450	300		-2,778
Engagement & Communications	1071			251	89	88	88	88	88	90	90	90	85	70	60	50	40		-196
Skills	4,713	47	188	205	84	343	459	563	587	647	597	596	397						0
Evidence, economic assessment and modelling	1266			31	246	239	124	72	228	150	150	26							0
Affordable Housing	200		10	0	44	65	0	0	0	58	23								0
Cambridgeshire County Council costs	334			31	31	31	33	33	34	34	34	34	34	34	34	34	34		-131
Smart Cambridge	5070		271	391	596	589	374	436	919	645	600	249							0
Energy	857					15	33	78	455	200									76
GCP Accommodation	300							30	30	30	30	30	30	30	30	30	30	30	30
GCP Formal Meeting Support costs	93					11	12	27	-3	12	12	12	12	12	12	12	12	12	-50
<b>Closed operational budgets</b>																			
South Cambridgeshire District Council costs	80			40	40	0													0
Planning Capacity & Support (formerly Towards 2050)	321			52	148	60	61												0
COMPLETE - Cambridge Promotions Agency	150	60	90	0															0
COMPLETE - Housing Delivery Agency	400		200	200															0
COMPLETE - Cambridge Promotions	40			40															0
<b>Total Expenditure</b>	<b>765,446</b>	<b>2,439</b>	<b>7,118</b>	<b>12,325</b>	<b>19,683</b>	<b>29,171</b>	<b>29,007</b>	<b>28,512</b>	<b>33,122</b>	<b>47,359</b>	<b>112,885</b>	<b>211,462</b>	<b>137,463</b>	<b>33,081</b>	<b>1,405</b>	<b>672</b>	<b>466</b>		<b>59,276</b>
<b>FUNDING</b>																			
City Deal grant	500,000	20,000	20,000	20,000	20,000	20,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	0
S106 contributions	120,892					6,719	3,547	1,344	2,500	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	82,782
Energy income	0																		0
Transforming Cities Fund	200									200									0
Centre for Connected and Autonomous Vehicles funding	355									245	110								0
NHB - Cambridge City	13,065	1,986	3,166	2,385	2,238	1,651	901	346	196	196									0
NHB - South Cambs	9,029	1,683	2,633	1,570	1,204	742	507	219	236	235									0
NHB - CCC	5,153	917	1,485	1,023	860	599	269												0
Interest accrued on grant funding	5,545	0	80	149	291	253	69	165	1,789	1,789									960
<b>Total income</b>	<b>654,239</b>	<b>24,586</b>	<b>27,364</b>	<b>25,127</b>	<b>24,593</b>	<b>29,964</b>	<b>45,293</b>	<b>42,074</b>	<b>44,721</b>	<b>45,665</b>	<b>43,110</b>	<b>43,000</b>	<b>43,000</b>	<b>43,000</b>	<b>43,000</b>	<b>43,000</b>	<b>43,000</b>	<b>3,000</b>	<b>83,742</b>
<b>NET OVERALL GCP BUDGET</b>																			
	<b>-111,207</b>																		
<b>Forecast Cashflow Balance</b>		<b>22,147</b>	<b>42,393</b>	<b>55,195</b>	<b>60,105</b>	<b>60,898</b>	<b>77,184</b>	<b>90,746</b>	<b>102,345</b>	<b>100,651</b>	<b>30,876</b>	<b>-137,586</b>	<b>-232,049</b>	<b>-222,130</b>	<b>-180,535</b>	<b>-138,207</b>	<b>-135,673</b>		<b>-111,207</b>