

Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Thursday 10th December 2020
4:00 p.m. – 7:45 p.m.

Decision Summary

Set out below is a summary of the decisions taken at the meeting.
The wording used does not necessarily reflect the actual wording that will appear
in the formal minutes of the meeting.

1. Apologies for Absence

No apologies were received

2. Declarations of Interest

No declarations of interest were made.

3. Minutes

The minutes of the previous Executive Board meeting, held on 1st October 2020, were agreed as a correct record and the Chairperson agreed to sign a copy when possible.

4. Executive Board Membership

It was resolved to:

- (a) Ask the Business Board to reconsider this matter and make a nomination that is consistent with the GCP Executive Board's Standing Orders and Terms of Reference (as summarised in paragraph 4.4 of the report); and
- (b) Confirm that, subject to the above, it will consider whether it wishes to use the discretion available to the Chairperson and voting members (as summarised in paragraph 4.5 of the report) to allow both the Business Board nominee and the substitute member to attend the GCP Executive Board should the case be made to do so.

5. Public Questions

Sixteen public questions had been accepted by the Chairperson who had agreed that the questions would be received at the start of the relevant agenda item.

6. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 19th November 2020.

7. GCP Quarterly Progress Report

It was resolved to:

Note progress across the GCP programme.

8. Cambourne to Cambridge – Better Public Transport Project

It was resolved to:

- (a) Note the outcome of Phase 2 public consultation;
- (b) Note the conclusions of the Outline Business Case presenting a preferred high quality public transport, walking and cycling route;
- (c) Note the conclusions of the Outline Business Case in relation to a travel hub location;
- (d) Agree to undertake an Independent Audit Review of the Cambourne to Cambridge scheme to validate the key assumptions and constraints and to determine whether they remain appropriate;
- (e) Report the findings of this Independent Audit Review to the June Board; and
- (f) Request that officers initiate the process of an Environmental Impact Assessment (EIA), however recognising the potential impact of the Independent Audit Review and the need to conclude the Independent Audit Review in advance of any public consultation on the EIA.

9. GCP Future Investment Strategy

It was resolved to:

- (a) Confirm that the Future Investment Strategy continues to meet the ambitions of the City Deal and address the need for transformational solutions to meet programme objectives, including environmental and net-zero ambitions, as well as supporting Greater Cambridge and the wider area to recover from Covid-19;
- (b) Note that the Greater Cambridge area has seen significant changes to the economy, travel patterns, working practices and the public transport operating environment during Covid-19, but uncertainty remains as to future trends;
- (c) Agree that flexibility should be retained at a programme and project level to respond to emerging trends in order to deliver the GCP's objectives;
- (d) Agree the updated criteria for prioritisation of future investment, which have been amended to bring environmental objectives into the strategic criteria;
- (e) Agree the prioritisation for additional future investment, in particular:
 - Further develop investment proposals within the previous £75m public transport allocation, including creating flexibility within this allocation to meet City Deal objectives, as follows:
 - i) Develop a fund to enable operator investment in zero emission buses, aiming to move all buses in Greater Cambridge to zero emission within a defined time period;
 - ii) Develop a further programme of permanent active travel measures, building on the emergency programme led by Cambridgeshire County Council, in particular aiming to address key gaps in the Greater Cambridge cycling network;
 - iii) Develop proposals to invest in public transport services, forward-funding a future network offering more people competitive journeys; and
 - iv) All proposals would be subject to business cases and would need to demonstrate how any funds committed towards one area impacted on ability to deliver others;
 - Allocate £20m to a fund for unlocking housing delivery, based on a recoverable investment model;
 - Allocate £2.8m to the Smart programme, to continue work to support delivery of GCP objectives;
- (f) Agree that the projects prioritised in the Future Investment Strategy are prioritised in principle, with further work to be undertaken by officers in line with usual project development processes and the City Deal Assurance Framework, before funding is committed; and

- (g) Note that, taken together with existing commitments, this would increase overall allocated spend to £751m (of which £20m is identified as recoverable investment) against a projected income of £603m. Cost recovery and income generation opportunities will continue to be explored more widely.

10. Public Transport Improvements and City Access Strategy

It was resolved to:

- (a) Note the current transport context as set out at paragraph 4.5;
- (b) Agree the proposed approach to taking forward public transport improvements and city access in this context, namely:
- Continue to develop and deliver the short-term measures aimed at encouraging uptake of sustainable transport as outlined at paragraphs 4.7-4.16, with a focus on supporting economic recovery;
 - Build on these measures by developing further interventions to reduce air pollution and carbon emissions, and reallocate road space to better prioritise sustainable modes of transport as outlined at paragraphs 7.2-7.17 and in figure 2. This would include:
 - building on the electric bus pilot, setting an ambitious but achievable time period for all buses to become zero emission;
 - developing a model for supporting operator investment in zero emission vehicles;
 - working with the County Council and others to develop measures to ensure only clean buses operate within defined areas;
 - working with the County Council and City Council to review the city road network to better reflect the needs of sustainable transport; and,
 - working with partners to further develop plans to maintain access particularly for disabled groups and blue badge holders.
 - Recognising the points made at the Joint Assembly, consider how additional progress can be made towards a final package of measures aiming to improve public transport and reduce congestion, air pollution and carbon emissions, at the next GCP Executive Board meeting in March 2021; and
- (c) Agree to allocate £9.9m of additional funding as set out in section 9.

11. Greater Cambridge Citizens' Assembly: One-Year On Report

It was resolved to:

- (a) Note the progress in implementing the response to the Citizens' Assembly recommendations, including the further actions proposed as part of the paper at item 10, Public Transport Improvements and City Access Strategy;
- (b) Agree the one-year-on report at Appendix 1;
- (c) Agree to provide a further report on progress in a year's time; and
- (d) Note the findings from a workshop held with Citizens' Assembly participants in September, seeking their reflections on their recommendations and priorities particularly in the light of Covid-19.

12. Greenways: Haslingfield

It was resolved to:

- (a) Note the progress made in developing the Greenways, working with local communities and stakeholders to date;
- (b) Note the outcome of public consultations;
- (c) Approve an outline budget for the Haslingfield scheme of £8m; and
- (d) Note the outline programme and key risks.

13. Date of Next Meeting

The Executive Board noted that the next meeting was due be held at 4:00 p.m. on Thursday 18th March 2021.

14. Chisholm Trail Project

It was resolved to:

- (a) Reaffirm GCP's commitment to delivery of the Chisholm Trail, Phase 1 and 2, and commit the GCP to finding the resources necessary to complete the scheme;
- (b) Support the County Council's request for the remainder of the costs for the Abbey-Chesterton Bridge to come from developer contribution S106 monies, estimated at £2,063,409;

- (c) Allocate an additional £4,798,516 to the project, plus an allocation of £1,783,109 as contingency towards further potential costs; and
- (d) Require officers to bring forward proposals for GCP delivery of Phase 2 of the Trail, including revising and updating the programme for scheme delivery; and
- (e) Request a report to the March 2021 Executive Board meeting providing a detailed analysis of the circumstances that led to the overspend; setting out the implications of this for the wider GCP programme; and how project management for this and other projects will change in future in response to this experience.

Chairperson
18th March 2021