



GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

16:00

Thursday, 09 July 2026

Council Chamber, South Cambridgeshire Hall

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

AGENDA

Open to Public and Press

- | | | |
|----------|---|----------------|
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| 2 | Appointment of Vice-Chairperson | |
| 3 | Apologies for Absence | |
| 4 | Declarations of Interest | |
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| 6 | Membership | |
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14	Barton Greenway – Baulk Path	111 - 122
15	Dates of Future Meetings	
	<ul style="list-style-type: none">• 4:00 p.m. Thursday 5th November 2026• 4:00 p.m. Thursday 4th March 2027• 4:00 p.m. Thursday 8th July 2027• 4:00 p.m. Thursday 4th November 2027	

MEMBERSHIP

The Executive Board comprises the following members:

Councillor Tim Bick	-	Cambridge City Council
Councillor Lorna Dupré	-	Cambridgeshire County Council
Councillor Brian Milnes	-	South Cambridgeshire District Council
Sir John Aston	-	University Representative
Vacancy	-	Business Representative

By Invitation
Mayor Paul Bristow

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

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.



Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Thursday 5 March 2026
4:00 p.m. – 5:40 p.m.
Council Chamber, Guildhall, Cambridge

Present:

Members of the GCP Executive Board:

Cllr Brian Milnes (Chairperson)	South Cambridgeshire District Council
Cllr Cameron Holloway (Vice-Chairperson)	Cambridge City Council
Cllr Lorna Duprè	Cambridgeshire County Council
Sir John Aston	University Representative

Attending at the discretion of the Chairperson

Mayor Paul Bristow	Cambridgeshire and Peterborough Combined Authority
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Officers:

Peter Blake	Interim Director (GCP)
Jonathan Camp	Senior Project Manager (GCP)
Dan Clarke	Head of Innovation and Technology (GCP)
Thomas Fitzpatrick	Head of Programme (GCP)
Allen Harris	Senior Project Manager (GCP)
Stephen Henderson	Project Manager (WSP)
Niamh Matthews	Assistant Director of Strategy and Programme (GCP)
Nick Mills	Democratic Services Deputy Manager (CCC)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

There were no apologies for absence.

2. Declarations of Interest

Sir John Aston declared a non-statutory disclosable interest in relation to Agenda Item 8 (Comberton Greenway – Sidgwick Avenue), as an employee of the University of Cambridge.

Councillor Lorna Dupré declared a non-statutory disclosable interest in relation to Agenda Item 8 (Comberton Greenway – Sidgwick Avenue), as an alumna of the University of Cambridge.

3. Minutes

The minutes of the previous Executive Board meeting, held on 6 November 2025, were agreed as a correct record and signed by the Chairperson.

4. Public Questions

The Chairperson informed the Executive Board that four 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 two questions related to agenda Item 7 (Barton Greenway – Baulk Path) and two questions related to agenda item 8 (Comberton Greenway – Sidgwick Avenue).

5. Feedback from the Joint Assembly

The Executive Board noted the report from the Chairperson of the GCP Joint Assembly, Councillor Simon Smith, which summarised the discussions from the Joint Assembly meeting held on 12 February 2026.

6. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Executive Board which provided an update on progress across the GCP's whole programme.

Highlighting concerns that had been raised by the Joint Assembly in relation to impacts that ongoing streetworks and utilities projects were having on the GCP

programme and wider environment, the Chairperson of the Joint Assembly noted that members had highlighted the importance of addressing issues that were holding up schemes, particularly the Cambridge South East Transport project. The Joint Assembly had requested the Executive Board consider encouraging National Rail to make progress that would allow delivery of the Chisholm Trail Phase 2 to move forwards, particularly given the proposals from East West Rail for a mobility hub at Cambridge railway station. Members had discussed the importance of ensuring there was sufficient capacity and development of skills in the construction sector to support the growth of the region, as well as sufficient electricity grid capacity and infrastructure, while also highlighting concerns that rural exception sites were being lost to self-build applications. Members had raised concerns about the way in which progress reports and status ratings of schemes were presented and there were requests for more supporting narrative to explain changes that had occurred. Highlighting a request for City Access funding to be ringfenced and not reallocated to other projects, Councillor Smith drew attention to ongoing concerns about the GCP's cashflow deficit and how it might be dealt with.

While discussing the report, the Executive Board:

- Expressed concern about the volume of utility works, the frequent excavation of newly resurfaced areas, and the need for better adherence to Digital Traffic Regulation Order requirements, requesting further information and clarification on what mitigations could limit delays to the GCP's programme. Members were informed that the GCP worked with the County Council's Streetworks team and utility companies to align programmes as far as possible and it was confirmed that a report on the anticipated programme impact would be presented to the Executive Board at its next meeting.
- Noted that the City Council was working with partners to develop the centre of Cambridge, which could feed into the GCP's City Access project. It was also observed that the ongoing development by the Combined Authority of the Greater Cambridge Transport Strategy would underpin the Local Plan and it was confirmed that constituent authorities were involved in its development and would continue to be involved throughout, through both Members and officers.

The Executive Board resolved unanimously to:

Note the progress presented.

7. Barton Greenway – Baulk Path

Two public questions were received from Ian Steen, and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Hugh Clough, the Cambridge City Councillor for the Newnham ward, was invited to address the Executive Board. Highlighting the popularity of the Baulk Path as a rural walking path for residents, Councillor Clough argued that it would not be an appropriate route for cyclists, who would likely use alternative routes instead, and he

questioned the predicted uplift in cycling demand. Arguing that the GCP had not carried out a meaningful review of the Baulk Path section of the route with sufficient engagement, he suggested that this should be done before a decision was made.

Councillor Peter Rees, the County Councillor for the Newnham division, was invited to address the Executive Board. Questioning the justification for the predicted uptake in cycling and walking as a result of implementing the Baulk Path section of the Greenway, Councillor Rees argued that comparisons to other schemes that were included in the report were not relevant or comparable to the Barton Greenway. Arguing that the data in the report predicted no new commuter trips and was instead relying on an assumption that 30% of leisure cyclists from Barton would divert onto the Baulk Path, he expressed concern that the scheme was being justified as a leisure route rather than a genuine commuter cycleway and suggested that further engagement was required.

Emphasising that the majority of the Joint Assembly supported Option A, for the Baulk Path section to be implemented, the Chairperson of the Joint Assembly nonetheless noted that some members favoured Option B. He outlined the benefits of the proposal, including induced demand in the long-term, a more attractive route for unconfident cyclists, the reclassifying of the Baulk Path as a Public Right of Way, opportunities for Biodiversity Net Gain (BNG) and the avoidance of further delay to the scheme.

The Head of GCP Programme presented a report to the Executive Board which recommended the delivery of the Baulk Path element of the Barton Greenway.

While discussing the report, the Executive Board:

- Drew attention to the benefits of including the Baulk Path section in the Barton Greenway, including the removal of cyclists from narrow, fast roads, BNG opportunities, year-round accessibility to the route thanks to the installation of a solid surface alongside the current path, and the high cost benefit ratio. Members also acknowledged that promoting active travel and reducing car usage was an underlying objective of the GCP.
- Observed that the report did not include an option to defer the decision to a later date following further review and engagement and sought clarity on the implications of such an approach. It was confirmed that further delay was likely to result in higher construction costs due to inflation, and it was noted that extensive consultation and engagement had already taken place, although some members suggested that this had not been carried out as sufficiently as it could have.
- Queried whether there were alternative and cheaper ways in which the GCP or other bodies could protect the future status of the Baulk Path, rather than incorporating it to the Greenway as a Public Right of Way. It was confirmed that there were alternative ways, but it was emphasised that they would cost additional amounts and would require further consultations, whereas the proposed scheme included this in the agreed budget and the engagement that had already taken place.

- Argued that there was insufficient evidence in the report for the predicted uptake in cyclist numbers and expressed concern that cyclists would continue to use alternative routes, arguing that the route also duplicated a section of the Haslingfield Greenway. It was suggested that the significant amount of funding that would be saved by not implementing the scheme could be better used on alternative measures, such as making improvements to motorway crossings.

As the Executive Board was unable to reach a unanimous decision, in line with Standing Orders it was resolved to defer the item to a later meeting of the Executive Board.

8. Comberton Greenway – Sidgwick Avenue

Two public questions were received from Anna Williams (on behalf of Camcycle), and Martin Lucas-Smith. The questions and a summary of the responses are provided at Appendix A of the minutes.

Highlighting the Joint Assembly's unanimous support for the proposals, the Chairperson of the Joint Assembly welcomed the use of drop-down bollards and drew attention to the importance of retaining trees along Sidgwick Avenue and monitoring any potential traffic displacement resulting from the proposed ETRO.

The Head of GCP Programme presented a report to the Executive Board which proposed the implementation of an ETRO on Sidgwick Avenue as part of the Comberton Greenway.

While discussing the report, the Executive Board:

- Welcomed the revisions that had been made to the proposals in response to concerns that had been raised by residents and stakeholders. Members noted the overwhelming support for the scheme, although it was acknowledged that there were still some objections and concern was expressed more extensive consultation had not been carried out on the revised proposals.
- Highlighted the importance of retaining trees on Sidgwick Avenue and noted their current impact on pedestrian and cycling safety. It was also emphasised that the road would remain open to vehicles for access.
- Highlighted the simplicity of the scheme, as well as its experimental nature, which meant that it would be straightforward to remove at the end of the trial if considered appropriate. It was suggested that it would be beneficial to use such an approach more widely when possible.
- Welcomed the support from the University of Cambridge for the proposals following engagement and noted an offer to support in the monitoring and data-gathering during the duration of the trial period.

The Executive Board resolved unanimously to:

- (a) Approve the implementation of an Experimental Traffic Regulation Order (ETRO) for Sidgwick Avenue;
- (b) Approve delivery of immediate safety and accessibility improvements, including a new footway, to the street;
- (c) Note the requirement for officers to present the findings of the proposed trial scheme to the Executive Board with a recommendation on whether to implement a permanent TRO or to remove the ETRO completely; and
- (d) Note the longer-term opportunities for a 'phase 2' scheme incorporating further accessibility improvement, full resurfacing of the carriage, placemaking, heritage considerations, enhanced biodiversity, and urban greening.

9. Greater Cambridge Greenways – Comberton Full Business Case

The Head of GCP Programme presented a report to the Executive Board which set out the Full Business Case for the Comberton Greenway and provided an update on planning and acquisition of rights over the land.

Confirming the Joint Assembly's unanimous support for the recommendations, the Chairperson of the Joint Assembly noted that the use of golden gravel had been welcomed, while also drawing attention to the need for a long-term maintenance plan for solar studs.

While discussing the report, the Executive Board:

- Welcomed the Full Business Case, highlighting the opportunities it created to connect to West Cambridge.
- Acknowledged the benefits of solar studs while highlighting the need to develop a long-term maintenance plan for them. Members were informed that a maintenance plan for the Greenways had been agreed with the County Council, and if weed spraying was not an option, an alternative maintenance approach would be identified.
- Noted ongoing discussions between the GCP, the Mayor of the Combined Authority and other stakeholders in relation to the Greenway, particularly in relation to rural crime.

The Executive Board resolved unanimously to:

- (a) Agree the Full Business Case for the Comberton Greenway;
- (b) Note the progress to date on planning and acquisition of rights over the land;
and
- (c) Agree to delegate authority to the Service Director of the Greater Cambridge Partnership to enter into the required construction contracts to build the scheme.

10. Waterbeach Railway Station - Facilities

The Head of GCP Programme presented a report to the Executive Board on proposals to progress with further development of facilities at the new Waterbeach Railway Station.

Welcoming the proposals to include facilities at the new railway station, the Chairperson of the Joint Assembly highlighted the unanimous support from members. He suggested that the business case could identify ways in which revenue could be generated from the facilities to cover long-term management costs.

While discussing the report, the Executive Board:

- Highlighted the need for the new railway station to include facilities, particularly given how much was being spent on the station itself and the fact that it was envisaged to be the main transport hub for the new town.
- Supported the Joint Assembly's concern that public funds had become necessary to fund the new railway station.

The Executive Board resolved unanimously to:

- (a) Agree to progress with further development of facilities which will include a modular designed waiting room and toilets;
- (b) Agree for officers to work on income streams to support delivery of the facilities with the County Council, Network Rail and Govia Thames-Link;
- (c) Note officers will work with the County Council on maintenance arrangements for the facilities; and
- (d) Agree to receiving an update report and final proposal once the full costs are clearly understood, noting that an increase in budget would be required at this stage.

11. GCP Smart Programme Update

The Head of Innovation and Technology presented a report to the Executive Board which provided an update on the GCP's Smart programme, which involved enabling the next generation of public transport, making public transport an easier choice, better operation of the highway and better data for the GCP and its partners.

While discussing the report, the Executive Board welcomed the achievements of the Smart workstream and its approach to innovation, highlighting the improvements it had supported to the transport system across the region. Members also noted the additional resources the GCP had obtained thanks to the workstream's worked.

The Executive Board resolved unanimously to:

Note the progress of the Smart workstream and its vital role in delivering wider GCP objectives.

12. Date of Next Meeting

The Executive Board noted that the next scheduled meeting was due be held on 9 July 2026.

Chairperson
9 July 2026

Greater Cambridge Partnership Executive Board – 5 March 2026
Appendix A – Public Questions Listed by Agenda Item

From	Question	Response/Answer
Ian Steen	<p>Agenda Item 7 - Barton Greenway – Baulk Path</p> <p>The Baulk track in Grantchester is one of many ancient tracks in Cambridgeshire. We are privileged in the UK to have many such footpaths and bridleways which do not exist in other countries of the world. The Baulk was made to serve the ancient medieval fields of Grantchester. It has been unchanged in its present form for possibly a thousand years.</p> <p>When proposals for Greenways were first brought forward by the council, many cyclists were encouraged by the thought that their daily journey would be improved.</p> <p>In July and Sep 2018 on behalf of Grantchester Parish Council I carried out surveys between 7:30 and 9am of what commuting cyclists wanted. These were sent to the GCP without response. The surveys were repeated in November last year. All the surveys find that commuting cyclists use either the Grantchester Road (13-29) in the morning or the Meadows Footpath (25-40). They say quite clearly that they would not use the Baulk. The Meadows Path is preferred because it seems less dangerous, away from traffic and fumes.</p> <p>Cyclists say that they would like to see both the Road and Meadows routes improved. They suggest that the</p>	<p>The Baulk Path offers a safe, quiet and attractive alternative to the route along the A603 Barton Road. The Greenways are designed not only to respond to existing demand, but also to provide safe, inclusive infrastructure that encourages new trips, supports year-round use, and serves a wide range of users beyond the weekday peak — including less confident cyclists, pedestrians, and wheelchair users. This section also allows for a future connection to the Haslingfield Greenway that would aid the creation of the desired Greenway network</p> <p>The Baulk Path is currently a permissive path, and the project is looking to bring forward the permanent creation of a bridleway with a path alongside the existing track. The design of the bridleway is sensitive to its rural setting, retaining a natural appearance, and respecting its historic alignment. The current proposals allow for a section of land to be leased from the landowner on a temporary basis to allow for the creation of the permanent Greenway construction. This will prevent the need to disturb the existing natural-surface route during construction.</p> <p>All of our schemes carry out appropriate quantitative and qualitative data collection. For this scheme, we have carried out a public consultation and two public engagement exercises. This is in addition to the statutory consultation through the planning permission. Any data provided back in 2018 would have been considered in the papers that were agreed by the Board in 2020 on the alignment of the route. We are not aware of data from</p>

	<p>Meadows Path should be widened a little and the surface improved but not to create a tarmac racetrack.</p> <p>The Baulk path is on no one's desire line. It might get recreational use, but why when the attractive Meadows route is better? Surely we don't need to destroy the character of the ancient Baulk track when better alternatives exist?</p> <p>My surveys are key pieces of hard evidence that have been totally ignored by both WSP in their technical note and the Greenway team and challenge their highly inflated movement data.</p> <p>Why have my surveys been ignored?</p>	<p>November 2025 being provided to officers. The technical work undertaken for the scheme uses a combination of local counts, strategic modelling and future demand assessment in line with industry best practice.</p>
<p>Josh Grantham Camcycle</p>	<p>Agenda Item 7 – Barton Greenway: Baulk Path</p> <p>Camcycle strongly supports progressing the Baulk Path to delivery without delay.</p> <p>The updated papers show a stronger business case and clearer explanation of the scheme's benefits. As we set out in February, this is not a minor link. It is the first substantial dedicated section away from the highway within the Greenways programme and sets an important benchmark for quality and ambition across the network.</p> <p>This section demonstrates what Greenways are meant to be: quiet, direct and biodiverse routes that appeal to a wide range of users. The planning work is largely complete, the design refined, and the scheme is close to construction readiness. Delaying now would undermine</p>	<p>It has always been the intention that the Greenways would form an interconnected network of routes around Cambridgeshire. The Barton Greenway, including the Baulk Path section, and the Haslingfield Greenway are being developed with that long-term network objective in mind. These routes would align with existing active travel routes, and we are working closely with our partners at Cambridgeshire County Council to ensure that future improvements as part of their works programme align with the Greenway network.</p> <p>In response to the question raised, officers will continue to review opportunities to enhance the alignment and phasing of the Haslingfield Greenway to ensure strong integration with the Barton Greenway and to explore whether efficiencies in delivery can be realised. The Full Business Case for the Haslingfield</p>

	<p>confidence in the wider programme and create uncertainty for future off road sections.</p> <p>Strategically, the Baulk Path is central to the coherence of the network. It supports journeys to Barton and Grantchester while also offering flexibility for the future Haslingfield Greenway alignment and onward connections towards West Cambridge and Eddington growth areas. In that context, this is a foundational decision rather than a marginal scheme.</p> <p>We heard members of the Joint Assembly and Board previously raise concerns about value for money. That is entirely legitimate scrutiny and something we have consistently called for across the programme. However, in the context of very large sums committed to car parking provision with far weaker strategic justification, it would be difficult to argue that a near-ready, network-critical active travel link should be the point at which savings are sought, particularly while a broader programme review remains unresolved.</p> <p>Assuming the Board makes the right decision and proceeds with the Baulk Path, will the GCP commit to reviewing the Haslingfield Greenway alignment to explore opportunities to interconnect the schemes more directly, potentially enabling delivery of Haslingfield earlier and at significantly lower cost?</p>	<p>Greenway is scheduled to be brought to the Board later this year, alongside submission of the planning application.</p>
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<p>Martin Lucas-Smith (resident, Petersfield, speaking independently)</p>	<p>Agenda Item 8 - Comberton Greenway – Sidgwick Avenue</p> <p>This proposal fixes two problems at once, with little cost to the taxpayer.</p> <p>The first is that pavements are barely passable due to growth of the wonderful trees. The small space left is totally inaccessible to many users of wheelchairs, mobility scooters, and buggies. There is no other solution to this clear discrimination problem: simply extend the pavements around the trees.</p> <p>Secondly, West Cambridge is expanding heavily, and Burrell’s Walk is increasingly congested, so a safe alternative greenway route is need.</p> <p>Having lived nearby, I know car use is low in the area. In fact, the Mayor recently published a half-minute video asking for feedback, taken during the daytime, and there was not a single car passing. You can even hear the birds. But when vehicles do pass, cycling is squeezed unsafely. With the wider pavements that are needed, this is important to fix.</p> <p>I have looked at the traffic data. Sidgwick Avenue has more walking than car use. Cycling similarly. Drivers will still be able to access all locations as now. Grange Road has more walking and cycling than driving. West Road has little traffic – even on a busy Saturday afternoon!</p> <p>This is a cost-efficient way to expand West Cambridge capacity with a safe route, at very low cost to the taxpayer compared to things like busways, at a time</p>	<p>The GCP officers have worked closely with the University of Cambridge and the neighbouring colleges in the development of these proposals. They are intended to address accessibility constraints in a proportionate and evidence-based way.</p> <p>GCP currently have Vivacity traffic sensors capturing quantitative traffic data, and this dataset will function continuously during the proposed ETRO trial. Alongside this, we will be undertaking surveys and interviews before and during the ETRO trial to provide a qualitative dataset to relay to the board.</p> <p>Both these datasets will be used in conjunction with the feedback received throughout the ETRO process, enabling us to capture the views of all the street’s user groups.</p>
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	<p>when our taxes are high. With the Mayor's policy to triple growth in our area, there will be no alternative to schemes like this because road space in urban areas is finite. This scheme increases capacity to access this important high-tech area, while avoiding drivers suffering increased congestion on Madingley Road as the site expands.</p> <p>Will the Board support this proposal?</p>	
<p>Josh Grantham Camcycle</p>	<p>Agenda Item 8 – Comberton Greenway: Sidgwick Avenue</p> <p>Camcycle strongly supports Option A for Sidgwick Avenue. The proposals are robust, evidence-based, and address a clear and urgent accessibility failure on this street. For many people today, including disabled people and less confident cyclists, Sidgwick Avenue is effectively unusable. This scheme will transform daily journeys for thousands of people and represents one of the best value for money proposals in the programme.</p> <p>We welcome the intention to use an Experimental Traffic Regulation Order. This creates a genuine opportunity to think differently about how schemes are brought forward and engagement undertaken. Traditional consultation processes tend to over-represent those who object, rather than reflecting the lived experience of people who use a street every day or those who are currently excluded from it.</p> <p>We would like to see a robust and structured approach to engagement that actively seeks a representative picture of all street users, including those currently excluded.</p>	<p>We are working closely with the University of Cambridge and the colleges adjacent to Sidgwick Avenue to assess the scheme's impact and consider further options for enhancing accessibility along the general Comberton Greenway route. This is being scrutinised with due consideration for other potential schemes in the area, on Madingley Road, Barton Road, and the Cambourne to Cambridge Busway.</p> <p>Works are ongoing on Adams Road and design work has been completed for the replacement and enhancement of Burrells Walk bridge, which will be brought to stakeholders later this year.</p>

	<p>This will allow members to understand how the scheme is performing in practice and to make a properly informed decision on whether it should continue beyond the ETRO period.</p> <p>If the scheme is progressed today, will the GCP consider how improved connectivity between the West Cambridge site and Sidgwick Avenue could be brought forward, helping to ease pressure on routes such as Grange Road and Burrell's Walk and enabling more people to access Sidgwick Avenue in the future?</p>	
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Greater Cambridge Partnership Executive Board Public Questions Protocol

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

Notes: The Executive Board 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 nominate someone else 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 Executive Board. This standard protocol is to be observed by public speakers:

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

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 6th July 2026**

Feedback from the Joint Assembly Meeting 18th June 2026

Report to: Greater Cambridge Partnership Executive Board

Date: 9th July 2026

Lead: Councillor Elisa Meschini, Joint Assembly Chairperson

1. Background

- 1.1 This report is to provide the Executive Board with a summary of the discussion at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Thursday 18th June 2026. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Six public questions were received; two on agenda item 10 [GCP Corridor Schemes], one on item 11 [Greenways – St Ives Full Business Case], two on item 12 [Greenways – Melbourn and Sawston Full Business Cases], and one on item 13 [Cambridge South East Transport Phase 1].
- 1.3 Five reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

2. Quarterly Progress Report

- 2.1 The Joint Assembly noted details of progress across the whole GCP programme and supported proposals to update the GCP's scheme of officer delegations to reflect the recent restructure of the GCP's senior officer team.
- 2.2 Members also endorsed plans to update Capital Budgets for 2026/27. Commenting on the financial position, the Joint Assembly sought clarification on why the budget showed a significant underspend and whether this was a recurring structural pattern. It was noted that spending had increased over time as projects moved into delivery, with major schemes causing costs to rise sharply once construction began. While pauses to large schemes could affect timing, alignment with the budgeting processes at the County Council was improving the accuracy of spend profiles. Members asked a number of questions about rising project costs and budget gaps and noted that there would be an opportunity to review this in detail in the context of the budget update to be presented at the next meeting.
- 2.3 The Joint Assembly discussed the Community Infrastructure Levy (CIL) and questioned how assumptions about it affected the budget, seeking an assurance that contingencies

existed if authorities chose not to implement it. It was clarified that CIL processes and allocations were dependent on local planning authorities, that current figures were early assumptions pending forthcoming decisions, and that while work was underway to refine expectations, the GCP was not reliant on CIL income. One member argued that villages that did not benefit from GCP infrastructure should not be expected to subsidise city schemes.

- 2.4 A number of comments on specific workstreams arose from the discussion and a summary of the main points is set out below.

Transport

- Members noted that the procurement process for the Cambourne to Cambridge busway had started before the outcome of the public inquiry on the scheme had been announced and received an assurance that costs were being managed effectively. Procurement processes for projects of such a large scale were lengthy and therefore initiating the early stages of procurement ensured that construction could commence more swiftly if there was a positive outcome to the public inquiry.
- It was asked when the City Access project would progress, noting it appeared to be on hold pending the delivery of the Combined Authority's Greater Cambridge Transport Strategy. Members were informed that the Greater Cambridge Transport Strategy was still being developed, with further technical work and modelling due over the summer and a more detailed iteration was expected in the autumn alongside the emerging Local Plan, which would set out future policy and scheme options. It was confirmed that the project effectively remained paused until that point, after which options would be developed for consideration by the Joint Assembly and Executive Board.

Skills

- Members asked about planned changes to employment legislation and questioned whether this might affect the Key Performance Indicator on employers offering early career placements, which could in turn impact the programme's ability to support people into work.
- The Joint Assembly requested an update on any progress by the Combined Authority on securing long term funding for the skills initiatives. Members were informed that the position remained unchanged, with ongoing work to explore the Combined Authority's involvement in the Greater Cambridge area and beyond, and it was confirmed that Form the Future was actively working with the Combined Authority and other local authorities on the potential for them to work within this geography.

Smart

- Commenting on the AI Consultation Tool, members queried the risks of using artificial intelligence in consultations, noting concerns that automated processing might not accurately reflect individual responses and could create liability issues when informing major decisions. It was noted that the model included an auditable backend allowing its outputs to be checked and verified, and that a webinar outlining the methodology, processes and results would be provided for members.

3. GCP Corridor Schemes

- 3.1 The Joint Assembly noted the impact of utility works on the programme for corridor projects in the City. While there was a general understanding that GCP projects would be impacted by these works, members were very keen to see progress as soon as possible and for steps to be taken to minimise the anticipated impact of these works on delivery timetables.
- 3.2 While discussing the report, the Joint Assembly expressed concern about the current state of the road surface on Histon Road following recent works and queried how the GCP was addressing the issue and how it would ensure such problems did not occur with future corridor schemes. Members noted that the GCP was working with the County Council to resolve the issues on Histon Road and to strengthen design assurance and specifications for future schemes. It was emphasised that the GCP was a delivery body that handed responsibility of completed projects to the County Council, which coordinated closely to future proof assets, manage community impacts, and ensure any diversions were handled appropriately.

4. Greenways – St Ives Full Business Case

- 4.1 The Joint Assembly supported the recommendations to deliver the St Ives Greenways project and endorsed the Full Business Case.
- 4.2 Commenting on the proposals, members expressed concern about the growing problem of motorised vehicles using paths such as the Greenways, highlighting the safety risks. It was acknowledged that only limited measures were possible, although it was confirmed that the GCP was working with the County Council on access controls. Attention was drawn to interventions that were being trialled on Mere Way to prevent illegal access and lessons learned from that trial would be reflected across the Greenways network where appropriate.

5. Greenways – Melbourn and Sawston Full Business Cases

- 5.1 The Joint Assembly supported the recommendations to deliver the Melbourn and Sawston Greenways project and endorsed the Full Business Cases.
- 5.2 Commenting on the proposals, members highlighted the importance of Greenways connecting rural villages to the wider transport network and suggested that the Sawston Greenway could be improved by connecting it to Whittlesford Parkway train station.

6. Cambridge South East Transport Phase 1

- 6.1 The Joint Assembly endorsed the Cambridge South East Transport Phase 1 proposals, including plans to develop a revised scope at the Haverhill Road junction.
- 6.2 While discussing the report, members welcomed the support of the local community for the use of the Pampisford Road route on the Linton Greenway. Commenting on plans to replace the bridge over the A11, it was suggested that officers should consider building an additional bridge alongside the current one. The Joint Assembly welcomed that

junction improvement works at Haverhill Road, Stapleford and Wandlebury Country Park junctions had been put forward for planning approval.

Background Papers

Source Documents	Location
None	N/A

Quarterly Progress Report

Report to: Greater Cambridge Partnership Executive Board

Date: 9 July 2026

Lead Officer: Niamh Matthews – Programme Director

1. Background

- 1.1 The Quarterly Progress Report updates the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Executive Board is recommended to:
 - (a) Agree to update the GCP's scheme of officer delegations to reflect the recent restructure of the GCP's senior officer team and reflect the changes in the GCP's Assurance Framework as outlined in Section 5.
 - (b) Approve the proposed updated Capital budgets for 2026/27 as outlined in Section 14.

2. Joint Assembly Feedback

- 2.1 The Joint Assembly welcomed the report and went through each section separately in order to ensure a structured debate.
- 2.2 *Transport* - Members commented that the Cambourne to Cambridge procurement process had started, before a decision had been made by the Secretary of State and asked about the cost of this work. The GCP Director responded, explaining the timeline GCP is required to follow and provided assurance that costs were being managed effectively.

Members requested an update on the City Access programme following the publication of the Greater Cambridge Transport Strategy (GCTS). The GCP Director responded, saying that technical modelling work would now be carried out as part of the GCTS and there will also be a further iteration in line with the timeline of the Local Plan. Further guidance can then be prepared on the City Access programme.

Members queried the CSET Phase 2 expenditure during 2025/26. Officers responded, saying that last year's budget had been spent on the setting up of the project's Public Inquiry and Francis Crick Avenue works.

- 2.3 *Skills* - Members asked whether the upcoming changes in employers' rights legislation would impact career placements for young people. GCP officers responded, saying they would discuss this with Form the Future.

Members requested an update on the progress of future funding for Skills work. Officers explained that the GCP and Form the Future are actively working with the Combined Authority and other local authorities on the potential for them to work within this geography.

- 2.4 *Smart* - Members asked about the AI consultation tool and whilst recognising its merits, were concerned about the liability risk. Officers assured Members that within the model, GCP is able to audit the process and can cross reference the information with the actual responses. A webinar will also be put together to explain this process and can be shared with Members.

- 2.5 *Financial implications* - Members asked about the Community Infrastructure Levy (CIL) and what contingencies were in place if local planning authorities did not agree to the planning charge. Officers responded, saying that figures shown in the current budget appendices did not account for any CIL income and explained that decisions on the allocation of the CIL sit with the Planning Authority.

Members enquired about the increase in project costs. Officers explained that more detail would be provided in November's budget setting papers.

There was an enquiry around why GCP had an underspend last year and the GCP Director explained that certain unanticipated delays such as Public Inquiry decisions significantly reduced the expenditure.

One Member suggested that budget gaps could be resolved by reducing the programme. The GCP Director explained that previously the GCP reviewed projects and it was agreed that CSET Phase 2 and Foxton Travel Hub would be paused, primarily due to the increase in construction costs caused by inflation.

3. 2025/26 Programme Finance Overview

- 3.1 The table below gives an overview of 2025/26 year-end spend.

Funding Type	2025/26 Budget (£000)	2025/26 Year-end Expenditure (£000)	2025/26 Year-end Variance* (£000)	Current Status**
Infrastructure Programme	88,244	43,983	-44,261	A
Operations Budget				

- * Please note, explanations for significant project variances can be found in Section 8 of this report.
- ** RAG explanations are at the end of this report. As part of an officer led review the RAG explanations have been revised to ensure continued accuracy as spend significantly increases. Spend remains well within expected tolerance levels over the whole programme given such significant scale.

4. Workstream Updates

- 4.1 This section includes key updates on progress, delivery and achievements across the GCP programme in the last quarter. Full reports for each workstream are attached to this report (Appendix 1-Appendix 5).

Transport

- 4.2 Over the last quarter, progress has continued across the transport programme. This has included construction on Adams Road, in Shepreth village and the Waterbeach Station Haul Road. The Transport and Works Act Order (TWAO) inquiry for Cambourne to Cambridge completed in November 2025 and we are currently awaiting a decision from the Secretary of State.
- 4.3 In the next quarter, construction work will complete on Adams Road and on the Waterbeach Railway Station Haul Road. Main works are anticipated to begin in July on Waterbeach Railway Station with construction continuing on the Melbourn Greenway in Shepreth.

Chisholm Trail Phase 1 maintenance costs

- 4.4 After the completion and opening of the GCP Chisholm Trail Phase 1 project in 2021, a budget of £471k remained for maintenance costs. Of that, £254k of the budget remains following maintenance and safety work already carried out.
- 4.5 Over the past two years, Cambridgeshire County Council have carried out the following improvement and safety work to the route:
- Cattlegrid changes to prevent cows escaping; and
 - Removal of graffiti.
- 4.6 Other work to be carried out in future will include management of the woodland.
- 4.7 In addition to this, the barriers at the base of the Abbey-Chesterton bridge have been removed by the County Council.
- 4.8 The County Council is now arranging for the remaining budget to be transferred to the City Council to maintain the Chisholm Trail Phase 1 into the future.

Cambourne to Cambridge busway - procurement process

- 4.9 The Cambourne to Cambridge project went through a Public Inquiry last year and the outcome of this is pending. The project team have continued to progress documents in the background in readiness for the procurement of a contractor to carry out the detailed design and construction of the project. The procurement route chosen is the Competitive Flexible Procedure where there will be an initial shortlisting of contractors (the Procurement Specific Questionnaire (PSQ) stage)

followed then by the main Invitation to Tender (ITT) that will be sent out to those contractors shortlisted. The project has now started the initial stage of shortlisting which will take around 3 months then followed on by the ITT stage which will take around 6 months. It is important to note that whilst we are able to carry out the initial shortlisting stage the ITT will not be issued until we have the decision from the Secretary of State (SoS) on the Transport and Works Act Order (TWAO).

- 4.10 If the decision from the SoS is to proceed with the project we will continue and complete the procurement for a contractor. They will then carry out the detailed design under the form of an NEC4 Engineering and Construction Contract. Once the detailed design is complete the cost for the construction will be known and the Full Business Case will be produced. We will then come back to the Executive Board for approval to proceed into construction.

Skills

- 4.11 The full workstream report for January to March 2026 (the fourth quarterly report of the new contract) is available in Appendix 2.

Smart

- 4.12 The workstream overview report for the Smart Programme is available in Appendix 3.

Housing

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

Economy and Environment

Sectoral Employment Analysis

- 4.14 The latest update from the Centre for Business Research (CBR) at the University of Cambridge was presented at the end of February. The findings from the analysis have been summarised in the Economy and Environment workstream report (Appendix 5).

Cambridge 2050

- 4.15 Following the recent announcement of a Development Corporation for Greater Cambridge officers continue to work with colleagues both locally and in central Government to ensure its workstreams are aligned with the delivery of the GCP programme.

Energy Grid Capacity

- 4.16 As was reported during the last meeting cycle, GCP officers continue to work with UKPN colleagues to progress the project. It is understood that the project is now likely to be operational in early 2027. Officers will continue to work with UKPN to support the delivery of the project.

5. GCP Officer Delegations

- 5.1 The Executive Board agreed in July 2017 to delegate specified functions to specific officer posts, to enable the day-to-day operation of the GCP and the delivery of its programme (see report to and decision of the Executive Board of 26 July 2017, and Appendix 4 ("Principles for Officer Delegation and Initial Scheme of Delegation"). Following the retirement of the then Chief Executive, these arrangements were updated in October 2024 to delegate functions conferred on the Chief Executive to the Acting Director of GCP on an interim basis (see Quarterly Progress Report to the Executive Board of 2 October 2024 - [link to report](#)).
- 5.2 Following the restructure of the GCP's senior officer team at the start of 2025, it is proposed that the functions delegated to the Acting Director of GCP will be delegated to the Service Director GCP. This post will also be responsible for functions previously delegated to the GCP's Transport Director.
- 5.3 This is also consistent with the constitutional provisions of the Accountable Body's (Cambridgeshire County Council) scheme of financial management and contract procedure rules.

6. Strategic Risks

- 6.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 7.18.

Strategic Risk	Mitigating action
Cost of schemes increases due to inflation or demand for materials in the market, leading to insufficient budgets for delivery of all GCP schemes. This could also impact the level of agreed over-programming and the cost profile. This may also require the programme to be reprioritised.	The impact of over-programming and the associated cost profile will be regularly monitored in collaboration with Cambridgeshire County Council as the Accountable Body.
Failure to unlock further funding for the GCP Programme - The opportunity to deliver the area's identified infrastructure needs and further economic and social benefits are lost due to an inability to access future funding. This could be as a result of inadequate delivery, Government considering Greater Cambridge a poor investment, failure to secure loan funding if required, failure to secure anticipated S106 income and/or unforeseen circumstances.	Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed. This will include accurate cost forecasting. Officers will continue to work with Cambridgeshire County Council to ensure programme costs can be effectively managed.

<p>Failure of the partnership arrangement, including Partners' statutory functions, means that the agreement cannot be delivered. Opportunities to deliver wider economic benefits are missed because of the complexity of decision making in this geography.</p>	<p>Alignment of GCP schemes with the Accountable Body, and policy base such as the Local Plan.</p> <p>Regular coordination between GCP officers and key partners to ensure joined up approach. Shared resourcing where appropriate.</p>
<p>A lack of public confidence in the GCP impacts programme delivery and hinders the extent to which the overall City Deal objectives can be delivered.</p>	<p>Through regular engagement exercises, work closely with the community and Members to ensure feedback is captured and understood.</p> <p>Ensure that feedback from consultation exercises is fully understood and input into early scheme design and delivery.</p> <p>Through further regular engagement, work with communities and Members to ensure the benefits of the GCP programme are clearly defined and understood.</p>

APPENDIX 1: TRANSPORT WORKSTREAM REPORT

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

7. Transport Delivery Overview

7.1 The table below gives an overview of progress for ongoing projects. The format of this table has been revised following feedback from Members at the last Executive Board and Joint Assembly. Please note that the Forecast Completion Date column is based on GCP's assessment pending Executive Board's approval of the information in the GCP Corridor Scheme update paper (agenda item 10 refers).

7.2 For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Project	Original Target Completion Date for whole Project	Revised Target Completion Date for whole Project	Forecast Completion Date for whole Project*	Project status and next Executive Board decision
Cambridge South East Transport (CSET) Phase 1	2022	2023	2027	Agenda item 13 refers, decision to complete work at Haverhill Road
Cambridge South East Transport (CSET) Phase 2	2024	TBC	TBC	TWAO has been submitted, subject to date of Inquiry this will be updated at the next Board cycle
Cambourne to Cambridge / A428 Corridor	2024	2026	2028	Exec Board Decision following Detailed Design approx. end 2027, construction to follow
Waterbeach to Cambridge	2027	2028	2029	TWAO submission scheduled for Autumn 2026. Exec Board Decision following Detailed Design approx. mid 2028.
Eastern Access	2027	2027	2031	Newmarket Road and travel Hub update expected at forthcoming meeting cycle
Cambridge South West Travel Hub	2021	2026	2027	Decision on Full Business Case and Construction in November 2026.
City Access Project	2024	TBC	TBC	To be updated following the delivery of the Greater Cambridge Transport Strategy
A1134 and Hills Road projects (formally Cycling Plus)	2027	2027	2030	Update on both schemes provided in the GCP Corridor Schemes paper (agenda item 10 refers)
Chisholm Trail Cycle Links Phase 2	2022	2026	2027	Negotiations ongoing with Network Rail. Decision on final scheme March 2027.
Madingley Road (Cycling)	2022	2028	2029	Update on scheme provided in the GCP Corridor Schemes paper (agenda item 10 refers)
Waterbeach Greenway	2024	2027	2027	Decision anticipated in March 2027 to agree Full Business Case
Fulbourn Greenway	2024	2026	2027	Phase 1 Construction underway, Phase 2 consultation before decision in November 2026 on next steps.
Comberton Greenway	2025	2026	2027	Planning submitted, decision expected by end of 2026. Construction to follow. Decision on Full TRO on Sidgwick Av July 2027

Melbourn Greenway	2025	2027	2027	Decision on sign off of Full Business Case (agenda item 12 refers)
St Ives Greenway	2023	2026	2027	Decision on sign off of Full Business Case (agenda item 11 refers)
Barton Greenway	2025	2026	2027	Construction continuing online during 2026, offline routes planning decision due June 2026. Decision on Baulk Path to be confirmed by Executive Board
Bottisham Greenway	2025	2027	2027	Full Business Case Decision in November 2026
Sawston Greenway	2025	2027	2027	Decision on sign off of Full Business Case (agenda item 12 refers)
Swaffhams Greenway	2025	2026	2027	Full Business Case Decision in November 2026
Haslingfield Greenway	2025	2027	2027	Full Business Case Decision in March 2027
Linton Greenway	2025	2027	2027	Decision on next steps as agenda item 13 refers
Waterbeach Station	2025	2027	2027	Construction underway. Decision on Facilities funding November 2026

7.3 Commentary relating to the progress of each project is set out below.

7.4 Cambridge South East (A1307) – Phase 1

Construction on Adrian Way is expected to begin in Summer 2026. A full paper on this scheme is provided at agenda item 13.

7.5 Cambridge South East (A1307) – Phase 2

Following submission of the Transport and Works Act Order (TWAo) application for CSETS Phase 2 to the Department for Transport (DfT) last January, it is now likely that the Public Inquiry will take place towards the end of 2026 – the date has yet to be confirmed.

Works on Francis Crick Avenue are anticipated to begin in the middle of 2027, subject to landowner agreements.

7.6 Cambourne to Cambridge (A428)

Following submission of the TWAo to the Department for Transport in November 2024, the Public Inquiry took place during October and November 2025. The GCP are now awaiting a decision from the Secretary for State for Transport on the TWAo, which if approved, would grant all the necessary powers for the scheme to go ahead. It will then ultimately be up to Executive Board to give the final green light to deliver the scheme when all relevant information (including actual construction cost) is available.

7.7 Waterbeach to Cambridge (formerly A10 North study)

Work to complete the TWAo documents is currently ongoing and the submission of the application will be completed during 2026. Some design changes have been required relating to the bridleway, flood designs and livestock crossings which has meant some extension to the project's programme.

7.8 Eastern Access

A paper on this scheme will be brought to a forthcoming Joint Assembly and Executive Board meeting.

7.9 Cambridge South West Travel Hub

The detailed design stage of the project has now been completed, and main construction works are programmed to start this year. It is anticipated that the Full Business Case will go to November's Executive Board for their approval.

7.10 Milton Road bus and cycling priority

Construction is now complete.

7.11 City Centre Access Project

The City Access programme will reprogramme some workstreams to align with the development of the Greater Cambridge Transport Strategy and bring this back to the Joint Assembly and Executive Board.

7.12 A1134 and Hills Road projects (formally Cycling Plus)

A paper is provided updating on the GCP Corridor schemes at agenda item 10.

7.13 Chisholm Trail cycle links – Phase 2

Chisholm Trail Phase 2 continues to progress through its preliminary design stage. The GCP continue to work with Network Rail and Greater Anglia to go through the required clearance processes before proceeding onto stakeholder engagement. Subject to these processes, any stakeholder engagement could begin in autumn this year.

7.14 Madingley Road

A paper is provided updating on the GCP Corridor schemes at agenda item 10.

7.15 Greenways Programme

Construction took place during 2025/26 across the Greenways programme, including Cowley Road as part of the Waterbeach Greenway, the Adams Road cycle street and Coton Village sections of the Comberton Greenway, and Barton Village and Barton Road as part of the Barton Greenway. In addition, planning applications were submitted for the offline sections of the Barton Greenway, the Swaffhams Greenway, and the remaining sections of the Comberton Greenway.

Works planned or underway for 2026/2027 include the completion of Adams Road and the replacement Burrells Walk Bridge, Sidgwick Avenue Phase 1, the delivery of sections of the Barton Greenway linking Barton to and across the M11, further works on the Fulbourn Greenway, and the start of the main construction of the Melbourn, Sawston, and St Ives Greenways. The offline section of the Swaffhams and Bottisham Greenways are also programmed, subject to planning and consents.

7.16 Waterbeach Station

The Full Business Case for the station was approved at last July's Executive Board, and a contractor has been appointed to construct with early construction works planned for later this year. Start of construction of the required haul road started last November and is planned to be completed in June. Main works will begin in July 2026.

Greenways delivery information

- 7.17 Officers have been asked to provide information related to the delivery of the Greenways; this is set out in the table below:

Total Size of Network	Complete	In Construction	In design/ preparation
150km	40km	1.3km	108.7km

Transport Programme Risks

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

Risk	Mitigating Action
If the cost of materials continues to increase it will have a significant impact on the cost of delivery and therefore programme	A paper on the Future Investment Strategy (FIS) was presented in September 2023. The FIS sets out a prioritisation of schemes, including potential pausing of projects, to ensure the programme tackles the unprecedented issues around inflation. However, inflation continues to be of concern and therefore needs to be regularly monitored. The impact of fuel increases due to recent global events could impact cost.
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 continues to work closely with the Local Planning Authorities.
If projects are unable to acquire land within a timely fashion and/or landowners are unwilling to sell then statutory processes may be required or take longer due to significant	Appropriate professional advice on land acquisition, issues with land to be identified as early as possible within

objections which will lead to delays in the programme	projects. Compulsory Purchase Orders to be utilised as a last resort.
If there is concurrent construction across the network, then the impact on the network may be too high and therefore schemes could be delayed.	A Corridor Schemes update paper is provided at agenda item 9, which covers this risk.

8. 2025/26 Transport Finance Overview

8.1 The table below contains a summary of the 2025/26 budget and final outturns for the year.

Project	Total Budget* (£000)	2025/26 Budget (£000)	2025/26 Year-end Outturn (£000)	2025/26 Year-end Variance (£000)
Cambridge South East (A1307) – Phase 1	20,770	5,815	546	-5,269
Cambridge South East (A1307) – Phase 2	23,323	5,052	3,163	-1,889
Cambourne to Cambridge (A428)	181,349	7,000	3,135	-3,865
Waterbeach to Cambridge	109,400	2,500	4,084	+1,584
Eastern Access	58,472	2,000	1,908	-92
Cambridge South West Travel Hub	72,003	15,000	3,784	-11,216
Milton Road Bus, Cycle and Pedestrian Priority	31,945	56	677***	+621**
City Access Project	35,320	3,555	1,387	-2,168
A1134 and Hills Road projects (formally Cycling Plus)	19,705	2,000	2,108	+108
Chisholm Trail – Phase 2	5,000	1,000	38	-962
Madingley Road Cycling	14,548	600	228	-372
Greenways Programme	111,649	30,034	12,917	-17,117
Waterbeach Station	43,350	10,306	4,946	-5,360
Programme Management and Scheme Development	6,450	500	618	+118
Total**	733,284	85,418	39,539	-45,879

Please note:

* All budgets are based on an appropriate level of risk across the programme agreed as part of the Future Investment Strategy 3 budget setting process. In line with the Assurance Framework each individual scheme cost will be assessed at Full Business Case stage before final approval.

** It should be noted that these figures are only for the Transport Programme, whereas the figures in 3.1 also include the Operational Budget.

*** Year-end spend for Milton Road is still to be finalised as set out in commentary below.

8.2 The following commentary provides explanations on any significant variances between year-end spend and annual budgets for 2025/26. A significant variance is 20% above/below budget.

8.3 Cambridge South East (A1307) - Phase 1

A full update on this scheme, and the reasons for underspend are set out in the report at agenda item 13.

8.4 Cambridge South East (A1307) – Phase 2

CSET Phase 2's year-end figures show underspend of £1.9m during 2025/26.

Francis Crick Avenue's underspend is due to ongoing legal agreements. Once the detailed design has been finalised and is complete, the process to procure a delivery contractor can commence and the spend profile will be adjusted accordingly.

Following the submission of the TWAO application for CSETS Phase 2 to the Department for Transport (DfT) last January, spend is expected to increase towards the end of 2026 when the Public Inquiry is likely to take place (date still to be confirmed).

8.5 Cambourne to Cambridge (A428)

The project was underspent by £3.9m during 2025/26 as the GCP is still awaiting the decision from the Secretary for State for Transport on approval of the TWAO. If approved, the scheme can progress to complete procurement of a contractor for construction of the project.

8.6 Waterbeach to Cambridge (formerly A10 North study)

Waterbeach to Cambridge had accelerated spend during 2025/26 as the remaining work to finalise the TWAO application documents is undertaken.

8.7 Cambridge South West Travel Hub

Year-end figures show the annual budget was underspent by over £11m during 2025/26. This is due to some delays during the detailed design process and the decision to procure the contractor via the Eastern Highways Alliance.

8.8 Milton Road Bus, Cycle and Pedestrian Priority

Year-end spend for Milton Road is currently showing as having a £620k overspend although some utilities reimbursements are still to be resolved. Final figures for the project will be presented in November's report.

8.9 City Centre Access Project

The City Centre Access programme had an underspend of £2.2m during 2025/26 as some workstreams are still to be reprogrammed to align with the development of the Greater Cambridge Transport Strategy.

8.10 Chisholm Trail cycle links - Phase 2

Due to the Network Rail and Greater Anglia (now Great British Rail) approval procedure, design works were delayed, showing an underspend during 2025/26. The 2026/27 budget will align with processes through Network Rail stakeholders.

8.11 Madingley Road

Spend in 2025/26 was less than expected due to the Detailed design taking longer to procure than had been programmed. Works are now fully moving forward.

8.12 Greenways Programme

The year-end forecast for the Greenways Programme is underspent by £17.1m. The primary drivers of the underspend have the programme delays resulting from longer than anticipated planning processes, extended timelines for technical approvals, challenges with landowner engagement and access, and design issues that have needed to be overcome. Opportunities to accelerate the programme will continue to be reviewed, with substantial work programmed for 2026/2027.

8.13 Waterbeach Station

Waterbeach Station's budget was underspent by £5.4m during 2025/26. This is due to some delays during the detailed design process. The scheme will start on site with main construction in July 2026.

8.14 Programme Management and Scheme Development

This budget shows some accelerated spend during 2025/26. The majority of this spend has come through costs associated with engagement with the Shared Planning Service and County Council technical teams.

APPENDIX 2: SKILLS WORKSTREAM REPORT

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

9. Update on Current Skills Delivery (2025-2027)

- 9.1 GCP’s new skills and training contract began delivery on 1st April 2025. Progress against the new targets can be seen in the table below. It should be noted that the RAG statuses shown, highlight whether the work to achieve these targets is on track rather than being based on the latest actual.

Indicator	Quarterly Status			Target (2025-2026 Year 1)	Status against overall target	Target (2025-2027)
	Previous	Change	RAG		RAG	
					(for end of year stage boundary)	
300 Participants to secure education placements, training opportunities, or employment as a direct outcome of our career support services. This includes supported work experience placements, apprenticeships, group mentoring, and enhanced 1:1 support <i>(Seasonal peaks and troughs in the academic year)</i>	63	109	G	150	172	300
1,250 students at risk of not being in Education, Employment, or Training (Neet) or already Neet to receive 1:1 career guidance through the service <i>(Year-round, often peak in the middle of academic year)</i>	481	265	G	625	746	1250
255 Employers offering to support early career placements including apprenticeships, work experience and industry placements, through the intervention by the service broken down by sector <i>(Seasonal – work experience often takes place over the summer holidays)</i>	25	60	A	128	85	225
200 employers supported to access funds and training initiatives, broken down by sector. This should include the level of support accessed and the way in which it's allocated <i>(Some seasonality, as employers are more motivated to engage when considering training starts)</i>	94	36	G	100	130	200
120 Employers attending events organised by the service and their impact including attendee ratings where possible <i>(Planned for Q3, Q4, Q7 & Q8 of the contract period)</i>	22	166	G	60	188	120
200 Student, school and parent events organised by the service and their impact including attendees rating where possible <i>(Year-round with some peak in the middle of academic year)</i>	106	47	G	100	153	200
60 Primary school career activities undertaken by the service and their impact including attendees rating where possible <i>(Year-round)</i>	41	48	G	30	89	60
200 young people accessing mentoring programme as part of this service and its impact including attendees rating where possible <i>(Highly seasonal, most delivery between November and April each academic year)</i>	112	62	G	100	174	200
300 digital badges awarded as a result of intervention with the programme <i>(Some seasonality, linked to work experience)</i>	35	93	A	150	128	300

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.
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- 9.2 The project period is from 1 April 2025 – 31 March 2027. As per the contract, this is the report for the fourth quarter of the new contract, covering the period October to December 2025.
- 9.3 Form the Future (FtF) has continued to deliver high-quality careers education and activities for young people across Greater Cambridge through tailored guidance, mentoring, and skills-focused events in partnership with Cambridge Regional College (CRC). The GCP's continued investment enables FtF to support young people – particularly those at risk of becoming Not in Education, Employment or Training (NEET) – to develop the skills and confidence to progress smoothly into employment or training.
- 9.4 Quarter 4 has been a strong period of delivery with most key performance indicators exceeding Year 1 targets. Success has reflected the strength of established partnerships and increased demand from schools, employers, and community organisations.
- 9.5 Although overall performance remains strong, a small number of KPIs are forecast to slightly underachieve full project targets due to the seasonal nature of work experience and logistical challenges with rewarding digital badges.

Securing training, education and employment opportunities

- 9.6 The number of participants who secured education placements, training opportunities, or employment from January to March 2025 was 109, bringing the total Year 1 participants to 172 against a target of 150.
- 9.7 Mentoring sessions were delivered at Cambridge Jobcentre, and to young people who are or in danger of being NEET through the Trailblazer Programme. 11 participants secured paid work experience with the NHS, with one offered an apprenticeship and two full-time employment. An Employability Skills workshop was held at the Cambridge Biomedical Campus' careers fair and CRC supported 10 Special Educational Needs and Disabilities (SEND) students with experiences of work at Woodgreen Pets Charity.
- 9.8 Further work experience opportunities are planned in a variety of sectors, such as placements with Cambridge Unlocked, PA Consulting, Pizza Pilgrims, WSP and Bango's Finance Department.

Careers advice aimed at young people who are not in education, employment or training (NEET)

- 9.9 During Quarter 4, FtF delivered 1:1 careers guidance sessions to 265 students who are at risk of NEET or already NEET across partner schools in Cambridge. The total amount of participants supported was 746, which has exceeded the project target of 625.
- 9.10 Feedback from both students and teaching staff continues to be very positive, with tailored sessions recognised as a valuable and impactful element of careers

provision to help young people explore options, build confidence and take steps towards education or employment. A number of schools in the area are starting to self-fund guidance sessions to supplement those provided through GCP funding.

- 9.11 FtF have already confirmed 83 days of 1:1 guidance sessions for Quarter 1 next year which will see them exceed the target for the contract and are expanding their support in Alternative Provision and SEND settings through a pilot of tailored interventions at Castle School and Granta School.

Employers offering to support early career placements

- 9.12 In Quarter 4, FtF recorded 60 employers offering to support early career placements such as apprenticeships, work experience and industry placements due to their intervention, against a Year 1 target of 128. The table below sets out the number of employers by Industry Sector (provided by Form the Future).

Industry Sector	No. of Employers
Information Technology and Telecoms	5
Life Science and Healthcare	7
High-tech Manufacturing	3
Knowledge Intensive Services	9
Primary	0
Manufacturing	0
Wholesale and Retail Distribution	0
Construction and Utilities	3
Transport and Travel	1
Property and Finance	3
Other Business Services	2
Other Services	1
Education, Arts, Charities, Social Care	7

- 9.13 FtF delivered another successful Apprenticeship Fair with 18 providers talking to just over 1,000 participants on the day. CRC also held an Apprenticeship Fair in March, connecting students with 30 employers. Impact and outcomes of the CRC Apprenticeship Fair will be reported in the next report.
- 9.14 More opportunities have been identified by FtF's Employer Engagement Manager, such as raising awareness of careers within the Agri sector – with a number of organisations committed to engaging with schools such as site visits and work experience. Further employers in the Construction & Infrastructure sector such as Kier Construction and Hospitality & Hotels sector such as ibis Cambridge Central Station have also been engaged.

Employers supported to access funds and training initiatives

- 9.15 The number of employers supported this period was 36, bringing the Year 1 total to 130 compared to a target of 100. There is particular emphasis on developing strategic relationships with employers in Life Sciences, Advanced Materials and Manufacturing, Digital and Defence, and Agri-tech.
- 9.16 In January and March, 28 employers attended FtF's Ambassador Networking Sessions, which received very positive feedback from participants and generated interest in supported work experience opportunities, particularly Cambridge Unlocked. FtF also hosted their first Open Door Webinar in February attended by 8 organisations to raise awareness and provide practical guidance with regards to internships and apprenticeships.
- 9.17 Looking to the future, a strong programme of employer engagement activities is planned for the summer term. FtF is also working on a Modern Work Experience project with the Norfolk and Suffolk Careers Hub to investigate challenges faced by companies in offering early career paths to apply these insights.

Employer attendance at events and evaluation of their impact

- 9.18 One hundred and sixty-six unique employers attended events this period, significantly exceeding the Year 1 target of 60 with a total of 188 employers, and exceeding the total project target of 120.
- 9.19 Form the Future hosted their annual conference in January which was attended by 147 employers from across the region. They also had 19 exhibitors at the conference. The Annual Apprenticeship Fair and Annual Primary Schools Fair were hosted in February and March respectively, with 45 companies attending across both events.
- 9.20 CRC are also planning a construction industry networking event, Employer Gov Funding Update information event and a 'Burnt chef Project'.

Careers events for students, schools and parents

- 9.21 FtF delivered 47 student and parent events this period, delivering a total of 9,009 students. This brings their Year 1 total to 153 which again exceeds the year target of 100.
- 9.22 Alongside FtF's usual careers events in schools, they delivered two Parent/Student Insights events focusing on Apprenticeships and Skills in the Workplace, and virtual geonomics lessons held at two successful 'Form the Future Live!' events in partnership with Illumina. Eight secondary schools took part across the two events with 583 students in attendance.
- 9.23 Fifty-seven events are already scheduled for Quarter 4, meaning total contractual targets are likely to be exceeded. 3 more sessions of FtF Live are planned for the academic year, and a Parent Insights session will focus on Results Day.

Careers activities aimed at students 7-11

- 9.24 A total of 48 primary school career activities were delivered, bringing the year amount to 89, almost triple the year's target and already exceeding the total project target of 60.
- 9.25 A range of engaging and age-appropriate career activities were facilitated, such as two project days, an onsite tour and assembly talks from Illumina to 293 students from St Laurence Catholic Primary School and Mayfield Primary Academy. Four schools, engaging 123 students, participated in AstraZeneca's STEM Inspiration Lab, and 23 schools attended Teacher Voice Sessions. FtF also hosted a Primary Schools Teacher CPD event with 10 schools attending, and their annual Primary School Careers Fair in March with over 500 students participating.

Mentoring programme

- 9.26 Sixty-two young people accessed mentoring this period, bringing the annual number up to 174 compared to the Year 1 target of 100.
- 9.27 FtF successfully delivered a mentoring pilot with Cambridge Job Centre Plus and a 6-week school mentoring programme in Comberton, Chesterton and Cambourne Village Colleges. CRC also delivered interactive Student Voice and Oracy Workshops and Coaching sessions led by employers including a Time Management Mentoring Session. 51 students also participated in a Voting & Democracy Tutorial Session and mock referendum with Cambridge City Council - after the session, some students decided they would register to vote.
- 9.28 FtF is looking to run a group mentoring program for disengaged students at risk of becoming NEET with students in Swavesey and Linton in the summer. CRC will also host their Student Conference Day in collaboration with Loudspeaker, empowering young people to find their voice and improve communication.

Awarding digital badges

- 9.29 This quarter, 93 badges were awarded to participants across a variety of events and programmes such as ambassadors who had completed 10+ volunteering and those who had completed the Trailblazer programme. This takes the Year 1 number to 128 compared to a target of 150.
- 9.30 Digital badges are starting to be used more in the recognition of soft skills, however, FtF are facing challenges awarding these to students as they do not collect the email addresses of those attending in-school events, and most schools have banned the use of mobile phones.
- 9.31 FtF will continue to award badges for participation in work experience, Cambridge Unlocked, group mentoring sessions, and employability workshops. Numbers are expected to increase as our in-school mentoring programme has now begun.

APPENDIX 3: SMART WORKSTREAM REPORT

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

10. Smart Programme Overview

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Better Use of data					
Data Platform - Operational	Jul 23	Mar 27	G	G	↔
Mobility Monitoring Network – Operational	Jun 23	Mar 27	G	G	↔
Smart Crossings Project	Mar 26	Sept 26	G	A	↓
Trial of bus priority technology	Jan 26	Complete	A	G	↑
AI consultation pilot	Nov 26	Complete	A	G	↑
Improved public and sustainable travel offer					
Autonomous Vehicle Deployment – Connector	May 25	Complete	A	G	↑
Connector Enhancement	Mar 26	Sept 26	G	G	↔
CitiPod – feasibility study	Mar 26	Complete	G	G	↔

Progress reported up to 7th May 2026.

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

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

Better use of data

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

Mobility Monitoring (Strategic Sensor) Network

- 10.3 The strategic network of 60 sensors continues to operate effectively with data being collected and made available to GCP colleagues for scheme development as well as the Cambridgeshire County Council’s Policy and Insight Team to support ongoing monitoring and evaluation of schemes. The team continue to support colleagues across the partner Local Authorities to deploy additional sensors with the current network, growing to 106 sensors. Additionally, the Biomedical Campus is in the process of deploying 30 sensors on CCC assets assisted by the GCP and the University of Cambridge is in the process of procuring a network of Vivacity sensors. Discussions are ongoing on data sharing across the networks. The GCP

has been working with Vivacity on the launch of a Microsite which will contain information on the technology, deployment use cases and how to procure, to support colleagues across partner organisations in deploying sensors.

Data platform requirements

- 10.4 A 'data platform' is needed to support officers in extracting intelligence and insight from data collected from the Mobility Monitoring (Strategic Sensor) Network and other related data streams. This is a central point for the automated uploading of data and to support different types of data analysis and visualisation required by the GCP and its partners. Following engagement with the Cambridge & Peterborough Combined Authority (CPCA) and County colleagues, an interim solution (Alchera) has been procured and is in place which will support GCP data analysis up to March 2027. The platform is being used by officers in the GCP and by the County Council's Policy and Insight team to support their GCP work. The platform has been connected to Power BI (data visualisation software) to allow dashboards to be easily constructed. Initial dashboards showing high level analysis of the data are being shared on Cambridgeshire Insight. Work continues with Alchera to develop a chat bot that would allow officers to integrate the data.

The use of Artificial Intelligence (AI) in public consultations

- 10.5 Work to use AI on the Sustainable Transport Zone (STZ) data to compare outputs, costs and time taken against the manual process carried out by the consultants has now been completed. The findings of the work show that significant cost savings can be generated and once the model has been developed significant time savings. The data collected is still relevant today and the model allows this data to be used as context in new consultations. The next step is engaging with teams engaged in consultations to discuss how the model can be used in future consultations.

Digital Information and Wayfinding

- 10.6 The GCP have received developer funding for the totem in the station gateway and propose to recycle this funding into providing a similar facility at Cambridge South - this won't require any new budget to be allocated to the Smart workstream. Smart are trialling signing for the visually impaired on the totem at the station which utilises an AI generated avatar that can be used to sign in multiple languages.

Improved public and sustainable travel

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

Autonomous Vehicle Work

- 10.8 In April 2023, the Connector project was awarded a grant of £4.35m of which the GCP received £1.57m (total project value £6.77m) to deploy vehicles in Cambridge West and the Cambridge Biomedical Campus (CBC), and to undertake research on passenger attitudes to automated vehicles. Further funding of £1m was allocated by CCAV in July 2025 to support the project's extension to September 2026.

Automated Mobility: Deployment (Connector)

- 10.9 The consortium partners delivering Connector are the GCP, Alexander Dennis Ltd, Fusion Processing Ltd, Whippet and Anthrometric.
- 10.10 The trial on Cambridge West began in June 2025 and at the Cambridge Biomedical Campus (CBC) in December 2025. As of April 2026, over 2,500 passengers have been carried and over 4,000 miles have been travelled.
- 10.11 Anthrometric have completed work looking at travellers with protected characteristics, examining current barriers to self-driving bus accessibility and inclusivity, exploring how automation could help address these challenges. The work used Virtual Reality experiences and rides on the Connector bus to engage with 47 users with a range of disabilities.
- 10.12 As part of the CCAV funding received, the project will look at how autonomous systems can support busway operations on both the existing busway and the proposed new busways being delivered by the GCP. To support this, work has started trialling buses with autonomous systems on the Bristol busway; this is a precursor to trialling in the Cambridgeshire busway. Discussions on trials are underway with Cambridgeshire County Council's busway team. An initial test at 20mph has been successful in Bristol and further tests that will increase speeds are planned.
- 10.13 A funding bid to extend the project by a further 2 years has been submitted to the Centre for Connected and Automated Vehicles, and the Smart team expects to hear whether they have been successful by the end of May. The bid was £4m of grant and would see operations continue on both trial sites for 2 years, additional work on the passenger experience, continued work to validate running on both the new busway and existing busway and work to develop the commercial case for deployment.
- 10.14 Cambridge Electric Transport (CET) completed their work looking at how their Citipod could support city logistics and transportation. The work was supported by the GCP, a funded partner. The study identifies potential use cases, looks at the commercial case and identifies potential trial deployments.
- 10.15 The GCP supported a bid by the Wellcome Trust to the CCAV pathfinder programme. The Campus has received funding to carry out the year-long feasibility study. This will enable the Campus to understand what is needed to run an autonomous vehicle service safely, regularly and at a cost that could work long-term. The vehicles would create a safe, sustainable and reliable way for people to travel to and from the Campus, while also creating a scalable model for use of autonomous vehicles across the UK.

Mobility as a Service (MaaS)

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

- 10.17 The business case work is now complete with the key recommendation being that the development of a MaaS platform should be aligned with the Franchising work being undertaken by the Cambridge and Peterborough Combined Authority (CPCA). The Smart Team is in discussions with colleagues in the CPCA to determine the best way to take this work forward.

Better operation of the highway

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

Smart Crossings

- 10.19 Following on from the success of the Smart Pedestrian Crossing Trial with Starling Technologies at East Road, which saw a 36% reduction in waiting times with no impact on traffic flows, the Smart Team have now completed a procurement and will be installing on three crossings that have been agreed with the County Council's Signals team. They are:

- Milton Road with Ascham Road
- Maids Causeway with Fair Street
- East Road Norfolk Street.

Installation of the technology was planned to complete in March 2026, but a change of supplier means that the technology will now be installed by the end of May 2026.

Trial of bus priority technology

- 10.20 The development of vision-based sensors such as the Vivacity sensors, which have been deployed across Greater Cambridge, have opened an opportunity for a new type of bus priority which can see when the bus is approaching and give priority to the vehicle. The project will also trial a solution that can identify if the bus is running on time or running late so a more informed decision on priority can be made. The technology has been deployed on Marleigh Avenue/Newmarket Road and Coldhams Lane/Newmarket Road, and an initial trial has been run. Initial findings show that the technology is more accurate than GPS in identifying the location of the bus, critical for priority but that improvements need to be made to the sensors in identifying the bus with an identification rate of approximately 90%. A full report is currently being produced.
- 10.21 The Smart workstream has been part of a successful funding bid through the European Institute of Innovation & Technology (EIT) Urban Mobility programme, part of the European Union. The grant for the project is £325,090 for all the partners which includes the company Transcality and three European cities. The project will look at how real-time modelling can help in managing the road network by running multiple scenarios to establish the most efficient way to manage traffic and the rest of the transport network. The project is currently being set up.

Innovation Prospectus

- 10.22 The Innovation Prospectus has been developed to actively engage with the market, setting out the challenges that the GCP is working to address and inviting the market to trial new and innovative technologies. The GCP have been working with

several companies and academic partners, who have approached the GCP via the Innovation Prospectus. The latest example is a company called Rhevia who will be testing their radar technology to collect movement data including speeds for the proposed crossing on Maid's Causeway (CCC scheme), discussions are underway with the GCP projects team regarding a further project but a site hasn't been confirmed yet.

APPENDIX 4: HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

11. Delivering 1,000 Additional Affordable Homes

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites*	1,000	2011-2031	461 (approx.)	G	G	↔
		Anticipated by 2031	2,075	G	G	↔

* Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2026) and new sites permitted or with a resolution to grant planning permission on 31st March 2026 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.

- 11.1 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.
- 11.2 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.
- 11.3 The Greater Cambridge Shared Planning Service published an updated Housing Trajectory in April 2026. This shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2026/27. Until 2026/27, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 11.4 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*”.
- 11.5 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 461 eligible affordable homes are anticipated to be delivered between 2026 and 2031 towards the target of 1,000 by 2031.

- 11.6 In the last quarter no additional eligible affordable dwellings were approved.
- 11.7 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 2026) 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.
- 11.8 There are still a further five 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.
- 11.9 Taking a more holistic view of housing delivery, the latest housing trajectory, based specifically on currently known sites, shows that 38,099 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,599 dwellings more than the housing requirement of 33,500 dwellings. By 2025 it is estimated that there were 1,535 affordable housing completions on rural exception sites and other schemes outside of village boundaries. Adding these to the affordable dwellings in the pipeline post-2025 gives a total of 2,075 affordable dwellings anticipated by 2031, exceeding the 1,000 dwellings identified in the City Deal.

APPENDIX 5: ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

12. Greater Cambridge Sectoral Employment Analysis

- 12.1 In February the Centre for Business Research (CBR) at the University of Cambridge presented their most recent analysis on the growth of corporate employment in Greater Cambridge. This update covers accounting year ends between December 2024 and April 2025 (the median year end is mid-February 2025). This period is compared with the same period in the previous year, which covers the effects of the unfolding cost of living crisis and recovery from the 2023 recession.
- 12.2 This data has been obtained by sampling the CBR annual corporate database of all businesses based in the Greater Cambridge area, representing about 66% of corporate employment. A summary of the key points from this analysis are set out below and the full presentation can be found at the following link on the GCP website: [Employment update presentation June 2025](#).
- 12.3 Analysis has demonstrated a slowdown in overall employment growth in Greater Cambridge, from 4.5% in 2023/24 to 0.7% in 2024/25, suggesting businesses are still feeling the impact of the 2023 recession. Employment growth in Cambridge was somewhat better than South Cambridgeshire at 2.0% in the year to mid-February 2025, compared to -0.2% in South Cambridgeshire. Knowledge intensive (KI) sectors showed modest performance across both districts, while non-Knowledge Intensive employment was more limited in South Cambridgeshire.
- 12.4 Although Knowledge Intensive employment showed little growth within this period, there was an improvement from the negative growth seen in the previous June 2025 update. Employment in non-Knowledge Intensive sectors looks somewhat more positive at 1.6% in 2024/25 but is still behind the 4.0% growth rate seen in 2023/24.
- 12.5 The update showed a mixed picture for Knowledge Intensive sectors. 'Knowledge intensive services' - one of the four sectors constituting the Greater Cambridge KI economy - was recorded as the fastest growing sector during 2024/25 with 4.6% growth. 'Information technology and telecoms' saw an employment growth of 2.0% (down from 5.9% the previous year, while 'Life science and healthcare' (the largest KI sector in the area), continued to show weakness from the previous update as employment fell by 3.1%.
- 12.6 Employment growth was also mixed for non-Knowledge Intensive sectors. 'Education, arts, charities, social care', 'Primary', and 'Other business services' showed a notable improvement, while 'Wholesale and retail distribution' reported a robust growth of 3.3% (down slightly from 4.0% last year). However, employment growth slowed down in low and med-low-tech sectors such as 'Manufacturing', 'Property and finance' and 'Transport and travel'.
- 12.7 One-person businesses grew by 2.2% in the latest year, a higher rate than total employment growth across all size classes. Although, their small size means they played a limited role in employment growth with an additional 46 employees.

- 12.8 Businesses of 1-9 employees were the fastest growing in 'Life science and healthcare', 'Manufacturing' and 'Construction and utilities, while businesses of 10+ employees recorded particularly fast growth in 'Education, arts, charities, social care', 'Knowledge intensive services', and 'Wholesale and retail distribution'.
- 12.9 Employment growth measures in Greater Cambridge are generally dominated by 10+ employee businesses due to aggregate size – these businesses particularly contributed to the fall in 'Life science and healthcare' employment, as growth fell by 0.1% in 2024/25 (compared to 5.0% growth in 2023/24). Likewise, 10+ employee businesses in non-Knowledge Intensive sectors dropped to 1.8% from 5.1% in the same periods. Overall, this meant employment growth of 10+ employee businesses was 0.5%, compared to 5.1% one year earlier.
- 12.10 The report concluded that there were some signs of recovery from the 2023 recession, as compared to their previous June 2025 update. However, employment growth has remained below the rates seen in previous years, particularly within the KI sector.

13. Electricity Grid Reinforcement

- 13.1 As was reported during the last meeting cycle and in Section 4 above, GCP officers continue to work with UKPN colleagues to progress the project. It is understood that the project is now likely to be complete in early 2027. Officers will continue to work with UKPN to support the delivery of the project.

14. GCP Budget Strategy and Allocations for 2026/27

- 14.1 Last November the Executive Board approved 2026/27 budgets for the GCP Programme. Following on from this, the County Council has asked the GCP to revisit their capital forecasts as part of the Council's capital rephasing process and to update these for any changes to funding, cost, or phasing of expenditure. The rephasing process provides an opportunity to reflect 2025/26 spend slippage in 2026/27 budgets and review the profile of expenditure on schemes in line with the latest information. GCP's senior management have worked with their project managers to provide input into this process and have provided draft updated budgets for 2026/27. These new budgets will require the GCP's Executive Board approval before being implemented.
- 14.2 Information on these proposed budget changes is shown in Appendix 10 and explanations regarding any significant changes to the figures agreed at November's Executive Board are set out below.

Cambridge South West Travel Hub

This scheme was originally scheduled to begin construction in July following an Executive Board decision; however, a decision has been made to run a competitive tender process through the Eastern Highways Alliance to give more certainty to the scheme costs. Therefore, construction is now programmed to begin in early 2027 meaning significantly less spend (approximately £19m) in the financial year.

Cambourne to Cambridge

It was originally anticipated that a decision on the outcome of the Transport and Works Act Order would be received earlier. This has slightly delayed the programme and therefore resulted in profiled spend for 2026/27 being revised down by c.£7m.

Greenways

Due to delays in the planning process (with three Greenways having live planning applications yet to be determined) as well as delays related to complex land negotiations, c.£6m of spend previously anticipated in 2026/27 has been reprofiled to future years. Opportunities to accelerate the programme will continue to be reviewed.

- 14.3 As set out in Appendix 10, across the entire Transport Programme, c.£36m of spend previously budgeted for 2026/27 is proposed to be reprofiled to later years, reflecting the expected phasing of delivery at the current time. The proposed updated budget for 2026/27 is £51.5m.

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 As reported in the February/March meeting cycle, based upon the previously agreed programme of expenditure, the GCP budget would have had a cashflow deficit from 2027/28. Following on from the reprofiling exercise as set out in Section 14, this cashflow deficit has now been delayed by one year to 2028/29.
- 16.2 In current plans, expenditure is focused in the period 2026-29 and is not matched with Section 106 funding income until developments advance. This extends well beyond the lifetime of the current GCP programme and leads to a growing cashflow deficit from 2028/29, as above.
- 16.3 Under the local government prudential framework, borrowing can only be utilised for capital purposes and in accordance with prudential limits. Additionally, S106 funds are usually ringfenced for capital purposes which means that they cannot be applied to the costs of borrowing. This means at present significant additional bridging funding is needed to enable delivery of proposed schemes to the current timetable. To address this, either additional funding will need to be identified, or programme delivery timescales will need to be reprofiled. A potential form of additional funding could be through the Community Infrastructure Levy (CIL) – further detail on this is shown below.

Community Infrastructure Levy (CIL)

- 16.4 During the last meeting cycle, Members raised GCP's future cashflow deficit and asked how this would be dealt with. GCP officers explained that funding would

continue to come through developer contributions and the proposed Community Infrastructure Levy (CIL) from Cambridge City and South Cambridgeshire District Councils would run in parallel.

- 16.5 Further detail on the CIL and future S106 income will be provided in the November budget-setting papers but initial information on the CIL and how it would be implemented are set out below.
- 16.6 A CIL is a charge which can be levied by local authorities. Unlike with S106, where contributions can only be secured towards ringfenced projects from major developments that create an unacceptable impact on infrastructure, CIL can be charged on all new development in Cambridge and South Cambridgeshire.
- 16.7 Whilst many CIL charging authorities use CIL as a mechanism to deliver broader infrastructure, the premise of the CIL proposed by the Councils is (almost exclusively) to help the GCP deliver improved transport infrastructure in Greater Cambridge. S106 would still exist and the councils will continue to negotiate contributions towards the wide range of infrastructure needed by new developments including but not limited to schools, libraries, health centres, community centres and sports facilities.
- 16.8 For the GCP, the Councils adopting a CIL will mean more developments will contribute towards transport infrastructure, contributions can be directed to projects according to the most pressing need, and it will facilitate more accurate income and budget forecasting.
- 16.9 The consultation on the CIL proposed for Cambridge and South Cambridgeshire was run during February and March of this year. A decision on whether the Councils should proceed with an examination of the CIL charging schedule and evidence is expected to be made by South Cambridgeshire District Council on 23 June and by Cambridge City Council on 7 July. Assuming successful examinations, CIL could be implemented on 1 January 2027.
- 16.10 In terms of the amount of funding, it is estimated that CIL could bring in between £5m and £10m per year, equivalent to £25m to £50m over the Local Plan period. As these numbers are further refined, they will be included in the GCP's financial assumptions.
- 16.11 The income projections are based on windfalls only because the majority of sites allocated for development in the respective Local Plans have obtained planning permission and would therefore not be liable to pay a CIL. A higher annual income can be expected after the adoption of the Greater Cambridge Local Plan where additional sites will be allocated for development.

Have the resource implications been cleared by Finance - Yes
Name of Financial Officer: Rebecca Bartram

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Appendix 9	GCP 2025/26 year-end spend/Draft Revised Capital Budget 2026/27
Appendix 10	Agreed and Draft revised 2026/27 GCP Capital Budget

Background Papers

Source Documents	Location
None	-

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

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

Indicator Tables

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

Project Delivery Tables

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

APPENDIX 7: COMPLETED GCP PROJECTS

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

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

Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	2023	Strategy document around Whittlesford Station and potential transport interventions		
Milton Road	2024	Reconfiguration of Milton Road to provide enhanced Bus, Cycle and Pedestrian priority.		
Horningsea Greenway	2025	A route for people walking, cycling and, where appropriate, horse-riding between Horningsea, Fen Ditton and Cambridge		
Smart programme projects				
ICP Development – Building on the Benefits	2021	Data platform in operational use. Parking, Bus and Road Network datasets and analytic tools available for use.	Strategic Sensing Network CPCA Transport Data Platform	Better insight and information for the transport network is now available
Data Visualisation – Phase Two	2021	Visualisations of Automatic Number Plate Recognition (ANPR) data Connectivity to County Council PowerBI services enabled.	Strategic Sensing Network CPCA Transport Data Platform	Enhanced insights extracted from 2017 ANPR survey
New Communities - Phase One (Extended)	2021	Three topic papers for North East Cambridge Area Action Plan (AAP) and input into Local Plan		Smart solutions and connectivity principles embedded in area action plan
Smart Signals – Phase One	2021	Installation of smart signal sensors at 3 junctions (Hills Road)	Smart Signals – Phase Two Smart Signals – Phase Three	Will be realised as part of the following phases

Strategic Sensing Network – Phase One	2021	Gathering requirements and developing specification	Strategic Sensing Network – Phases Two and Three	Will be realised as part of the following phases
C-CAV3 Autonomous Vehicle Project	2021	Successful trial of autonomous shuttle on the West Cambridge site. Development of safety cases for this trial and to support future 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
Better use of data - Bus Pinch Point work	2023	Analysis of the bus location data to rank bus delays at each of the cities junctions to help prioritize interventions		Data supported work to look at interventions at junctions to improve bus journey times.
Better use of data - Real Time Bus Data Audit	2024	A report which sets out issues within the bus real time system that are causing inaccurate data	Work with the CPCA on taking forward the action points and supporting the re-procurement of the real time system	Improvements to the real time bus data system.
Improved public and sustainable travel offer - Autonomous Vehicle Study – Eastern Corridor	2023	A report setting out the opportunities for segregated autonomous mass rapid transit to the east of Cambridge		Part of the evidence base for future work.
Improved public and sustainable travel offer - MaaS Options Appraisal	2023	A report setting out the options for developing a MaaS platform	MaaS business case	Findings feed into and informed the MaaS business case

Improved public and sustainable travel offer - MaaS Business Case	2024	A business case report for the deployment of a MaaS platform.	Working with the CPCA on the next steps of the MaaS deployment to align with franchising	A recommended route to delivery of Maas.
Better Operation of the Highway - Smart Signal Trial	2024	A report on the trialling of new signals technologies at 4 junctions	Working with signals colleagues to understand opportunities and next steps.	A better understanding of how new signals technologies could support transport objectives
Innovation Prospectus Launched	2023	A document that invites business/academics	Continue to promote the prospectus	A number of organisations have approached the GCP to collaborate on trial deployments.
Housing projects				
Housing Development Agency (HDA) – new homes completed	2018	New homes directly funded by the GCP have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.		

APPENDIX 8: EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

- Decisions that that will be taken by the GCP Executive Board, including key decisions as identified in the table below.
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A 'key decision' is one that is likely to:

- a) Result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; and/or
- b) Be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Executive Board: 9 July 2026	Reports for each item to be published: 29 June 2026	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information	Niamh Matthews	No	N/A
GCP Corridor Programme Update	To discuss implications of utilities on the GCP Programme	Niamh Matthews	No	N/A
Greenways: St Ives (Oakington to Cottenham)	To consider the Full Business Case	Thomas Fitzpatrick	Yes	CA LTP Passenger Transport / Interchange Strategy

Greenways: Melbourn and Sawston	To consider the Full Business Case	Thomas Fitzpatrick	Yes	CA LTP Passenger Transport / Interchange Strategy
Cambridge South East Transport Phase 1	To receive an update on the delivery of the Cambridge South East Transport Phase 1 Programme	Thomas Fitzpatrick	No	CA LTP Passenger Transport / Interchange Strategy
Greenways: Barton Greenway- Baulk Path	To consider the feedback from the technical work	Thomas Fitzpatrick	No	CA LTP Passenger Transport / Interchange Strategy
Executive Board: 5 November 2026	Reports for each item to be published: 26 October 2026	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information	Niamh Matthews	No	N/A
Hills Road Improvement Project/ A1134	To consider next steps on the project.	Thomas Fitzpatrick	No	CPCA LTP Passenger Transport / Interchange Strategy
Cambridge South West Travel Hub	To consider the Full Business Case	Thomas Fitzpatrick	Yes	CA LTP Passenger Transport / Interchange Strategy

Greenways: Fulbourn	To consider next steps following consultation	Thomas Fitzpatrick	No	CA LTP Passenger Transport / Interchange Strategy
Greenways: Bottisham and Swaffhams	To consider the Full Business Case	Thomas Fitzpatrick	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways: Waterbeach	To consider the next stage of the Business Case for the project	Thomas Fitzpatrick	Yes	CA LTP Passenger Transport / Interchange Strategy
Cambridge Eastern Access- Park and Ride	To consider submission of the planning application	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Executive Board: March 2027 [TBC]	Reports for each item to be published: [TBC]	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information	Niamh Matthews	No	N/A
Madingley Road	Consideration of next steps and agreement of Outline Business Case	Thomas Fitzpatrick	Yes	CA LTP Passenger Transport / Interchange Strategy

SMART Programme Update	Update on the SMART Programme	Daniel Clarke	No	N/A
City Access- Next Steps	To update on the City Access Programme	Isobel Wade	No	CA LTCP
Skills Programme Update	To update on the GCP Skills Programme	Niamh Matthews	No	CA LTCP

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
9 July 2026	29 June 2026	18 June 2026	8 June 2026
5 November 2026	26 October 2026	15 October 2026	5 October 2026
March 2027	TBC	February 2027	TBC

Appendix 10 - Agreed and Draft revised 2026/27 GCP Capital Budget

Infrastructure Programme Investment Budget	Agreed 26/27 Budget (Nov 25 EB) £000	Proposed 26/27 Budget £000	Difference £000	Commentary
Cambridge South East (A1307) - Phase 1	2,315	650	-1,665	Delays occurred on the Haverhill Road junction as set out in the Board paper.
Cambridge South East (A1307) - Phase 2	1,652	1,889	237	The proposed spend reflects the remaining budget to take forward the scheme following an underspend in 2025/26
Cambourne to Cambridge (A428)	9,724	2,849	-6,875	Delay to Public Inquiry has led to a delay in spend.
Waterbeach to Cambridge	5,000	3,000	-2,000	Delay to Public Inquiry following some design issues leading to a delay in planned spend
Eastern Access	3,500	1,600	-1,900	Delays due to the production of the Greater Cambridge Transport Strategy.
Cambridge South West Travel Hub	23,000	4,000	-19,000	Decision to procure through the EHA has led to a delay of decision of the Full Business Case
Milton Road bus and cycling priority				N/A
City Access Project	1,000	900	-100	Slight reduction in budget due to reprogramming of some workstreams
Waterbeach Station	17,621	20,098	2,477	Some delays to detailed design process so those costs brought forward to this year
Active Travel				
Chisholm Trail cycle links - Phase 2	1,565	120	-1,445	Reduced budget due to delay to design works as awaiting rail industry decision to approve
Madingley Road	1,000	1,000	0	No change in budget
Barton Greenway	1,956	3,000	1,044	Delays in planning permission so costs to be brought from 2025/26 to this year
Comberton Greenway	400	500	100	Costs to be brought forward as delay fixing redline boundary following landowner negotiations
Fulbourn Greenway	1,345	800	-545	Will be a delay in Phase 1 construction and Phase 2 consultation due to design changes
Haslingfield Greenway	760	800	40	Pause in design last year awaiting Grantchester's JR outcome so costs to be brought forward
Bottisham Greenway	4,164	1,000	-3,164	Construction delayed due to unknown redline boundary so delay in planned spend. Decision at November Board.
Horningsea Greenway	68	177	109	Slight increase as snagging works and Road Safety Audit (RSA) 3 to be completed this year
Swaffhams Greenway	2,079	400	-1,679	Delay in land procurement, re-design and planning so will be a delay in planned spend
Melbourn Greenway	2,000	2,000	0	No change in budget
Sawston Greenway	2,878	2,878	0	No change in budget
Waterbeach Greenway	1,800	1,800	0	No change in budget
St Ives Greenway	700	700	0	No change in budget
Linton Greenway	2,147	550	-1,597	Only link at Linton Village College is planned for this year
Greenways Programme Development and Management	201	100	-101	Wayfinding spend profiled for future years
A1134 and Hills Road projects (formally Cycling Plus)	300	300	0	No change in budget
Other Transport				
Programme management and scheme development	450	450	0	No change in budget
TOTALS	87,625	51,561	-36,064	

Appendix 9 - GCP 2025/26 year-end spend and draft revised Capital Budget 2026/27

	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	Actual Spend 2022/23	Actual Spend 2023/24	Actual Spend 2024/25	Actual Spend 2025/26	Budget 2026/27	Budget 2027/28	Budget 2028/29	Budget 2029/30	Budget 2030/31	Budget 2031/32	Budget 2032/33	Future Years' Budget
EXPENDITURE	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Infrastructure Programme Investment Budget																				
Cambridge South East (A1307) - Phase 1	20,770	18	20	41	206	756	2,568	2,873	1,689	6,151	634	546	650	345			4,274			0
Cambridge South East (A1307) - Phase 2	23,323	139	155	312	1,582	4,163	3,444	3,004	2,503	820	2,148	3,163	1,889							0
Cambourne to Cambridge (A428)	181,349	268	1,485	1,871	1,588	1,820	1,037	1,591	2,451	1,639	1,911	3,135	2,849	22,763	82,034	48,325	6,582			0
Waterbeach to Cambridge	109,400	67	72	391	3	125	272	426	757	1,029	3,014	4,084	3,000	5,000	10,000	40,000	35,000	6,160		0
Eastern Access	58,472					115	193	517	709	748	1,107	1,908	1,600	1,000	10,000	28,000	10,000	2,575		0
Cambridge South West Travel Hub	72,003	240	416	717	2,337	6,680	5,568	2,130	200	860	3,433	3,784	4,000	20,000	21,422	216				0
Milton Road bus and cycling priority	31,945	188	238	339	287	576	378	213	6,869	12,600	10,201	677								-621
City Access Project	35,320	255	566	1,438	1,672	2,563	1,898	1,834	5,091	3,714	1,197	1,387	900	2,000	6,000	4,600	205			0
Waterbeach Station	43,350								0	0	3,155	4,946	20,098	15,151	0					0
Active Travel																				
Chisholm Trail cycle links - Phase 2	5,000					122	103	159	677	124	92	38	120	3,200	265	100				0
Madingley Road	14,548					142	290	304	230	133	149	228	1,000	1,372	6,700	4,000				0
Barton Greenway	11,905						3	105	279	546	599	5,918	3,000	1,000	450	5				0
Comberton Greenway	8,628						15	357	487	1,042	1,498	3,250	500	1,300	179					0
Fulbourn Greenway	7,059						20	44	171	160	362	472	800	2,500	2,000	530				0
Haslingfield Greenway	11,645						0	201	436	722	847	498	800	4,500	2,500	1,141				0
Bottisham Greenway	10,335						3	0	147	430	591	239	1,000	4,500	3,200	225				0
Horningsea Greenway	2,845						3	13	176	1,235	1,197	44	177							0
Swaffhams Greenway	6,420						3	0	106	387	611	208	400	2,484	2,000	221				0
Melbourn Greenway	15,276						10	11	306	506	1,813	556	2,000	7,130	2,944					0
Sawston Greenway	6,707						3	20	318	359	663	505	2,878	1,629	332					0
Waterbeach Greenway	11,000						18	43	344	345	4,124	875	1,800	3,000	451					0
St Ives Greenway	6,704						12	47	252	205	356	235	700	4,532	365					0
Linton Greenway	9,475								2,400	2,411	1,417	-28	550	2,725						0
Greenways Programme Development and Management	4,000						860	224	523	763	929	145	100	456						0
A1134 and Hills Road projects (formally Cycling Plus)	19,705								378	451	182	2,108	300	300	1,000	5,000	5,394	500	4,092	0
Other Transport																				
Programme management and scheme development	6,450	355	781	802	559	510	354	493	342	209	171	618	450	300	250	180	76			0
Closed Infrastructure Budgets																				
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
COMPLETE - Histon Road bus and cycling priority	12,000	199	181	46	509	1,388	5,172	4,325	138	42										0
COMPLETE - Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	324			84	57	28	73	22	40	3										17
COMPLETE - 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	216	-1,767	22	195								254
COMPLETE - Cambridge South Station	1,750			0		366	0	1,369												15
Operational budgets																				
Central Programme Co-ordination	13,669	111	391	1,010	637	642	665	847	1,157	1,541	665	2,024	1,245	836	836	700	362			0
Skills	5,381	47	188	205	84	343	459	563	776	716	636	822	542							0
Evidence, economic assessment and modelling	1266			31	246	239	124	72	128	313	267	32	13							-199
Smart Cambridge	5437		271	391	596	589	374	436	628	593	369	1,369	422							-601
Energy	560					15	33	78	334	12	1	2	29							56
Closed operational budgets																				
South Cambridgeshire District Council costs	80			40	40	0														0
Planning Capacity & Support (formerly Towards 2050)	321			52	148	60	61													0
Affordable Housing	119		10	0	44	65	0	0	0	0										0
COMPLETE - Cambridge Promotions Agency	150	60	90	0																0
COMPLETE - Housing Delivery Agency	400		200	200																0
COMPLETE - Cambridge Promotions	40			40																0
Total Expenditure	809,370	2,439	7,118	12,325	19,683	29,435	29,110	28,512	31,258	39,042	44,361	43,983	53,812	108,023	152,928	133,243	61,893	9,235	4,092	-1,122
FUNDING																				
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				0
S106 contributions	230,771					6,719	3,547	1,344	2,500	2,568	4,555	1,338	3,151	2,109	8,078	4,148	4,911	50	2,687	185,803
Transforming Cities Fund	200											200								0
Innovate UK funding	3,254							122	967	122	967	1,076								0
Cambridge South East (A1307) - Phase 2 Govt. allocation	7,200										7,200									0
Waterbeach Railway Station Homes England Funding	23,579										3,154	5,175	15,250							0
NHB - Cambridge City	13,054	1,986	3,166	2,385	2,238	1,651	901	346	196	5	173	7								0
NHB - South Cambs	9,025	1,683	2,633	1,570	921	742	507	219	236	150	176	188								0
NHB - CCC	5,153	917	1,485	1,023	860	599	269													0
Interest accrued on grant funding	24,023	0	80	149	291	253	69	165	1,789	4,808	5,349	3,358	5,046	2,666						0
																				0
Total income	816,259	24,586	27,364	25,127	24,310	29,964	45,293	42,196	45,688	47,653	61,574	51,342	63,447	44,775	48,078	44,148	4,911			185,803
NET OVERALL GCP BUDGET																				
Forecast Cashflow Balance	6,889	22,147	42,393	55,195	59,822	60,351	76,534	90,218	104,648	113,259	130,472	137,831	147,466	84,218	-20,632	-109,727	-166,709	-175,944	-180,036	20,216

NOTE

The table above is prepared taking account of all the resources available and all current spending commitments within the Greater Cambridge Partnership. Historically, this is the consistent presentation basis for GCP budget setting. This presentation excludes the impact of both potential financing costs (such as borrowing) if the programme continues to current timescales (adverse) and indexation of section 106 to allow for inflation since agreements with developers were signed (favourable). As the GCP approaches the point that it its expenditure would exceed funds received and faces an actual cashflow deficit for the first time, it is increasingly important to identify the impacts of timing differences for funding and include the distinction between revenue and capital funds that would come with financing this. On that basis, modelling of scenarios for the current programme including financing costs and income indexation indicate a revenue deficit and a capital surplus. Further updates and modelling of these estimates is underway and will be included as part of budget setting and monitoring reports going forward. The implications section of the main report sets out the progress in this area and considerations to mitigate the revenue deficit in future.

GCP Corridor Schemes

Report to: Greater Cambridge Partnership Executive Board

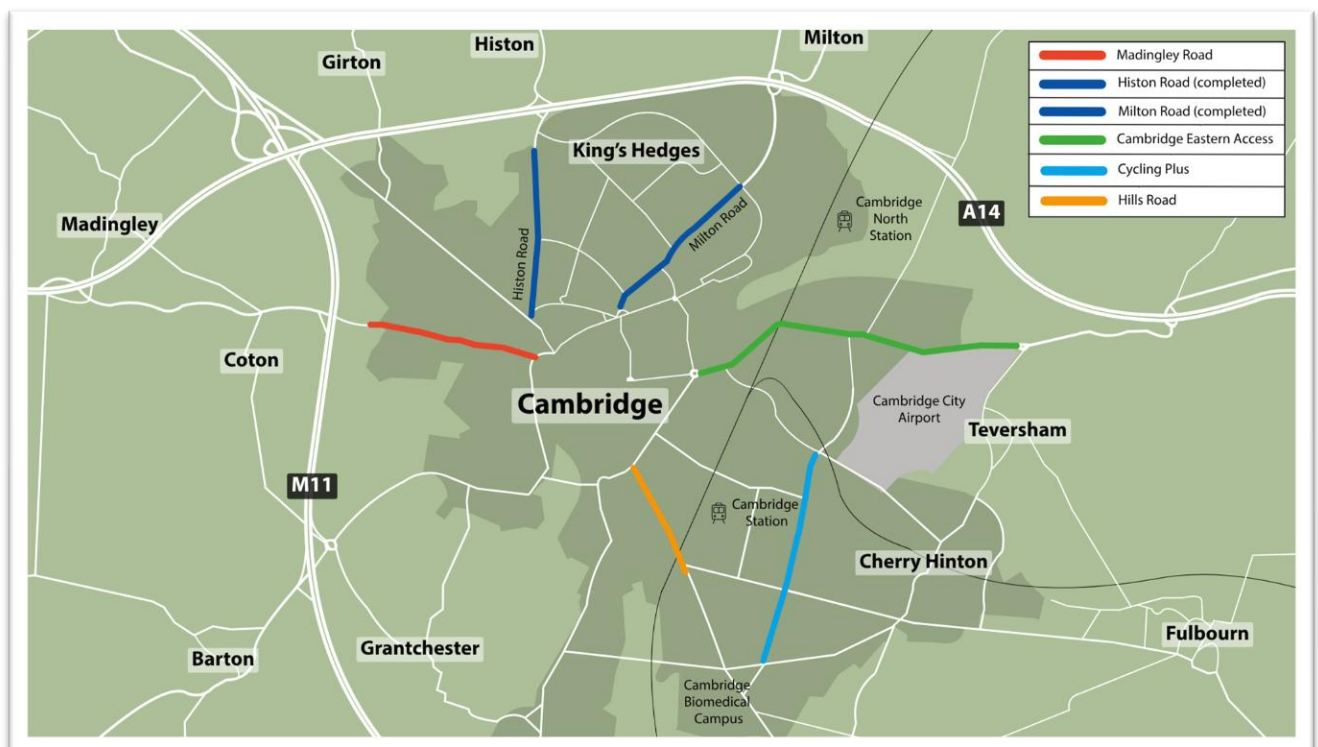
Date: 9th July 2026

Lead Officer: Niamh Matthews - Programme Director

1. Background

- 1.1 The GCP Programme includes improvements to multiple major routes into Cambridge City, these are shown in Figure 1 below. These include Milton Road and Histon Road (highlighted in blue), which are both complete as well as Hills Road, Newmarket Road, Madingley Road and the A1134 which are all at different stages of development. These schemes were developed to support key City Deal objectives around reducing congestion, improving air quality and improving public transport, walking and cycling.

Figure 1



- 1.2 Each of the schemes in development are at different points of design, details of each project and the stage are set out in Section 3 of this report.

- 1.3 Considerable utility works are planned across Greater Cambridge between 2026-2030, and particularly within Cambridge.
- 1.4 Due to the impact of these utility works, as well as the potential impact of consecutive construction projects at the same time, officers have worked with County Council Street Works colleagues to seek to manage the impact on communities and agree a programme for the construction delivery of the GCP corridor schemes. This paper sets out the current agreed timescales, and the proposed timescales.
- 1.5 The Executive Board is recommended to:
 - (a) Note the impact of utility works on the programme for corridor projects in the City, as set out in section 3.17.

2 Joint Assembly Feedback

- 2.1 There was a general understanding that GCP projects will be impacted by these works, but members are still very keen to see progress as soon as possible. Officers explained that work will continue on consultation and Business Case work despite the anticipated impact of these works on delivery timetables.

Members asked several questions around maintenance and road surface quality across the network and some expressed disappointment about the anticipated delays related to planned works.

Officers explained they are working closely with the County Council, particularly Street Works, to understand Statutory Undertakers' planned schedules of works and to future proof highway works where the GCP is delivering projects.

3 Issues for Discussion

- 3.1 The GCP corridor schemes will all consist of significant upgrades to active travel and/or public transport infrastructure. These are critical to support the continued growth of the Greater Cambridge area, particularly the city. However, it is important that these schemes are delivered in a way that minimises disruption, working alongside other public sector partners and utilities works programmes across the City.
- 3.2 Officers have worked closely with the County Council (CCC) Street Works team to understand the capacity of the highway network and the constraints arising from both planned utility activity and the delivery of major infrastructure schemes. This work has been informed by recent experience of delivering corridor schemes in Cambridge, including Milton Road and Histon Road, which demonstrated the scale of disruption that such projects can generate and the importance of careful coordination. In reviewing a deliverable programme there is a recognition that the network has a finite capacity to accommodate major works at any one time, particularly given the limited availability of suitable diversionary routes and the need to maintain reliable bus services and access for emergency services. On this basis, in discussion with the CCC Street Works and Permitting Managers the following key principles have informed the proposed sequencing of works:

- (1) That the delivery of multiple major corridor schemes concurrently would place significant strain on the network, resulting in severe congestion, impacts on public transport reliability, and reduced resilience to respond to unplanned or emergency works. As such, a phased approach to delivery is required.
- (2) That the GCP major schemes should, where possible, follow significant utility interventions on the same corridor. Delivering schemes in advance of such works would likely result in newly constructed highways being excavated shortly after completion, leading to additional disruption, inefficient use of public funding, and potential impacts on the long-term integrity of the asset.
- (3) That works on adjacent corridors should not be undertaken simultaneously where this would create cumulative impacts across the network, particularly where those routes form part of the key web of connections into the city.

- 3.3 Officers have engaged with key statutory undertakers to understand their forward programmes. These organisations have legal rights to access the highway to maintain and upgrade essential infrastructure, and certain programmes, particularly those related to strategic gas mains replacement, are driven by statutory safety requirements and regulatory expectations.

Cadent Gas main replacement works

- 3.4 The most significant programme of work is the Cadent Gas works to replace mains across the City in multiple locations. This is a Health and Safety Executive (HSE) Requirement to be delivered by 2030 and includes planned activity on Newmarket Road and Huntingdon Road. These works are safety-critical in nature and cannot reasonably be deferred without increasing risk and potential challenge.

UK Power Networks

- 3.5 UK Power Networks have an ongoing programme of work to link to new sub-stations that will provide enough power to support growth around the City. This work was, in part, facilitated by the GCP who worked with UKPN to facilitate delivery of the new sub-stations.

Cambridge Heat Network

- 3.6 Cambridge City Centre Heat Network is scheduled for Final Investment Decision in 2028, if approved construction works are due to start late 2028 and Phase 1.1 is due to go live by the end of 2030, with subsequent phases following. GCP officers and colleagues at Cambridge City Council (lead partner) regularly meet to ensure interdependent works programmes are strategically aligned. It is expected that any disruption caused by this could be mitigated.

Current status of each Corridor scheme and specific impact of utilities works

- 3.7 Each of the four GCP corridor schemes are at different stages of development, the below sets out the current status and potential delivery timescales taking into account the principles set out in section 3.2.

Madingley Road

- 3.8 Madingley Road received approval from the Executive Board in March 2025 to take forward the preferred option to consultation and subsequently detailed design. This work is underway with a consultation planned for Autumn of 2026. Following this, the Detailed Design will be completed by the end of 2027 before procurement begins for construction in 2028, subject to Executive Board approval.
- 3.9 The critical impact on the work planned for Madingley Road is that Cadent works are due to take place on Huntingdon Road from Summer 2027 to Summer 2028, creating conflicting road space. Madingley Road construction can only commence once utilities construction has been completed on Huntingdon Road or access from that side of the City will be significantly impacted. At present, this would cause a delay of approximately 6 months.

Hills Road

- 3.10 The Concept Designs for Hills Road have been consulted on and a paper to update on the scheme is planned for early 2027. Subject to agreement by the Board, officers will then develop the Preliminary design for engagement with the public, planned in the middle of 2027. Detailed design and procurement will then follow. Based on this, construction could start by late 2028.
- 3.11 Utilities work are scheduled on Hills Road for later this year by Cadent Gas. In addition to this, major work is anticipated over the next 12 months in relation to works at Botanic Place. Whilst the current programme would not be impacted, a revised delivery timeline for Madingley Road will require delaying construction start to approximately summer of 2029.

Newmarket Road

- 3.12 The Eastern Access proposals including Newmarket Road are currently being reviewed as part of the Greater Cambridge Transport Strategy. We expect the draft study to be finalised later this year, at which point we can outline the next steps. This is likely to mean an update to the design, which depending on the level of change, could take up to 12 months. The scheme would be ready for construction in 2028.
- 3.13 The significant utility work planned by Cadent on Newmarket Road in 2028/ 29 means that construction of Newmarket Road will be delayed. At this stage it is envisaged that main construction on Newmarket Road cannot begin before 2030. Officers will look for opportunities to carry out sections of the work (for example work at specific junctions such as Airport Way) where disruption can be managed, in earlier years. Opportunities may also arise from the delivery of Greenways and the new Newmarket Road Travel Hub in this area.
- 3.14 The Travel Hub element of Eastern Access is separate to this timescale.

A1134 Corridor

- 3.15 At this stage, only high-level concept work has been completed on this corridor. A consultation on proposals will take place in early 2027. Based on this early stage of scheme development, construction could start in 2029 at the earliest.

- 3.16 No significant utilities works are planned that will disrupt delivery of this scheme. Depending on the size of the intervention, it is hoped that junction works could still begin on schedule.

Proposed programme of works

- 3.17 Having assessed the implications of utilities and Street works, the deliverable programme for the corridor improvements in the City are as follows:

Scheme	Previous Progress Report Completion Date	Proposed Completion Date
Madingley Road	2028	2029
Hills Road	2028	2030
Newmarket Road	2027	2030/1 (Early works possible before this date)
A1134	2028	2029

4 Consultation and Engagement

- 4.1 Officers are engaging with CCC Street Works on a quarterly basis as well as attending Highways and Utilities Coordination (HAUC) meetings, which include utilities and CCC Officers, chaired by CCC Street Works. Officers are also working with Cadent Gas on a regular basis.
- 4.2 Plans for each project's next consultation and engagement are set out in Section 3 of this report. Detailed papers on each scheme will still be required with the next proposed papers as follows:
- Madingley Road- Decision on Outline Business Case (March 2027)
 - Hills Road- Decision on next steps (early 2027)
 - Newmarket Road- Decision on final design (July 2027)
 - A1134- Decision on preferred options (July 2027)

5 Alignment with City Deal Objectives

- 5.1 The Corridor schemes 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 Corridor schemes 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 reprogramming of these schemes will have a beneficial impact on the cash flow issues highlighted in the Quarterly Progress Report. Revised project cashflow implications will be reflected in the November budget setting exercise.

7.2 Inflationary impacts of the delays will be monitored. Current projects do include allowances for inflation and risk. As each project is developed and presented at the Executive Board, any potential budgetary issues will be highlighted.

Have the resource implications been cleared by Finance? Yes

Name of finance officer: Rebecca Bartram

Background Papers

Source Documents	Location
September 2022 Newmarket Road Decision	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
September 2023 Newmarket Road Decision	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
March 2025 Madingley Road Decision	Document

St Ives Greenway- Full Business Case

Report to: Greater Cambridge Partnership Executive Board

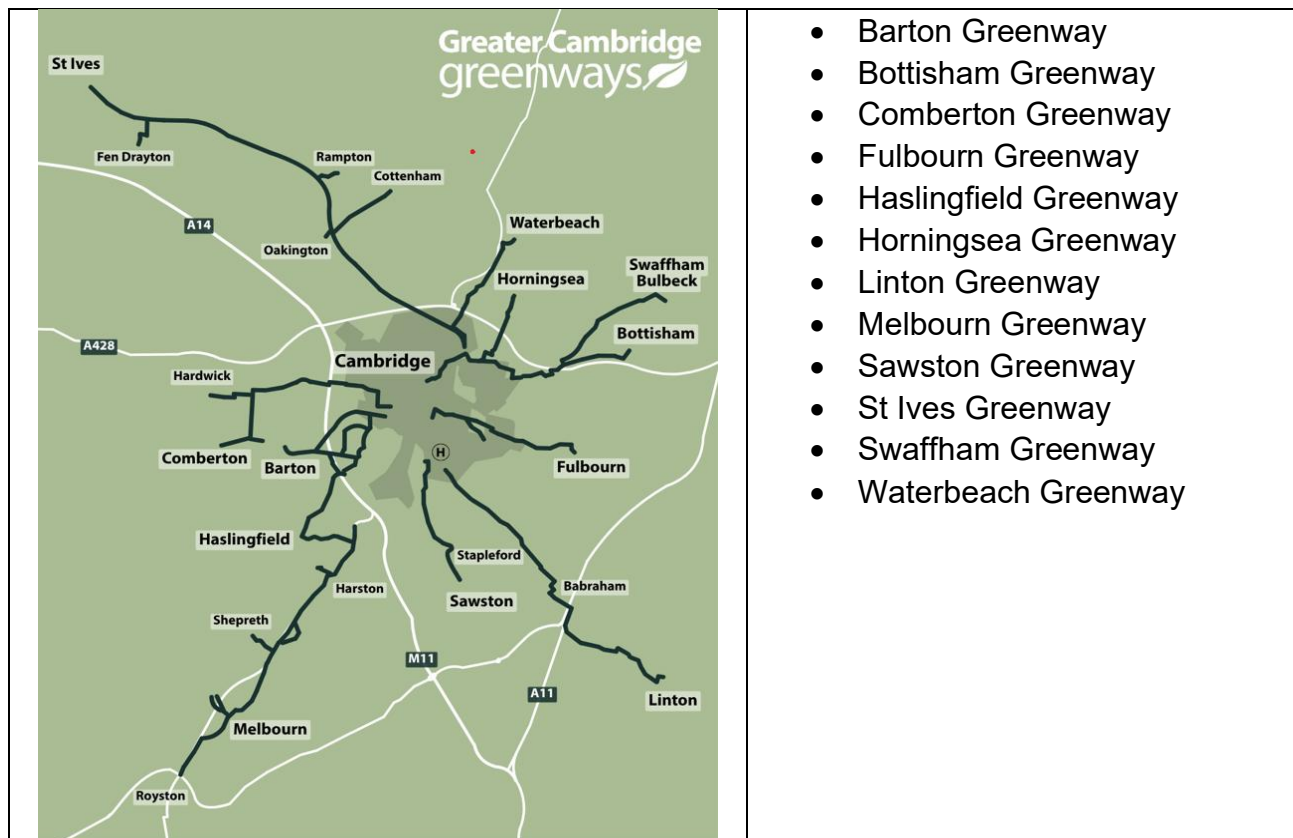
Date: 9 July 2026

Lead Officer: Thomas Fitzpatrick, Programme Director - Transport

1. Background

- 1.1 The creation of an extensive 150km network of Greenways is part of a strategy to encourage people to walk, wheel and cycle into Cambridge and to better connect local areas (some of which are rural). The focus of the Greenways is not only to improve connectivity, but to help reduce traffic congestion and contribute towards improved air quality and better public health.
- 1.2 Greenways are sustainable travel corridors which are intended to make walking, wheeling and cycling in Greater Cambridge both safer and easier for people of all ages. The work focuses on the improvement of existing corridors and the development of new corridors throughout Cambridge, East Cambridgeshire 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. The Greenways will also unlock new land areas for development and create attractive areas for future investment.
- 1.4 There are a total of 12 Greenway routes being developed, as shown in the network map in Figure 1.

Figure 1: Greenways Network



- 1.5 This paper recommends the Executive Board agree the Full Business Case for the Oakington to Cottenham and Fen Drayton spurs of the existing St Ives Greenway. Agreement of the Full Business Case will enable officers to move to construction of the Oakington to Cottenham and Fen Drayton spurs, subject to gaining permitted development rights and landowner agreements.
- 1.6 Concept work and consultation on the Greenway alignments concluded with Executive Board decisions throughout 2020 to release funding. The Outline Business Case (OBC) for the Oakington to Cottenham and Fen Drayton spurs of the St Ives Greenway was approved by the Executive Board on 29 June 2023 (the paper is available [here](#)).
- 1.7 The existing St Ives Greenway route is shown in *Figure 2*. St Ives is located 22km north-west of Cambridge and, in contrast to other Greenway routes, is already served by the shared use path (maintenance track) running parallel to the Cambridgeshire Guided Busway. The focus of the proposals for the St Ives Greenway is to provide spurs (shown in light green in *Figure 2*) that better link the Greenway to adjacent villages. The Rampton spur has already been completed. The Oakington to Cottenham and Fen Drayton spur proposals are included in the Full Business Case. *Figure 3* shows the Oakington to Cottenham spur, and *Figure 4* shows the Fen Drayton spur.

Figure 2: St Ives Greenway Route



Figure 3: Oakington to Cottenham Spur



Key

- Main Greenway
- Proposed Bridleway
- Proposed Byway
- Potential
- Experimental Traffic Regulation Order

The map displays the Fen Drayton Lakes area, including Fen Drayton Primary School, Swavesey Castle Hill, and Swavesey Primary School. A zoomed-in view of the Fen Drayton Lakes area is shown in the bottom right corner.

- ## 2. Recommendations

- a) Agree the Full Business Case for the St Ives Greenway spurs, with the recommended scope changes for the Fen Drayton spur.
- b) Agree to delegate authority to the Service Director of the Greater Cambridge Partnership to enter into the required construction contracts to build the schemes.

3. Joint Assembly Feedback

- 3.1. Members supported the recommendations to deliver the project and agree the Full Business Case.
- 3.2. Members raised safety issues around illegal access of motorbikes and cars to Greenways. Officers confirmed that they are working with CCC colleagues to look at access controls that can be implemented but acknowledged that it is difficult to prevent completely. There is an ongoing trial of access controls on the Mere Way, officers will be looking at the results of this trial and implementing solutions, as appropriate, on the Greenways.

4. Issues for Discussion

- 4.1 GCP officers have worked closely with the affected landowners along the Oakington to Cottenham and Fen Drayton spurs of the St Ives Greenway route to modify the designs to alleviate their concerns. Conversations are ongoing with landowners to agree land acquisition.
- 4.2 Design consultants have been engaged to assist with gaining permitted development rights for the Oakington to Cottenham route. A Certificate of Lawfulness is currently being sought from the Greater Cambridge Shared Planning Service and Cambridgeshire County Council (CCC).

Changes to scheme definition since Outline Business Case

Over Link

- 4.3 Following a public consultation carried out in early 2023, and the Executive Board endorsement of the OBC in June 2023, it was agreed at the 28 September 2023 Executive Board Meeting ([papers are available here](#)) that the Over Spur, which provides a link between Over and the Guided Busway, would be paused. This was due to concerns raised by GCP and CCC officers around safety related to increased usage/crossing the Busway. It is proposed that no further work is done on this through the GCP programme and any improvements should be considered in the long term in partnership with the county council.

Fen Drayton Link

- 4.4 Since agreement of the OBC, further consideration has been given to the resurfacing of the Fen Drayton spur, which is an existing link between Fen Drayton and the Guided Busway along Holywell Ferry Road (as set out in Appendix B). As the route has issues with flooding in certain sections, due to its location in wetland areas, it has been discussed with Fen Drayton Parish Council that the scheme should be revised. The flood map and images of this flooding are below:



- 4.5 Given ongoing concerns raised by local residents and the parish council about the speed and number of vehicles using Holywell Ferry Road, it was proposed that a solution could be delivered to discourage improper use of the route through an Experimental Traffic Regulation Order (ETRO) and implementation of drop-down bollards.
- 4.6 Fen Drayton Parish Council would like to undertake a consultation with residents to understand whether an ETRO would be acceptable. The ETRO is a way of testing the impact of a road intervention (such as a closure) and is only made permanent after it has been in place for 18 months and is deemed acceptable by residents. Subject to the outcome of the consultation held by the Parish Council, GCP officers would then ask the Executive Board for permission to deliver the ETRO.

Full Business Case

- 4.7 The delivery of the St Ives Greenway spurs will enhance the existing active travel corridor between St Ives and Cambridge by reaching more villages. The spurs will provide improved links to Fen Drayton, Oakington and Cottenham, and will provide a direct connection with Cambridge City and key employment areas such as Cambridge North and Northstowe.
- 4.8 New links, such as the Oakington to Cottenham spur, will strengthen local and regional connectivity by providing greater access between villages and to major employment clusters and public transport hubs. It will also provide local

enhancement opportunities through the provision of Biodiversity Net Gain (BNG) and Green and Blue Infrastructure.

- 4.9 The Full Business Case for the St Ives Greenway identifies three key benefits of the scheme, as shown in Table 1.

Table 1 – Benefits of St Ives Greenway Spurs

Benefit	Description
Health	Improved pedestrian and cycle connectivity and mode shift from car to active travel will result in an increase in physical activity.
Safety	The creation of a segregated cycle path, new traffic calming measures and improved crossings, and lighting will result in safer journeys for active travel users.
Improved connectivity and accessibility	Improved connectivity to settlements including Oakington and Cottenham will reduce severance between communities and the wider Cambridgeshire area. Accessibility will be improved for those along the corridor to key employment hubs and the city centre.

- 4.10 The economic appraisal for the St Ives Greenway spurs produces a Benefit Cost Ratio of 1.48:1. This shows that for every £1 of investment, the St Ives Greenway delivers approximately 150% return.
- 4.11 The main benefits of the St Ives Greenway are associated with increased physical activity as people switch to active modes of travel which also results in reduced absenteeism and road traffic collisions. Other scheme benefits include improved journey quality, accessibility, air quality and personal affordability.
- 4.12 Delivery of the St Ives Greenway spurs is key in supporting national, regional, and local strategic priorities.

The Full Business Case for the St Ives Greenway spurs can be found in Appendix A [here](#).

Construction

- 2.13 The contractor for construction of the St Ives Greenway will be procured via the Eastern Highways Alliance Framework.

5. Consultation and Engagement

- 5.1 In 2020, engagement on each link of the St Ives Greenway was undertaken and led to the development of the original proposals. This included discussions with parish councils, landowners and stakeholders and was presented to the Executive Board in June 2020 (the paper is available [here](#)).
- 5.2 Between February and March 2023, the GCP held a further extensive consultation on the St Ives Greenway route. The results of the consultation were reported to the Executive Board in June 2023 and a 'You said, we did' report was produced to respond to consultation responses.

- 5.3 Throughout all stages of the project, the designs have been shared with numerous stakeholders, such as residents, parish councils, council officers and ward members; and groups through forums such as the Non-motorised User Group. The alignment through third party land has been thoroughly discussed and the design altered to the landowners' specific requirements (i.e. inclusion of fencing, preservation of trees and natural environment and improved visibility at accesses).
- 5.4 Further engagement with stakeholders will take place as part of the Change of Surface Application through the County Council Public Right of Way process.

6. Options and Emerging Recommendations

6.1 The Executive Board is recommended to:

- (a) Agree the Full Business Case for the St Ives Greenway spurs, with the recommended scope changes for the Fen Drayton spur.
- (b) Agree to delegate authority to the Service Director of the Greater Cambridge Partnership to enter into the required construction contracts to build the schemes.

7. Alignment with City Deal Objectives

7.1 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.

8. Citizens' Assembly

8.1 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.

8.2 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.

- 8.3 The report and recommendations can be found via this link: [Citizens Assembly Report](#).

9. Financial Implications

- 9.1 The budget for the St Ives Greenway spurs is set at £6.7m and no further funding is requested.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Rebecca Bertram

10. Next Steps and Milestones

- 10.1 Subject to approval by the Executive Board, officers will take forward the full construction of the St Ives Greenway spurs, subject to land acquisition and planning.
- 10.2 The GCP project team will progress with the negotiations for third-party land access and rights. It is anticipated that most of the construction work will take place in 2027.
- 10.3 It is recognised that there is a potential for the term of the construction contracts to extend beyond April 2028 and therefore beyond the timetable for Local Government Reorganisation. Officers have considered this and determine construction to be necessary to secure best value for money both now and in the future. As part of a procurement process suppliers will be notified of impending LGR and be asked to adapt their bids accordingly in anticipation of novation to new unitary councils. Additionally, all contracts that are anticipated to extend beyond April 2028 contain provisions to take into account novation, alteration or cessation of the service to ensure flexibility and a successful transition. The City Deal funding and delivery programme extends beyond this period and the expectation is that delivery will continue in line with currently agreed plans

List of Appendices

Appendix A	St Ives Greenway Full Business Case
Appendix B	Drawings showing the Oakington to Cottenham Scheme Appendix B St Ives Greenway GA

Background Papers

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

Greater Cambridge Greenways – Melbourn and Sawston Full Business Cases

Report to: Greater Cambridge Partnership Executive Board

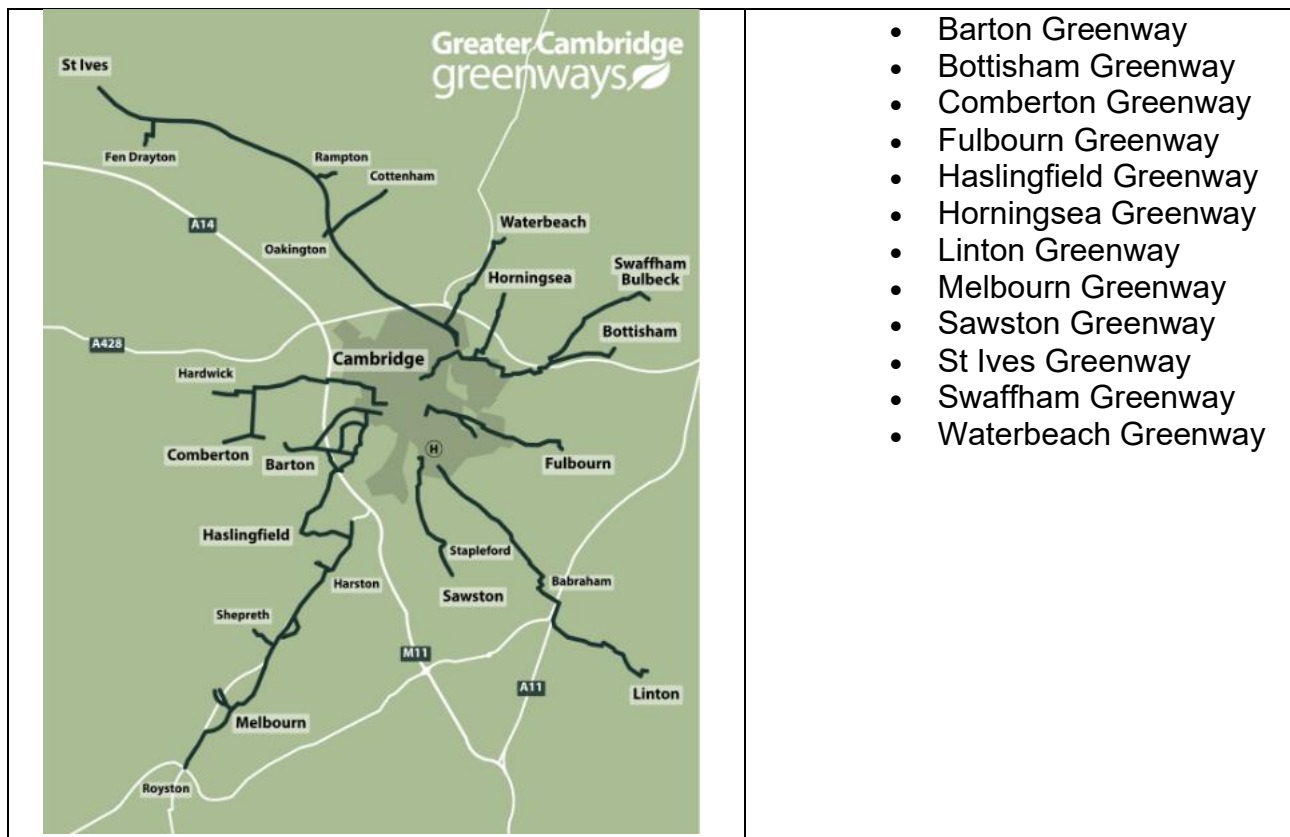
Date: 9 July 2026

Lead Officer: Thomas Fitzpatrick, Programme Director - Transport

1. Background

- 1.1 The creation of an extensive 150km network of Greenways is part of a strategy to encourage people to walk, wheel and cycle into Cambridge and to better connect local areas in South Cambridgeshire (some of which are rural). The focus of the Greenways is not only to improve connectivity, but to help reduce traffic congestion and contribute towards improved air quality, better public health and better places.
- 1.2 Greenways are sustainable travel corridors which are intended to make walking and cycling in Greater Cambridge both safer and easier for people of all ages. The work focuses on the improvement of existing corridors and the development of new corridors throughout Cambridge, East Cambridgeshire 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 providing around 10,500 new homes and 19,000 new jobs between 2011 and 2031).
- 1.4 There are a total of 12 Greenway routes being developed, as shown in the network map in Figure 1.

Figure 1: Greenways Network



- 1.5 The Full Business Cases (FBCs) for the Melbourn and Sawston Greenways are presented together in this paper. The Melbourn and Sawston Greenways interact closely with one another. Once complete, they will provide a crucial part of a strategically important network for walking and cycling into Cambridge from the south, via Trumpington and the growing Cambridge Biomedical Campus.
- 1.6 Concept work and consultation on the greenway alignments concluded with Executive Board decisions throughout 2020 to release funding. The Outline Business Cases (OBC) for both the Melbourn Greenway and the Sawston Greenway were approved on 9 March 2023 (the papers can be found [here](#)).
- 1.7 The Melbourn Greenway route is shown in Figure 2.

Figure 2 – Melbourn Greenway



- 1.9 The Greenways network will form the basis of a significant active travel network for Cambridge and the surrounding areas. It will provide links to already delivered schemes such as phase1 of the Chisholm Trail, and future projects including the Hills Road and A1134 corridor schemes. It is therefore a critical part of the GCP programme to increase the number of trips made through active travel. In particular, the Melbourn and Sawston Greenways will form a vital part of a growing active travel network into Cambridge from the south and support planned growth at Cambridge Biomedical Campus and the rural southern cluster.
- 1.10 The Melbourn Greenway will link into strategically important planned and existing active travel and public transport schemes, including the Sawston and Haslingfield Greenways and Local Cycling and Walking Infrastructure Plan (LCWIP) schemes for Cambridge (7, 9, 18) and South Cambridgeshire (15, 18). Once both schemes are complete, the Melbourn Greenway will also connect directly into the Cambridge South West Travel Hub, a new travel hub at M11 Junction 11 providing approximately 2150 car park spaces and 326 cycle parking spaces.

- 1.11 The Sawston Greenway will also link into strategically important planned and existing active travel and public transport schemes, including the Linton and Melbourn Greenways, the newly opened Cambridge South Station, and LCWIP schemes for Cambridge (9, 18, 2, 15) and South Cambridgeshire (18). The Sawston Greenway will also have a significant interface with the proposed Cambridge South East Transport Phase 2 (CSET2) public transport route and active travel path.

2. Recommendations

- 2.1. The Executive Board is recommended to:

- a) Agree the Full Business Case for the Melbourn Greenway, with the recommended scope changes in section 4.10.
- b) Agree the Full Business Case for the Sawston Greenway.
- c) Agree to delegate authority to the Service Director of the Greater Cambridge Partnership to enter into the required construction contracts to build the scheme.

3. Joint Assembly Feedback

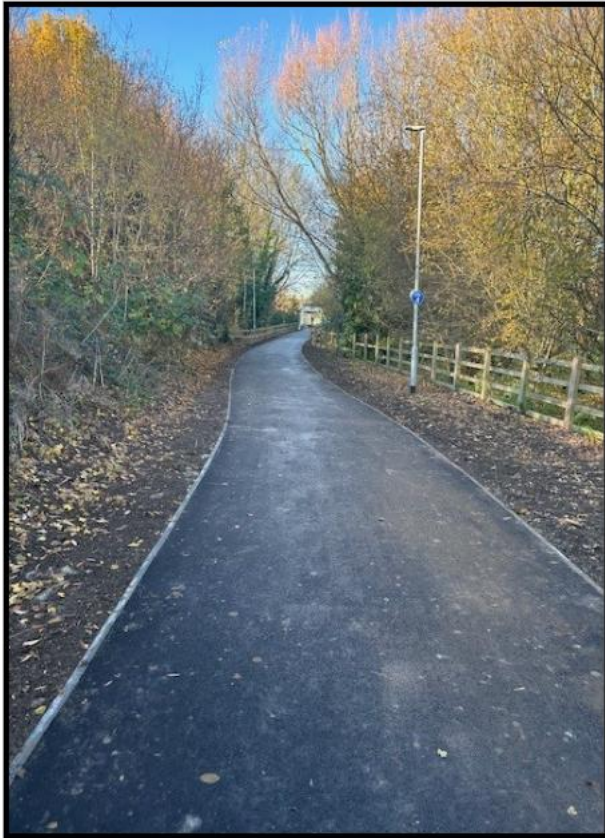
- 3.1. Members supported the proposal to agree the Full Business Cases for the Melbourn and Sawston Greenways, and to delegate authority to the Service Director of the Greater Cambridge Partnership to enter into the required construction contracts to build the scheme.
- 3.2. Members raised concerns around the absence of a spur between the main Sawston Greenway route and Whittlesford Parkway train station, and the potential missed opportunity to encourage walking, wheeling and cycling for people travelling by train. Officers referred to further work that may take place in the future to deliver further spurs to train stations, after the Sawston Greenway route has been delivered as currently planned.

4. Issues for Discussion

Progress to date (Construction of Early Works and Land)

- 4.1. As part of previously agreed early works for the Melbourn Greenway, infrastructure improvements to make it easier to walk, wheel and cycle have been installed at the path between Station Road and the railway station in Meldreth. The Meldreth Station Link provides a widened and newly surfaced path, new parking areas for bikes and improved lighting, and has significantly reduced severance between the villages of Melbourn and Meldreth. Images of these works are set out below in Figures 4 and 5. Construction work is now being undertaken in Shepreth village to deliver the second early work scheme.

Figures 4 and 5 – The Meldreth Link



- 4.2. As part of the development of the Sawston Greenway early works sections, conversations are ongoing with landowners to agree land acquisition, particularly at locations where the scheme interacts with private land, such as at the Genome Path (also referred to as the DNA Path).

Changes to design since Preliminary Design

- 4.3. Since the Executive Board agreed to the Outline Business Cases for the Melbourn Greenway and the Sawston Greenway in March 2023, subsequent decisions were taken by the Board to change the design of both Greenways. At their meeting on 28 September 2023, the Executive Board agreed to include a walking and cycling bridge over the A505 (the papers can be found [here](#)).
- 4.4. For Sawston, it was agreed by the Executive Board at the 28 September 2023 meeting to pause work on a walking and cycling section alongside the railway line in Stapleford. This was due to the high cost to construct the section, the impact on the environment and poor economic value.
- 4.5. The latest full designs for Melbourn can be found in Appendix C, the full designs for Sawston can be found in Appendix D.

Full Business Case – Melbourn

- 4.6. The delivery of the Melbourn Greenway gives people greater choice about how they commute, as well as offering improved spaces for people to enjoy through the provision of Biodiversity Net Gain (BNG) and Green and Blue Infrastructure.
- 4.7. The Full Business Case for the Melbourn Greenway identifies three key benefits of the scheme, as shown in the table below.

Table 1 – Key Benefits of the Melbourn Greenway

Benefit	Description
Physical activity	Improved pedestrian and cycle connectivity and mode shift from car to active travel will result in a large increase in physical activity.
Safety	New crossings, segregated and shared use paths, and traffic calming measures will generate safety benefits for all users and vulnerable groups.
Severance	Speed limit restrictions, new crossings, and enhancements at existing crossings will reduce severance along the corridor and between settlements and open up improved connectivity between local areas – essential for agglomeration benefits and reducing congestion.

The benefits outlined above, as well as the expected impacts of the Greenway on improved journey quality, accessibility, air quality and personal affordability will culminate in extended transport connectivity, and related access to opportunities and services across Cambridge and South Cambridgeshire.

- 4.8. The economic appraisal for the Melbourn Greenway with the A505 walking and cycling bridge to Royston produces a Benefit Cost Ratio of 2.5:1 – representing very high value for money. This means that for every £1 spent on the Greenway, there is a 250% return.
- 4.9. The FBC for Melbourn underwent sensitivity tests to look at opportunities for value engineering. Four scenarios were tested, which are set out below:

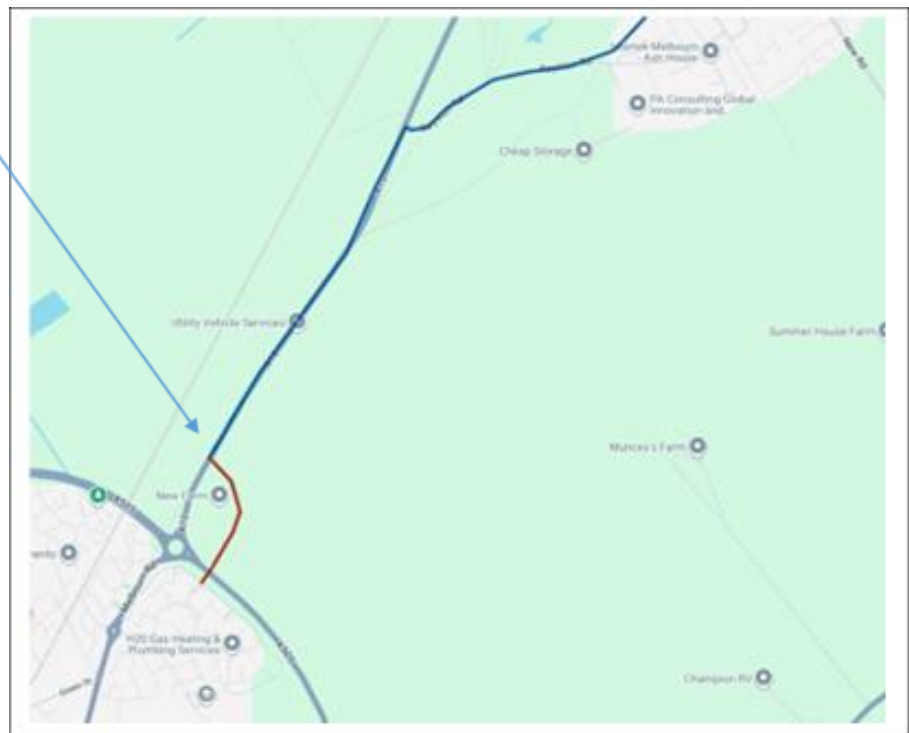
Scenario	Benefit Cost Ratio
The Melbourn Greenway with the A505 walking and cycling bridge and Foxton Village	2.5
The Melbourn Greenway with the A505 walking and cycling bridge and the removal of Foxton village	2.7
The Melbourn Greenway without the A505 walking and cycling bridge to Royston including Foxton village	1.5
The Melbourn Greenway excluding the A505 walking and cycling bridge to Royston and Foxton village	1.6

- 4.10. A route through Foxton had initially been selected for delivery as an early work scheme. However, further discussions with Foxton Parish Council and residents demonstrated that the focus of a walking and cycling scheme should be concentrated on the East side of the village. Based on this and the economic benefits of each scenario it is proposed that the Foxton section is removed whilst the A505 bridge is retained. Transport interventions to improve

walking and cycling connectivity from the East of Foxton Village are now being delivered by Cambridgeshire County Council's Active Travel Team. A plan setting out these sections is below:



Key
Main Greenway
Greenway Spurs
A505 Bridge and Path



The Melbourn Greenway Full Business Case can be found in [Appendix A](#).

Full Business Case – Sawston

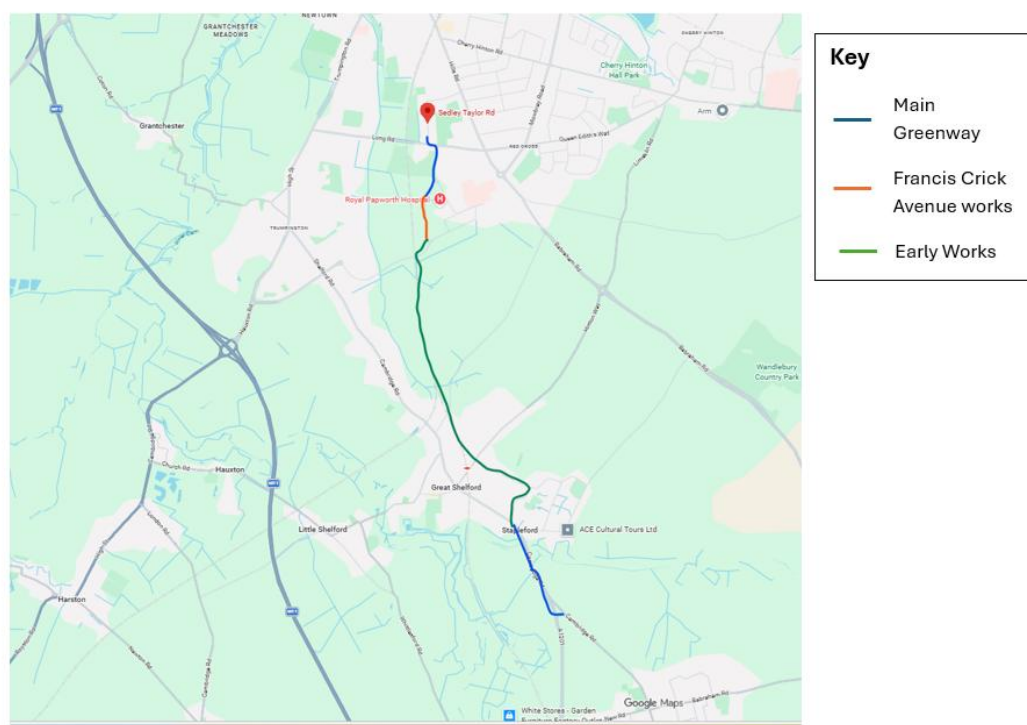
- 4.11 The Full Business Case for the Sawston Greenway identifies three key benefits of the scheme, as shown in the Table 3 below.

Table 3 – Key Benefits of the Sawston Greenway

Benefit	Description
Physical activity	Improved pedestrian and cycle connectivity and mode shift from car to active travel will result in a large increase in physical activity.
Safety	New crossings, segregated and shared use paths, and traffic calming measures will generate safety benefits for all users and vulnerable groups.
Severance	Speed limit restrictions, new crossings, and enhancements at existing crossings will reduce severance along the corridor and between settlements.

The benefits outlined above, as well as the expected impacts of the Greenway on improved journey quality, accessibility, personal affordability and air quality will result in a significantly improved active travel network for Cambridge and South Cambridgeshire. This is particularly important given the locality of the Sawston Greenway scheme. The Greenway will link villages with the globally significant Cambridge Biomedical Campus. The campus already contributes over £4bn / year to the UK economy and has plans for significant growth.

- 4.12 Parts of the Sawston Greenway have already achieved full approval of the Executive Board including Francis Crick Avenue and the early works. The following plan below sets out the full route including these sections.



- 4.13 The economic appraisal for the Sawston Greenway scheme produces a Benefit Cost Ratio of 3.94:1. This means for every £1 of investment in the Sawston Greenway, there is approximately a 400% return, which represents very high value for money.

- 4.14 Delivery of the Sawston Greenway is key in supporting national, regional, and local strategic priorities.

The Sawston Greenway Full Business Case can be found in [Appendix B](#).

Construction

- 4.15 To date, sections of the Melbourn Greenway early works have been delivered through M Group, utilising the Highways Term Service Contract. For subsequent sections of the Melbourn Greenway and the Sawston Greenway, further options will be considered, such as utilising the Eastern Highways Alliance Framework or the Highways Term Service Contract.

5. Consultation and Engagement

- 5.1 Between June and August 2019, the GCP held an extensive consultation to develop routes for the Melbourn and Sawston Greenways. The Executive Board then agreed funds for the Greenway in October 2020 (the papers can be found [here](#)). Following this, there were two four-week engagement exercises on the Melbourn Greenway (October 2022) and the Sawston Greenway (November and December 2022). This was to provide an update on the proposals and to understand views from the local community, wider stakeholders and other interested parties on the designs. The results of these consultations were reported to the Executive Board in March 2023 (the papers can be found [here](#)). This culminated in a 'You said, we did' report, responding to the consultation responses.
- 5.2 Throughout all stages of the design of both the Melbourn and Sawston Greenways, the project has shared designs with residents and key stakeholders, including numerous stakeholder groups through forums such as the Non-motorised User Group. Areas where third-party land is required has been thoroughly discussed and the design altered to the landowners' specific requirements.
- 5.3 Officers have continued to work with local members and external stakeholders in the development of both schemes.

6. Options and Emerging Recommendations

- 6.1 The recommendations being presented to the Executive Board are to:
- (a) Agree the Full Business Case for the Melbourn Greenway, with the recommended scope changes in Section 2.10.
 - (b) Agree the Full Business Case for the Sawston Greenway.
 - (c) Agree to delegate authority to the Service Director of the Greater Cambridge Partnership to enter into the required construction contracts to build the scheme.

7. Alignment with City Deal Objectives

7.1 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.

8. Citizens' Assembly

8.1 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.

8.2 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.

9. Financial Implications

9.1 The budget for the Melbourn Greenway scheme is set at £15.2m and no further funding is requested.

9.2 The budget for the Sawston Greenway is £6.7m and no further funding is requested.

9.3 However, it is acknowledged that the cost in the Full Business Cases for the construction of Melbourn and Sawston Greenways is higher. This is due to the inclusion of allowances for inflation, risk, the costs associated with gaining rights to cross third-party land and biodiversity net gain contributions both on and off-site. The project team is working closely with relevant teams within CCC to identify areas for value engineering to reduce this overall figure and it is felt that savings will be achieved. This is in parallel with alternative procurement methods outlined in the sections above which will drive additional project cost savings. Should these mitigations not result in sufficient savings, then the main construction contract will not be entered until the Executive Board has taken an appropriate decision.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Rebecca Bartram

10. Next Steps and Milestones

- 10.1 Subject to approval by the Executive Board, officers will take forward the full construction of the Melbourn and Sawston Greenways subject to land acquisition.
- 10.2 Early works within Shepreth village will continue throughout 2026.
- 10.3 The GCP project team will progress with the negotiations for third-party land access and rights. It is anticipated that most of the construction work will take place in 2027.
- 10.4 It is recognised that there is a potential for the term of the construction contracts to extend beyond April 2028 and therefore beyond the timetable for Local Government Reorganisation. Officers have considered this and determine construction to be necessary to secure best value for money both now and in the future. As part of a procurement process suppliers will be notified of impending LGR and be asked to adapt their bids accordingly in anticipation of novation to new unitary councils. Additionally, all contracts that are anticipated to extend beyond April 2028 contain provisions to take into account novation, alteration or cessation of the service to ensure flexibility and a successful transition. The City Deal funding and delivery programme extends beyond this period and the expectation is that delivery will continue in line with currently agreed plans

List of Appendices

Appendix A	Melbourn Full Business Case
Appendix B	Sawston Full Business Case
Appendix C	Drawings showing the Melbourn Greenway Scheme here
Appendix D	Drawings showing the Sawston Greenway Scheme here

Background Papers

Source Documents	Location
Melbourn Greenway: Summary Report of Consultation Findings (September 2019)	Melbourn-Greenway-Consultation-Report-September-2019
Sawston Greenway: Summary Report of Consultation Findings (September 2019)	Sawston-Greenway-consultation-report-September-2019
Greater Cambridge Partnership Executive Board (1 October 2020) Meeting Minutes	Draft Minutes - 1st October 2020
Melbourn Greenway Outline Business Case (February 2023)	Melbourn OBC v2 ISSUED 2023-02-17
Sawston Greenway Engagement Summary Report (February 2023)	Sawston Greenway Summary Engagement Report 2022
Greater Cambridge Partnership Executive Board (9 March 2023) Meeting Minutes	Draft Minutes - 9 March 2023
Greater Cambridge Partnership Executive Board (28 September 2023) Meeting Minutes	Draft Minutes - 28 September 2023
Sawston Greenway Project: - You Said: We Did (2023)	Sawston Greenway You said We Did 2023
Melbourn Greenway Project: - You Said: We Did (2023)	Melbourn Greenway You Said We Did 2023
Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP)	CCC website document library - LCWIP main document.pdf - All Documents

Cambridge South East Transport Phase 1

Report to: Greater Cambridge Partnership Executive Board

Date: 9th July 2026

Lead Officer: Thomas Fitzpatrick- Programme Director - Transport

1. Background

- 1.1 The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge. It suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton, the largest settlement on the corridor. There are also some large employment sites in this corridor including the Babraham Research Campus (BRC), Granta Park, and Cambridge Biomedical Campus (CBC). The A1307 east of the A11 also has a poor historical accident record, particularly on the stretch around Linton and eastwards towards Horseheath.
- 1.2 In July 2018, the GCP Executive Board approved the delivery of Phase 1 of the Cambridge South East Transport (CSET) programme. This included a number of measures along the A1307. Phase 2, a new public transport corridor was separated into its own project and is being taken forward as CSETS Phase 2.
- 1.3 This paper sets out the progress on CSETS Phase 1, and with the majority of the programme complete, proposes a delivery strategy to bring the programme to a conclusion.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - (a) Develop a revised scope at the Haverhill Road junction focused on signing and lining while addressing cyclist and vehicle conflict following the unavoidable withdrawal of the planning application.
 - (b) Agree the next steps on the Linton Greenway including the section on Pampisford Road including taking forward any land agreements, rights of way orders, planning applications or Traffic Regulation Orders required to deliver the scheme.

- (c) Note the construction planned at Adrian Way and on the Linton Greenway in Linton this financial year

3. Joint Assembly Feedback

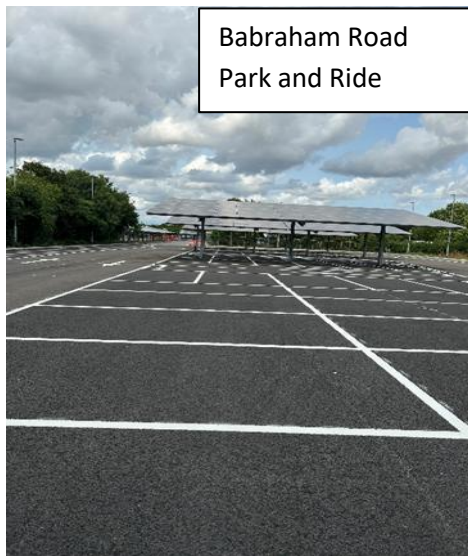
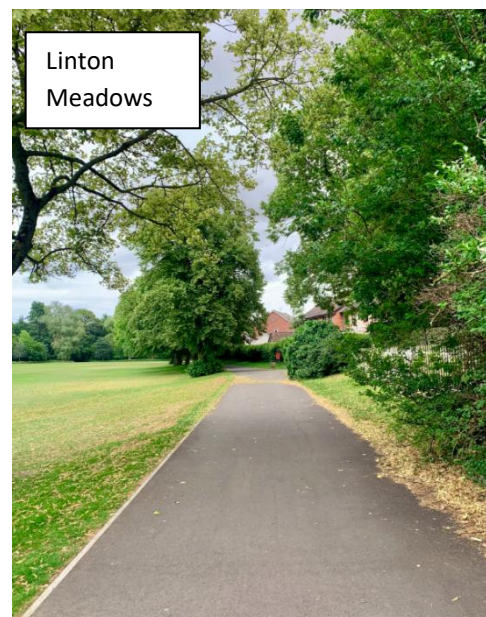
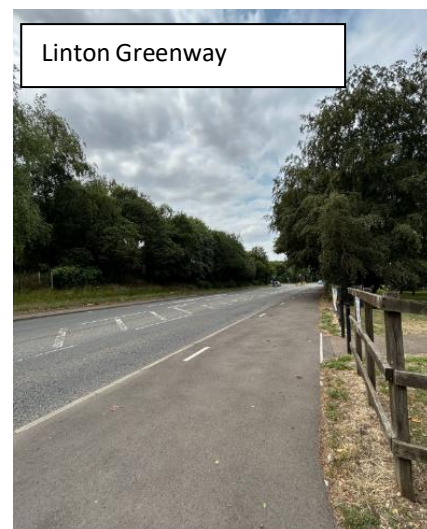
- 3.1. The Joint Assembly supported the proposals and recommendations to the Executive Board.
- 3.2 A Member asked that the names of the CSET projects are distinguished better from each other. In addition, that the Board should take the Pampisford Rd forward if residents are happy,
- 3.3 Regarding the bridge over the A11 – members commented that it is usually easier to knock down and build a new bridge than try to improve one. They asked for consideration of whether it would be possible to build next to the existing footbridge rather than completely rebuilding the current one.
- 3.4 It was noted that the Haverhill Rd/Babraham Rd junction is dangerous, and a site visit/walk could help come up with some further solutions. Officers stated that this could be facilitated.

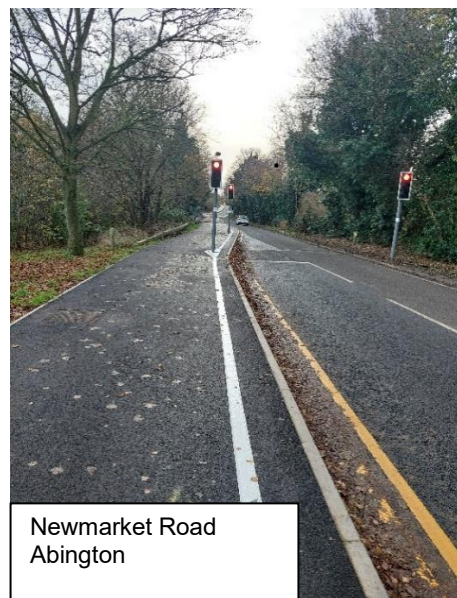
4. Issues for Discussion

- 4.1 The delivery of CSETS Phase 1 was signed off by the Executive Board in July 2018. The majority of the schemes have been completed and have delivered improvements along the A1307. However, a small number of projects are still too complete, including the finalisation of the Linton Greenway, Adrian Way improvement on Long Road and improvements at the Haverhill Road junction. This section sets out the work completed to date, and the proposals to complete the programme.

CSETS Phase 1 Progress to date

- 4.2 The following improvements to locations on the A1307 are complete, photographs of some of the completed sections are below:
- Granham's Road Junction
 - Hinton Way Roundabout
 - Copley Hill Business Park Junction
 - Babraham Research Campus Roundabout
 - Hildersham Junction
 - Bartlow Road Roundabout
 - Dean Road South Junction





A schematic of the whole of CSETS Phase 1 is included as Appendix A

- 4.3 In addition to these schemes the CSETS Phase 1 programme has also seen the delivery of an expansion to Babraham Road Park and Ride as well as development of the Linton Greenway.

Linton Greenway Progress to date and remaining sections

- 4.4 The Linton Greenway consists of 5 sections and overall is 70% complete.

Section 1 – Addenbrooke's to Hinton Way Roundabout.

- This section is complete

Section 2 – Hinton Way Roundabout to Babraham High Street.

- This section is complete

Section 3 - A11 Section linking Babraham High Street to Newmarket Road, Abington.

- This section is not yet complete. Section 4.5 sets out the proposed next steps.

Section 4 - Newmarket Road, Abington to Hildersham.

- This section is substantially complete.
- The link from Granta Park to Hildersham along the Pampisford Road remains for completion.

Section 5 – Hildersham to Linton.

- This section is substantially complete.
- The remaining link to the east of Linton Village College has been developed in compliance with LTN 1/20. The section at the College links the A1307 Linton Greenway to the Meadow and Linton High Street.

- Review with the CCC teams, Public Rights of Way, Road Safety Audit, Policy and Regulation and the Police have been undertaken to develop the scheme. Consultation with the CCC Road space team and Linton Village College has resulted in a consensus to undertake construction within the College summer holidays in 2026.

4.5 As set out in 4.4, the majority of the Linton Greenway is now complete; however, the following sections remain. The section sets out the recommended way forward for each of these:

Section 3- A11 Section linking Babraham High Street to Newmarket Road, Abington.

- The section that goes across the A11 utilises the existing bridge. This bridge includes stepped access, is narrow in width and is not suitable for the level of patronage expected in the future. This becomes even more pronounced if the CSETS Phase 2 Travel Hub opens as it would provide significant amounts of additional users in this location. It is recommended that subject to CSETS Phase 2 gaining approval of its Transport and Works Act Order (TWAO), proposals should be developed to replace the bridge over the A11 and brought back to the Joint Assembly and Executive Board.

Section 4 Newmarket Road, Abington to Hildersham

- The pathway along the Pampisford Road links the Hildersham crossing with Granta Park and the Abington High Street providing safe shared use for cycling and walking facilities which currently don't exist. It was previously proposed to utilise the existing roads through the Abingtons, but following feedback from the community and elected members, it is recommended that the Pampisford Road route is utilised. The two options are set out in the plan below.



- Preliminary designs to meet LTN 1/20 are being developed for discussion and review by the Police, County Council, CCC Policy and Regulation and Road Safety Audit teams. Once reviewed, public engagement will take place before taking forward the scheme to delivery.

Haverhill Road and Wandlebury Junctions

- 4.5 Planned junction improvement works at Haverhill Road, Stapleford and Wandlebury Country Park Junctions were put forward for planning approval. The planning process considered solutions to address the incompatibility of the safety requirement for street lighting with the legal status of the local bat population.
- 4.6 Safety, design and ecology reviews seeking an acceptable compromise were undertaken but this incompatibility could not be resolved. The planning application was therefore withdrawn.
- 4.7 To inform the next steps, officers have focused on the original aims of the project around improving safety for all users at the junction. A review of the accident statistics for the four-year period including September 2025 is set out below. This demonstrates the importance of improvements at this location, especially related to the entrance to the Gog Farm Shop (pictured below).
- 18 reported accidents in total
 - 16 involved injury with 1 classed as serious
 - 9 involved pedal cycles with 5 of those occurring at the entrance to the farm shop with the cyclist on the shared use path coming into conflict with a vehicle exiting the farm shop.



- 4.8 It is recommended that officers therefore develop a scheme focused predominately on reducing cyclist and vehicle conflict at the Gog Farm Shop Junction, while considering other complimentary interventions like improved road marking and signage enhancements designed to emphasise and encourage safe use of the junctions. This will address safety concerns by improving lining and signing while improving visibility. Improvements to the Farm Shop junction will require agreement with the landowners. The scheme will be subject to discussion and review by the Police, CCC Policy and Regulation, and Road Safety Audit teams. Dependent on progress, construction in 2027, following public engagement on the plans is feasible. A further decision would be brought to the Executive Board in due course.

Adrian Way junction with Long Road

- 4.9 A scheme to improve safety for those walking and cycling using Adrian Way to access and egress the Biomedical Campus and crossing Long Road has been developed in collaboration with the campus. This scheme was approved by the Executive Board in June 2022 and subject to utilities work in the area will be delivered by the end of 2026. The scheme design is provided as Appendix B

5. Consultation and Engagement

- 5.1 CSETS Phase 1 had significant consultation during the formation of the programme of works. The strategy was subject to public consultation in 2018, which included multiple in person workshops advertised via multiple forums and 22,000 leaflets dropped. The full details of the consultation for the whole programme can be found in the July 2018 Executive Board paper here: [Agenda - 4th July 2018](#)
- 5.2 Specific stakeholder engagement is planned on both the Pampisford Road (Linton Greenway) scheme and replacement Haverhill Road junction scheme once designs are suitably developed.
- 5.3 Officers have consistently worked with elected members and Parish Councils to ensure they are informed of scheme development. This will continue through the delivery of the remaining sections.

6. Options and Emerging Recommendations

- 6.1 The Board is recommended to:
- (a) Develop a revised scope at the Haverhill Road junction focused on signing and lining while addressing cyclist and vehicle conflict following the unavoidable withdrawal of the planning application.
 - (b) Agree the next steps on the Linton Greenway including the section on Pampisford Road including taking forward any land agreements, rights of way orders, planning applications or Traffic Regulation Orders required to deliver the scheme.
 - (c) Note the construction planned at Adrian Way and on the Linton Greenway in Linton this financial year

7. Alignment with City Deal Objectives

7.1 The CSETS Phase 1 scheme and Linton Greenway align with the following City Deal Objectives:

- 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.

8. Citizens' Assembly

8.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The CSETS Phase 1 and Linton Greenway projects support a number of those priorities, namely:

- Be environmental and zero carbon.
- Be people centred – prioritising pedestrians and cyclists.
- Enable interconnection.
- Have interconnected cycle infrastructure.
- Provide transport equally accessible to all.

9. Financial Implications

9.1 The total remaining budget to deliver all the CSETS Phase 1 and Linton Greenways sections is £8.37million.

The anticipated spend for the delivery of the remaining sections of the Linton Greenway at Linton Village College and Pampisford Road and the CSET P1 schemes at Adrian Way Haverhill Road and Wandlebury is £4.37 Million. The scheme would be delivered approximately £4 million under budget, which could be utilised to deliver a new A11 Bridge subject to future decisions.

9.2 If the Executive Board agree with the recommended approach, it is considered that all of the schemes can be afforded within that funding envelope.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Rebecca Bartram

10. Next Steps and Milestones

- 10.1 Subject to agreement by the Executive Board officers will take forward the schemes as set out.
- 10.2 It is recognised that there is a potential for the term of the construction contracts to extend beyond April 2028 and therefore beyond the timetable for Local Government Reorganisation. Officers have considered this and determined construction to be necessary to secure best value for money both now and in the future. As part of a procurement process suppliers will be notified of impending LGR and be asked to adapt their bids accordingly in anticipation of novation of new unitary councils. Additionally, all contracts that are anticipated to extend beyond April 2028 contain provisions to take into account novation, alteration or cessation of the service to ensure flexibility and a successful transition. The City Deal funding and delivery programme extends beyond this period, and the expectation is that delivery will continue in line with currently agreed plans

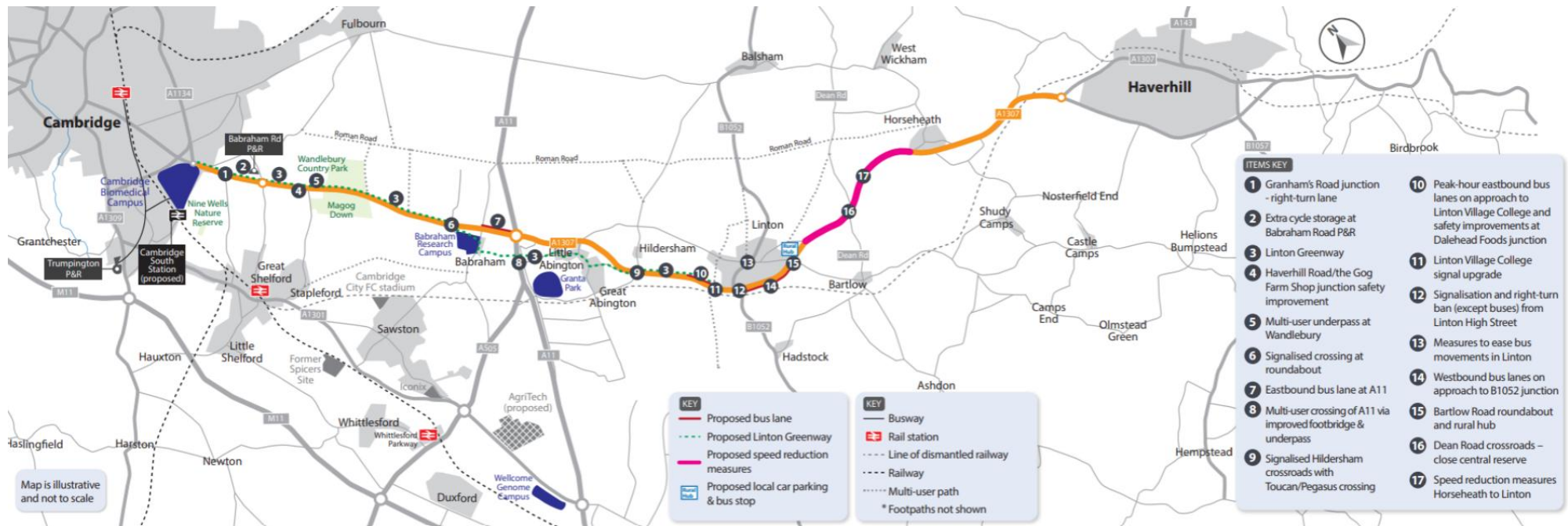
Background Papers

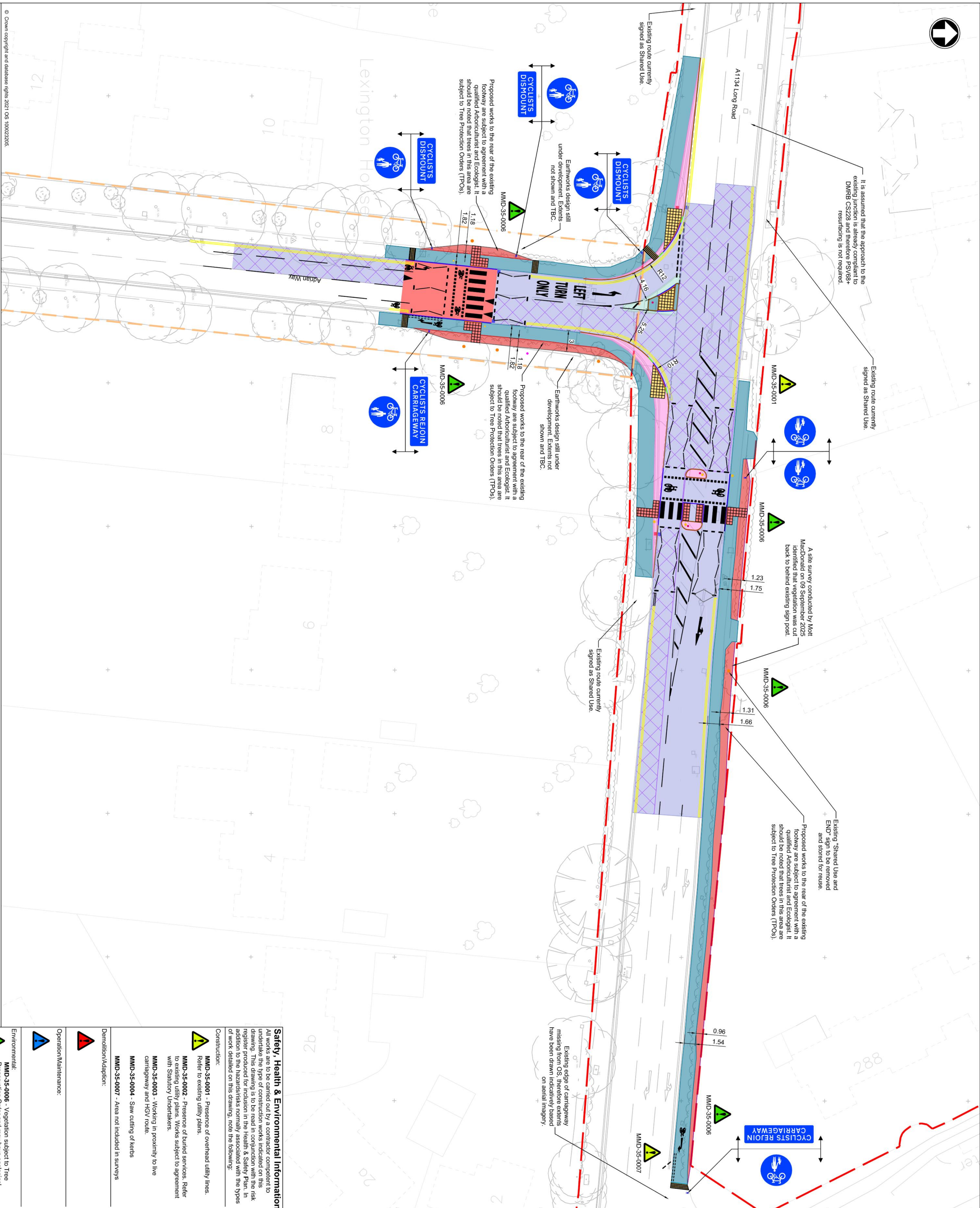
Source Documents	Location
July 2018 Executive Board	(Public Pack)Agenda Document for Greater Cambridge Partnership Executive Board, 04/07/2018 16:00
June 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar

Appendices

Appendix A	Original 2018 schematic of CSETS Phase 1 schemes
Appendix B	Design for Adrian Way

Appendix A





Notes

- Do not scale from this drawing.
- All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
- All road markings and traffic signs in accordance with the Traffic Sign Manuals (Highway Design) and the current edition of the Traffic Signs Regulations and General Directions.
- Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
- Drawing must be read in colour.
- Highway boundary details received from Cambridgeshire County Council on 13/10/2025 whom have advised that this information is indicative and does contain errors and anomalies. The exact extents of the highway boundary shall be confirmed prior to construction. Attribution Statement: Highway Extent Data, Cambridgeshire County Council [28/07/2025], licensed under the Open Government Licence.
<http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>.
- All works are subject to confirmation by Station Undertakers.
- All works in the vicinity of trees and vegetation are subject to confirmation by a Local Planning Authority.
- All works are subject to agreement with Cambridgeshire County Council.

Key to Symbols

- Highway Boundary (see note 6)
- Addenbrookes Hospital Boundary
- 255x125mm PCC Half Battered Kerb - Upstand: varies
- 150x125mm PCC Bulnsea Dropped Kerb Upstand:
 - Down: Pedestrian/Cycle Crossings
 - 30mm: Vehicular Crossover
- Transition Kerbs
- 150x500mm PCC Square Edging to be Flush
- Concrete Block Paving - Balliolini
- Wooden Bead of Footway Edging
- Raised Table with Red Surfacing
- Bisler Tactile Paving - Red
- Bisler Tactile Paving - Buff
- Cordury Paving - Buff
- Yellow Zebra Crossing Globes
- Keep Left Bolard
- Lighting Column to be Realigned
- Road Sign to be Realigned
- Gullies to be Removed
- Proposed Gully
- Traffic Signals Loops to be Realigned
- Existing Carriageway Resurfacing
- Carriageway Resurfacing with PSV 48+
- Carriageway Widening
- Existing Footway, Resurficing
- Footway Widening into Vergé
- Footway Widening into Carriageway
- Sign and Post

Reference drawings

Background Mapping:

- Topographic Survey: 26910ea-01-02B Rev.B by Survey Solutions (dated: 05/09/2020). Received from Greater Cambridge Partnership on 11/07/2022.
- OS Mapping: OS Tile TL4555 (Received from Cambridgeshire County Council on 13/06/2019). © Crown copyright and database rights 2025 OS 100023205.

Land Ownership Information:

- Highway Boundary: See Note 6.
- Addenbrookes's Ownership Boundary: Interpolated from image embedded in aerial received from Cambridge University Hospitals NHS Foundation Trust on 06/02/2025. Subject to verification.

Engineering Details to be used:

Do not construct from this drawing. For Engineering Details, refer to the following drawings:

- 36809-MMD-HWA-35-DR-HW-0101 - Sweet Path Analysis
- 36809-MMD-HWA-35-DR-HW-0201 - Site Clearance Plan
- 36809-MMD-HWA-35-DR-HW-0251 - Existing Utilities Plan
- 36809-MMD-HWA-35-DR-HW-0501 - Drainage Plan
- 36809-MMD-HWA-35-DR-HW-1001 - Setting Out Plan
- 36809-MMD-HWA-35-DR-HW-1051 - Contours Plan
- 36809-MMD-HWA-35-DR-HW-1201 - Signage and Road Markings Plan
- 36809-MMD-HWA-35-DR-HW-2601 - Construction Details

Rev	Date	Drawn	Description	VP	SD
Rev 1	07/07/2025	EC	Update per comments	Checked	Approved

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GREATER CAMBRIDGE PARTNERSHIP

A1307 Cambridge South East Scheme 35
Adrian Way, Addenbrookes General Arrangement Option 2

Title

Drawing Number: 396909-MMD-HWA-35-DR-HW-0052

Scale at A1	Status	Rev	Security
1:250	PRE	P01	STD

Designed	E. Corker	EC	Eng check	K. Pratt	KP
Drawn	E. Corker	EC	Coordination	K. Pratt	KP
Dwg check	K. Pratt	KP	Approved	O. Daffern	OD

Environmental:
MMD-35-0006 - Vegetation subject to Tree Preservation Order and may have ecological benefits. To be agreed with qualified arboriculturist and ecologists prior to construction. Subject to agreement with CCC.

Operation/Maintenance:
Demolition/Adaption:
Construction:
Safety, Health & Environmental Information:
All works are to be carried out by a contractor competent to undertake the type of construction works indicated on this drawing. This drawing is to be read in conjunction with the risk assessment provided on the Environmental Management Plan. In addition the hazards identified on the drawing shall be read with the types of work detailed on the drawing, note the following:
MMD-35-0001 - Presence of overhead utility lines. Refer to existing utility plans.
MMD-35-0002 - Presence of buried services. Refer to existing utility plans. Works subject to agreement with Statutory Undertakers.
MMD-35-0003 - Working in proximity to live carriageway and HGV route.
MMD-35-0004 - Saw cutting of kerbs
MMD-35-0007 - Area not included in surveys

Barton Greenway – Baulk Path

Report to: Greater Cambridge Partnership Executive Board

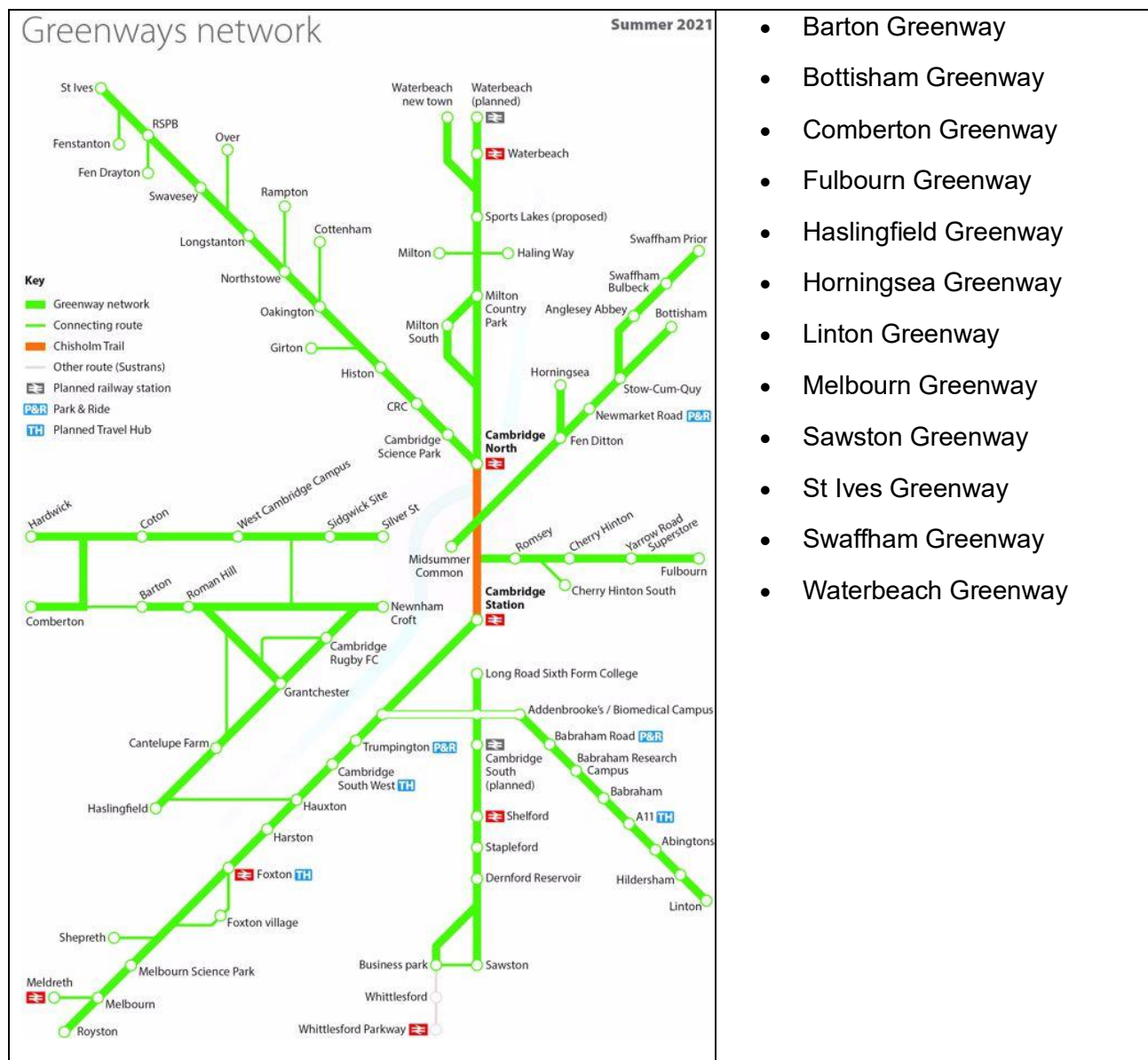
Date: 9th July 2026

Lead Officer: Peter Blake – Service Director

1. Background

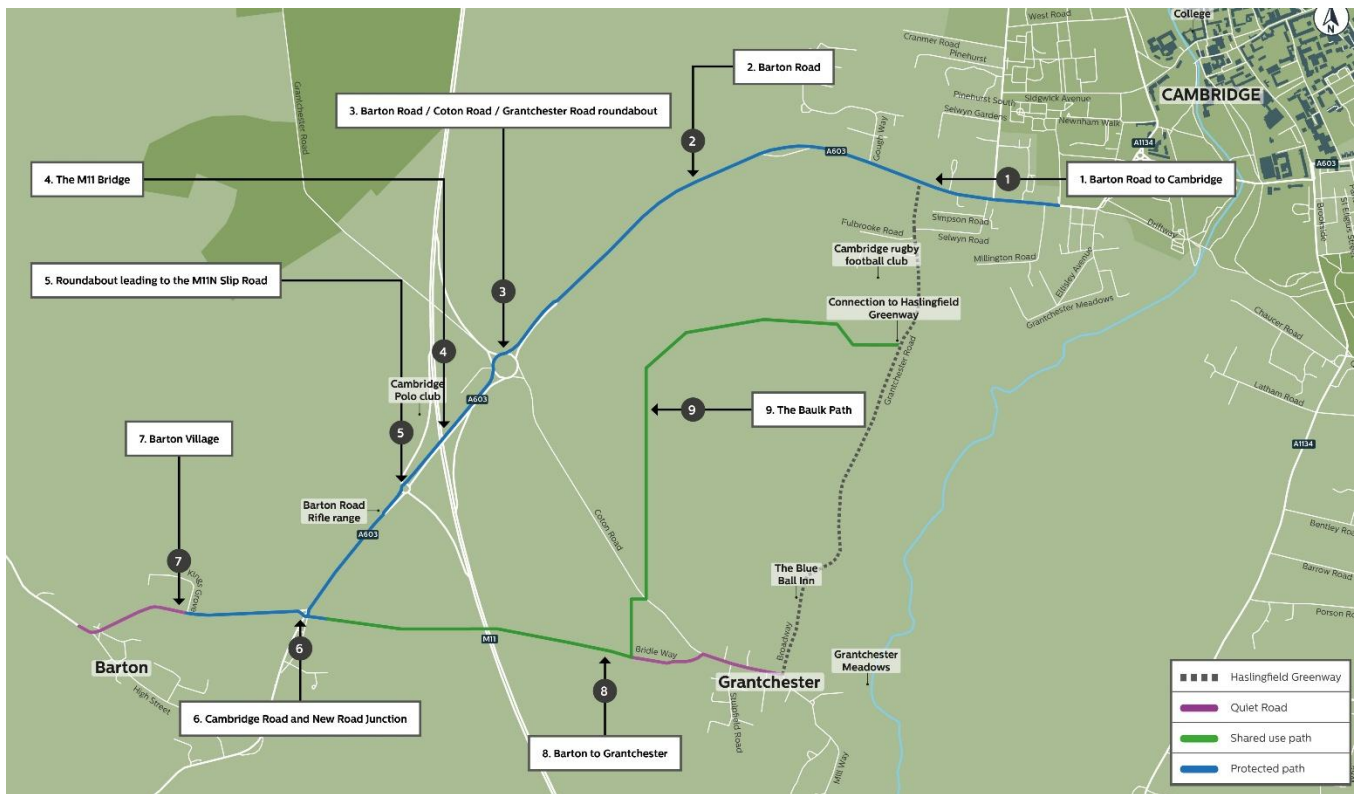
- 1.1 The Executive Board approved the Barton Greenway Full Business Case at the July 2025 meeting. However, this excluded the Baulk Path as members queried the requirement for the route and asked for a further report to determine if this part of the route should proceed.
- 1.2 This paper was originally considered by the Executive Board in March 2026. At that time the Board was unable to reach a consensus view on the way forward for the Baulk Path proposal. In accordance with the City Deal's Assurance Framework, the Executive Board is now asked to reconsider the proposal. No additional information or further technical assessment has been undertaken since the March meeting.
- 1.3 The creation of an extensive 150km network of Greenways is part of a strategy to encourage people to walk, wheel and cycle into Cambridge from the surrounding villages within South Cambridgeshire and East Cambridgeshire, to help reduce traffic congestion and contribute towards improved air quality and better public health.
- 1.4 Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier for all abilities. The work focuses on the improvement of existing corridors and the development of new corridors throughout Cambridge, South Cambridgeshire and East Cambridgeshire.
- 1.5 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).
- 1.6 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

- 1.7 The Greenways 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.
- 1.8 The Barton Greenway starts in Barton and joins the B1046 before joining the north side of the A603 Cambridge Road and Haggis Farm Interchange and crossing over the M11, continuing along Barton Road and ending at Newnham Croft, where there are convenient links into and around Cambridge. There is also a spur which connects with the Haslingfield Greenway and ends at Grantchester. An additional spur ends at the Cambridge Rugby Club via the Baulk Path. This is shown in the plan below:



2. Recommendations

2.1. The Executive Board is recommended to:

- (a) Determine whether or not to proceed with the delivery of the Baulk Path element of the Barton Greenway.

3. Joint Assembly Feedback

Summary of Feedback

- 3.1 The majority of members supported the recommendations of the paper to deliver the Baulk Path and asked that this recommendation is put to the Executive Board.
- 3.2 In support, members raised their support for the offline route for its alternative provision for users not wanting to use the Barton Road section of the Greenway, running parallel to the road. In particular noting for less confident cyclists, with the route encouraging take up of cycling and wider active travel as a safer space, working towards the Greenways objectives. Also, its provision as access to the countryside as an offline route, with related public health benefits.
- 3.3 A minority of members raised their disagreement with the scheme and preference for pursuing option B.
- 3.4 In objection, these members retained concerns with the cost of the delivery, with the context of the wider network and Barton Road alternative route. They raised concerns that users would use the desire line route of Barton Road. One member who disagreed with the scheme welcomed the Bio-diversity net gain delivery plans

4. Issues for Discussion

Progress of the Barton Greenway to date (Decisions and Planning)

- 4.1 To date, significant progress has been made in the delivery of Barton Greenway. Improvements within Barton village were approved as early works in September 2022. A revised set of construction drawings for Barton village were subject to a Traffic Regulation Order in December 2024 which received no objections. Works in Barton village commenced in April 2025 focusing on the widening of the footpath along New Road to meet the design standards of LTN 1/20. Subsequent phases of work within the village were completed over the spring and summer of 2025, with the final elements undertaken in early 2026.
- 4.2 Works have also been completed on Barton Road, from Haggis Farm roundabout to the city limits in autumn 2025. This involved the widening of the existing footway/cycleway to meet LTN/120 standards, improvements to the highway drainage system and a reduction in the speed limit of the road.
- 4.3 The full Barton Greenway planning application was submitted in April 2025 and validated on 27 March 2025 (planning references CCC/25/014/FUL and PP-13729021). The consultation deadline was the 16 June with a planning committee set to hear the application in early 2026.
- 4.4 The project team is in advanced talks with landowners and tenants along the routes and anticipate the finalisation of all Section 25 agreements towards the end of 2026.
- 4.5 Since the July 2025 Executive Board, officers have worked with technical consultants to set out the reasons for inclusion of the Baulk Path within the Barton Greenway plans. The key elements of this work have included reviewing the Business Case need for the Baulk Path and its relationship with the wider Barton Greenway planning application.

Update to the Business Case for the Baulk Path

- 4.6 The Baulk Path extends from the existing bridleway towards Grantchester Road, where it connects with the Haslingfield Greenway. The alignment follows an unsurfaced track, crossing Coton Road to the north of the existing bridleway, before joining a further unsurfaced track and ultimately linking to Grantchester Road adjacent to the Cambridge Rugby Football Club. The Baulk Path is approximately 2.2 km in length and is currently an unsurfaced permissive bridleway with limited suitability for cycling. Through the Greenways, this scheme will become a legal right of way with year-round access.
- 4.7 While the Barton Greenway Full Business Case was approved by the Executive Board in July 2025, a request was made to further assess the benefits of the Baulk Path element of the Greenway.
- 4.8 During the preparation of the Outline Business Case, traffic surveys undertaken in 2022 indicate that existing cycling demand on the Baulk Path is very low, with a recorded count of three users, this is due to the fact it does not have a surface. However, following scheme delivery, it is anticipated some users would reroute from the existing shared-use path adjacent to the A603 to the Barton–Grantchester

bridleway / Baulk Path. Additionally new journeys would be generated as a result of the improvements. This is particularly likely for recreational trips, given the improved quality and attractiveness of the route connecting Barton and Cambridge. In addition, people who are less confident on a bike are more likely to utilise a route wholly away from the road. As such, this part of the Greenway represents a key component to providing equality for users.

- 4.9 At the request of the Executive Board, officers have looked at evidence from comparable schemes. These demonstrate high-quality, direct and attractive off-road cycling routes can lead to rapid increases in usage and attract both existing and new cyclists. This has been demonstrated on the Chisholm Trail, where the number of users is already exceeding the projected figures by approximately 1000 additional trips a day. This suggests there is likely to be significant latent demand to be realised through the proposed improvements. The numbers forecast for the Chisholm Trail via GCP consultants in 2016 are set out below, the 'all development' scenario includes fully built out developments at Wing, Huws Gray, Cambridge Assessment, Cambridge Science Park, Northstowe Phase 2, Cambridge Biomedical Campus, and the Northern Fringe East Development. Therefore, the forecast numbers at this stage would have been between the 'no development' and 'all development':

Table 1: Chisholm Trail forecast 2016 vs April 2025

	2016 forecast 'no development'	2016 forecast 'all development'	April 2025 Actual data
Cycle Trips per day	1672	2466	2438
Pedestrian Trips per day	659	715	1145
Total	2331	3181	3724*

*This number also includes E-Scooter trips that were not forecast previously.

- 4.10 In the current economic assessment, as detailed in the Full Business Case approved in July 2025, a 25% uplift in cycling and a 10% uplift in walking have been applied. These assumptions were informed by a comparative study of three Cambridge-based case studies undertaken for the GCP in 2019. In response to the Board's request, further analysis has been undertaken to assess likely usage of this section of the Greenway, drawing on evidence of induced demand from successful active travel schemes across Cambridge, the UK and Europe. The newly revised Department for Transport (DfT) Active Travel Uplift Tool is now being applied. The tool takes the baseline cycling demand estimate (three cycle trips recorded in the Baulk Path baseline survey) and applies an uplift based on scheme cost, infrastructure type, scheme length, and locality.
- 4.11 The Active Travel Uplift Tool (AFT) then provides suggested intrinsic values (low, medium and high) for post-intervention cycling trip numbers, reflecting socio-

demographic characteristics and geographic context, as summarised in the table below. For context, this table also shows the original Business Case projection.

Table 2 Uplifted cycling demand from AFT5 tool

Intrinsic cycling/walking potential category	Cycling	Walking
Low	29	170
Middle	46	260
High	94	400
Original Business Case	4	16

- 4.12 As the Baulk Path, which falls under the South Cambridgeshire local authority, is classified as having ‘Medium intrinsic’ cycling potential, this demand level has been used for the analysis. The forecast demand generated by the Active Travel Uplift Tool is 46 users.
- 4.13 To further validate these numbers, the Propensity to Cycle tool has been used. There is also indication that the actual demand could be higher, as indicated by the ‘High intrinsic’ potential shown in the table above.
- 4.14 In terms of walking, the existing route is an unsurfaced mud track and is not a reliable, all year facility. Observed baseline demand (~15 pedestrians/day), as set out in the Full Business Case, is considered constrained and unrepresentative of underlying demand due to poor surface quality, seasonal wet-weather conditions, and limited accessibility (e.g. for pushchairs, wheelchairs, and less confident users). The proposed scheme runs alongside the existing route and provides a sealed, three metre wide shared path, providing an all-weather, comfortable, and accessible route between Grantchester and Cambridge. This makes it easier to walk by improving comfort, reliability, and directness, and is expected to unlock suppressed and latent demand, including utility trips (commuting/education/local services) and recreational walking. The forecast of ~260 pedestrians/day represents a step-change consistent with upgrading a route from “often unusable” to “usable year-round,” and remains a modest level when considered against the likely catchment served.
- 4.15 The economic appraisal for the Baulk Path presents a Benefit Cost Ratio of 2.2:1, implying high value for money.

The Technical note can be found [here](#)

Planning Application

- 4.16 The planning application submitted for the Greenway covered the entire route connecting Barton through to Grantchester and on towards Cambridge. As part of the planning application and agreed position of the GCP Executive Board the route has been designed to meet a minimum of 10% biodiversity net gain (BNG).

- 4.17 To achieve this metric, a section of the Greenway running parallel to the Baulk Path has been designed to enhance the biodiversity of the adjacent watercourse. This follows the guidance set by the Government, where the emphasis is on the developer to provide all necessary BNG improvements within the red line of the project boundary. Whilst BNG improvements can be provided off-site through the purchase of statutory credits, it does not represent value for money as these credits are priced to be less attractive than on-site options to encourage the delivery of on-site improvements.
- 4.18 For watercourse habitats, 0.478km of other rivers and streams are to be enhanced expected to deliver 3.28 watercourse units. The approximate equivalent cost for delivering these off-site instead of part of the scheme would be £750,000. This enhancement is associated with the removal of river bank zone encroachment along key lengths of the Full Brook within the Proposed Development. At these locations, riparian zone encroachment will be removed entirely along one bank top so there is no managed ground cover within 10m of the bank edge. In addition to this, there will be diverse planting within the riparian zone to allow for an increase in condition class. The vegetation in this area will need to include a mixture of short herbs and grasses, long herbs and grasses, scrub and shrub, saplings as well as large wood.
- 4.19 Based on the technical review, for the following reasons, officers recommend that the Baulk Path is delivered as part of the Greenway
- The potential number of users is higher than previously reported, in addition evidence from the Chisholm Trail and other schemes has demonstrated rapid growth in use can occur beyond the forecast numbers.
 - The scheme offers an off-road opportunity to connect Barton and Cambridge. This is critical as it will attract less confident cyclists and provides equal opportunities for all user groups to access this area of Cambridgeshire for both commuting and leisure purposes.
 - The scheme has additional benefits, especially environmentally where it is delivering BnG through improvements to watercourses. From a cost perspective, without this, the remaining parts of the scheme will have to spend a large amount of money to offset impacts.

5. Consultation and Engagement

- 5.1 Between 25 June and 20 August 2018 the GCP held an extensive consultation on a scheme to develop a Greenway route from Barton to Cambridge.
- 5.2 After this, a four-week engagement took place from 7 November 2022 to 2 December 2022 and was extended for two weeks up to 16 December 2022. The engagement was to provide an update on the proposals and understand views from the local community, wider stakeholders and other interested parties. This culminated in a 'You said, we did report' responding to the consultation responses, published in February 2023 and reported to the Executive Board in March 2023.
- 5.3 Throughout all stages of the design, the project has shared designs with numerous stakeholder groups through forums such as the Non-motorised User Group. The

alignment through third party land has been thoroughly discussed and the design altered in response to the landowners specific requirements (i.e. increase in construction depths for agricultural vehicle crossing points). The project has submitted a full planning application (with subsequent statutory consultation period) with the decision to grant planning permission set for a committee later this year. If granted permission, planning conditions will need to be discharged prior to construction commencing.

6. Options and Emerging Recommendations

6.1 **Option A** – proceed with the delivery of the Baulk Path as part of the Barton Greenway.

Option B – remove this section of the route from the Barton Greenway.

7. Alignment with City Deal Objectives

7.1 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

8. Citizens' Assembly

8.1 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.

8.2 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.

9. Financial Implications

- 9.1 The estimated cost to deliver the Baulk path is £1.48m including allowance for risk / optimism bias and contingency. This is already accounted for within the agreed budget for the Barton Greenway.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Rebecca Bartram

10. Next Steps and Milestones

- 10.1 Subject to approval by the Executive Board, officers will take forward the full construction of the Barton Greenway including the Baulk Path subject to planning permission and land acquisition.

List of Appendices

Appendix A	Baulk Path technical note Baulk Path Demand Forecasting TN - Final
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Background Papers

Source Documents	Location
February 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
October 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
September 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
January 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
March 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
October 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
November 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
March 2025 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar

July 2025 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
November 2025 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar

