



Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Thursday 1st July 2021
10:00 a.m. – 4:10 p.m.

Present:

Members of the GCP Executive Board:

Cllr Neil Gough	South Cambridgeshire District Council
Cllr Lewis Herbert	Cambridge City Council
Cllr Elisa Meschini	Cambridgeshire County Council
Claire Ruskin	Business Representative
Phil Allmendinger	University Representative

Members of the GCP Joint Assembly in Attendance:

Councillor Tim Bick (Chairperson)	Cambridge City Council
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Attending at the discretion of the Chairperson:

Mayor Dr Nik Johnson	Cambridgeshire and Peterborough Combined Authority
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Officers:

Peter Blake	Transport Director (GCP)
Niamh Matthews	Head of Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Election of Chairperson

It was proposed by Councillor Herbert, seconded by Councillor Meschini and resolved unanimously that Councillor Gough be elected Chairperson of the GCP Executive Board for the municipal year 2021/22.

2. Appointment of Vice-Chairperson

It was proposed by Councillor Gough, seconded by Councillor Herbert and resolved unanimously that Councillor Meschini be elected Vice-Chairperson of the GCP Executive Board for the municipal year 2021/22.

3. Apologies for Absence

The Chairperson welcomed Councillor Herbert, who had replaced Councillor Massey as the Cambridge City Council representative on the Executive Board. He also welcomed Councillor Meschini as the Cambridgeshire County Council representative on the Executive Board.

The Chairperson also welcomed Mayor Dr Nik Johnson of the Cambridgeshire and Peterborough Combined Authority (CPCA) He confirmed that he had exercised the discretion available to him to interpret Standing Orders and with the agreement of the other voting members of the Executive Board, suspend them if necessary, to invite Mayor Dr Johnson to join the meeting in an informal non-voting capacity in recognition of the CPCA's role as the Strategic Transport Authority in the area.

In response, Mayor Dr Johnson thanked the Chair for allowing him to attend the meeting and acknowledged the importance of a cooperative and collaborative working relationship between the GCP and the CPCA in order to continue the development of a joined-up transport system in Greater Cambridge and the wider region. Emphasising the need to encourage more car users to travel in buses and other public transport, as well as alternative, healthier modes of transport, he noted that the CPCA was in the process of developing a revised Local Transport Plan, and in recognition of the benefits of existing busways, he assured the Executive Board that they formed part of this emerging transport strategy. While acknowledging that there had been challenges during the consultation processes for GCP projects and arguing that further consultation was still required, he confirmed that he would not seek to cause further delay and would accept the decisions made by the Executive Board.

There were no apologies for absence.

4. Declarations of Interest

Phil Allmendinger declared a non-statutory disclosable interest in relation to the Quarterly Progress Report (agenda item 11) due to his employment at the University of Cambridge.

5. Minutes

The minutes of the previous Executive Board meeting, held on 18th March 2021, were agreed as a correct record and signed by the Chairperson.

6. Executive Board Membership

The Chief Executive presented the report, which included a request from the CPCA Business Board concerning its representation on the GCP Executive Board. The Business Board had nominated Austen Adams, the Chair of the Business Board, as its representative on the Executive Board, while also nominating Dr Andy Williams, a co-opted member of the Business Board, as the substitute representative. The Executive Board was asked to support the Chairperson in using his discretion to allow both representatives to attend and speak at meetings. It was further proposed that the Business Board be asked to consider nominating Claire Ruskin, the current business representative on the Executive Board, to become a representative on the Joint Assembly.

While discussing the report, the Executive Board:

- Expressed thanks to Claire Ruskin for her contributions to the Executive Board and welcomed the proposal for her to join the Joint Assembly.
- Noted that the fourth paragraph of Appendix 2 (Extract from the minutes of the meeting of the Business Board held on 19th October 2020) was incorrect, as Claire Ruskin had not been a member of the Greater Cambridge Greater Peterborough LEP, she had not resigned as CEO of Cambridge Network, and she had not stepped down from her role on the Executive Board.

The Executive Board resolved to:

- (a) Confirm the appointment of Austin Adams as the Business Board representative on the GCP Executive Board;
- (b) Confirm the appointment of Dr Andy Williams as the Business Board substitute representative on the GCP Executive Board;
- (c) Confirm that it supports the use of the discretion available to the Chairperson and voting members to allow both the Business Board representative and substitute member to attend future GCP Executive Board meetings; and
- (d) Request the Business Board to consider the appointment of Clare Ruskin to fill the vacancy on the Joint Assembly following the appointment of Dr Andy Williams as a substitute member of the Executive Board.

7. Public Questions

The Chairperson informed the Executive Board that thirty-two public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was clarified that those submitting questions had been offered the option of attending the meeting in person or having their question read out by an officer.

It was noted that 1 question related to Agenda Item 10 (Better Public Transport – Cambridge Eastern Access Project), 16 questions related to Agenda Item 12 (Cambourne to Cambridge Independent Audit) and 14 questions related to agenda item 13 (Cambridge South East Transport Scheme). A further question related to multiple agenda items and would therefore be taken at this stage of the meeting.

A public question was received from Edward Leigh. The question and a summary of the response are provided at Appendix A of the minutes.

The Chairperson acknowledged that members of the Executive Board had also received a significant amount of additional correspondence, and confirmed that all contributions from members of the public had been read and would be taken into account by Executive Board members when reaching decisions.

8. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 10th June 2021. Noting that he would provide comments on behalf of the Joint Assembly at the beginning of the Executive Board's discussion of each item, Councillor Bick emphasised an over-riding concern that had been expressed for the timely development of the City Access Strategy in order to maximise the effectiveness of individual transport schemes when they reached the city centre.

The Executive Board acknowledged the concern and agreed with the need to fundamentally address the issue of congestion within Cambridge to increase air quality for the benefit of residents both in Cambridge and across the Greater Cambridge area. It was argued that reliable public transport throughout the city centre would be necessary to reduce car usage, while collaboration with partner authorities, such as the City and County councils on the issue of parking and the CPCA on the Local Transport Plan, would also be required. Members noted that the City Access Strategy would be considered by the Joint Assembly and Executive Board at their meetings in September 2021.

9. Better Public Transport – Waterbeach to Cambridge

The Transport Director presented the report, which set out the preferred options for a segregated public transport route between the new town at Waterbeach and

17	Matthew P. Brown, Superintendent, The American Military Cemetery Charles Crichton-Stuart, Chair, Madingley Parish Council James Littlewood, CEO, Cambridge Past Present & Future Mark Abbot, Chair, Coton Parish Council	Agenda Item 12 - Cambourne to Cambridge Independent Audit The Madingley Hill landscape is a place of beauty that has been valued by many generations and is worthy of preservation. Its stunning viewshed extends north towards Ely Cathedral, east towards King's College Chapel, south over Red Meadow Hill, and beyond; with the picturesque villages of Coton and Madingley nestled either side. In 1945, Major-General Lee of the US Army requested Madingley Hill to become the site of a permanent commemorative cemetery and memorial to honour fallen US service personnel of the Second World War specifically because of its natural beauty and unparalleled viewshed. The US Government asked for this specific terrain – no other terrain would do – because the viewshed was the key “selling point” then, as it is now. Today, the Cambridge American Military Cemetery is a world-renowned monument and a Grade 1 listed landscape by Historic England. Extending south, the unspoilt open countryside, located in the Green Belt, is extensively protected by National Trust covenants. We are concerned that GCP's proposal to build a tarmac bus road across the south side of the hill would irreparably damage this unique and precious landscape, compromising the setting of the American Military Cemetery, severing historic community access routes, and paving the way for further urban encroachment in its vicinity. We, the undersigned, therefore ask GCP to: 1. Will you reject a scheme that so manifestly damages such a sensitive and internationally recognised landscape? 2. Will you properly and impartially assess the well-characterised alternatives for improving bus journeys between Cambourne and Cambridge using existing infrastructure?	The first point is for the Board to note. The GCP has properly assessed the alternatives for improving public transport between Cambourne and Cambridge – this has been confirmed by Independent Audit. These deliberations have included reviewing on-road and northern routes around the American Cemetery, both of which have adverse impacts upon the approach, setting and layout of the cemetery site. Those options have been discounted. As the only existing infrastructure to provide connectivity between Cambourne and Cambridge we would not recommend widening of Madingley Road past the Cemetery or the loss of land protecting the Cemetery from traffic and do not believe it can be in the interests of the American Military.
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