



Greater Cambridge Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Wednesday 2 October 2024
10:00 a.m. – 11:20 a.m.

Present:

Members of the GCP Executive Board:

Cllr Elisa Meschini	Cambridgeshire County Council
Cllr Mike Davey	Cambridge City Council
Cllr Brian Milnes	South Cambridgeshire District Council
Andy Williams	Business Representative
Diarmuid O'Brien	University Representative

Members of the GCP Joint Assembly in attendance:

Cllr Tim Bick (Chairperson) Cambridge City Council

Attending at the discretion of the Chairperson

Mayor Dr Nik Johnson	Cambridgeshire and Peterborough Combined Authority
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Officers:

Jo Baker	Project Manager (GCP)
Peter Blake	Interim Director (GCP)
Thomas Fitzpatrick	Head of Programme (GCP)
Tom Kelly	Service Director of Finance and Procurement (CCC)
Niamh Matthews	Assistant Director of Strategy and Programme (GCP)
Nick Mills	Democratic Services Deputy Manager (CCC)
Michelle Rowe	Democratic Services Manager (CCC)

1. Election of Chairperson

It was proposed by Councillor Milnes, seconded by Councillor Davey and resolved unanimously that Councillor Meschini be elected Chairperson of the GCP Executive Board for the 2024/25 municipal year.

2. Appointment of Vice-Chairperson

It was proposed by Councillor Meschini, seconded by Councillor Davey and resolved unanimously that Councillor Milnes be appointed Vice-Chairperson of the GCP Executive Board for the 2024/25 municipal year.

3. Apologies for Absence

There were no apologies for absence.

4. Declarations of Interest

Councillor Davey declared a general non-statutory disclosable interest as a member of the Cambridge Cycling Campaign (Camcycle).

5. Minutes

The minutes of the previous Executive Board meeting, held on 7 March 2024, were agreed as a correct record and signed by the Chairperson.

6. Membership

The Executive Board received a report which contained a nomination from the Business Board for Joint Assembly membership.

The Executive Board resolved unanimously to:

Confirm the appointment of Nitin Patel as a co-opted member of the GCP Joint Assembly, representing the Business Board.

7. 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 one question related to agenda Item 9 (Better Public Transport - Cambridge Eastern Access Project), two questions related to agenda Item 10 (Cambridge South-East Transport Scheme), and one question related to agenda item 11 (Greater Cambridge Greenways).

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 12 September 2024.

9. Better Public Transport - Cambridge Eastern Access Project

One public question was received from James Littlewood (on behalf of Cambridge Past, Present and Future). The question and a summary of the response are provided at Appendix A of the minutes.

The Interim Director presented a report to the Executive Board which set out transport data collection, modelling and outline design work that had been undertaken on the options for the relocation of the Newmarket Road Park and Ride. The report recommended the P1 site as the preferred solution and proposed the development of a planning application for this site.

Noting that the Joint Assembly had previously requested additional consideration of the site for the proposed relocation of the Newmarket Road Park and Ride, the Chairperson of the Joint Assembly informed the Executive Board that the Joint Assembly had been satisfied with the subsequent investigation and supported the proposal for the P1 site. Members had also suggested a number of additional features for the Park and Ride site, while indicating support for the possible development of a mini travel hub to the north of the Quay roundabout. Acknowledging the need to consider potential developments of sites in the area surrounding the Elizabeth Way roundabout, he highlighted the Joint Assembly's concern about the delay to Phase A of the project and suggested that a series of quick wins may become necessary to ensure that benefits from other sections of the scheme were not lost.

While discussing the report, the Executive Board:

- Queried how the proposals would affect the current levels of congestion around the Quay roundabout. It was emphasised that the roundabout was a National Highways junction and beyond the scope of the project, and as the proposed relocation of the site was to the south of the roundabout, there would be neutral impact on congestion at the Quay roundabout.
- Expressed support for further consideration of an additional mini travel hub to the north of the A14, although it was acknowledged that bus services, as well as other public and active transport connections, along that corridor would need to be

expanded and further developed for it to have an effective impact on congestion levels.

- Emphasised the wider function of travel hubs as multi-modal connectors, rather than just a car and bus interchange, and the importance of connecting them to the wider bus network beyond Cambridge. Members noted the Combined Authority's ongoing bus reform work and the forthcoming introduction routes to improve connectivity around the city and its surrounding employment centres.
- Established that the proposed site would connect to the Bottisham Greenway and Swaffhams Greenway, and would include facilities for cycling to support and encourage active travel.
- Acknowledged the Joint Assembly's concerns about the delay to Phase A of the project but emphasised the importance of considering the impact of potential future developments on the scheme, and not rushing to carry out work that would subsequently need to be redeveloped.
- Drew attention to the potential development of the railway line to the east of Cambridge, along with the wider housing development proposals in the area, and highlighted the importance of future-proofing the project to such considerations.

The Executive Board resolved unanimously to:

- a) Note the further transport data collection, modelling and outline design work undertaken for the Park and Ride options and the recommendation of a preferred solution, option P1; and
- b) Ask the project team to proceed with the development of a planning application for the recommended preferred site, option P1.

10. Cambridge South-East Transport Scheme

One public question was received from James Littlewood (on behalf of Cambridge Past, Present and Future). The question and a summary of the response are provided at Appendix A of the minutes. A further public question from Stephen Partridge-Hicks had been accepted, but in his absence the Chairperson confirmed that a written response would be provided.

The Interim Director presented a report to the Joint Assembly which provided an update on the Cambridge South-East Transport Scheme (CSETS), following a £7.2m funding allocation from the government. The report proposed early delivery of the physical elements of the CSETS along Francis Crick Avenue in order to support the opening of Cambridge South station and provided information on the process for submitting a Transport and Works Act Order (TWAo) application.

Emphasising that the Joint Assembly had not considered this an opportunity to reassess the design or route of the CSETS, the Chairperson of the Joint Assembly informed the Executive Board that it supported proceeding to the TWAo stage of the

project, noting that this would provide further opportunities to challenge or reconsider any aspects of the scheme. He noted that although the Joint Assembly had supported the need for an early intervention along Francis Crick Avenue to support and facilitate the opening of Cambridge South train station, concerns had been raised about the design of the works and he welcomed that the report to the Executive Board included the detailed design for additional scrutiny.

While discussing the report, the Executive Board:

- Welcomed the confirmation of funding from the government and emphasised the importance of the CSETS for improving public transport and movement in the south of Cambridge, particularly for the various research and development campuses in the area, which provided significant employment and tax contributions to the region and wider country. Members also drew attention to proposals for significant housing and employment growth in Greater Cambridge and suggested that the CSETS was the kind of project that such developments would require.
- Expressed concern about the lengthy process and multiple layers of governance that had contributed to the scheme only reaching this stage ten years after the City Deal was signed, despite proposals for south Cambridge being part of the initial proposals.
- Suggested that one of the main reasons for people choosing not to use buses was their unreliability, with off road schemes, such as the Guided Busway to St Ives, providing the most effective and popular solution to overcoming concerns about reliability.
- Acknowledged the increasing need to improve transport between Cambridge and Haverhill. While suggesting that the CSETS would be able to be converted into a train line in the future if such a decision was made, Members argued that the significant cost and infrastructure required to rebuild the connecting trainline, along with the fact that it would not be part of a more extensive development of the network, made it unattractive to the rail industry.
- Drew attention to the complex environment around the Cambridge South station and noted that the GCP had consulted transport experts from the CBC when designing the proposed intervention, and sought confirmation that it would continue to do so while overcoming outstanding safety concerns.

The Executive Board resolved unanimously to:

- a) Note the March 2024 Budget, and the funding allocation of £7.2m for promotion of the CSETS, together with the recent and ongoing discussions held with MHCLG;
- b) Note the updated Business Case for the scheme;
- c) Approve the commencement of the early delivery of the physical elements of the CSETS along Francis Crick Avenue, in order to support the opening of Cambridge South station;

- d) Approve the request to Cambridgeshire County Council for the submission of a Transport Works Act Order (TWAO), with the GCP working closely with Cambridgeshire County Council as the Highways Authority; and
- e) Approve the finalisation of the necessary documentation for a TWAO application, if approved by Cambridgeshire County Council.

11. Greater Cambridge Greenways

One public question was received from Dan Strauss. The question and a summary of the response are provided at Appendix A of the minutes.

The Head of Programme presented a report on the Greater Cambridge Greenways network to the Joint Assembly, which detailed the creation of a Greenways Green and Blue Infrastructure Strategy (GBI Strategy) to be utilised in the design of the network. The report also proposed the early delivery of two sections of the Comberton Greenway and provided information on an update to the design within the Early Works for Barton Village.

Noting that the Joint Assembly had long supported a design guide approach to the Greenways programme, the Chairperson of the Joint Assembly welcomed the proposed strategy and highlighted the opportunities it could create for the development of Biodiversity Net Gain sites across the various routes. He informed the Executive Board that the Joint Assembly had also supported the proposals for the Comberton Greenway, while officers had agreed to investigate concerns about the cycleway connecting Grange Road and Queens Road alongside Cambridge University Library.

While discussing the report, the Executive Board noted the Combined Authority's support for active travel, and it was confirmed that officers at the County Council and Combined Authority would be involved in the development of a technical note on the cycleway connecting Grange Road and Queens Road alongside Cambridge University Library

The Executive Board resolved unanimously to:

- a) Note the creation of The Green and Blue Infrastructure Strategy (GBI Strategy) which will be utilised in the design of the network;
- b) Approve the early delivery of two sections of the Comberton Greenway – Adams Road and Coton Village; and
- c) Note the update to the design within the Early Works for Barton Village.

12. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme, and which presented changes to the GCP's scheme of officer delegations, including a proposed delegation to sign off and submit reports to the Ministry of Housing, Communities and Local Government (MHCLG) during the Gateway Review process. The report also set out the proposed financial changes both to the GCP's budget associated with Cambridge South East Transport Scheme Phase 2 following the release of £7.2m funding from the Government, and to the GCP's budget associated with securing an increased income of approximately £1.3m into the Smart Workstream.

While discussing the report, the Executive Board:

- Noted that the automated mobility trials at West Cambridge and on the Cambridge Biomedical Campus had been delayed and were scheduled to start in late 2024 or early 2025.
- Queried when any reports related to the Gateway Review would become available. Members were informed that reports were currently being reviewed by an academic panel, with feedback expected in the next few weeks. Once any resulting changes had been made, the reports would be submitted before the deadline on 31 October 2024, with a response from the government expected in Spring 2025.
- Confirmed that the status of the skills delivery contract with Form the Future would be considered at the next meeting of the Executive Board in November 2024.

The Executive Board resolved unanimously to:

- a) In line with the previous Gateway Review process, delegate authority to the Interim Director of GCP, in consultation with the Chair of the Executive Board, to sign off and submit the required reports to the Ministry of Housing, Communities and Local Government (MHCLG) (see sec 4.7 for details);
- b) Following the retirement of the GCP's Chief Executive, agree to update the GCP's scheme of officer delegations and reflect any changes in the GCP's Assurance Framework (see sec 5.16 for details);
- c) Following the release of (£7.2m) funding as part of the Government's March 2024 Budget, agree the proposed financial changes to the GCP Budget associated with Cambridge South East Transport Scheme Phase 2, subject to agreement of Agenda Item 10 (see sec 8.5 for details); and
- d) Agree the financial changes to the GCP Budget associated with securing the increased income of c£1.3m into the Smart Workstream (see sec 10.15 for details).

13. Date of Future Meetings

The Executive Board noted that the next scheduled meeting was due be held on Thursday 7 November 2024, and also noted the programme of meeting dates up to the end of 2025.

Chairperson
7 November 2024

Greater Cambridge Partnership Joint Assembly – 12 September 2024
Appendix A – Public Questions Listed by Agenda Item

From	Question	Response
James Littlewood Chief Executive Cambridge Past Present & Future	<p>Agenda Item 9 - Cambridge Eastern Access Project</p> <p>When the location for a new park and ride site was last discussed by the Board, one of the main concerns was that site P1 would be close to the built-up area once Cambridge Airport was developed.</p> <p>It was pointed out that some of the current Park & Ride locations have been absorbed by the growing city, so that traffic often has to queue to reach them and that traffic is in the urban area, both of which are undesirable.</p> <p>The lesson learnt was to locate future Park & Ride sites further from the city so that they might have greater longevity.</p> <p>At the Assembly we asked if the officers had carried out modelling based on future growth and this was also discussed by the assembly. The reply we received was that the outline business case took into account future growth, but that is not the same as modelling whether future growth would result in traffic queuing to reach the park and ride. To which we did not get an answer. Please can you state clearly whether such modelling has taken place, and if so what it showed?</p>	<p>As outlined at the Joint Assembly. Modelling has been undertaken for the Outline Business Case of the Travel Hub and that has been published.</p> <p>Additional microsimulation modelling for the Travel Hub has been undertaken following feedback from the Joint Assembly. This has assessed the area around and to the north and south of Quoy Interchange to address the questions raised as to whether a Travel Hub site should be located north or south of the Interchange. This work has concluded that the site needs to be south of the Quoy Interchange.</p> <p>The proposed Travel Hub site is situated before the Airport Way roundabout and accessed via a left turn so it will result in significantly less congestion than a right turn as is currently the case.</p> <p>Separately for the Local Plan, we have modelled future growth scenarios. Further work will continue to be undertaken as required for the development of the Local Plan. This will be published in due course.</p>

<p>James Littlewood Chief Executive Cambridge Past Present & Future</p>	<p>Agenda Item 10 - Cambridge South-East Transport Scheme</p> <p>When this scheme was last discussed, a year ago. Cambridge Past, Present & Future presented a petition to you, signed by 4,861 people, asking you to listen to public opinion, save the countryside and choose the better value and more environmentally friendly scheme in the A1307 corridor. That petition now stands at over 6,300 signatures.</p> <p>The scheme was "paused" while you asked government for £160m to build CSETS. During the discussion some members of the GCP Board said that if funding was not secured within 6 months, then a review should take place to consider the cheaper alternative scheme.</p> <p>We have had a change of government who say they cannot afford to raise the cap on child benefit, have been forced to withdraw the Winter Fuel Allowance from millions of pensioners, and have decided to cancel or pause many other transport schemes. It would be perplexing if they were to allocate £160m for a Cambridge transport scheme when £60m would pay for the scheme the GCP proposed in 2018. Please can you advise us exactly what the new government has said to you regarding their funding for a £160m scheme?</p>	<p>In light of the importance of the scheme in supporting growth around CBC and the Greater Cambridge, the then Chancellor announced in the budget, £7.2m grant funding, expressly for the purposes of progressing the CSET2 TWA Order and delivering improvement works around Francis Crick Avenue.</p> <p>As outlined in the paper, positive dialogue continues with Government officials on the further funding options for the scheme.</p>
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<p>Dan Strauss</p>	<p>Agenda Item 11: Greater Cambridge Greenways</p> <p>Adams Road is the busiest peak-time cycle route in Cambridge.</p> <p>Back in October 2020, 5900 cyclists used it in a single day and the number has increased rapidly since then.</p> <p>The West Cambridge development has 7000 cycle parking spaces and so Adams Road will get busier and busier. This is something to celebrate.</p> <p>But Adams Road is desperately in need of major safety improvements. It has three junctions, 37 access points and 81 HGV lorries a week reverse into Robinson College's service yard. So Adams Road is not a quiet backwater it's a vital artery for cyclists and pedestrians and that's why this section of the Greenway is so important.</p> <p>The local residents are broadly supportive of the GCP's plans, however, we would urge the work to begin as soon as possible as the dangers to cyclists and pedestrians get worse day by day. And although some traffic calming features were added after our consultation with the GCP, we are concerned that more traffic calming will be needed retrospectively.</p> <p>So my questions are: when will the work start and can additional traffic calming be added retrospectively?</p>	<p>Thank you for your feedback on the scheme and your input to date.</p> <p>If the decision is taken by the Executive Board to proceed with Adams Road, a Traffic Regulation Order will be advertised detailing the speed reduction and traffic removal elements of the scheme.</p> <p>Following the outcome of this GCP will aim to commence the construction of the Adams Road scheme in Spring 2025 (subject to road space booking).</p> <p>The design of the street has been developed to ensure that speeds are safe. The design will be subject to the usual Road Safety Audit process, and if changes are required through this process they will be implemented.</p>
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