

GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

WEDNESDAY, 8 MARCH 2017

DECISIONS

Set out below is a summary of the decisions taken at the Greater Cambridge City Deal Executive Board held on Wednesday, 8 March 2017. The wording used does not necessarily reflect the actual wording that will appear in the minutes. Where amendments were made to the original recommendations as detailed in the reports presented to the Executive Board, these are shown in italic text.

If you have any queries about any matters referred to in this decision sheet please contact Victoria Wallace (01954) 713026 or victoria.wallace@scambs.gov.uk

1. CITY DEAL PROGRESS REPORT

The Executive Board **NOTED** the City Deal progress report.

2. 2017/18 BUDGET SETTING

The City Deal Executive Board:

a) **AGREED** to allocate additional or new resource to:

- (i) Developing up to 12 cycling 'greenways' in *Cambridge City* and South Cambridgeshire (£480K for development work over 2 years (2017 – 2019)).
- (ii) City Access project – invest £5.045m to accelerate the delivery of the eight point plan. The need for significant resources was detailed in paragraph 13 of the January 2017 Board report. It enables the parallel and balanced progression of the eight delivery plans, including prioritisation of a parking strategy (£250K) and required staffing resources (£702K).
- (iii) Co-investment in electric vehicle charging points across Cambridge (£100K one off cost in 17/18)
- (iv) Travel audit to support case for Cambridge South Station and future transport requirements for the Biomedical Campus (£150K one off cost in 17/18).
- (v) Initial feasibility work on South Cambridgeshire Travel Hubs, including on key routes (£100k one off cost in 17/18)
- (vi) Strengthening programme management, governance, strategy and coordination capacity and funding finance and Democratic Services support (£339K over 3 years, mostly up front investment).
- (vii) Strengthening public engagement and communications by investing in better systems, capacity and expertise (£338K over 3 years).
- (viii) One year funding to Cambridge Promotions Agency to transition to fully-funded model (£40K).
- (ix) Greater Cambridge strategic planning and transport framework – towards 2050 (£230K one off cost in 17/18).



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- (x) City Centre spaces and movement framework (£150K one off cost in 17/18).
 - (xi) Scaling up the Smart Cambridge programme and attracting further investment in data and technologies (£1.640m over 3 years). It will focus on three aspects: (a) Better quantity, quality and use of data to improve information available to citizens, (b) Embedding digital solutions and emerging technology in City Deal work streams to ensure long term sustainable success, and (c) A collaborative approach that uses the power of digital technologies to galvanise the business, community and academic sectors to work together and use their combined strengths to produce better outcomes for Greater Cambridge.
 - (xii) *Implementation of residents' parking schemes within Cambridge City (indicative maximum of £1.0m over 3 years).*
- b) **AGREED** to consider later in the year the following indicative request and to develop a detailed business case to enable Board decisions:
- (i) Scaling up original pilot skills work on stimulating business demand for apprenticeships and improving careers advice in schools into second phase of activity and investing in a wider reach (indicative maximum of £2.1m over 3 years).
- c) **NOTED:**
- The financial position, including that all partner authorities have agreed to contribute 40% of their respective New Homes Bonus (NHB) allocation from 2017/18 to 2019/20.
 - That if the proposed allocations are approved, this would mean an over-allocation of existing available resources of £4.8m, which would have to be treated as a managed risk to be offset with either new Tranche 2 funding, other funding, or reductions in agreed schemes in future years. Given over half the Infrastructure Programme budget is forecast to be spent beyond 2020 this is considered an appropriate strategy to maximise outcomes within available resources.
 - The "Programme management and early scheme development including Tranche 2 prioritisation" budget has been reduced from £10.45m to £4.95m.
 - That further to the Financial Strategy agreed last November, all infrastructure Schemes profiles have been updated to reflect the latest estimated forecast of expenditure across the years, with total forecast spend unchanged (except in "Programme management and early scheme development", see above, which has reduced).
 - The existing £3m "City centre capacity improvements" budget has been moved into the Operations Budget along with the proposed new funding so it is all in one place.
 - That all existing commitments will be reviewed on an annual basis to inform financial profiling and prioritisation of resources.
 - That funding is treated flexibly between the Infrastructure Budget and the Operations Budget, where necessary, to maximise the use of resources.
 - In 2018, a two year budget will be developed in order to align with external factors e.g. Gateway Review

Reason For Decision: The proposed allocations of resource would support the overall City Deal strategy and programme delivery. The Executive Board considered that additional or new resource should be allocated to the implementation of the residents' parking schemes within Cambridge City, and therefore agreed that this should be added to the list of schemes for which this was being agreed, rather than considering this later in the year.

3. **A1307 THREE CAMPUSES TO CAMBRIDGE BUS, CYCLE AND WALKING IMPROVEMENTS - CONSULTATION RESULTS AND SELECTION OF PREFERRED OPTION**

The City Deal Executive Board:

- a) **NOTED** the draft consultation report for publication on the Greater Cambridge City Deal website.
- b) Reviewed the preferred options and **APPROVED** further technical work to develop and refine *them and other options*, which improve public transport reliability, connectivity and access through park & ride expansion, proposals to deliver bus priority and increased cycling through improved infrastructure to support sustainable travel between homes and jobs, particularly:
 - (i) Road safety enhancements between Linton and Horseheath.
 - (ii) Improvements to signalised junctions and westbound bus lanes in Linton.
 - (iii) Measures to improve bus journey times through Linton High Street.
 - (iv) New and improved cycleways between Babraham and Great Abington/Granta Park.
 - (v) A new park and ride site near the A11.
 - (vi) A new westbound bus lane between the new park and ride site and Hinton Way roundabout.
 - (vii) A new segregated bus route from the Babraham Road park and ride site to the Cambridge Biomedical Campus (CBC). Further work alongside future City Deal prioritisation work will determine if this route is to be on road or a new off road route;
- (c) **ENDORSED** a second public consultation exercise on the preferred options to commence *in September 2017 after further workshops have taken place with the Local Liaison Forum and councillors, and AGREED that consultation materials be signed off by the voting members of the Executive Board.*
- (d) **APPROVED** a one-off spend of £25,000 to undertake some transport modelling, as part of pre-Strategic Outline Business Case work on the dualling of the A1307 between Haverhill and the A11.

Reason For Decision: The emerging preferred options for the A1307 project are expected to deliver key benefits such as faster, more frequent and more reliable bus journeys to key employment destinations, particularly for commuters, and greater



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connectivity by public transport and cycling to and between key employment sites in South East Cambridgeshire to support the jobs growth ambition on the campuses. There is strong support for this approach from local employers and through the consultation. The Executive Board considered and agreed with the recommendation made by the Joint Assembly at its meeting on 1 March 2017, that the second public consultation on the preferred options should commence in September 2017. This is to allow for further engagement work in the form of workshops with the local liaison forum and councillors, to be undertaken.

4. **INDUSTRIAL STRATEGY**

The City Deal Executive Board **DELEGATED** authority to the City Deal Interim Chief Executive, in consultation with the Executive Board, to work with partners and stakeholders to develop a response to be submitted to Government by 17 April 2017.

Reason For Decision: The Government's Industrial Strategy document is a Green Paper which invites input on a range of themes and questions. The City Deal partnership is a broad partnership of academic, business and council partners which has been created specifically to facilitate further sustainable growth of the Cambridge Cluster. It is therefore well-placed to bring together the views of a range of partners and make a well-evidenced input to Government's thinking on industrial strategy. The Green Paper was launched in late January, with a deadline for responses of 17 April. The timing of City Deal meetings is such that it has not been possible to draft a detailed response at this stage.