



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

**Report To:** Greater Cambridge Partnership  
Executive Board

22 November 2017

**Lead Officer:** Niamh Matthews – Strategic Programme and Commissioning  
Manager

---

## Quarterly progress report

### Purpose

1. An update for Executive Board members on progress across the Greater Cambridge Partnership (GCP) programme.

### Recommendations

2. It is recommended that the Executive Board (supporting detail in appendices 2 -5):
  - A. **Cambridge South**  
Agree to make up to £1.75M contribution to the development phase of Cambridge South Station, with up to £8.25M from other national and local partners.
  - B. **Park and Ride subsidy**  
Agree to allocate 50% (£531k) of the lost annual income resulting from the removal of the £1 parking charge at Park and Ride sites in the GCP area, from 1<sup>st</sup> April 2018
  - C. **Girton Interchange**  
Agree to commission a feasibility study into upgrading the Girton Interchange and to allocate up to £100k towards the cost of the study.
  - D. **Cambridgeshire Rail Study**  
Agree to make a £50,000 contribution to a feasibility study into rail capacity in Cambridgeshire, in partnership with Network Rail, Cambridgeshire County Council, and the Combined Authority.
  - E. To agree that new financial pressures (A – D) will be built in to the budget

### Officer comment on Joint Assembly recommendations and issues raised at the Joint Assembly meeting on 2<sup>nd</sup> November:

3. The Joint Assembly were supportive overall of the recommendations to the Executive Board in the progress report. There was a discussion, with no specific recommendation resulting, about agreeing to allocate 50% (£531k) of the lost annual income resulting from the removal of the £1 parking charge at Park and Ride sites.

## Programme finance overview (to end September 2017)

Funding type	2017/18 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	Forecast variance (£000)	Status*		
					Previous <sup>1</sup>	Current	Change
Programme Budget	12,521	2,312	10,412	-2,109			↕
Operations Budget	3,662	947	3,569	-93			↕

*\*Please note, RAG explanations at the end of this report*

4. The table above gives an overview of finance to the end of September 2017. For further information about finance see Appendix 1.

<sup>1</sup> Throughout this report references to “previous status” relates to the progress report last considered by the Joint Assembly and Executive Board

## Housing & strategic planning

“Accelerating housing delivery and homes for all”

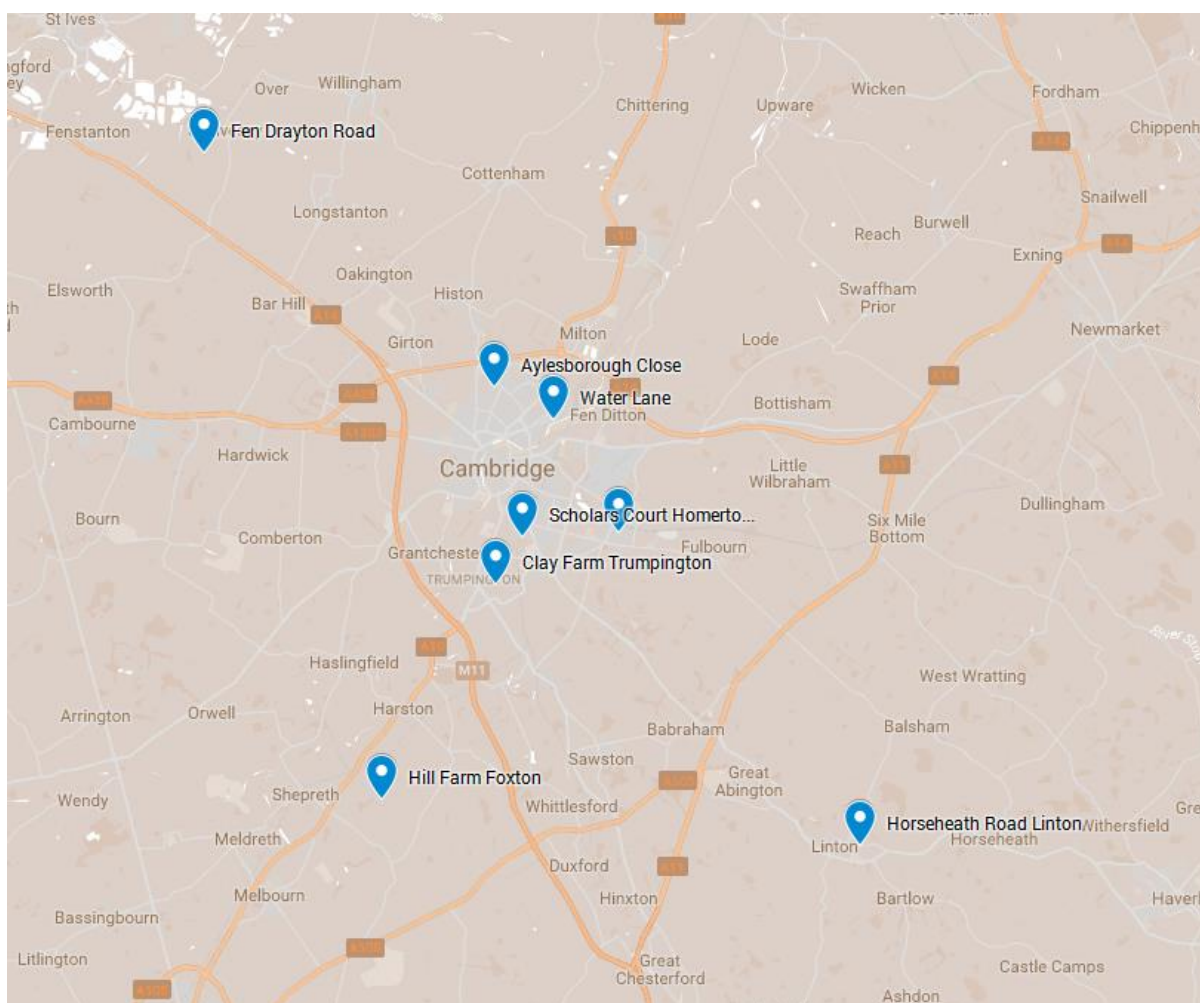
Indicator	Target	Timing	Progress/ forecast	Status		
				Previous	Current	Change
Housing Development Agency – new homes completed (2016/17)	250	2016/17	274			↔
Delivering 1,000 additional affordable homes** <sup>2</sup>	1,000	2011-2031	923			↔

\*\*Based on housing commitments as at 23 September 2017

5. Housing Development Agency completion locations:

Scheme	Ward / Area	Completions
<b>Colville Road – CCC</b>	Cherry Hinton	35
<b>Water Lane – CCC</b>	Chesterton	24
<b>Aylesborough Close – CCC</b>	Arbury	35
<b>Clay Farm – CCC</b>	Trumpington	46
<b>Homerton – CCC</b>	Queen Edith's	95
<b>Fen Drayton Road – SCDC</b>	Swavesey	20
<b>Horseheath Road – SCDC</b>	Linton	4
<b>Hill Farm – SCDC</b>	Foxton	15
<b>Total New Homes</b>		274

<sup>2</sup> On rural exception sites and 5 year land supply sites in the rural area



### ***Delivering 1,000 additional affordable homes***

6. 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 can any affordable homes on eligible sites be counted towards this target. Based on the latest published Greater Cambridge housing trajectory (published in December 2016 in both Councils Annual Monitoring Reports), it is anticipated that in 2019-20 there will be a surplus of completions compared to the cumulative annualised requirement, and therefore any affordable homes on eligible sites anticipated to be delivered from then on can be counted. Until 2019-20, affordable homes being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
7. The table above shows that it is already anticipated on the basis of known planning permissions and planning applications with a resolution to grant planning permission that 923 affordable homes on eligible sites will be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 92% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.
8. Additional sites will continue to come forward, providing additional affordable homes that will count towards this target. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is

good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

## Skills

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

Indicator	Target/ profile	Progress	Status		
			Previous	Current	Change
Employability events supported for 11-16 year olds	100	137			↔
Employability events supported in Primary Schools	10	11			↔
Employability events supported for 16-18 year olds	30	44			↔
Schools engaging in briefings about work experience	16	16			↔
Young people engaged in briefings about work experience	1,500	2,469			↔
Providing information on the local labour market	18	18			↔

September 2015- October 2017

9. We are awaiting a final evaluation from Form the Future on their work over the last 12 months. This will be reported in the February Board cycle. Form the Future have engaged and worked with over 288 employers and providers to deliver this programme. The types of events vary and where possible apprenticeships will be part of the employability events in some way but they have also delivered 70 Apprenticeship specific events to parents and young people. Apprenticeship support material have been developed and disseminated to schools and some of the CPD events and activities have had an apprenticeship focus.
10. The February Board cycle will report back to the Board the progress that Form the Future have made from August – October 2017.

### ***Careers Champions***

11. GCP has also supported schools to develop their capacity by providing access to two programmes:
  - a) A Careers Coaching programme with a company called Talentino - 9 schools and 79 staff
  - b) L4 & L6 Units of the Careers qualification - upskilling staff to ensure that those providing careers Information Advice and Guidance are appropriately qualified. This is delivered by Cambridgeshire County Council - 6 schools 11 staff

Both of these programmes are still ongoing and some schools are now exploring/committed to the Careers Quality Award as a result.

### ***Training Needs Analysis***

12. Through CRC, GCP is supporting an increased awareness raising campaign amongst our businesses, across our priority sectors, to conduct a Training Needs Analysis (TNA) and discuss how apprenticeships could be part of their workforce development plans. CRC are aiming to deliver 179 TNA's (67 of which will be with employers that were previously not working with CRC). Progress as of the end of June is as follows;

<b>Contracted TNA's</b>	<b>Actual TNA June</b>	<b>Sector</b>
50	15	Construction
24	11	Adv Manufacturing
15	5	IT
30	5	Life Sciences
60	12	Engineering
<b>179</b>	<b>48</b>	

### ***Apprenticeships***

13. The total number of apprenticeships in Greater Cambridge in the 2015/16 academic year was 1,550 – an 18% increase against the 2014/15 total of 1,310. Whilst the increase cannot be solely related to GCP activity, the increase does correlate with the start of GCP's activity on skills. This growth is reflected across all levels of apprenticeship: higher, advanced and intermediate.
14. The GCP is further developing its skills strategy through the Skills Working Group work. It will report back early 2018 on its progress.

## Smart Places

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

Project	Target completion date	Forecast completion date	Status		
			Previous	Current	Change
Establishment of an Intelligent City Platform (ICP)	Completed				↔
ICP Early Adopters	Autumn 2017	December 2017			↔
Digital wayfinding at Cambridge Station	TBC	TBC (target Apr 18)			↕
First steps to Intelligent Mobility	Completed				↔
Phase 2	2020	2020			↔
Motion Map	2018	TBC			↓

### 15. **Digital wayfinding at Cambridge Station**

Following a successful meeting of key stakeholders on 12 Oct 17, the project working group has been re-established and partners need very keen to progress this initiative rapidly. Next steps include:

- Organising a supplier day to understand the ‘art of the possible
- Reviewing similar schemes in other cities
- Reconfirming the locations for the devices in the light of Brookgate’s development plans and the possibility of a manned ticket/train information hut outside the station

### 16. **MotionMap travel app**

Beta testing with a small group of testers has revealed some complex data issues which are proving difficult to resolve. The planned rollout to a larger group of test users, including some of the general public, has been suspended whilst further investigations continue and options for next steps are considered in more detail.

### 17. **Data Audit**

An ITT has been published for the provision of an audit of transport data. The audit will set out where the data is stored and any barriers to it being used including quality of the data, ownership, accessibility and reliability. The audit is a first step in making robust data and evidence more readily available.



## Transport

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

### Transport delivery overview

Project	Delivery stage	Target completion date	Forecast completion date	Status			
				Previous	Current	Change	
<b>Tranche 1 schemes</b>							
Histon Road		Design	2022	2022			↔
Milton Road		Design	2021	2021			↔
Chisholm Trail cycle links	Phase 1	Design	2018	2019			↓
	Phase 2	Design	2020	2021			↔
Cambourne to Cambridge / A428 Corridor		Design	2024	2024			↔
City Centre Capacity Improvements ["City Centre Access Project"]		Design	TBC	TBC	N/A	N/A	N/A
A1307 Three Campuses to Cambridge		Design	2020	2020			↔
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	**2019	**2019			↔
	Hills Road / Addenbrooke's corridor	Construction	2017	2017			↔
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2018			↔
	Arbury Road corridor	Construction	2018	2018			↔
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔
A10 cycle route (Shepreth to Melbourn)		Completed (summary at annex 7)					↔
<b>2020+ scheme development</b>							
Western Orbital		Preferred option design					
Ely to Cambridge Transport Study (formerly A10 North Study & initial works)		Options development					
Greenways		Options development					
Rural Travel Hubs		Options development					

\*\* Previous report showed 2018 due to input error

## Chisholm Trail

18. Since the last progress report was published, a contractor, Carillion Tarmac, has been appointed to work alongside the project team to consider matters of buildability, programme and efficiency. Following the completion of detailed design, the contractor will be asked to reprice the project, and subject to a satisfactory outcome, will be awarded the contract, and construction work will begin on Phase 1 – currently planned for Spring 2018. This was originally due to commence in November 2017. There is a subsequent knock on effect on the completion date, which is now forecast to be February 2019 rather than mid-2018.

### Transport finance overview (to end September 2017)

Project	Total Budget (£'000)	2017-18 Budget £'000	Spend to date £'000	Forecast Spend – Outturn £'000	Forecast Variance – Outturn £'000	2017-18 budget status		
						Previous	Current	Change
Histon Road bus priority	4,280	200	2	163	-37			↔
Milton Road bus priority	23,040	800	127	242	-558			↔
Chisholm Trail	8,400	2,025	231	1,525	-500			↔
Cambourne to Cambridge / A428 corridor	59,040	1,200	445	1,200	0			↔
Programme management & Early scheme development	4,950	950	168	950	0			↔
A1307 Bus Priority	39,000	1,000	51	500	-500			↔
Cross-City Cycle Improvements	8,000	3,537	1,077	3,300	-237			↔
Western Orbital	5,900	600	171	600	0			↔
Ely to Cambridge Transport Study	2,600	783	129	783	0			↔
A10 cycle route (Shepreth to Melbourn)	550	0	13	39	+39			↔
City Centre Access Project	8,045	1,426	261	1,200	-226			↔
<b>Total</b>	<b>163,805</b>	<b>12,521</b>	<b>2,675</b>	<b>10,502</b>	<b>-2,019</b>			↔

19. The A10 cycle route (Shepreth to Melbourn) scheme opened in March and is slightly under overall scheme budget. The finance table shows £39k expenditure in 2017-18 against a £0 budget for this year, which is the result of delay in payment of a final bill that was expected to be finalised in 2016-17, but does not constitute an over-spend on the overall project.

## **Note to reader – RAG Explanations**

### **Finance tables**

- Green: Projected to come in on or under budget
- Amber: Projected to come in over budget, but with measures proposed/in place to bring it in under budget
- Red: Projected to come in over budget, without clear measures currently proposed/in place

### **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

### **List of appendices**

- (a) Appendix 1 - Financial monitoring to the end September 2017 including NHB and S106 position
- (b) Appendix 2 - Update on Cambridge South station
- (c) Appendix 3 – Park and Ride subsidy
- (d) Appendix 4 – Girton Interchange
- (e) Appendix 5 – Cambridgeshire Rail Study
- (f) Appendix 6 - Update on Greenways Projects
- (g) Appendix 7 - Update on Cambridge – Royston A10 Corridor Cycle Scheme
- (h) Appendix 8 - Executive Board forward plan of decisions

**Financial monitoring to the end of September 2017****S106 position**

The GCGP Budget Model assumes S106 receipts of £44.5m. To-date, £27.2m has been agreed, although some of it depends on being matched against applicable GCP schemes, and this won't be known until the detail of the GCP schemes are finalised. The estimated residual amount of S106 (£17.3m) will come from both major Growth Site S106 contributions and the smaller site contributions to be agreed over the next few years.

**New Homes Bonus position**

The current GCP position on New Homes Bonus assumes the below contributions. The figures will be reflected in the updated Financial Strategy coming to the March Executive Board.

<b>NHB</b>	<b>15/16</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>
	£K	£K	£K	£K	£K
Cambridge City	1,986	3,166	2,385	2,164	2,039
South Cambs	1,683	2,633	1,570	1,215	1,272
CCC	917	1,457	1,023	756	726
<b>TOTAL</b>	<b>4,586</b>	<b>7,256</b>	<b>4,978</b>	<b>4,135</b>	<b>4,037</b>

**1. Programme Budget**

- 1.1 A summary of the expenditure to September 2017 against the budget for the year is set out in the table below:

<b>Project Description</b>	<b>Total Budget £'000</b>	<b>2017-18 Budget £'000</b>	<b>2017-18 Expenditure to date £'000</b>	<b>2017-18 Forecast Spend - Outturn £'000</b>	<b>2017-18 Forecast Variance - Outturn £'000</b>
Histon Road Bus Priority	4,280	200	2	163	-37
Milton Road Bus Priority	23,040	800	91	242	-558
Chisholm Trail	8,400	2,025	184	1,525	-500
Cambourne to Cambridge / A428 Corridor	59,040	1,200	412	1,200	0
Programme management & Early scheme development	4,950	950	144	950	0
A1307 Bus Priority	39,000	1,000	49	450	-550
Cross-City Cycle	8,000	3,537	928	3,300	-237

Improvements					
Western Orbital	5,900	600	155	600	0
A10 North Study & initial work	2,600	783	124	783	0
A10 cycle route (Shepreth to Melbourn)	550	0	13	39	+39
City Centre Access Project	8,045	1,426	261	1,160	-266
<b>Total</b>	<b>163,805</b>	<b>12,521</b>	<b>2,312</b>	<b>10,412</b>	<b>-2,109</b>

1.2 The explanation for variances is set out below.

1.3 Histon Road – Bus Priority

The current forecast shows that there is likely to be an underspend of £37k as the decision to complete the Milton Road project before Histon Road, has had an impact on the programme.

More detailed forecasts are expected to be available at the end of this month and it is likely that the forecast variance outturn will increase as further time will be spent on responding to Local Liaison Forum (LLF) resolutions, Board Meeting November 2017, and the next round of design work, March 2018, before moving into the more detailed design stages of the project.

1.4 Milton Road – Bus Priority

The current forecast shows that there is likely to be a shortfall of £558k in spend. This is due to further time being spent on responding to LLF resolutions, resulting in a further round of modelling and design which has affected programme timescales and impacted on the forecast variance outturn.

1.5 Chisholm Trail

The planning application for Phase One between Cambridge North station and Coldhams Lane has been approved by the JDCC (Joint Development Control Committee), and there are extensive pre commencement planning conditions to be discharged. This process took longer than expected, and based on the current 2017/18 budget, there is likely to be an underspend of £500k which would carry into 2018/19.

A contractor, Carillion Tarmac, has been appointed to work alongside the project team to consider matters of buildability, programme and efficiency. Following the completion of the detailed design, the contractor will be asked to reprice the project, and subject to a satisfactory outcome, will be awarded the contract, and construction work will begin on Phase 1 – currently planned for Spring 2018.

1.6 Cambourne to Cambridge / A428 Corridor

The current forecast shows that expenditure for this project is expected to fall within budget for 2017/18.

There has been further instruction to undertake additional analysis on route options and Park & Ride locations arising from concerns expressed at the Local Liaison Forum.

As predicted, there has been an upward trend in spend as the project continues to evolve.

#### 1.7 Programme management & early scheme development

The development of the Cambridge Sub-Regional Model (CSRM 2) the CCC Transport Model remains a significant piece of work as major projects continue to develop. Initial resources for work on the prioritisation of CSRM2 Modelling work to develop the future Investment Strategy have now been allocated, and are now accounted for in this figure.

#### 1.8 A1307 Bus Priority

The current forecast shows that there is likely to be an underspend of £550k.

Further additional technical work has taken place and new options have been generated through Local Liaison Forums which will need to be taken back to the GCP Board in November 2017. This has delayed public consultation and surveys planned for 2017 to 2018, and also surveys and land referencing work.

The budget for 2017/18 has been reviewed and was previously over-estimated. A more achievable budget is now proposed that takes into account slippage, but also additional work.

#### 1.9 Cross-City Cycle Improvements

The current forecast shows that there is likely to be a shortfall of £237k in spend as construction work has commenced on three out of the five projects.

For the other two schemes, detailed design, utility diversions and localised consultations are underway with work due to commence on all schemes by February 2018.

Some additional design work to address road safety audit issues and the transition to a new highway services contract have resulted in a slight delay in the delivery of some of the schemes and hence a slightly reduced spend profile in 2017/18. This delayed spend is instead expected in 2018/19.

#### 1.10 Western Orbital

Current forecast figures are not predicting a Forecast Variance Outturn and spend is currently on track as projected.

The scheme has been reviewed and design time reduced, resulting in a reduction in costs in 2017/2018 as options at the Trumpington Park and Ride site and junction slip roads 11, 12 and 13 are currently being examined and being presented to the GCP Executive Board in September and November respectively.

#### 1.11 A10 North Study & initial work (Tranche 2)

Expenditure for the study, which will conclude at the end of the calendar year is expected to fall within the budget for 2017/18. However, recommendations that

emerge from the study are likely to generate further detailed work which may need to draw on this budget. More detailed forecasts are expected to be available at the end of the calendar year which will be able to inform this.

#### 1.12 A10 cycle route (Shepreth to Melbourn)

This project is complete and final costs remain on target. Revised expenditure of £39,000 provided for 2017/18 to allow for late payments to the contractor.

#### 1.13 City Centre Access project

Last month it was reported that there would be an underspend of £500k. This has now been reduced to £266k as work on ANPR (Automatic Number Plate Recognition) and feasibility studies have kept actual spend in line with expectations.

Other possible initiatives currently under discussion may reduce the variance further but not beyond the £1.4 million budget.

## 2. Operations Budget

2.1 The actual expenditure incurred in 2017-18 is as follows:

Activity	Budget £000	Budget to date £000	Actual to date £000	Forecast Outturn £000	Forecast Variance £000
Programme Central Co-Ordination Function	644	335	296	644	0
Strategic Communications	303	283	124	303	0
Skills	211	116	125	211	0
Economic Assessment	20	0	0	20	0
Smart Cambridge	1,009	365	109	1,009	0
Housing	200	50	50	200	0
Affordable Housing	40	0	0	0	0
Local Authority Administration Costs	71	71	71	71	0
Developing 12 cycling greenways	200	100	70	200	0
Electric Vehicle charging	25	25	25	25	0
Travel Audit	150	50	0	150	0
Travel Hubs	100	25	0	100	0
Cambridge Promotions	40	40	40	40	0
Towards 2050- Strategic Planning & Transport framework	230	58	20	230	0
City Centre Movement & Spaces	150	38	0	150	0
Residents Parking Implementation	269	135	17	176	-93
<b>Total</b>	<b>3,662</b>	<b>1,691</b>	<b>947</b>	<b>3,569</b>	<b>-93</b>

**Cambridge South Station and associated infrastructure**

- 1.1. A station to serve Addenbrooke’s Hospital and the Cambridge Biomedical Campus (CBC) has long been a local aspiration. The Campus is now growing rapidly between the Hospital and the Railway Line. The Medical Research Council building will shortly be joined by AstraZeneca’s new headquarters, by Papworth Hospital, and alongside further Cambridge University developments. All will bring significant additional employment and increased traffic.
- 1.2. From a regional and a national perspective, the CBC is a key strategic asset. The CBC will play a leading role in the UK Government’s Industrial Strategy, as a key contributor to the Cambridge biotech cluster, and the sector’s ‘golden triangle’ of Oxford, Cambridge and London. Over the next decade, the campus will become the largest concentration of healthcare and biomedical research and teaching in Europe.
- 1.3. Transport interventions have been implemented in the form of the Addenbrooke’s Access Road and the Cambridgeshire Guided Busway, and further interventions are planned by the Greater Cambridge Partnership to improve local public transport access. However, the proposed station and additional associated infrastructure will allow public transport to the station from a much larger catchment area, which will be further expanded when East–West Rail is delivered.
- 1.4. Key Statistics:
  - Number of people working at CBC: 12,000 (2017) increasing to 30,000 (2031)
  - Number of trips to the Campus per day 23,000 (2015)
  - Mode Share (2015)

	Staff	Visitors
Car	35%	86%
Bus	28%	9%
Cycle	33%	4%
Walk	3%	1%

Discussions are currently underway with Central Government and other local partners to agree a funding package which could potentially see the creation of a £10M fund to invest into the development phase which, will take approx. 18 months, of this project. This funding agreement has the potential to greatly accelerate the delivery of the station and the necessary associated infrastructure to support on the ongoing development of the Cambridge Biomedical Campus.

**As part of this development phase, the Executive Board is asked to agree to make up to £1.75M contribution, with up to £8.25M from other national and local partners.**



Parking and Park and Ride**1. Background**

- 1.1. Officers have been working to develop a more 'joined-up' approach to managing parking within and around Cambridge with the aims of tackling congestion and promoting modal shift whilst still supporting local business by allowing some short-stay parking within the City Centre and encouraging greater use of Park and Ride. This includes a package of joining up policies and charging for on and off street parking, Residents Parking Zones and Park and Ride.
- 1.2. Park and Ride is the major transport alternative to the private car in the city centre and it offers the potential to minimise congestion and air pollution within the central area and maximise the potential for sustainable access. Better bus services and expanding the use of Park and Ride is a key pillar of the City Access strategy.
- 1.3. A parking charge of £1 a day was introduced to all Park and Ride sites in the county in 2014 for budgetary reasons and following this, there was a reduction a reduction in Park and Ride bus patronage. Following the initial drop in patronage, a further fall has been seen which mirrors general national trends in bus usage which are downwards.
- 1.4. The current costs of running and income from the park and ride sites in the GCP area is as follows. To offset the loss to the County Council from removing the charge, it is proposed that 50% of the lost income rather than the costs of operating the sites is funded by the GCP.

<b>Annual income</b>	<b>£1,062,000</b>
<b>Annual costs</b>	<b>£1,604,722</b>
Staffing	£350,417
Business rates	£416,514
Operation of ticket machines and ongoing replacement	£143,150
General and grounds maintenance	£139,000
Cash collection	£60,000
Electricity	£42,000
Card payment processing	£14,600
Security	£11,000
Other costs	£56,326
Proportion of concessionary fares allocated to park and ride operation	£371,715

- 1.5. Removal of the parking charge will be attractive to those passengers currently using the park and ride sites as it will reduce their costs by £1 per vehicle. It is also likely to attract more users to the sites which will in turn reduce congestion in Cambridge City. The impact of the removal of the Park and Ride parking charge will be increased as more Residents Parking Zones, funded by GCP, are implemented across the City.

**The Executive Board is asked to agree to allocate 50% (£531k) of the lost annual income resulting from the removal of the £1 parking charge at Park and Ride sites in the GCP area, with an equivalent County Council contribution, from 1<sup>st</sup> April 2018.** This will both enable the removal of the £1 parking charge and improve and further incentivise the use of Park and Ride.

**Girton Interchange Study**

For some time, local stakeholders have considered that provision for an 'all-movements' Girton interchange at junction 14 of the M11 is an important part of a strategy which delivers growth in the corridor and relieves congestion on Madingley Road in Cambridge. Work has been carried out recently by Highways England to consider whether short term additional movements (i.e. from west to south) could be added, but this was not feasible due to the constraints of the current highway boundary and the A14 upgrade work. Please see letter below from Highways England clarifying their recent work.

Therefore, in discussion with Highways England, it is proposed that we commission a study to demonstrate the long term benefits of scheme which upgrades the Girton Interchange to be 'all-movements' and makes the compelling case for inclusion in the RIS. Such a scheme needs to be seen alongside the development of the East-West Expressway as it will help to maximise the value and benefits of that scheme as well as addressing local issues.

This study will be completed within six months in order to feed into the consultation process on RIS 2 and is expected to cost in the order of £100,000. **The Executive Board is asked to agree to allocate up to £100k towards the cost of the study.**



Our ref: HEEast/SA/025

Your ref:

Rachel Stopard

Rachel.Stopard@cambridgeshire.gov.uk

Highways England  
Second Floor  
Woodlands  
Manton Lane  
Bedford MK41 7LW

Direct Line: 0300 470 4749

18 September 2017

Dear Rachel,

### **A14 Girton Interchange**

As you now we have been looking at options for providing for providing additional links at the A14 Girton Interchange. We have carried out basic traffic modelling and an assessment on the potential buildability of additional highway links at the junction and I write to inform you of our findings:

- Traffic modelling shows that the additional links would only attract around 3,000 vehicles per day which would make their provision difficult to justify on traffic grounds alone.
- The additional links could not be built within the “red line” boundary for the A14 Cambridge to Huntingdon (A14 C2H) scheme. This is the land within which the Development Consent Order allows the A14 scheme to be built. Therefore, additional land would need to be acquired and statutory processes followed, including a potential Development Consent Order. We estimate that this would take a minimum of 3-4 years.
- The additional links could not be built as part of A14 C2H due to the need to follow statutory processes as above. Notwithstanding that, construction is already well advanced and works would need significant alteration if the additional links were to be included which would incur significant additional costs and logistical problems.
- Rough indicative cost estimates for providing the additional links are in the range of £40m-£50m. Highways England has no additional funding for such a scheme in the current Road Investment Strategy (RIS1).
- The timescales associated with developing this scheme and taking it through the necessary statutory processes would push it into the Road Investment Strategy 2 period (RIS2), 2020 to 2025.



- The A428 Black Cat to Caxton Gibbet scheme is due to start by March 2020 and, in order to avoid excessive disruption; it would be difficult to carry out work at Girton at the same time.
- Even if it was feasible to build the additional links in the short term, there is a risk that they could be superseded by any potential links emerging from the Oxford to Cambridge Expressway, which is currently under development with a view to informing RIS2.

Due to the timescales, costs, statutory processes and logistical issues involved, Highways England's firm view is that additional movements at the Girton Interchange should be considered as part of the Oxford to Cambridge Expressway scheme, rather than as an addition to A14 C2H or standalone scheme.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Simon Amor', is centered on a light grey rectangular background.

Simon Amor  
Asset Development Manager  
Operations (East)  
Email: [simon.amor@highwaysengland.co.uk](mailto:simon.amor@highwaysengland.co.uk)

**Cambridgeshire Rail Study**

It is proposed that we commission a joint study with DfT, the Combined Authority, and the County Council, aimed at identifying and considering any fully committed rail projects/programmes and the most up to date growth and demand figures to establish a baseline. The study will then assess the aspirational train services required to accommodate the forecast and latent rail based demand up to 2043 and any wider stakeholder proposals. The study is to establish the required rail interventions to allow for the appropriate rail offering to be included in future transport investment priorities. It will cost in the region of £300k and will be carried out by Network Rail over a period of 24 weeks.

The cost is to be split 50% DfT with the remaining 50% being split equally amongst the other three partners, i.e. £50,000 each. **Therefore, the Executive Board is asked to support the allocation of £50,000 as its contribution to the study.**

## Greenways Update October 2017

### **Progress & current activities**

The project team have now held 4 pre-consultation public engagement events which have been very well received.

The events were held in the following locations:

#### ***Fulbourn Greenway***

- Cherry Hinton Primary School - Wednesday 11<sup>th</sup> July 2017
- Fulbourn Primary School – Tuesday 18<sup>th</sup> July 2017

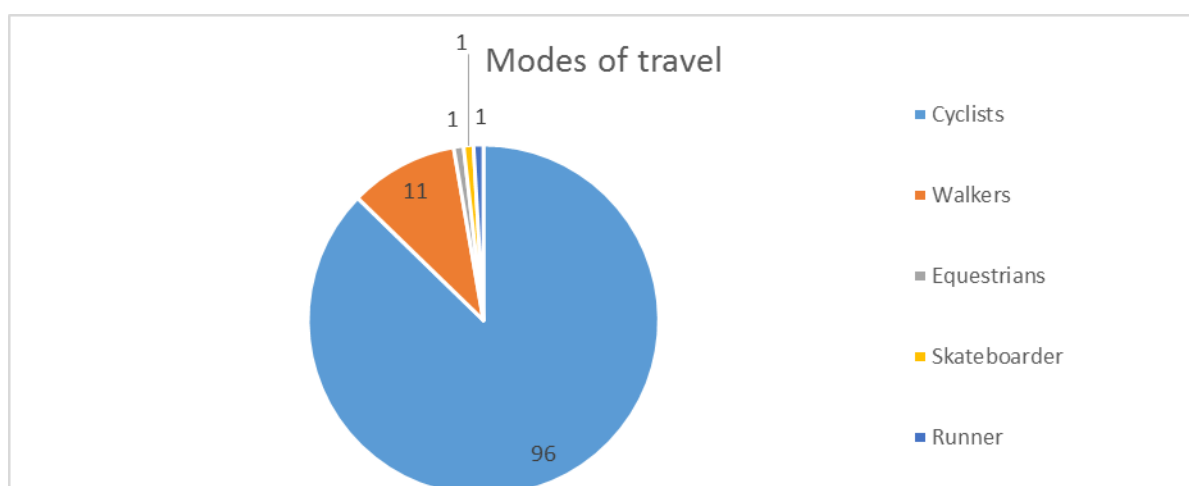
#### ***Waterbeach Greenway***

- St Johns Church – Wednesday 12<sup>th</sup> July 2017
- Waterbeach Primary School – Wednesday 19<sup>th</sup> July 2017

These events were open to the public and there was a wide cross-section of the community that were in attendance. The responses that we received were overwhelmingly positive about the project in general and some useful, specific and imaginative suggestions were received.

### **Waterbeach**

Over the two evenings 102 written responses were collected. When asked to identify what the main reason for using a Greenway would be, 36% of respondents said they would use it for more than one purpose (e.g. commuting, leisure and accessing services such as schools, shops and libraries). The majority of respondents (75%) felt they would use the Greenway for commuting and the most popular mode of transport was bicycle.



Themes that were identified:

#### ***Route***

More people expressed a preference for a direct route that runs parallel to the railway line (33%) than any other option. The respondents told us that the preferred route should be direct, wider than current routes with a hard, smooth surface.

Additionally a significant number of people (9%) highlighted the importance of an attractive environment to encourage both leisure users and commuters.

### ***Safety***

A high number of responses (20%) suggested that provision on the A10 (current provision) is too narrow and dangerous. There are some constraints that would make improvements to this route challenging.

Personal safety was raised by 15% of respondents whilst 20% requested that the route should be well lit. Others suggested that separation of modes and cycle priority crossing of side roads was important to achieving continuity.

### ***Links***

We asked people to comment on where they would like the Greenway routes to start and end. In Waterbeach the railway station was the preferred location for a start point and a number of people pointed out the future potential link to a newly located train station to the north of the village. In addition this location allows for potential links to the village centre as well as to the new developments to the north of the village and the business park beyond.

The end point was less well defined but the new Cambridge North station with its links to the forthcoming Chisholm Trail and the Busway was raised by a number of people.

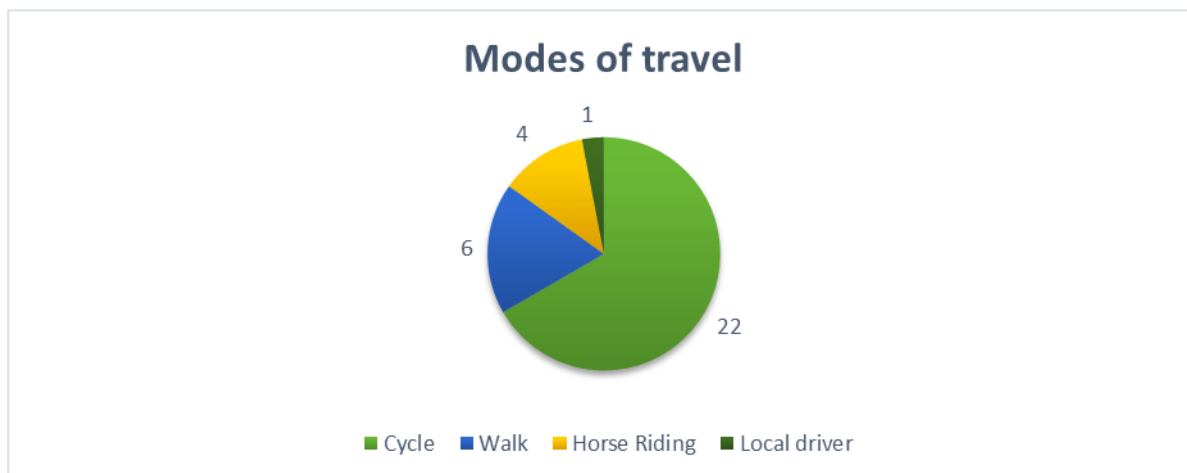
Many also took the opportunity to suggest routes to be extended to areas that are currently beyond the scope of this project. Suggested locations were Ely, Denny Abbey, Wicken Fen, Chittering, Cottenham, Impington, Bottisham, Landbeach, and Stretham. All of these suggestions have been compiled to support future proposals should further funding become available.

### ***Project Board Approval***

Based on these results the project board gave approval to go-ahead and consult on options proposals for a new route parallel to the railway line between Waterbeach and Fen Road. This route is subject to discussions with landowners. The public will be presented with options for the route between Fen Road and Cambridge North railway station which is also subject to further landowner and feasibility work.

### **Fulbourn**

Over the two evenings 39 written responses were collected. When asked to identify what the main reason for using a Greenway would be, 26% of respondents said they would use it for more than one purpose (e.g. commuting, leisure and accessing services such as schools, shops and libraries). More respondents felt they would use the Greenway for leisure (44%) than commuting (28%) and the most popular mode of transport was bicycle.



Themes that were identified:

#### ***Route***

More people expressed a preference for a direct route that runs parallel to the railway line (21%) than any other option. The respondents told us that the preferred route should be direct, wider than current routes and barriers should be removed.

Additionally a significant number of people (8%) highlighted the importance of a maintenance plan. This will be included in plans for all Greenway routes.

#### ***Safety***

15% of respondents told us that segregation from motor traffic is important to them and 10% said that where segregation is not possible speed limits should be reduced. Lighting along the route is important to 10% of respondents and improved safety around the Railway Bridge and ramps was noted by 3% and also discussed in the meetings by many more residents.

#### ***Links***

Many respondents took the opportunity to suggest routes to be extended to areas that are currently beyond the scope of this project. Suggested locations were Teversham, Bottisham, Addenbrookes, Wilberton Station, Sawston and The Wilbrahams (some of these locations will be on the Greenway network but village to village links are currently out of scope). All of these suggestions have been compiled to support future proposals should further funding become available.

#### ***Project Board approval***

Based on these results the project board gave approval to consult on options proposals for an improved route between the Carter Bridge to Cherry Hinton which will focus on improved surfacing and continuity. This section of the route will include replacement of the existing railway bridge. We will consult on 2 options between Cherry Hinton High Street and Yarrow Road. Either a direct route along the railway line (subject to discussions with Network Rail) or an improved route using Teversham Drift. The public will also be asked to comment on proposals to reduce speed limits and give increased priority to Greenway users along Fulbourn Old Drift and Cow Lane as far as Fulbourn.

#### ***Spend to date***



Overall budget of £480,000 for two years of development work. Spend so far is £44,636. The scheme is expected to be delivered within budget.

### **Key risks & mitigations**

A risk register has been compiled alongside associated mitigation measures. This log will be regularly updated throughout the project to reflect progress and emerging challenges.

## Appendix 7

### **Update on completed A10 Cambridge-Royston Pedestrian and Cycle Route**

The Cambridge to Royston cycle route is a new foot and cycleway providing safe travel between South Cambridgeshire and key city sites. The scheme was opened on Wednesday 15<sup>th</sup> March in an official ceremony attended by members of the community and project leaders.

The £550k cycleway was the first GCP project to be delivered and connects the village of Melbourn to Cambridge via a safe 2.5m-wide and 2.5km-long cycle path. The path connects the village to existing cycle ways, bridging a gap in the off-road route. It offers local cyclists and pedestrians' safe travel between Melbourn, Meldreth, Shepreth and Foxton to rail stations and key employment sites such as Melbourn Science Park and Sagentia.

## Executive Board forward plan of 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:

- a) to 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; or
- b) to be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
<b>Executive Board: 8 February 2018</b>		<b>Reports for each item to be published: 29 January 2018</b>	
Rapid Mass Transit Strategic Options Appraisal	To present the findings of the Strategic Options Appraisal.	Chris Tunstall	No
Foxton Rail Crossing	Outline scheme proposals for inclusion in the programme	Chris Tunstall	No
Rural Travel Hubs	To present the findings of the feasibility report and agree next steps.	Chris Tunstall	No
A10 Cambridge to Ely study	To feed back on the feasibility study.	Chris Tunstall	No
'Our Big Conversation'	To update on 'Our Big Conversation' and interim findings.	Rachel Stopard	No
<b>Executive Board: 21 March 2018</b>		<b>Reports for each item to be published: 9 March 2018</b>	
Histon Road	To consider the 'final concept' design as a basis for detailed design work and the preparation of an interim business case, to facilitate further public and statutory consultation.	Chris Tunstall	Yes
City Access Strategy	To update on the City Access Strategy, including recent evidence base work, intelligent signals and electric/hybrid buses.	Chris Tunstall	No
Milton Road	To consider the final detailed design for Milton Road and the interim business cases as a basis for public and statutory consultation to facilitate the final engineering designs and build process. To include Mitcham's Corner project set up.	Chris Tunstall	Yes

Greenways	To consider the outcomes of initial engagement and approve public consultation on proposals.	Chris Tunstall	No
GCP Future Investment Strategy & 2018/19 budget setting	To approve the principles of the Future Investment Strategy and the budget for 2018/19	Rachel Stopard	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> <li>• Smart workstream update and presentation of 'Real Time Travel Information' screens</li> <li>• The latest financial monitoring information</li> <li>• Six-monthly report on skills</li> <li>• Six-monthly update on GCP Strategic Risk Register</li> </ul>	Niamh Matthews	No
<b>Executive Board: 5 July 2018</b>		<b>Reports for each item to be published: 25 June 2018</b>	
A428/A1303 Better Bus Journeys Scheme	Full Outline Business Case for options for investment Cambourne to Cambridge.	Chris Tunstall	Yes
A1307 Three Campuses to Cambridge	To consider the results of public consultation and agree to prepare the Business Case for the package of improvements.	Chris Tunstall	No
Chisholm Trail cycle links	To approve construction of phase 2 of the scheme subject to planning permission.	Chris Tunstall	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> <li>• The latest financial monitoring information</li> <li>• Six-monthly report on housing.</li> <li>• Six-monthly report on Smart Cambridge</li> </ul>	Niamh Matthews	No
<b>Executive Board: 11 October 2018</b>		<b>Reports for each item to be published: 1 October 2018</b>	
Western Orbital	Full Outline Business Case for medium term P&R Expansion at J11, Park & Cycle at J12 and associated junction improvements.	Chris Tunstall	Yes
A1307 Three Campuses to Cambridge	To approve detailed design on the package of improvements.	Chris Tunstall	Yes
Histon Road	To consider the final detailed design for Milton Road and the interim business cases as a basis for public and statutory consultation to facilitate the final engineering designs and build process.	Chris Tunstall	Yes
Milton Road	To consider the results of Public Consultation and give approval to any proposed modifications to the final detailed design, approve the final business case, as a basis for the engineering design and build process.	Chris Tunstall	Yes
GCP quarterly progress	To monitor progress across the GCP workstreams, including:	Niamh	No

report	<ul style="list-style-type: none"> <li>• The latest financial monitoring information</li> <li>• Six-monthly report on skills</li> <li>• Six-monthly update on GCP Strategic Risk Register</li> </ul>	Matthews	
<b>Executive Board: 6 December 2018</b>		<b>Reports for each item to be published: 26 November 2018</b>	
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> <li>• The latest financial monitoring information</li> <li>• Six-monthly report on housing.</li> <li>• Six-monthly report on Smart Cambridge</li> </ul>	Niamh Matthews	No

### Corresponding meeting dates

<b>Executive Board meeting</b>	<b>Reports for each item published</b>	<b>Joint Assembly meeting</b>	<b>Reports for each item published</b>
8 February 2018	29 January 2018	18 January 2018	8 January 2018
21 March 2018	9 March 2018	28 February 2018	16 February 2018
5 July 2018	25 June 2018	14 June 2018	4 June 2018
11 October 2018	1 October 2018	20 September 2018	10 September 2018
6 December 2018	26 November 2018	15 November 2018	5 November 2018