

Report To: Greater Cambridge Partnership Joint Assembly

20th September 2018

Lead Officer: Niamh Matthews – Head of Strategy and Programme

QUARTERLY PROGRESS REPORT

1. Purpose

- 1.1. To update the Joint Assembly on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2. To update the Joint Assembly on the A10 Melbourn to Royston Cycle Link and the Arbury Road Cross City Cycling Scheme.

2. Programme Finance Overview (to end of July 2018)

- 2.1. The table below gives an overview of the 2018/19 Budget as agreed at the July Executive Board. Operations and Programme budgets have been combined to give a clearer overview of all GCP spend.

Funding type	**2018/19 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	Forecast Variance (£000)	Status*		
					Previous ¹	Current	Change
Infrastructure Programme and Operations Budget	29,918	4,190	26,918	-3,821	-		-

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

** Increase in budget of £3m to include Greenway's Quick Win's. Agreed by July 2018 Executive Board.

¹ Throughout this report references to "previous status" relates to the progress report last considered by the Joint Assembly and Executive Board

Housing and Strategic Planning

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Housing Development Agency – new homes completed	250	2016 - 2018	301			↑
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	851			↔

** Based on housing commitments as at 31 July 2018. On rural exception sites and 5 year land supply sites in the rural area

3. Breakdown of Housing Development Agency Completion Locations and Tenure Types:

Scheme Name	Local Authority	Ward / Area	Actual Affordable Completions 2016/17	Actual Affordable Completions 2017/18	Tenure Breakdown**
Colville Road	City Council	Cherry Hinton	25	0	25 AR
Water Lane	City Council	Chesterton	0	14	14 AR
Aylesborough Close	City Council	Arbury	20	0	20 AR
Clay Farm	City Council	Trumpington	0	104	78 AR & 26 SO
Homerton	City Council	Queen Edith's	39	0	29 AR & 10 SO
Fen Drayton Road	SCDC	Swavesey	20	0	20 AR
Horseheath Road	SCDC	Linton	4	0	4 AR
Hill Farm	SCDC	Foxton	15	0	15 AR
Ekin Road	City Council	Abbey	0	6	6 AR
Hawkins Road	City Council	Kings Hedges	0	9	9 AR
Fulbourn Road	City Council	Cherry Hinton	0	8	8 AR
Uphall Road	City Council	Romsey	0	2	2 AR
Bannold Road	SCDC	Waterbeach	0	11	11 AR
Cambridge City Housing Company	City Council	Arbury & Chesterton	0	24	24 AR
Total New Homes			123	178	

** AR – Affordable Rent SO – Shared Ownership

4. Delivering 1,000 Additional Affordable Homes

- 4.1. The methodology agreed by the Executive Board for monitoring the 1,000 additional homes means that, only when housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements, can any affordable homes on eligible sites be considered as 'additional' and count towards this target. As reported to the Executive Board previously, the Greater Cambridge housing trajectory published in both Councils' Annual Monitoring Reports (AMRs) in December, shows a comprehensive assessment of planned housing delivery and actual completions (taking into account developer updates). The Greater Cambridge housing trajectory published in December 2017 shows that it is not 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 until 2020/21.
- 4.2. Until 2020/21, affordable homes on eligible sites being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings. Therefore it is estimated, based on current information, that any affordable homes on eligible sites, anticipated to be delivered from 2020/21, can be counted towards the delivery of the 1,000 additional affordable homes. The date at which it is anticipated that there will be a surplus in terms of housing delivery over and above that required to meet the housing requirements in the Local Plans will be reviewed annually, taking account of anticipated housing delivery as set out in the Greater Cambridge housing trajectory.
- 4.3. The table above shows that, on the basis of known planning permissions and planning applications with a resolution to grant planning permission, 851 affordable homes on eligible sites are likely to be delivered towards the target of 1,000 by 2031. This is consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 85% 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.
- 4.4. There has also been a change in circumstances in South Cambridgeshire in relation to five year supply, which has implications on the future contribution to the target from 'five year supply' sites. On 21 May 2018, South Cambridgeshire District Council published an update on its five year housing land supply that demonstrates that it can deliver a five year housing land supply for 2018-2023 of 5.0 years. On 3 September 2018, the two Councils published the Inspectors Reports on their Local Plans. The Inspectors have concluded that both Local Plans are 'sound' subject to a number of modifications being made, including those modifications that set out the methodology for calculating five year supply. With the publication of the Inspectors Reports, significant weight can be given to the Inspectors conclusions when considering planning applications, and therefore the Councils can demonstrate 5.8 years supply for 2018-2023. As a result 'five year supply' sites are no longer being permitted by the Council and therefore any future 'five year supply' sites are likely to be limited to any sites that are allowed on appeal.
- 4.5. Overall the housing trajectory (published in December 2017) shows that 38,080 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,580 dwellings more than the housing requirement of 33,500 dwellings. There remains 13 years of the period to 2031 outstanding 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. 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
Secondary school/UTC's KS3 & KS4 events	34	36			↔
Special needs events	4	4			↔
Post 16 (KS 5) events run in schools/UTC's	15	8			↔
Business School Brokerage Service	1	1			↔
Multi-school events - Opps Ahead / Primary School Fair/ARU	2	2			↔
Apprenticeship events/interactions (students + parents)	43	43			↔
Apprenticeship CPD (no of schools)	3	3			↔
Business Apprentice Employer Interaction (B2B)	3	3			↔
Local Labour Market Information	10	10			↔

Update on current Form the Future activity

5. Update on GCP Apprenticeship Service

- 5.1 The GCP Apprenticeship tender was launched on Monday 27th August and will be open until 27th October. The details of the tender opportunity can be found here - <https://procontract.due-north.com/Advert?advertId=c44649c4-49a5-e811-80ed-005056b64545>
- 5.2 As previously agreed, the Apprenticeship Service will work to bridge the gap between employers and prospective apprentices as well as engaging with schools and parents. Subject to the quality of tender, the Service will be operational from late 2018/early 2019.
- 5.3 Officers will update the Board and Joint Assembly as to progress with awarding the contract.

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	Completed				↑
Digital wayfinding	Launch event completed				↑
MotionMap	Launch event completed				↔
First steps to Intelligent Mobility	Completed				↔
Phase 2	2020	2020			↔

6. Travel Information Applications

6.1 A successful travel information event was held at the Tamburlaine Hotel on 20 June 2018 which formally marked the launch of the Digital Wayfinding devices pilot, the MotionMap app and Smart Panel pilot. Over 60 stakeholders and invited guests attended. Extensive media coverage helped to advertise the new travel information tools.

6.2 Digital Wayfinding

- Large digital screens are now live at the Station Gateway and Trumpington Park and Ride. The new devices provide travel information including real-time bus information, walking routes into town (where applicable) and give visitors access to onward travel information.
- The Trumpington Park and Ride device allows ticket purchase via Chip and Pin and, if under £30, via contactless. The software is also mobile wallet compatible for Apple Pay and Android Pay, if the Client Merchant account supports it. There is also the option to dispense rail tickets.
- Evaluation of usage is ongoing and will be used to improve and add additional features where agreed as appropriate. We are working with Visit Cambridge and the BID to ensure a unified traveller experience.
- Sites for additional devices are also being identified; for example assisting bus travellers at the Emmanuel/Drummer Street interchange.

6.3 MotionMap Travel App

Downloads of the MotionMap app from the Apple store and GooglePlay have now exceeded 1000. As well as identifying areas for improvement in response to feedback, the app is proving useful in resolving issues with real time bus data.

6.4 **Smart Panels**

- This project has developed content from the Intelligent City Platform (iCP) using real time bus and other data to provide valuable information for travellers. The content of the screens is configurable so that information about buses and trains is relevant to the location of the screen. The screens are capable of showing buses as they make their way to nearby bus stops so that travellers can plan accordingly.
- Seven SmartPanels are now live. A number of other organisations have expressed an interest in setting up their own screens and are being supported in doing so.

6.5 **Further Developments**

In addition to further improvements and deployment of the three travel applications described above, further work is ongoing to extend both data applications and real time data sources to enable the Smart Cities agenda. This includes considering how better cycling and pedestrian data can be made available and obtaining traffic signal data with the ultimate aim of reducing sustainable travel journey times.

7 **Autonomous Vehicles (AVs)**

- 7.1 Following the successful CCAV3 (Centre for Connected and Autonomous Vehicles) bid for Government and industry funding for the development of autonomous public transport solutions, a new project is underway. The project will develop AVs to run out of hours on the Cambridgeshire Guided Busway to the Cambridge Biomedical Campus and Trumpington Park and Ride. The project will result in 5 or 6 vehicles running a trial service.
- 7.2 A project initiation meeting was held in July and an outline plan has been agreed which will see the initial vehicle pilot underway in mid-19 and the trial service commencing by end 2019. Work is ongoing to agree the detailed delivery plans and collaborative work with the industry partner.

8 **Programme Development**

- 8.1 The programme plan is being updated to ensure continued alignment with the local context (e.g. GCP Transport Programme smart technology requirements) and to take advantage of learning to date.

Transport

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

9 Transport Delivery Overview

					Status		
Project		Delivery stage	Target completion date	Forecast completion date	Previous	Current	Change
Tranche 1							
Ely to Cambridge Transport Study		Completed					
A10 cycle route (Shepreth to Melbourn)		Completed					
Greenways Development		Design	2019	2019			↔
Histon Road		Design	2022	2021			↔
Rural Travel Hubs		Design	2019	2019			↔
Milton Road		Design	2022	2021			↔
Chisholm Trail cycle links	Phase 1	Construction	2020	2020			↔
	Phase 2	Design	2022	2022			↔
Cambourne to Cambridge / A428 Corridor		Design	2024	2023			↓
City Centre Capacity Improvements [“City Centre Access Project”]		Design	2020	2020			↔
Cambridge Southeast Transport Study (formerly A1307)		Design	2024	2023			↔
West of Cambridge Package		Design	2022	2021			↔
Greater Cambridge Rail Study		Design	2018	2018			↔
Cambridge South Study		Design	2019	2019			↔
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2018			↔
	Hills Road / Addenbrooke’s corridor	Completed	2017	2018			↔
	Links to East Cambridge & NCN11/ Fen Ditton	Mobilisation	2018	2019			↔
	Arbury Road corridor	Construction	2018	2019			↔
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔

10 Transport Finance Overview (to July 2018)

Project	Total Budget (£'000)	2018-19 Budget £'000	2018-19 Outturn £'000	2018-19 Variance £'000	2018-19 budget status		
					Previous	Current	Change
Histon Road bus priority	4,280	224	330	+106			↓
Milton Road bus priority	23,040	800	330	-470			↔
Chisholm Trail	8,400	5,320	2,320	-3,000			↓
Cambourne to Cambridge / A428 corridor	59,040	2,900	2,900	0			↔
Programme management & Early scheme development	4,950	800	800	0			↔
Cambridge Southeast Transport Study (formerly A1307)	39,000	1,397	2,350	+953			↓
Cross-City Cycle Improvements	8,000	4,500	4,000	-500			↔
West of Cambridge package of interventions (formerly Western Orbital)	5,900	600	1,200	+600			↓
Ely to Cambridge Transport Study	2,600	892	32	-860			↔
City Centre Access Project	8,045	3,995	3,345	-650			↔
Greenways	480	244	244	0			↔
Greenways Quick Wins	4,500	3,000	3,000	0			↔
Cambridge South Station	925	925	925	0			↔
Total	169,160	25,597	18,796	-3,821			↓

The explanation for variances is set out below.

Histon Road – Bus Priority

- 10.1 The forecast outturn spend is £106k more than originally planned due to the project moving forward more quickly than scheduled, bringing forward additional costs and therefore impacting potential outturn spend.

Milton Road – Bus Priority

- 10.2 The forecast outturn spend is £470k less than originally planned with construction costs now going into 2019/20. This forecast to the end of the financial year assumes the final preliminary design is agreed by the Board in June 2019, detailed design and mobilisation, with construction starting in mid-2020.

Chisholm Trail

- 10.3 Underspend of £3 million is forecast for 2018/19 against the original spend profile due to delays in discharging pre-commencement planning conditions. Construction work on the Chisholm Trail Phase One and the Abbey-Chesterton Bridge is likely to commence in September 2018, later in the financial year than originally planned.

Cambourne to Cambridge / A428 Corridor

- 10.4 To be confirmed in line with Combined Authority review.

Cambridge Southeast Transport Study (formerly A1307)

- 10.5 The £953k variance is due to revised forecasts, based on a formal proposal by consultants for design development of Phase 1 and Phase 2, and extended survey work, including Phase 2 walkovers.

Cross-City Cycle Improvements

- 10.6 The forecast outturn spend is £500k less than originally planned as some expenditure will go into 2019/20 to cover final contractor bills and any minor alterations and amendments being made to completed schemes.

West of Cambridge Package of Interventions (formerly Western Orbital)

- 10.7 The forecast outturn has increased to £1.2m (from £600k) to reflect the requirement to complete the Trumpington Extension works in 2018/19.

Ely to Cambridge Transport Study

- 10.8 The study is now complete and all technical reports received. No further consultant costs are anticipated. The forecast £32k spend in the 2018/19 financial year represents the final consultant invoice for completion of the study. The Combined Authority now has responsibility for taking forward the recommendations.

City Access Project

- 10.9 As the programme continues to be developed, the budget is expected to be underspent this year. Anticipated underspend is in the region of £650,000 against the overall budget of £3,995k. This includes all workstreams under City Access, including City Centre Spaces and Movement and Residents Parking Implementation.

Greenways

- 10.10 £244,000 is the remaining budget for development of the 12 routes, all of which should be spent during the 2018/19 financial year.

Greenways Quick Wins

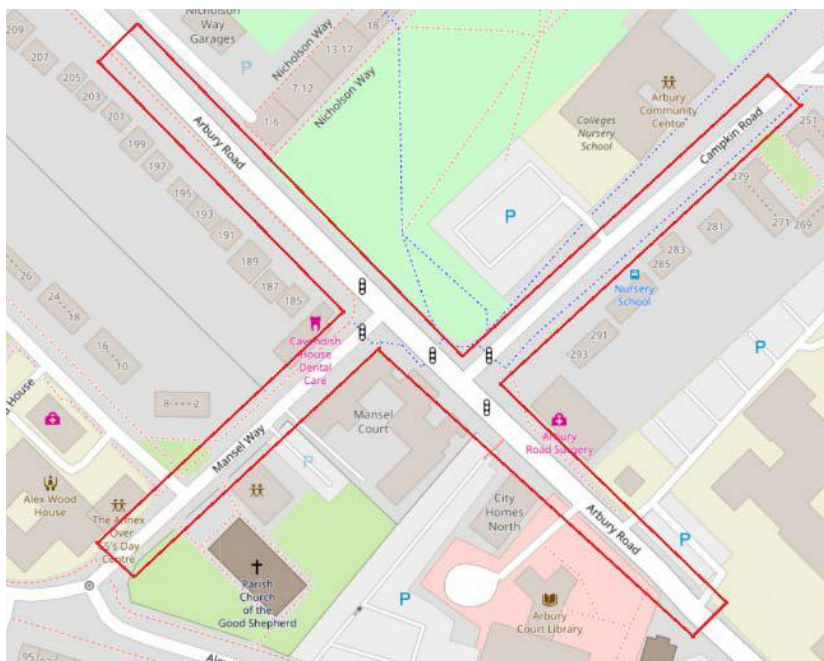
- 10.11 The Executive Board approved the programme of 'Quick Wins' on 4th July 2018. Design and preparation work is well underway, with Phase 1 of the Sawston to Stapleford improvements already underway. The £3 million budget is expected to be spent during 2018/19.

Cambridge South Station

- 10.12 No spend has been incurred to date. The Feasibility Study will be carried out by the end of March 2019, meaning the £925k budget is expected to be spent during the remainder of the 2018/19 financial year.

Arbury Road Update

- 10.13 In June 2016 the Executive Board gave permission for the construction of the (Cross City Cycling) Arbury Road scheme, including a trial closure of Mansel Way at the junction with Arbury Road. The aim of the closure was to prevent rat-running along Mansel Way and Alex Wood Road and to encourage more journeys, especially to Arbury Court, by sustainable modes.
- 10.14 As detailed design progressed, officers changed their view on the benefits of the trial closure as it became apparent that a large proportion of people visiting Arbury Court were doing so by car and there was a concern locally that any restrictions on motor traffic might impact on the shopping area, which has recently undergone a major revamp.
- 10.15 It is now considered that a better option would be to remove the traffic signals at the Mansel Way/Arbury Road junction, along with the removal of the right filter lanes into both Mansel Way and Campkin Road. This will enable the continuation of the high quality cycle lanes currently being built to go through both junctions and still allow vehicular access to Arbury Court from all directions.
- 10.16 These proposals have been modelled and the likely impacts are that Arbury Road East and Mansel Way are predicted to experience slightly higher delays through the junction, but Arbury Road West is expected to experience fewer delays. Journey times for the Citi 1 bus service will therefore benefit from the changes. Officers have modelled the designalisation, together with the removal of the right filter lanes.
- 10.17 Local Members have been closely involved in the Arbury Road project and are supportive of the proposals.



Plan 1: Area referred to above

A10 Melbourn to Royston

- 10.18 At the Executive Board meeting in November 2017, County Councillor Susan van de Ven and two local residents came to speak in favour of extending the A10 Cambridge to Melbourn foot and cycle route to link to Royston. Officers were asked to undertake some work on a business case for further consideration.
- 10.19 Linking to Royston would include a new foot and cycle bridge crossing the A505, as well as a new 2km path on the A10. This is likely to cost around £3.3 million and requires the procurement of a small plot of privately owned land, submission of a planning application, and collaboration with Hertfordshire County Council (HCC), as one side of the new bridge would land in Hertfordshire. A new bridge is unlikely to impact on longer term plans to introduce a dual carriageway on the A505 from Royston to the A11, as this section is already a dual carriageway.
- 10.20 An outline business case has been compiled, including some narrative around benefits. This is supplemented with a consultant report which attempts to quantify the economic benefits against the likely costs.
- 10.21 The Benefit Cost Ratio (BCR) figure produced by the consultant is 0.29:1, which in Department for Transport (DfT) terms represents poor value for money. For comparison purposes an identical piece of work was undertaken for a new cycle route linking Oakington (The Busway) with Cottenham, one of the proposals for 'Quick Wins'. The BCR for this was 1.44:1.
- 10.22 HCC has already funded a feasibility study and confirmed that it would adopt the bridge for maintenance.
- 10.23 In order to look more closely at the BCR and to link the project more broadly to the wider transport work of the GCP, officers will be asking the Executive Board to agree to include the

A10 Melbourn to Royston Cycle Link as part of the Melbourn Greenway's consultation in October 2018.

- 10.24 As part of that process, officers will also be asking the Executive Board to agree that officers should formally explore a range of funding options for the scheme with neighbouring Local Authorities.

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

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:

- 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.

Executive Board: 11 October 2018		Reports for each item to be published: 1 October 2018	Report Author	Key Decision	Alignment with Combined Authority
A428 Cambourne to Cambridge Item withdrawn	Decision on interim outline business case following public consultation and business case development.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Cambridge South East Transport Study	Decision on strategy approach – Following public consultation and development of business case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
West of Cambridge Package (M11 J11 Park and Ride)	To consider the scheme options and approve consultation on a preferred proposal.		Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Public Transport Corridors	<ul style="list-style-type: none">A10 Waterbeach to Science ParkNewmarket Road	Peter Blake	No	CA LTP Passenger Transport Strategy	
GCP Quarterly Progress Report	To agree to commence detailed work.				
	To monitor progress across the GCP workstreams including financial monitoring information.	Niamh Matthews	No	N/A	
Executive Board: 6 December 2018		Reports for each item to be published: 26 November 2018	Report Author	Key Decision	Alignment with Combined Authority
A428 Cambourne to Cambridge	Decision on interim outline business case following public consultation and business case development.	Peter Blake	Yes	CA LTP Passenger Transport Strategy	
Histon Road	To consider results of the public consultation and give approval to any proposed modifications to the final preliminary design for Histon Road and to approve the outline business case as a basis the detailed engineering design and final business case.	Peter Blake	Yes	CA LTP Passenger Transport Strategy	
City Access and Bus Service Improvements	Update on progress, intelligent signals review delivery plan and to give approval to engage on demand management principles and measures.	Peter Blake	Yes	CA LTP Passenger Transport / Walking & Cycling / Streetscape Strategy	
Foxton Level Crossing and Travel Hub	Present options and give approval for public consultation.	Peter Blake	Yes	CA LTP Passenger Transport Strategy	
Output of Studies into Rail Capacity and Cambridge Biomedical Campus	To provide an update and information on the output of studies.	Peter Blake	No	CA LTP Passenger Transport/ Interchange Strategy	

Rural Travel Hubs and Rural Bus Service Improvements	To provide an update on rural Travel Hubs Pilot projects.	Peter Blake	No	CA LTP Passenger Transport Strategy
GCP Future Investment Strategy	To agree prioritised list for future investment.	Rachel Stopard	Yes	CA Prospectus/ 4-year plan
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 20 March 2019		Reports for each item to be published: 8 March 2019		Report Author
			Key Decision	Alignment with Combined Authority
Chisholm Trail Cycle Links	To approve construction of phase 2 of the scheme subject to planning permission.	Peter Blake	Yes	CA LTP Walking & Cycling Strategy
Newmarket Road	Update on work to date	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
A10 Waterbeach to Science Park	Update on work to date	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.	Niamh Matthews	No	N/A

Executive Board: 27 June 2019		Reports for each item to be published: 17 June 2019	Report Author	Key Decision	Alignment with Combined Authority
West of Cambridge Package (M11 J11 Park and Ride)	Full Outline Business Case for P&R Expansion at J11.		Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
A428 Cambourne to Cambridge	Update on Progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Cambridge South East Transport study	Update on Progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
City Access	Update on progress to date and report back on public consultation results.		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A
Executive Board: 3 October 2019		Reports for each item to be published: 23 September 2019	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A

Executive Board: 12 December 2019		Reports for each item to be published: 2 December 2019	Report Author	Key Decision	Alignment with Combined Authority
A10 Waterbeach to Science Park	Update on progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Newmarket Road	Update on progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
City Access	Update on progress to date		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP quarterly progress report	To monitor progress across the GCP workstreams including financial monitoring information.		Niamh Matthews	No	N/A

Corresponding Meeting Dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
11 October 2018	1 October 2018	20 September 2018	10 September 2018
6 December 2018	26 November 2018	15 November 2018	5 November 2018
20 March 2019	8 March 2019	27 February 2019	15 February 2019
27 June 2019	17 June 2019	6 June 2019	24 May 2019
3 October 2019	23 September 2019	12 September 2019	2 September 2019
12 December 2019	2 December 2019	21 November 2019	11 November 2019