



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

BUDGET SETTING 2019/20 AND QUARTERLY PROGRESS REPORT

Report to: Greater Cambridge Partnership Joint Assembly 27th February 2019

Lead Officer: Niamh Matthews – Head of Strategy and Programme

1 Purpose

1.1 To update Joint Assembly members on progress across the Greater Cambridge Partnership (GCP) programme and specifically:

- Note the proposed 2019/2020 expenditure budget of £33.6m; and
- Note the energy infrastructure proposal in section 15.

2 Programme Finance Overview

2.1 The table below gives an overview of the 2018/19 Budget:

Funding Type	2018/19 Budget (£000)	Expenditure to Date (£000)	Forecast Outturn (£000)	**Forecast Variance (£000)	Status*		
					Previous ¹	Current	Change
Infrastructure Programme	26,128	10,336	19,837	-6,291			
Operations Budget	3,790	1,444	3,000	-790			↔

**Please note, RAG explanations at the end of this report **Forecast Variance against 2018/19 budget*

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 -	301			↔
Delivering 1,000 additional affordable homes**	1,000	2011-2031	853			↔

** Based on housing commitments as at January 2019 on rural exception sites, on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

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 once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 4.2 The Greater Cambridge housing trajectory published in December 2017 (in both the South Cambridgeshire and Cambridge Annual Monitoring Reports 2016-2017) 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 2020/2021. Until 2020/2021, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings. The date at which a surplus against the annualised housing requirement is anticipated will be reviewed and updated when the new Greater Cambridge housing trajectory is published in Spring 2019.
- 4.3 The table in the Housing and Strategic Planning section above shows that on the basis of known sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council's planning committee, 853 affordable homes on eligible sites are anticipated to be delivered between 2020 and 2031 towards the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 85% of the target on the basis of currently known sites.
- 4.4 In May 2018, South Cambridgeshire District Council published an update on its five year housing land supply that demonstrated that for the first time since June 2014 it could deliver a five year housing land supply. In September and October 2018, South Cambridgeshire District Council and Cambridge City Council adopted their Local Plans, and the Councils can now demonstrate 5.8 years of housing land supply for 2018-2023. As a result 'five year supply' sites are no longer being permitted by South Cambridgeshire District Council and a number of planning appeals on 'five year supply' sites have been dismissed by the Planning Inspectorate or withdrawn by the applicant. This change in circumstances in South Cambridgeshire in relation to five year housing land supply means that future contributions towards delivering the target will be solely from affordable housing on rural exception sites or planning permissions granted as a departure from the adopted development plan.
- 4.5 The latest 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 are still a further 12 years until 2031 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. With the adoption of the Local Plans and confirmation that the Councils have established a five year housing land supply, it is anticipated that rural exception sites will start to come forward again. 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 (around 50 dwellings per year), and therefore we can be confident that the target will be achieved.

Skills

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

5 Update on Current Form the Future Activity

Indicator	Target/ Profile	Progress	Status		
			Previous	Current	Change
Secondary school/UTC's KS3 & KS4 events	43	44			↔
Special needs events	4	4			↔
Post 16 (KS 5) events run in schools/UTC's	15	8			↔
Business School Brokerage Service	2	2			↔
Multi-school events - Opps Ahead/Primary School Fair/ARU	2	2			↔
Apprenticeship events/interactions (students + parents)	58	55			↓
Apprenticeship CPD (no of schools)	3	3			↔
Business Apprentice Employer Interaction (B2B)	3	3			↔
Local Labour Market Information	10	10			↔

6 Update on the GCP Apprenticeship Service

- 6.1 The GCP Apprenticeship tender was launched on Wednesday 12th December and closed on Friday 18th January.
- 6.2 Seven bids were received for the tender and they have all now been moderated. The quality of the bids was generally high and officers have been able to identify a preferred bidder. In order to adhere to procurement rules the formal award cannot be announced until the end of a ten-day standstill period which is Friday 22nd February. Subject to there being no formal objections during that period officers will verbally update the Joint Assembly at it the meeting to announce the preferred bidder.

Smart Places

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

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
T-CABS (CCAV3 Autonomous Vehicle Project)	Dec 2020	Dec 2020			↔
Smart Panels – Phase 2 Extension	Mar 2019	Mar 2019			↔
MotionMap – Phase 2 (Enhancements)	2019	2019			↔
Digital WayFinding – Phase 2 (Development)	2019	2019			↔
ICP Development – Phase 2	Mar 2019	Mar 2019			↔
Pedestrian and cycle sensor trials	2019	2019			↔
Update report on integrated ticketing opportunities	Dec 2018	May 2019			↔

7 T-CABS (C-CAV3 Autonomous Vehicle Project)

- 7.1 The project to trial autonomous shuttles on the Southern Section of the busway continues with multiple meetings held with both the supplier (RDM/Aurigo), internal project team and external stakeholders. Discussions are underway regarding design plans for both the shuttle and the application that will ultimately be used by the passenger to call the shuttle, as well as stabling for the shuttles, entrance/exit from the busway etc.

8 Smart Panels – Phase 2 Extension

- 8.1 Follow up discussions are under way with the 12 organisations who have shown interest in hosting a Smart Panel. The further round of publicity was delayed at the end of last year as it was decided that it would be more effective to promote the solution in the new year.

9 MotionMap – Phase 2 (Enhancements)

- 9.1 Downloads of MotionMap have increased to nearly 1300. Enhancements based on the two changes most requested by users have been implemented and were deployed in January for both Apple and Android.

10 Digital Wayfinding – Phase 2 (Development)

- 10.1 Meetings have been held with Visit Cambridge and the BID to confirm the most suitable proposed sites for additional devices. The outcome of this is a list of approximately 10 potential sites where digital wayfinding would enhance the user experience for visitors, commuters and residents.
- 10.2 We are working with the supplier to evaluate and provide feedback on their development of an improved journey planner. Once signed off, the planner on the devices throughout the city will be updated.

- 10.3 It has also been demonstrated that key council messaging (such as advertising for Foster Carers) can be displayed on the screens when they are not in active use. This provides an additional benefit of the devices being installed throughout the city.

11 ICP Development – Phase 2

- 11.1 Work continues on the platform with improvements to bus time prediction data and efforts to make the data more widely available through new channels.

12 Pedestrian and Cycle Sensor Trials

- 12.1 The specification for work to conduct sensor trials with the aim of collecting significantly improved data has been finalised. A 'Request for Quotation' process will be started imminently, with the aim of procuring sensors to be used in conjunction with the proposed Mill Road bridge closure for works by Network Rail. The aim is to secure a sensor deployment ahead of the closure to provide a benchmark against which the impact of the closure can be measured. Having the sensors in place after the works are completed will allow data to be obtained highlighting the impact of temporary closure.

13 Integrated Ticketing Opportunities

- 13.1 Procurement is complete for consultancy support for an updated review of the integrated ticketing opportunities available, and a supplier will be appointed shortly.

Transport

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

14 Transport Delivery Overview

Project			Delivery Stage	Target Completion Date	Forecast Completion Date	Status		
						Previous	Current	Change
Tranche 1								
Ely to Cambridge Transport Study			Completed					
A10 cycle route (Shepreth to Melbourn)			Completed					
Cambridge Southeast Transport Study (formerly A1307)			Design	2025	2024			↔
Cambourne to Cambridge / A428 Corridor			Design	2024	2024			↔
Milton Road			Design	2021	2020			↔
City Centre Access Project			Design	2020	2020			↔
Chisholm Trail Cycle Links	Phase 1	Construction	2020	2020			↔	
	Phase 2	Design	2022	2022			↔	
Cross-City Cycle Improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2019			↔	
	Hills Road / Addenbrooke's corridor	Completed	2017	2018			↔	
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2019			↓	
	Arbury Road corridor	Construction	2018	2019			↓	
	Links to Cambridge North Station & Science Park	Construction	2018	2019			↓	
Histon Road Bus Priority			Design	2022	2020			↔
West of Cambridge Package			Design	2021	2021			↔
Greenways Quick Wins			Construction	2020	2020			↔
Ely to Cambridge Transport Study			Design	2019	2019			↔
Cambridge South Station			Baseline Study	2018	2018			↔

Residents Parking Implementation	Project Initiation	2021	2021			↔
Greenways Development	Design	2019	2019			↔
Rural Travel Hubs	Project Initiation	2021	2021			↔
Travel Audit – South Station and biomedical campus	Baseline Study	2018	2019			↓

15 Transport Finance Overview (to 31st January 2019)

Project	Original Approved Total Budget (£'000)	Revised Total Budget (£'000)	Change (£'000)	2018-19 Budget £'000	2018-19 Outturn £'000	2018-19 Variance £'000	2018-19 budget status		
							Previous	Current	Change
Cambridge Southeast Transport Study (formerly A1307)	141,082	140,735	0	1,397	2,150	+753			↔
Cambourne to Cambridge / A428 corridor	59,040	157,000	0	2,900	2,600	-300			↔
Milton Road bus priority	23,040	23,040	0	800	330	-470			↔
City Centre Access Project	9,638	9,888	250	4,170	2,525	-1645			↔
Chisholm Trail	9,269	9,269	0	5,320	2,320	-3,000			↔
Cross-City Cycle Improvements	8,934	8,934	0	4,500	4,000	-500			↔
Histon Road Bus Priority	4,280	7,000	2,720	224	330	+106			↔
West of Cambridge package (formerly Western Orbital)	5,900	5,900	0	600	1,200	+600			↔
Greenways Quick Wins	0	4,650	4,650	3,000	2,000	-1,000			↔
Programme Management & Early Scheme Development	3,200	3,200	0	800	800	0			↔
Ely to Cambridge Transport Study	2,600	2,600	0	892	32	-860			↔
Cambridge South Station	1,750	1,750	0	925	925	0			↔
Residents Parking Implementation	1,191	1,191	0	219	219	0			↔
Rural Travel Hubs	700	700	0	75	70	-5			↔
Greenways Development	500	500	0	244	244	0			↔
Travel Audit – South Station and biomedical campus	150	180	30	62	92	+30			↓
Total	271,274	278,924	7,650	26,128	19,837	-6,291			↔

- 15.1 The explanation for variances is set out in the following paragraphs.

Cambridge Southeast Transport Study (formerly A1307)

- 15.2 There is likely to be an overspend of £753k due to revised cost forecasts for Phase 2 development work and additional surveys. The total budget has been revised in line with the higher cost option agreed by the GCP Board in the March 2018 Budget Setting Report. Adoption of Strategy 1 as a preferred strategy for development was agreed at the 11th October GCP Board Meeting.

Cambourne to Cambridge / A428 Corridor

- 15.3 An underspend of £300k is anticipated. Consultation is on schedule for February/March 2019. Post consultation analysis, currently priced in to the estimated outturn, will now be spent in the next financial year.

Milton Road – Bus Priority

- 15.4 As previously reported, the forecast outturn spend is £470k less than originally planned with construction costs now moving into 2019/20. Detailed design is planned to commence in Spring 2019 with mobilisation and construction starting in early 2020.

City Access Programme

- 15.5 An underspend of £1.65m is forecast for 2018/19, as several work streams in the City Access programme have been put back to allow for other work to be completed.

Chisholm Trail

- 15.6 An underspend of £3m is forecast for 2018/19 against the original spend profile due to delays in discharging pre-commencement planning conditions and finalising land deals. As the construction contract has now been awarded for Chisholm Trail Phase 1 and Abbey-Chesterton Bridge, work has commenced on site so spend has increased significantly as anticipated.

Cross-City Cycle Improvements

- 15.7 Early in the financial year it was identified that there would be an underspend of £500k, against the 2018/19 budget of £4.5m, as it was anticipated that there would be final contractor bills plus any minor alterations and amendments being made to completed schemes rolling into 2019/20. The situation remains unchanged with the remaining £500k to be spent next financial year.

Histon Road – Bus Priority

- 15.8 As previously reported, the forecast outturn spend is £106k more than originally planned. This is due to advancing the detailed design phase starting into this financial year, bringing forward costs and positively impacting potential outturn spend.

West of Cambridge Package of Interventions (formerly Western Orbital)

- 15.9 The anticipated overspend remains at £600k as the forecast outturn for the year has increased to £1.2m (from £600k) to reflect the requirement to complete the Trumpington Extension works in 2018/19.
- 15.10 Works for the extension have commenced. At this time it is not anticipated that any further changes to outturn are required.

Greenways Quick Wins

- 15.11 Spend in 2018/19 will now be £2m rather than £3m, as in many cases, scheme estimates have proved to be higher than the actual costs required.

Programme Management & Early Scheme Development

- 15.12 There has been no change since last month. Current spend is on track in line with the 2018/19 forecast of £800k.

Ely to Cambridge Transport Study

- 15.13 The study is now complete and all technical reports received. This project has an underspend of £860k and no further consultant costs are anticipated. The Combined Authority now has the responsibility of taking forward the recommendations.

Cambridge South Station

- 15.14 No spend has been incurred to date. The feasibility study has commenced with DfT overseeing the contract. The £925k budget is expected to be spent during the remainder of the 2018/19 financial year.

Residents Parking Implementation

- 15.15 Although minimal spend has been incurred to date, it is currently forecast that the budget will be spent in the remainder of 2018/19.

Rural Travel Hubs

- 15.16 The revised forecast outturn for works to be completed for the 2018/19 financial year is £70k. The project is on track to spend during the year, leaving a current forecast underspend of approximately £5k.

Greenways Development

- 15.17 £244,000 is the remaining budget for development of the 12 routes, all of which should be spent during the 2018/19 financial year. These include the Linton Greenway, although for operational purposes, that is being managed as part of the Cambridge South East Transport Study.

Travel Audit – South Station and Biomedical Campus

- 15.18 Owing to the requirement to carry out some significant further work on the study, to include assessing the impacts of numerous related transport schemes in the area which have progressed since the Travel Audit for South Station and the Cambridge Biomedical Campus began, the budget requirement for 2018/19 has increased.
- 15.19 The study now assesses the impact of the South-East Cambridge (formally A1307) study proposals, the West of Cambridge package proposals, the proposed new Park and Ride site close to J11 of the M11, the Cambridge Autonomous Metro (CAM), various Greenways and also the added certainty around Cambridge South Station, on the Campus area.
- 15.20 The additional work, the cost of keeping the project live with the consultants for an extra 6 months and additional internal staff costs means the total overall budget has risen to £180,000, an increase of £30,000. The remainder of the budget is expected to be spent in 2018/19.

Economy and Environment

16 *Local Grid Constraints*

- 16.1 The Economy and Environment Working Group has been considering the constraints that the energy grid within Greater Cambridge may pose on sustainable economic growth in the future. Officers have commissioned and worked with consultants to produce a report studying likely changes in energy demand arising from growth and the anticipated electrification of transport; the constraints on such growth potentially posed by the power grid; and potential solutions.
- 16.2 Early indications suggest that the Grid is approaching full capacity and requires significant investment to enable further connections to be brought forward. This capacity constraint has the potential to slow the delivery of housing and economic development unless action is taken to speed up the delivery of new grid capacity.
- 16.3 Our research has found that the Grid is constrained because the way that the regulatory and market frameworks operate means that local network operators are not incentivised to invest in the network proactively. Individual developers are not currently likely to invest in grid reinforcements either due to the high costs and level of risk and their limited ability to recover the costs from other developers.
- 16.4 Given the GCP's role in facilitating further sustainable economic growth, based on the initial findings, there may be a role that the GCP could play, potentially alongside other stakeholders, in alleviating these constraints on the Grid and unlocking business growth that may otherwise be stalled.
- 16.5 Work is at an early stage but an emerging recommendation is that GCP and/or other stakeholders could consider investing roughly £25m to build a new substation that would ease the pressure on the local network throughout Greater Cambridge. The cost would be partially offset over the medium-to-longer term as we would look to charge potential developers a fee when they are connected to the grid.
- 16.6 In order for officers to further understand the costs, opportunities, risks and challenges, we are looking to commission UK Power Networks, who are the local network operators, to undertake a study as to how local partners could go about delivering a new substation. The cost of this will further study would be £20k, in addition to the £20k for the study already completed by our consultants.

17 Budget Setting 2019/2020

17.1 The attached spreadsheet sets out a proposed GCP draft budget for 2019/2020.

17.2 Officers propose the following changes to previously agreed budgets:

Chisholm Trail Cycle Links

17.3 As outlined in the Chisholm Trail report [agenda item 10 refers] an increase of £5m from £9.3m to £14.3m to complete phase two of the scheme.

Developing 12 Cycling Greenways

17.4 Increase of £36k in order to complete the early development phase of the schemes.

Eastern Access

17.5 The commencement of works along the eastern corridor was agreed at the October 2018 Executive Board. As such, officers have identified a £500k budget to initiate these works during 2019/2020.

Engagement and Communications

17.6 In line with last year's budget, allocate £88k to support the central communications function of the GCP.

18 Funding Assumptions

S106 Position

18.1 In line with due process every financial year S106 estimates are reviewed. The S106 estimated profile assumes S106 receipts of c£45m. To date c£27m has been agreed (not all received yet), although some of it depends on being matched against applicable GCP schemes. This will not be known until the detail of the GCP's major schemes is finalised.

18.2 In next year's budget setting exercise an updated estimate will be made for S106 receipts. There are already discussions over a number of major growth sites, for example, Waterbeach. It is worth noting that there is a tension between the funding of strategic transport contributions and affordable housing when developers' viability assessments suggest a limit to the total amount of S106 available.

New Homes Bonus (NHB) Position

18.3 New Homes Bonus was introduced in 2011 to provide an incentive for local authorities to encourage housing growth in their areas. In 2018/19 South Cambs, Cambridge City, and the County Council all allocated 40% of their NHB allocations for the GCP area to GCP projects. It is proposed to reduce this percentage to 30% in 2019/2020. The implication on the GCP's budget for the 2019/2020 financial year is a reduction of £1,045m from £4,037m to £2,992m.

18.4 2019/2020 represents the final year of funding agreed through the Government's Spending Review 2015, and so the final year of the current approach to NHB. It is the

Government's intention to explore how to incentivise housing growth, for example by using the Housing Delivery Test results to reward delivery or incentivising plans that meet or exceed local housing need. Government will consult on any changes prior to implementation. Until the outcome of this consultation is known it is assumed that NHB will continue based on the current methodology.

19 Funding Shortfall

- 19.1 The current profiled costs and funding, up to 2024/2025, across all currently identified schemes demonstrates a shortfall of c£50m. However, this assumes the GCP is successful in achieving further funding (£200m) as part of its first Gateway Review at the end of 2019/2020. Should the GCP not be successful in securing further Government funding at the end of 2019/2020 the Board will need to go through a rigorous scheme prioritisation process. However, this figure does not account for a successful second Gateway Review in 2025 (a potential further £200m).
- 19.2 It is important to note that the current profiled costs do not include any development costs for either the Science Park to Waterbeach or the Eastern Access schemes, which were agreed at the October Executive Board meeting. In addition to the currently identified funding shortfall (subject to successful Gateway one) of c£50m the Joint Assembly and Board should consider this a risk to programme delivery.
- 19.3 Should the GCP be successful in securing funding through its second Gateway Review (2025) it will unlock a further £200m of funding. Given costs for the Science Park to Waterbeach and the Eastern Gateway schemes have not yet been determined and an assumption that their scale is likely to be similar to that of our current major schemes (A428 Cambourne to Cambridge and Cambridge South East Scheme) at this time it is reasonable to consider that all the GCP's current and profiled future funding is fully committed. Subject to these schemes coming forward, it is likely that there will be additional S106 contributions allocated against GCP schemes.
- 19.4 As it currently stands the GCP's projected local contributions (S106 and NHB) match fund Government grant as follows: c£70m local to £100m Government grant. The City Deal commits the GCP to match fund the Government's grant in its totality (to date £100m). As further S106 contributions come forward, the local match should increase accordingly. It is the Government's expectation that this match funding commitment remains over the course of the GCP's investments (c15years). The Board should consider this assumption as part of its planning and decision making for future investments and development.
- 19.5 Should the currently profiled schemes remain on target the Joint Assembly and Board may wish to consider the potential, in future years, to borrow against projected GCP income streams. This would be subject to formal agreement from the GCP's accountable body (Cambridgeshire County Council).

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: 20 March 2019		Reports for each item to be published: 8 March 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
GCP Future Investment Strategy	To agree a prioritised list of projects for future investment.		Rachel Stopard	Yes	CA Prospectus/ 4-year plan
Foxton Level Crossing and Travel Hub	To consider options and give approval to proceed with public consultation.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Output of Cambridge Biomedical Campus Study	To receive an update and information on the output of the study.		Peter Blake	No	CA LTP Passenger Transport/ Interchange Strategy

Chisholm Trail Cycle Links	To approve construction of phase 2 of the scheme, subject to planning permission.	Peter Blake	Yes	CA LTP Walking and Cycling Strategy	
Milton Road	To consider results of the public consultation and give approval to any proposed modifications to the final preliminary design for Milton Road and to approve the outline business case as a basis for the detailed engineering design and final business case.	Peter Blake	Yes	CA LTP Passenger Transport Strategy	
Rural Travel Hubs and Rural Bus Service Improvements	To receive an update on the Rural Travel Hubs Pilot project.	Peter Blake	No	CA LTP Passenger Transport Strategy	
Executive Board: 27 June 2019		Reports for each item to be published: 17 June 2019	Report Author	Key Decision	Alignment with Combined Authority
Cambridge Autonomous Metro	To consider the strategic outline business case and funding strategy.	Peter Blake	No	CA LTP Passenger Transport Strategy	
West of Cambridge Package (M11 J11 Park and Ride)	To consider the full outline business case for the proposed Park and Ride Expansion at Junction 11.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy	
City Access	To receive an update on progress to date and consider feedback from the public consultation exercise.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy	
Cambridge South East Transport Scheme (A1307)	To consider the strategic outline business case.	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
Cambourne to Cambridge Better Public Transport Project	To consider the result of further work in response to the interim report and the final Outline Business Case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Histon Road: Bus, Cycling and Walking Improvements	To consider and award the construction contract.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Executive Board: 12 December 2019		Reports for each item to be published: 2 December 2019	Report Author	Key Decision	Alignment with Combined Authority
West of Cambridge Package (M11 J11 Park and Ride)	To consider detailed design proposals prior to seeking consent to obtain planning powers.		Peter Blake	No	CA LTP Passenger Transport Strategy
A10 Waterbeach to Science Park	To receive an update on the project and, if necessary, provide a steer on next steps.		Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy

East Cambridge Corridor	To receive an update on the project and, if necessary, provide a steer on next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
City Access	To receive an update on the project and, if necessary, provide a steer on next steps.	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
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