



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

BUDGET SETTING 2019/20 AND QUARTERLY PROGRESS REPORT

Report to: Greater Cambridge Partnership Executive Board 20th March 2019

Lead Officer: Niamh Matthews – Head of Strategy and Programme

1 Purpose

1.1 To update the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme.

2 Recommendations

2.1 The Executive Board is recommended:

- (a) To approve the GCP's 2019/20 budget as set out in Appendix A, which includes proposed changes to the previously agreed budgets as set out in section 21.
- (b) To note, as set out in section 8, the proposal that Form the Future and Cambridge Regional College are to be contracted to start work on the Greater Cambridge Apprenticeship Service as soon as contracts have been finalised.
- (c) To note the progress across the GCP programme.
- (d) To adopt the County Council's new Fibre Ducting in Transport Schemes policy, tabled for consideration by the County Councils Economy and Environment Committee on 14th March, as detailed in section 16 of the report. This will support the deployment of fibre ducting in all GCP commissioned transport schemes going forward.
- (e) To approve the investment of up to £400k to support Stagecoach to purchase two low emission buses to operate on routes within the city centre.

3 Officer Comment on Joint Assembly Feedback and Issues Raised

- 3.1 Details of feedback from the Joint Assembly are set out in the report from the Joint Assembly Chair. This contains details of matters discussed at the recent Joint Assembly meeting and a summary of feedback.
- 3.2 The Joint Assembly asked a number of questions which led to a meaningful discussion on the direction of travel of each element of the report. Specifically, clarity on the nature of the funding required for the energy proposal was requested. There was also discussion around digital wayfinding, planned closure of Mill Road bridge, cross-city cycling and the reduction in New Homes Bonus allocated to GCP projects.
- 3.3 In addition, the Joint Assembly requested that officers bring back to the Joint Assembly a report outlining the way that GCP projects are considered as part of the wider Local Authority planning process, which officers have agreed to do.

4 Programme Finance Overview

4.1 The table below gives an overview of the 2018/19 Budget to January 2019:

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”

	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.

5 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	Foxtton	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

6 Delivering 1,000 Additional Affordable Homes

- 6.1 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.
- 6.2 The Greater Cambridge housing trajectory published in December 2017 (in both the South Cambridgeshire and Cambridge Annual Monitoring Reports 2016/17) 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 2020/21, 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.
- 6.3 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 based on currently known sites.
- 6.4 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.
- 6.5 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”

7 Update on Current Form the Future Activity

Indicator	Target/ Profile	Progress	Status		
			Previous	Current	Change
Secondary school/UTC's KS3 & KS4 events	43	70	Green	Green	↔
Special needs events	4	4	Green	Green	↔
Post 16 (KS 5) events run in schools/UTC's	15	8	Yellow	Yellow	↔
Business School Brokerage Service	2	3	Green	Green	↔
Multi-school events - Opps Ahead/Primary School Fair/ARU	2	3	Green	Green	↔
Apprenticeship events/interactions (students + parents)	58	75	Green	Green	↑
Apprenticeship CPD (no of schools)	3	3	Green	Green	↔
Business Apprentice Employer Interaction (B2B)	3	4	Green	Green	↔
Local Labour Market Information	10	10	Green	Green	↔

8 Update on the GCP Apprenticeship Service

- 8.1 The GCP Apprenticeship Service tender was launched on Wednesday 12th December and closed on Friday 18th January. Seven bids were received for the opportunity.
- 8.2 Officers have now successfully been able appoint a provider to deliver the GCP's Apprenticeship Service. The winning bid was a joint bid from Form the Future and Cambridge Regional College. Officers will be working with the provider over the next few weeks to get contracts signed and activity starting as soon as possible. Officers are expecting to be able to mobilise the service during March.

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 (CAV3 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			↔

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

9.1 The project to trial autonomous shuttles on the Southern Section of the busway continues with multiple meetings held with the supplier (RDM/Aurrigo), 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.

10 Smart Panels – Phase 2 Extension

10.1 Follow up discussions are under way with the 12 organisations that have shown an 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.

11 MotionMap – Phase 2 (Enhancements)

11.1 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.

12 Digital Wayfinding – Phase 2 (Development)

12.1 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.

12.2 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.

12.3 When the screens are in screen saver mode (not in active use), key council (such as advertising for Foster Carers) and GCP (Choices For Better Journeys engagement) messaging can be displayed on the screens. This provides an additional benefit to the devices being installed throughout the city. There are currently no plans for commercial advertising on the screens.

13 ICP Development – Phase 2

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

14 Pedestrian and Cycle Sensor Trials

14.1 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.

15 Integrated Ticketing Opportunities

15.1 Procurement is complete for consultancy support for an updated review of the integrated ticketing opportunities available, and a supplier has been appointed. The supplier will look at the opportunities in the market to deliver a scheme in the short to medium term as well as a longer-term solution.

15.2 The consultants will supply the GCP with both an options appraisal and implementation plan. The results of this work will be brought back to the Executive Board in June for consideration.

16 Fibre Ducting in Transport Infrastructure Schemes

16.1 The opportunities presented by digital technology all ultimately rely on the physical deployment of fibre ducting and mobile networks. Whilst the requirements for electricity or water are well understood and infrastructure and new build housing schemes have been incorporating these utilities in a manner, which has evolved over more than a century, the provision of fibre ducting has only become common over the last few decades. To date there has been a lack of a standard national approach to ensuring that appropriate fibre ducting is included in all infrastructure schemes.

16.2 The impact of this is significant as it is estimated that 90% of the civils costs for the deployment of fibre ducts are linked to retrofitting, even without taking into account the disruption, congestion and lost productivity caused by digging up roads and pavements to lay fibre ducting. Deploying ducting as part of transport infrastructure schemes is not only significantly cheaper, it also minimises the disruption and potential damage to new roads/pathways as well as the additional congestion associated with retrofitting ducting.

16.3 Market forces as well as national planning policy are increasingly driving the delivery of full fibre infrastructure for new homes; however, this does not happen by default for transport infrastructure schemes.

- 16.4 Fibre ducts have a long life (estimated to be 30+ years) and whilst new developments are expected in future years with regards to the manufacture and configuration of fibre-optic networking technology, current fibre installations are anticipated to have a very long lifespan. With the ducts in place, in the event that fibre needs to be replaced or augmented “pulling” or blowing new fibre is a relatively low cost operation, as long as the relevant construction standards are adhered to.
- 16.5 As a high growth area, with a significant number of planned transport schemes as well as a high reliance on digital technology, Cambridgeshire is a natural location to be at the forefront of developing new practises and policies to ensure that leading edge digital connectivity is available to support the local economy and underpin flourishing communities over future decades. In addition to supporting better connectivity for businesses, residents and public services, incorporating digital connectivity in all new transport schemes will help to ensure that our road, cycling and pedestrian routes are able to take advantage of emerging and next generation transport technology such as autonomous vehicles, Artificial Intelligence (AI) driven decision making and dynamic highways management.

Transport

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

17 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			↓

18 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	42,000	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	412,637	7,650	26,128	19,837	-6,291			↔

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

Cambridge Southeast Transport Study (formerly A1307)

18.2 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 set out 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

18.3 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

18.4 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

18.5 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

18.6 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

18.7 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

18.8 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)

- 18.9 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.
- 18.10 Works for the extension have commenced. At this time it is not anticipated that any further changes to outturn are required.

Greenways Quick Wins

- 18.11 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

- 18.12 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

- 18.13 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

- 18.14 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

- 18.15 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

- 18.16 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

- 18.17 £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

- 18.18 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.
- 18.19 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.
- 18.20 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.

19 Electric Bus Investment

- 19.1 GCP has been seeking to work with a bus operator to provide early adoption of low emission buses operating on routes in the city centre. This will initially be one full electric bus and one Electric Hybrid that will operate on electric only in high emission areas. This will help to provide data that will support future investment and work towards improvement in air quality in the city.
- 19.2 Officers have been in discussions with Stagecoach who are currently prepared to work with GCP to introduce these buses. The intention is to provide payment of the cost difference between a new diesel bus to each low emission variant, estimated to be up to £400K.
- 19.3 To comply with procurement rules officers carried out soft market testing with no response from the market other than Stagecoach. We then issued a notice to the market that we were considering issuing Voluntary Ex-Ante Transparency Notice (VEAT) to work directly with Stagecoach. We received no further interest.
- 19.4 For bus operators, trialling these low emission vehicles increases their risk as it involves using technologies they are not setup for and have little experience of operating. However, Stagecoach is prepared to work with GCP on this project, as we already have a relationship with them as a local operator that is part of the local bus partnership, and a shared commitment to find solutions that can improve air quality in the City.

Economy and Environment

20 *Local Grid Constraints*

- 20.1 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.
- 20.2 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.
- 20.3 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 due to either the high costs and level of risk and their limited ability to recover the costs from other developers.
- 20.4 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.
- 20.5 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.
- 20.6 As set out in the Future Investment Strategy paper the £25m investment would be recoverable as new large scale developments connect to the Grid, through a framework agreement with the local network operator. As part of the next stage of work, officers are working to establish the detailed repayment period.
- 20.7 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 for this work is expected to be c£40k, as referenced in section 21.7 of this report.

21 Budget Setting 2019/2020

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

21.2 Officers propose the following changes to previously agreed budgets:

Chisholm Trail Cycle Links

21.3 As outlined in the Chisholm Trail report [agenda item 11 refers] an increase of £5m from £9.3m to £14.3m to complete phase two of the scheme.

Developing 12 Cycling Greenways

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

Eastern Access

21.5 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

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

Local Grid constraints

21.7 An additional £40k to support the work on Grid Capacity as set out in section 20 of this report.

22 Funding Assumptions

S106 Position

22.1 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.

22.2 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

22.3 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.

- 22.4 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.

23 Funding Shortfall

- 23.1 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).
- 23.2 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.
- 23.3 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.
- 23.4 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.
- 23.5 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: 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
Output of Rail Capacity Study	To receive an update and information on the output of the study.	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		Report Author	Key Decision	Alignment with Combined Authority
	Reports for each item to be published: 23 September 2019			
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
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