



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

## **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**

**WEDNESDAY, 28 FEBRUARY 2018**

### **DECISIONS**

Set out below is a summary of the decisions taken at the Greater Cambridge Partnership Joint Assembly held on Wednesday 28 February 2018. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

If you have any queries about any matters referred to in this decision sheet please contact Kathrin John (01954) 713030 or [Kathrin.John@scams.gov.uk](mailto:Kathrin.John@scams.gov.uk).

#### **1. APOLOGIES**

An apology for absence was received from Mark Robertson.

An apology for late arrival was received from Councillor Ian Bates.

#### **2. JOINT ASSEMBLY MEMBERSHIP**

The Chairman welcomed Christopher Walkinshaw, of Cambridge Ahead, to the meeting. Mr Walkinshaw had been appointed in place of Sir Michael Marshall, who had stepped down from the Joint Assembly, as a representative of the business community. On behalf of the Joint Assembly, the Chairman thanked Sir Michael for his contributions to the Greater Cambridge Partnership.

The Joint Assembly noted that Claire Ruskin had been appointed on an interim basis to the Executive Board and accordingly there was a vacancy on the Joint Assembly. The Executive Board had supported a proposal for Claire Ruskin to identify someone from the business community to fill the vacancy on an interim basis.

#### **3. DECLARATIONS OF INTEREST**

No interests were declared.

#### **4. MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 18 January 2018 were approved as a correct record, subject to amendment of minute 10 (Rural Travel Hubs) to capture comments made at the meeting that there did not appear to be sufficient confidence to develop permanent design solutions at the pilot sites, given the proposal for construction at those sites to initially be more temporary in nature and to reflect reservations expressed as to whether it was prudent to invest funding in sites if they were only temporary.

#### **5. QUESTIONS FROM MEMBERS OF THE PUBLIC**

Nine public questions had been received, all of which had been accepted for the meeting.

Eight questions related to agenda item 7 (Histon Road, Bus, Cycling and Walking Improvements Final Concept) and seven of those were dealt with at that item. One questioner was unable to attend the meeting and would receive a written response.

One question related to agenda item 8 (Western Orbital: Progress on Additional Park and Ride Capacity and Submission to Highways England on Girton Interchange and M11 Smart Motorway) and was dealt with in conjunction with that item.

## **6. PETITIONS**

The Chairman notified the Joint Assembly of a petition received to “reject the Cambridge Mass Transit Options Report as flawed and incomplete”. The petition contained more than 50 signatures but had not reached the required 500 signatures to present it formally to the Joint Assembly.

## **7. HISTON ROAD: BUS, CYCLING AND WALKING IMPROVEMENTS FINAL CONCEPT**

The Joint Assembly considered the report which set out the preliminary concept design for Histon Road. There was broad support for the proposals in the paper and Assembly members were pleased to note the intention to provide as much priority as possible for pedestrians and cyclists. However Joint Assembly members felt that the Assembly should have had the benefit of the input from the Local Liaison Forum (LLF), noting that the report was not due to be considered by the LLF until the following week. Whilst acknowledging that the scheduling had been agreed in consultation with the LLF Chair, the Joint Assembly asked that consideration should be given to scheduling LLFs in advance of the Joint Assembly to enable it to hear the views of LLFs.

Joint Assembly members generally welcomed the expectation that the bus lane would improve future inbound bus journey times by up to 2.5 minutes in peak times, enhancing reliability of service, although a challenge was made as to whether that level of time reduction merited the extent of investment. Concerns around the impact on businesses, together with the interaction between deliveries and cycle lanes were noted and acknowledged by the Joint Assembly.

Overall, the Joint Assembly indicated a guarded welcome for the proposals presented.

## **8. WESTERN ORBITAL: PROGRESS ON ADDITIONAL PARK & RIDE CAPACITY; AND SUBMISSION TO HIGHWAYS ENGLAND ON GIRTON INTERCHANGE AND M11 SMART MOTORWAY**

The Joint Assembly considered the report which outlined the development of the Western Orbital scheme and set out issues for public consultation in summer 2018 on a new Park and Ride site at Junction 11 of the M11 and associated public transport/vehicular priority measures. The report also set out proposals to ask the GCP Executive Board to delegate to the Chief Executive, in consultation with the Chairman, a submission to Government for the inclusion of Girton Interchange and M11 smart motorway in the Highways England’s second Roads Investment Strategy (RIS2).

The Joint Assembly discussed the extent to which the GCP’s approach to park and ride schemes was strategic. There was some concern expressed that the Mayor did not appear to be supportive of park and ride but the Joint Assembly was advised that the CAM metro proposal considered by the Combined Authority had expressly provided for park and ride sites. Some reservations were expressed about the impact of the proposed park and ride site on local villages.

The Joint Assembly provided positive challenge around the need more clearly to articulate the park and ride strategy and to provide a greater level of detail around the

proposals prior to public consultation. Some Members expressed the view that the proposals should come back to the Joint Assembly prior to public consultation. The GCP Transport Director indicated that he would reflect on the comments of the Joint Assembly, including the need for outline proposals

The Joint Assembly acknowledged that the smart motorway proposal was only an interim solution but was supportive of continuing to lobby Highways England regarding the upgrade, acknowledging the scope to improve resilience, safety and junction performance. Additionally, Joint Assembly Members welcomed the proposals for seeking to increase capacity at the Girton Interchange to address current traffic congestion issues and support the delivery of improved public transport services and agreed that officers should continue to work with Highways England to develop the case for inclusion of Girton Interchange in RIS2.

## **9. CITY ACCESS UPDATE INCLUDING MODE SHIFT AND DEMAND MANAGEMENT OPTIONS**

The Joint Assembly received a report inviting comment on the progress to date of the City Access programme and any views on the options for achieving modal shift through demand management. The Joint Assembly welcomed the fact that the City Access strategy had been further informed by the early findings of “Our Big Conversation”.

Members of the Joint Assembly felt that it was important that the “carrot” element of the proposals (ie: introducing an attractive system of public transport that encouraged behaviour change and modal shift) was introduced before any “stick” (demand management measures), and it was also felt that if demand management worked properly, then it would pay for the public transport network that was needed. The Joint Assembly agreed that it would be important to be clear about what an attractive, integrated public transport network would look like and to have a blend of demand management measures. Assembly Members also highlighted the need for increased capacity for cycle parking to be further investigated.

Joint Assembly Members agreed that it was extremely important to address air quality and pollution issues to improve public health outcomes and a proposal to consider air quality in specific areas was put forward. There was also general support for measures to encourage the shift to less polluting vehicles.

The Joint Assembly noted that there was currently no budget provision for any demand management measures given that the proposals were still at discussion stage. Joint Assembly members acknowledged that demand management measures invariably attracted a divergence of views and was reminded that South Cambridgeshire District Council in January 2017 had indicated its opposition to the principle of congestion charging. Some Assembly Members emphasised the importance of designing an attractive and accessible public transport system that encouraged behaviour change and modal shift. The Joint Assembly recognised that the proposals had been under discussion for some time and reflected on how best it might be able to support officers to progress the programme to achieve the objectives of reducing congestion and improving air quality.

The Joint Assembly indicated general support for further work to be progressed on the City Access programme, as indicated in the report, but felt that it was important that the public consultation should not take place during the summer holidays.

## **10. QUARTERLY PROGRESS REPORT, INCLUDING BUDGET SETTING 2018/2019**

The Joint Assembly discussed and noted the Quarterly Progress Report, including Budget Setting for 2018/19

Members of the Joint Assembly asked for updates at future meetings on the Housing Development Agency and Smart Places. Additionally there was a request for future reports on delivery of affordable homes to include a break down of types of homes completed and tenure.

The Joint Assembly received an update on the Independent Economic Assessment Panel with particular reference to the need to increase the budget for Government appointed consultants to work with the GCP for the next 18 months on the evidence to be part of the Outline Evaluation Plans for each Locality Framework, as outlined in part 1 of the progress since the last report.

The Joint Assembly requested that the GCP Risk Register be added to the progress report in future.

**11. GREATER CAMBRIDGE PARTNERSHIP FUTURE INVESTMENT STRATEGY**

The Joint Assembly received a report setting out the draft Future Investment Strategy (FIS), together with the focus and rationale for the projects and schemes that were at its core. With respect to consultation on the FIS, Assembly members were not minded to support linking consultation on the FIS to a further conversation on demand management options. Instead, the Joint Assembly felt that demand management merited a separate consultation exercise. Moreover, reservations were expressed at the option within the report to use a relatively “light touch” on line approach to consultation on the FIS.

**12. DATE OF NEXT MEETING**

The Joint Assembly noted that the next meeting will take place on Thursday 14 June 2018 at 2.00pm in the Guildhall, Cambridge.