



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

## **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**

Minutes of the Greater Cambridge Partnership Executive Board held on  
Wednesday, 21 March 2018 at 4.00 p.m.

### **Members of the Greater Cambridge Partnership Executive Board:**

Cllr Francis Burkitt	South Cambridgeshire District Council
Cllr Lewis Herbert	Cambridge City Council
Phil Allmendinger	University of Cambridge
Cllr Ian Bates	Cambridgeshire County Council
Claire Ruskin	Cambridge Network

### **Officers/advisors:**

Niamh Matthews	Strategic Programme & Commissioning Manager, Greater Cambridge Partnership
Rachel Stopard	Chief Executive, Greater Cambridge Partnership
Stephen Kelly	Joint Director of Planning & Economic Development, Cambridge City Council & South Cambridgeshire District Council
Peter Blake	Transport Director, Greater Cambridge Partnership
Sarah Heywood	Greater Cambridge Partnership
Kathrin John	Democratic Services, South Cambridgeshire District Council
Victoria Wallace	Democratic Services, South Cambridgeshire District Council

### **1. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor Kevin Price, Chairperson of the GCP Joint Assembly, due to illness.

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

The Executive Board noted that Mark Robertson had stepped down from the GCP Joint Assembly where he acted as an academic representative on behalf of Cambridge Regional College.

The Executive Board **ENDORSED** the nomination from Professor Phil Allmendinger, on behalf of the University of Cambridge, of Jo Sainsbury from iMET (Innovation, Manufacturing, Engineering and Technology) to fill the resultant vacancy on the Joint Assembly.

It was noted that one more representative of the business community was needed on the Joint Assembly, and Claire Ruskin confirmed she was working on that.

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

The following declarations of interest were made:

- Professor Phil Allmendinger declared a non-pecuniary interest in relation to item 7 (Histon Road: Bus, Cycling and Walking Improvements Final Concept) as a resident of Gilbert Road.
- Councillor Ian Bates declared a non-pecuniary interest in relation to item 8 (Western Orbital: Progress on additional Park and Ride capacity; and submissions to Highways England on Girton Interchange and M11 Smart Motorway) given that he was a County Councillor and the County Council owned a piece of land which might be available for use as a possible additional park and ride site.

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

The minutes of the meeting of the Executive Board held on 8 February 2018 were confirmed as a correct record for signature by the Chairperson.

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

The Executive Board **RECEIVED** and responded to public questions as part of agenda items 7, 8, 9 and 10. The questions and a summary of the answers are provided as an appendix to the minutes.

Councillor Mike Todd-Jones addressed the Executive Board, as Chair of the Local Liaison Forum, on item 7.

#### **6. OVERVIEW FROM THE CHAIRMAN OF THE JOINT ASSEMBLY**

The Executive Board **RECEIVED** an overview report on the discussions from the meeting of the Greater Cambridge Partnership Joint Assembly held on Wednesday, 28 February 2018.

Councillor Bates informed the Executive Board that he had attended the Joint Assembly meeting and referred to some data and information that had been produced by Councillor Grenville Chamberlain, who was a member of the Joint Assembly. Councillor Bates felt that the Board needed to better understand this information and asked that the Transport Director look at this and provide a briefing to the Executive Board. The Transport Director informed the Executive Board that Councillor Chamberlain had since provided him with some information in relation to this.

The Chairperson referred to the new screens that were in the lobby at Shire Hall, which displayed transport data for the area, and noted the good progress that these reflected.

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

The Chairperson invited public questions from Anna Crutchley, Secretary of the Benson Road Residents' Association (BenRa) and Lilian Rundblad, Vice Chair of Histon Road Local Liaison Forum. The questions and a summary of the answers are provided as an appendix to the minutes.

In relation to the public questions, Councillor Bates pointed out that air pollution was often caused by standing vehicles, therefore if vehicles were able to keep moving, air pollution would be reduced and air quality improved. In relation to public questions from the Histon Road LLF, Councillor Bates advised that he would be happy to meet with residents to discuss their concerns. Regarding night time restrictions to HGVs, Councillor Bates advised that his experience of trying to bring in such restrictions was that this was an extremely complex and long process. He would be happy to look at this from a County

Council perspective but advised that it was not a simple solution.

In relation to the public questions and 20mph speed limit zones raised by the Histon Road LLF, the Transport Director added that the environment in which 20mph zones were situated needed to be self-enforcing. If it was not then traffic would move at an appropriate pace, which was 30mph in a traditional residential area.

Councillor Mike Todd-Jones, Chairman of the Histon Road Local Liaison Forum was invited to address the Executive Board. He summarized the key outcomes of the last LLF meeting:

- The LLF recognized that the 5 way junction at Histon Rd, Victoria Rd, Huntingdon Rd, Castle Hill and Mount Pleasant was a difficult junction. The LLF acknowledged the attempts that had been made to improve safety, particularly in relation to cycling. The LLF wanted full access to be maintained to Victoria Road at the junction.
- The LLF endorsed the GCP's proposed solution at the Gilbert Road/Warwick Road junction, particularly with regards to pedestrian and cyclists' movements.
- Regarding the bus lane, the LLF acknowledged that improving bus journey time was key.
- The LLF endorsed the Darwin Green spy road, Kings Hedges junction and taking the scheme up to just south of Carisbrooke Road.
- Compulsory land purchase had been a real concern for the LLF, which was pleased that the commitment had been maintained to there being no compulsory land purchase.
- The LLF was pleased about the work to mitigate verge loss due to the bus lane.
- The LLF welcomed the retention of the line of trees.
- The green environmental aspect of Histon Road was very important and it was critical that this was maintained.
- The LLF was pleased that capacity had been found to accommodate the loss of resident parking bays on Histon Road.
- For local businesses the LLF thought that parking options at Cranwell Court should be maintained, and asked that the GCP consider this.
- The LLF appreciated the commitment from Highways to work with them regarding rat running mitigations.

Councillor Bates had attended the LLF meeting and confirmed that this was a fair reflection of what had taken place at the meeting. The Vice Chairperson was keen to follow up on the detail with Councillor Todd-Jones and the LLF.

The Transport Director added that the scheme balanced a series of priorities along the corridor and that the proposed solution was optimal. Extensive engagement had taken place and it was acknowledged that different parts of the community had different priorities, which the GCP was trying to pull together into a single scheme. On street parking was highlighted as an issue and mitigation to accommodate the 42 spaces that would be lost, would continue to be looked at. The next stage of the process was public consultation.

Executive Board members made the following points:

- Executive Board members expressed their general support for the reconfigured scheme.
- The Board welcomed the direction of travel and consultation and engagement that had taken place to date.
- Executive Board members highlighted the importance of making cycling and

pedestrian movements as safe as possible, as there were so many schools in the area.

- All schools in the area needed to be made aware of the proposed scheme and needed to be consulted.
- Executive Board members expressed support for schemes such as this, which encouraged modal shift. It was pointed out that some people would still need to drive down Histon Road and the scheme would make little difference to them.
- Executive Board members expressed support for this scheme, however it was felt by some that something more radical may need to be done in future.
- Board members felt that there were details that needed to be worked through, particularly with regards to businesses and the scheme also needed to consider the junctions.
- A significant number of cyclists used the route, therefore there was a particular need at Histon Road for through cycling.
- Executive Board members paid tribute to Paul Van de Bulk for all his work on the scheme, which had been transformed due to his and the LLF's work.

The Transport Director explained the next steps, clarifying that public consultation would take place following which an Executive Board decision would be sought to proceed to detailed design. This would consider all the detailed design, including the procurement and delivery arrangements for the scheme. Engagement would continue following the public consultation, the importance of which the Chairperson highlighted.

Councillor Todd-Jones proposed that at the start of the public consultation, a Local Liaison Forum stakeholder workshop take place. The Transport Director would take this forward with the LLF.

The Executive Board **AGREED** unanimously to:

- (1) Support the "Preliminary Concept" design shown in Plans 1-6 as a basis for public consultation and further detailed design work, including preparation of the business case.
- (2) Approve the revised budget that includes a new estimate of £6M in capital costs for delivery of this scheme.

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

The Chairperson invited public questions from Jane Ward, Chair of Hauxton Parish Council, Niall O'Byrne, Chair of Harston Parish Council, District Councillor Janet Lockwood and Jan Nanor, Member of Harston Residents' Group. The questions and a summary of the answers are provided as an appendix to the minutes.

The Transport Director presented the report, which outlined the development of the Western Orbital scheme and set out issues for public consultation on a new Park and Ride site at Junction 11 of the M11, and associated public transport and 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 Chairperson, a submission to Highways England for the inclusion of Girton Interchange and M11 smart motorway in the Highway England's second Roads Investment Strategy.

The Transport Director highlighted the significant increase in traffic on the M11 around

Cambridge which was partly due to it being used as a local distributor road to get around Cambridge. As a result of this the M11 had no resilience, with the slightest problem bringing it to a standstill. Smart motorway would deliver use of the hard shoulder at peak times when needed, providing additional capacity and improved resilience. The GCP was continuing to work with Highways England to demonstrate the case for this.

The Executive Board discussed the report:

- In response to a query, the Transport Director informed the Executive Board that the slip road off the M11 may go under the A10 and explained that this would be done by grade separation. The Chairperson felt that any proposals to go over the A10 would encounter strong resistance from the public.
- The Executive Board was informed that the aim was to avoid buses being caught in general traffic. To achieve this, either a significant enhancement to the junction was needed, which would be costly, or the existing agricultural bridge could be used. The Executive Board was informed that whatever was implemented would be screened with trees around the boundary.
- Regarding the Trumpington Road interventions, the Executive Board was informed that officers were considering the whole journey to and from park and ride sites; an improvement to the general flow of traffic needed to be ensured and not just an improvement to the flow of public transport. Length of journey and reliability of journey were critical. The Transport Director clarified that the report presented a very early look at Trumpington Road.
- The Executive Board was informed that Highways England was onboard with the concept for the M11 and as Highways England planned in five year units, the GCP was trying to feed into their next five year unit (RIS2).
- In response to a query, the Transport Director clarified that with regards to the Girton Interchange scheme, the GCP was trying to get this included in the Highways England East/West Oxford to Cambridge Expressway scheme. The GCP had written to the Chief Executive of Highways England and had been using Highways England's consultants and framework to demonstrate the case for the interventions.
- In response to a query from the Vice Chairperson, the Transport Director informed the Executive Board that given the lack of success of the M4 bus lane, there was little chance that Highways England would consider giving priority of the third lane on the M11, to buses. The GCP would continue to work with Highways England on how to use the additional capacity.
- The importance of ensuring Highways England's different projects and teams were joined up was emphasized, as different teams were working on projects which influenced one another. The Transport Director advised the Board that a key role for the GCP was to ensure that projects were joined up.
- Concern was expressed regarding the approaches to Junctions 11 and 13 on the M11 where the hard shoulder was already being used by queuing traffic, which was very dangerous.

The Executive Board discussed the recommendations and made the following points:

- Whilst some members felt that a new park and ride was not an ideal or long term solution, it was a critical short term solution due to the large number of employees currently at the Cambridge Biomedical Campus (CBC) and Addenbrooke's Hospital, as well as the patients and visitors of the hospital. There would be an additional increase of at least 5000 employees on the CBC site this year, therefore accelerating a short term solution was critical. Members suggested that the earlier on in the commute that the cars could be collected and people put on buses, the better.
- Members felt that rail would be an ideal solution however it was acknowledged that there was not yet a Cambridge South Station.
- Members commented that Park and Ride was an effective way of encouraging modal

- shift and existing Park and Rides were well received and well used.
- Members felt that the traffic signaling on Trumpington Road needed to be updated.
  - The Vice Chairperson commented that the out of town transport options needed to be increased and investments at Foxton needed to be brought forward.

In summary, all Board members felt that the proposals were needed and whilst keeping the public questions in mind, the Chairperson proposed an alternative recommendation. Taking into account the comments that had been raised by residents, the Board supported the Chairman's proposed recommendation. The two non-voting Board members also indicated their support for the proposal, whilst highlighting the need for urgency.

Following approval of amendments to recommendations i and ii in the report, the Executive Board:-

- (1) **AGREED** unanimously that, in respect of any new Park & Ride (P&R) at M11 Junction 11 and associated public transport/vehicle access on and off the M11 and A10, further analysis should be undertaken and opinions sought, and brought back to a future meeting of the Joint Assembly and Executive Board, in the form of an Outline Business Case for these or better options, for further discussion and a decision at that time whether or not to proceed. Any Public Consultation will be deferred until after that decision.

Such analysis should include, as a minimum:

- (a) the rationale for the scheme, including who it would serve and why there is a need for change from existing provisions;
- (b) Traffic modelling along the A10 and M11 including air and noise pollution;
- (c) dovetailing with the study currently being undertaken on the need to provide better transport links to Addenbrooke's, the new Papworth Hospital and the growing number of jobs at Cambridge Biomedical Campus together with patients and visitors;
- (d) dovetailing with the potential interventions at Foxton, being greater car parking to serve the train station and/or a bridge/underpass for the A10 road to avoid the level crossing;
- (e) dovetailing with the emerging plans for a new train station at Cambridge South;
- (f) dovetailing with the emerging plans for the CAM Metro; and
- (g) a compare-and-contrast exercise as between (i) no new P&R; (ii) a new P&R immediately west of Junction 11; and (iii) expansion of the existing Trumpington Road P&R, either multi-level or on a larger site footprint; (iv) alternative transport options.

and such opinions should be sought, as a minimum, from:

- (h) Harston and Hauxton Parish Councils and Trumpington Residents' Association;
- (i) Addenbrooke's, the new Papworth Hospital and the Cambridge Biomedical Campus; and

- (j) the Mayor for Cambridgeshire and Peterborough and/or the Combined Authority.
- (2) **AGREED** unanimously that, based on the ongoing analysis set out in the report, to delegate to the Chief Executive, in consultation with the Chairperson, authority to make a submission to Highways England for the inclusion of Girton Interchange and the M11 smart motorway in the second Roads Investment Strategy and that the Mayor/Combined Authority be asked to support the submission.
- (3) **NOTED** the development of a “West of Cambridge” package of interventions to replace the previously described “Western Orbital” scheme.

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

The Chairperson invited Councillor Oscar Gillespie to ask his question. In addition to the response to his question given by the Transport Director, a summary of which is included in the appendix to the minutes, the Chairperson suggested Councillor Gillespie may want to consider submitting a bid to the GCP’s smart workstream. The Joint Director for Planning and Economic Development (Cambridge City Council and South Cambridgeshire District Council) informed Councillor Gillespie and the Board, that the car club concept was central to conversations between the planning authority and developers regarding sustainable transport options.

The Transport Director presented the report which updated the Board on the progress of the City Access programme and options for achieving modal shift through demand management. The Executive Board was informed that an audit of traffic signals had been completed and officers were considering the findings of this. The following was being looked at regarding traffic signals:

1. Whether the time all existing traffic lights were on red, amber or green could be adjusted to improve traffic flow.
2. Whether strings of traffic lights along the same road could be linked in order to improve traffic flow.
3. Whether radar sensors could be linked to traffic signals so that lights would turn green when a bus approached.

A work programme would be presented at the next Executive Board meeting.

Executive Board members discussed the report and made the following points:

- Members expressed their support for this work.
- The need for demand management systems to be very intelligent and fair for everyone both in the City and those entering the City from outside, was urged.
- A major improvement in the quality of public transport was needed as some of the potential demand management measures would not work without it.
- The need to persist with measures to cut the number of vehicles coming into the city and to get more people onto cleaner transport options, was highlighted.
- The importance of reconfiguring the city centre was highlighted as too many vehicles were still coming into the city centre.
- As well as positive demand management measures, negative measures were also needed in order to raise the funding needed to cover the cost of improving public transport.
- It was suggested that travel planning needed to be put back in the mix of options.

- Issues with city centre car parks needed to be addressed.
- As people were commuting to Cambridge from as far afield as Kings Lynn, March, Chatteris and Haverhill for example, the consultation with stakeholders needed to be broadened.
- Traffic modelling from further outside the city needed to be considered.
- Prioritisation of measures needed to be considered with stakeholders, as not everything could be done at once.
- Regarding recommendation 2, it was specified that the GCP needed to engage with Cambridgeshire County Council, the Cambridge Biomedical Campus, Addenbrooke's Hospital, business and the university.

The Executive Board **AGREED** unanimously:

- (1) To support the development of options for managing traffic demand in Cambridge and to agree that proposals which best meet the objectives set out in paragraph 8.7 are prepared for the Executive Board in July 2018 with the aim to continue the demand management aspects of the "Big Conversation" with stakeholders and the public in Autumn 2018.
- (2) That the GCP engages, with partners, including the Cambridgeshire and Peterborough Combined Authority to ensure alignment with the strategic transport plan, and to provide the opportunity for others to shape/comment on the possible approaches for managing demand and reducing congestion.
- (3) To support the principles of an electric bus pilot and to delegate approval of the pilot to the Director of Transport, in consultation with the Executive Board Chairperson.

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

The Chairperson invited Keith Warburton to ask his question. The question and a summary of the response given are set out in the appendix to the minutes. The Chairperson emphasized that the GCP was keen for travel hubs to be designed by the local community, therefore the GCP would not impose the provision of meeting rooms at travel hubs, but could suggest this.

Councillor Bates asked Mr Warburton to get in touch with Dr Liz Robin, Director of Public Health and to copy him in on any correspondence.

In considering the report, the Executive Board members made the following points:

- In response to a query regarding the New Homes Bonus, the Executive Board was informed that it was not yet known if there would be any likely change.
- Concern was raised regarding the amount of money being received through Section 106 contributions. It was suggested that more detail was required regarding the longer term financial aspect of S106. In response to this, the Board was informed that there were ongoing discussions taking place regarding Section 106.

The Executive Board:

- (1) **NOTED** the progress across the GCP Programme.
- (2) **AGREED** unanimously the proposed 2018/2019 Budget (as set out in Appendices 1 and 1A to the report).



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

The Chief Executive presented the report, which the Executive Board considered. In response to a query regarding ensuring that the GCP was working in collaboration with the Combined Authority, the Chief Executive clarified that a more concrete proposal would be presented to the Executive Board at its meeting in July 2018.

The importance of joining the two five year periods together was emphasized and this approach was supported.

The Executive Board unanimously **AGREED**:

- (1) The core Future Investment Strategy (FIS) principles and focused themes set out in the submitted paper.
- (2) To ask officers to work in collaboration with the Combined Authority to ensure that the GCP's future investment priorities are aligned with the Combined Authority's Prospectus and Four Year Plan.
- (3) That officers continue to work on the process and criteria for the prioritisation of FIS schemes and projects and to develop plans for wider engagement later in 2018.

**12. DATE OF NEXT MEETING**

The Executive Board **NOTED** that the next meeting would take place on Wednesday, 4 July 2018 at 4.00pm in Committee Rooms 1 and 2 at the Guildhall, Cambridge.

**13. COUNCILLOR FRANCIS BURKITT - GCP EXECUTIVE BOARD CHAIRPERSON**

The Vice-Chairperson noted that this would be the last meeting attended by Councillor Francis Burkitt, the Chairperson of the GCP Executive Board.

Members of the Executive Board placed on record their thanks to Councillor Burkitt for his significant contribution to the work of the Board and wished him well for the future.

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**The Meeting ended at 6.20 p.m.**

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