



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

**Report To: Greater Cambridge Partnership Executive Board**

21 March 2018

**Report From: Councillor Kevin Price, Chairperson of Greater Cambridge Partnership Joint Assembly**

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## **1. Overview**

- 1.1.** This report is to inform the Executive Board on the discussions at the Joint Assembly held on Wednesday 28<sup>th</sup> February 2018 which the Board may wish to take into account in its decision making.
- 1.2.** Five reports were considered in total and nine questions were received from members of the public. Seven of those questions were taken with the Histon Road item, one question with the Western Orbital item and one has received a written response which related to specific aspects on specific roads.

## **2. Histon Road**

- 2.1.** The Joint Assembly had a number of views on this item and many found the public questions that had been submitted helpful in generating some of their discussion and questions.
- 2.2.** There was concern expressed by a couple of the Joint Assembly members about the impact of proposals on local businesses that serviced local communities, whilst also noting at the same time there needs to be consideration to restricting deliveries to businesses at peak time.
- 2.3.** There was some anxiety expressed over the timing of the next Histon Road Local Liaison Forum (LLF) as highlighted in one of the public questions asked. It was explained at the meeting that the timing was at the behest of the LLF chair. Following this discussion, officers were asked to clarify the latest position on the LLF review, and it was confirmed that it was still a live process and another facilitated workshop would be set up for chairs and vice chairs.
- 2.4.** There was broad support of the Histon Road report from the Joint Assembly, but there with some questioning over the process for further input by both the LLF and the Joint Assembly in advance of the public consultation.

### **3. Western Orbital**

- 3.1. There was a good discussion on this report with a variety of views expressed about wider transport related strategies and schemes as well as the specifics of the paper.
- 3.2. It was discussed and deemed important that GCP's overall Park and Ride strategy needs to look at all transport corridors collectively rather than on a corridor by corridor approach. It was also raised that GCP needed to ensure the capacity of these hubs provide the volume required in the thousands and not just the hundreds. The debate about the J11 P&R also brought the Foxton level crossing into the discussion which was previously debated in detail at the Joint Assembly in January 2018.
- 3.3. There were questions from members of the Joint Assembly about how innovative the work around Girton and the Smart motorway will be. There was some concern that the Smart motorway will simply provide additional capacity for cars, and risks increasing into congestion further along routes into Cambridge unless modal shift can be encouraged with interchange at park and ride sites.
- 3.4. There was a question as to how the Western Orbital and Smart Motorway would interchange with CAM and whether there would be a fully sustainable transport option running down this stretch of the M11 into the CBC. Officers were asked to be visionary rather than take small steps.
- 3.5. There were some questions from the Joint Assembly members about bus priority and where and how this can have a real impact, and a request for the Joint Assembly to have sight of the proposals before going out for public consultation.

### **4. City Access update including mode shift and demand management options**

- 4.1. The Joint Assembly were pleased to receive a paper on City Access. There were some comments about the timescale that it had taken to reach this point, but it was acknowledged that the Joint Assembly was able to debate this paper with evidence from 'Our Big Conversation' and this was a good position to be in.
- 4.2. It was felt by many of the Joint Assembly members that understanding what an attractive public transport network should look like is important and a critical part of the package. It was acknowledged, however, that there will be many different views about the best way of delivering this, including the most suitable means of freeing up road space for public transport.
- 4.3. During the discussion on demand management the Joint Assembly were reminded of a recent South Cambs District Council resolution that reiterated its opposition to the principle of congestion charging. However, there was a general acknowledgement that technology may enable different solutions and

that the study needs to consider all options. It was also felt that if demand management worked properly then it would pay for the public transport network that is needed.

- 4.4. There was a query about cycle parking and whether we needed to be commissioning some work to give us a better understanding of potential solutions to what could become a bigger problem in Cambridge.
- 4.5. Air quality was seen as a particular driver to find a solution, with concern expressed about air quality in specific areas. This linked with the discussion on setting of ambitious targets to highlight our aspirations.
- 4.6. There was also a request from the business community to ask what they can do to support taking forward the City Access mode shift and demand management options, and a prompt that people traveling on our public transport network need to be able to access the best point for their journeys rather than just the closest or shortest point.

## **5. Quarterly Progress Report**

- 5.1. The Joint Assembly had some questions in relation to specific housing matters and requested further detail on the Housing Development Agency and housing affordability and tenure to be included in the next progress report.
- 5.2. It was noted that there were some areas over achieving against the targets set at the start of the partnership, which included skills and cycling, but there was disappointment that the Motion App had not yet been completed. Officers assured the Joint Assembly that there has been progress with the app which would start trials soon and it included all bus providers rather than an individual provider. Officers also informed the Joint Assembly of the £3.2million government funding secured by Smart Cambridge for further autonomous vehicle development and testing in Cambridge.

## **6. Future Investment Strategy**

- 6.1. The Joint Assembly discussions focused on how the proposals contained within the Future Investment Strategy would be consulted upon. A couple of views were expressed that the consultation should not be too light touch and points made about the potential sequencing with further engagement of demand management options. Officers undertook to take these comments on board when considering public engagement and consultation.

*End of Chair report*