

GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

Minutes of the Greater Cambridge Partnership Executive Board held on
Wednesday, 4 July 2018 at 4.00 p.m.

Members of the Greater Cambridge Partnership Executive Board:

Cllr Lewis Herbert	Cambridge City Council
Phil Allmendinger	University of Cambridge
Cllr Ian Bates	Cambridgeshire County Council
Claire Ruskin	Cambridge Network
Cllr Aidan Van de Weyer	South Cambridgeshire District Council

Members of the Greater Cambridge Partnership Joint Assembly in Attendance:

Councillor Tim Wotherspoon	GCP Joint Assembly Chairperson
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Officers/advisors:

Beth Durham	Head of Communications, Greater Cambridge Partnership
Niamh Matthews	Strategic Programme & Commissioning Manager, Greater Cambridge Partnership
Rachel Stopard	Chief Executive, Greater Cambridge Partnership
Peter Blake	Transport Director, Greater Cambridge Partnership
Kathrin John	Democratic Services, South Cambridgeshire District Council
Victoria Wallace	Democratic Services, South Cambridgeshire District Council

1. ELECTION OF CHAIRPERSON

Councillor Lewis Herbert was **ELECTED** Chairperson of the Greater Cambridge Partnership Executive Board.

2. ELECTION OF VICE CHAIRPERSON

Councillor Ian Bates was **ELECTED** Vice Chairperson of the Greater Cambridge Partnership Executive Board.

3. JOINT ASSEMBLY MEMBERSHIP

The Executive Board **ENDORSED** the nomination of Heather Richards of Transversal, to fill the vacant seat on the Greater Cambridge Partnership (GCP) Joint Assembly, as a representative of the business community. Transversal was a company specializing in new generation knowledge management.

4. APOLOGIES FOR ABSENCE

There were no apologies for absence.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting of the Executive Board held on 21 March 2018 were confirmed as a correct record of the meeting.

7. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Executive Board **RECEIVED** and responded to public questions under agenda items 9,11 and 13.

8. JOINT ASSEMBLY CHAIRPERSON'S REPORT

The Executive Board received a report from Councillor Tim Wotherspoon, Chairperson of the GCP Joint Assembly, on the discussions which had taken place at its meeting on 14 June 2018. He suggested the GCP should trumpet more loudly what it had achieved to date. He also informed the Executive Board that the retirement of Dr John Wells later in the year, would leave a vacant seat on the Joint Assembly.

The Executive Board Chairperson thanked Councillor Wotherspoon for his report and also thanked Councillor Kevin Price for his work as the former Chairperson of the Joint Assembly.

9. GCP TRANSPORT STRATEGY

Antony Carpen was invited ask his public question. The details of this and a summary of the response are set out in Appendix A to the minutes.

The GCP Transport Director presented the report which provided an update on the work to further define the public transport elements of the GCP's transport strategy, and provided a reminder of the range of schemes under development.

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

- Members commented that the report was very useful as an evidence base.
- At paragraph 9.7 the sentence should read '...Addenbrooke's to be reached within 45 minutes **from** some areas of north Cambridge...'.
- Councillor Bates informed the Executive Board that he had attended a meeting of the Bus Users Group at which both bus operators were present. He pointed out that bus users came from further afield than the Greater Cambridge area, from areas such as Haverhill, Huntingdon and Royston. He emphasized the need for bus users from these areas to be represented and engaged with in order to capture their views.
- Referring to paragraph 8.5 of the report, Councillor Bates commented that it would be useful in future to see what the journey figures were regarding trips from the south, such as from Royston and Saffron Walden and from Haverhill.
- Councillor Van de Weyer commented that he was struck by the information in the report regarding how long it could take to get to Addenbrooke's Hospital from Cambridge.

The Executive Board:

- 1) **NOTED** the work to date on further defining the public transport requirements for the GCP's transport strategy.
- 2) **AGREED** to progress the detailed work to further develop a prioritised programme of public transport interventions required to meet the objectives of the GCP's transport strategy.
- 3) **AGREED** to work with the Combined Authority, as the designated public transport authority for the Greater Cambridge area to deliver proposals for securing public transport improvements.

10. **A428 CAMBOURNE TO CAMBRIDGE**

A paper on the A428 Cambourne to Cambridge had been withdrawn from the agenda due to a pause requested in the Mayoral Interim Transport Statement, as agreed at the Cambridgeshire and Peterborough Combined Authority meeting on 30 May 2018. This decision was therefore deferred until October 2018.

The Executive Board was informed that meetings had taken place with the Combined Authority. Councillor Herbert as Interim Chairperson of the Executive Board, had written to the Mayor and a response to this was awaited. The Chairperson emphasised that the GCP wanted to work and engage with the Combined Authority. A letter had been received from the Secretary of State emphasising the need to progress. The GCP was yet to hear anything to suggest that its proposed projects were not aligned with the Mayor's plans. The GCP recognised that bold and transformative public transport was needed in the Greater Cambridge area. Discussions would continue and it was hoped that any issues could be resolved.

11. **MILTON ROAD**

Councillor Jocelyne Scutt, Chair of the Milton Road Local Liaison Forum (LLF), was invited to address the Executive Board and made the following points:

- The Milton Road LLF was generally pleased with the plans coming forward for Milton Road. Councillor Scutt paid tribute to the residents, residents' associations, the GCP and County Council officers and consultants for their work on the scheme.
- General appreciation was expressed for the plans and the importance of consultation with local residents was emphasised.
- Tribute was paid to Cambridge City Council's tree specialists in relation to the landscaping of Milton Road. Councillor Scutt said that it was clear that their intention was that any trees planted could cope with the conditions and would be properly looked after.
- The following concerns were raised:
 - Concern regarding crossings; there was a wish for a crossing at Downham's Lane.
 - The length of bus lanes.
 - Issues with the positioning of bus stops, particularly the bus stop at Union Road.
 - Issues with the style of bus stops, particularly of floating bus stops. Features to ensure the safety of cyclists and those getting on and off the buses needed to be implemented in relation to these. Concern was raised regarding the size of platforms, which had to accommodate wheelchairs.
 - Something should be put in place on the approach to floating bus stops and

dual use paths, to alert cyclists that they were approaching an area where there would be pedestrians. A rise in the road was suggested to alert cyclists that they were approaching a floating bus stop.

- The protection of verges was a concern; the LLF wanted to work closely with GCP officers on residents' parking.
- Concern was raised over the dual use stretch of footpath between Gilbert Road and the roundabout, and the dual use of this should be considered during public consultation.
- Attention needed to be paid at the Gilbert Road corner to where cyclists came around the corner and had the potential to run into people waiting to cross the road. It was important to ensure that cyclists were alerted that they were approaching an area where there were likely to be pedestrians.
- There was concern about Mitcham's Corner, which was a key part of Milton Road. It was urged that attention be paid to this.

Erik de Visser, Barbara Taylor, Anne Hamill, Maureen Mace and Richard Cushing were invited to ask their questions. Details of these and a summary of the responses are provided in Appendix A to the minutes.

The GCP Transport Director presented the report, which set out the preferred option design for Milton Road. There were significant improvements to cycling proposed in the plans, including segregated cycle paths, which were balanced with improvements to public transport. The proposals met the original objectives of the scheme and took into account the considerable public engagement that had taken place. Assurance was provided that there would be grass verges. The Executive Board was informed that the City Council's tree specialists had proposed the size of the girth of the trees; the size was considered by them to give the best chance for trees to establish themselves. In response to Richard Cushing's question, the Strategic Outline Business Case which provided the basis for the benefits to cost ratio, would be made available online. The Transport Director emphasised that the proposals tried to draw a balance between improvements to cycling and public transport, in a constrained environment. He explained that floating bus stops tried to ensure priority was given to cyclists so they did not have to stop at each bus stop section. The County Council had done a lot of work with stakeholder groups regarding the design. The proposals would go out to public consultation.

The GCP had been working with City Council officers on Mitcham's Corner and the Transport Director had met with the Friends of Mitcham's Corner, to discuss this. An update on Mitcham's Corner would be included in the final report on this project.

The Executive Board discussed the report:

- The Executive Board was informed that the lessons learned from Hills Road were being applied to the proposals for Milton Road.
- The Executive Board was informed that all proposed crossings in the plans, were signalised. There were four proposed pedestrian crossings away from junctions, with another crossing being looked at at Downham's Lane. All junctions had signalised crossings; there were eight of these crossings.
- The Executive Board was informed that in order to deliver the scheme on Milton Road, there would be a removal of on street parking. This would be made clear in the public consultation.
- It was emphasised that verge parking needed to be managed. The Joint Assembly's discussion proposing Traffic Regulation Orders (TROs), was referred to in relation to this.
- The Chairperson queried whether tree size could be specified and whether a commitment to girth size of 15-18cm could be made. The Chairperson was keen

that the GCP looked at trees with girth sizes of 15cm or more. In response to this the Transport Director advised that the tree specialists would make these decisions to ensure the best scheme possible.

- Councillor Bates suggested the term 'safety bus stops' be used instead of 'floating bus stops'. He encouraged the LLF to look at the bus stops on Huntingdon Road.
- Councillor Bates suggested that signs be put up on dual use paths reminding people of mutual respect for all users of the paths.
- Councillor Bates suggested the size of tree girth should be left for the tree specialists to decide.
- The Executive Board was informed that officers had undertaken work to improve floating bus stops and they were very aware of the issues people had with these. Officers were looking at ways to address the issues people had with crossing the cycleways; it was felt that there was not enough to slow cyclists down. Officers were looking at solutions to address this.
- It was noted that the cost of the scheme was estimated at £16 million; the original budget was £23 million.
- The Chairperson confirmed that the GCP would look again at Mitcham's Corner as part of the next phase of GCP projects, which would link to planning policy work being undertaken by the City Council.

Councillor Bates proposed an amendment to the recommendations, to incorporate the following additional recommendation:

- That the Executive Board considers a TRO in respect of parking on verges in Milton Road as part of the consultation on the scheme.

The Executive Board voted unanimously in favour of the amendment.

The Executive Board:

- 1) **AGREED** unanimously to support the preferred option design shown in Plans 1-3 as a basis for public consultation and further detailed design work, including preparation of the business case.
- 2) **NOTED** the new cost estimate of £16M in capital costs for delivery of this scheme.
- 3) **AGREED** unanimously to consider a TRO in respect of parking on verges in Milton Road as part of the consultation on the scheme.

12. CITY ACCESS

The GCP Transport Director presented the report which provided an update on work to explore a number of options for reducing traffic and improving air quality in and around Cambridge. He pointed out that the delivery of the options explored in the report was predicated on there being a good public transport network, that offered a viable alternative for people. The projected growth in traffic and need for demand management was highlighted. Potential equity issues were recognised and needed to be understood further.

The Executive Board discussed the report:

- Professor Allmendinger welcomed the report which provided an important holistic approach linking supply and demand issues. The evidence base was critical in order to inform future decisions.
- Councillor Van de Weyer was supportive of a comprehensive strategy which managed demand. It was important to ensure that projects carried out in future did

not lead to the redundancy of projects delivered sooner. A wider variety of models for charging needed to be looked at.

- It was queried whether there had been any progress in relation to the pause requested by the Mayor.
- Councillor Bates referring to the discussion that had taken place at the June Joint Assembly meeting regarding the traffic from schools, suggested that greater emphasis be placed on school traffic and suggested that school heads and governors needed to be worked with on this.
- Councillor Bates commented that it was essential to sequence issues and from the County Council's perspective it was felt that other things needed to be done first to improve congestion and air quality, before intelligent charging was introduced.
- The Chairperson referred to the Mayor's transport statement which stated that charging should not be imposed before a transformational public transport scheme, such as the CAM Metro, was in place. He would seek clarity on this from the Mayor.
- The Chairperson commented that each of the charging options should be looked at as well as addressing potential equality issues. Many people had been forced to leave Cambridge as they could not afford to live in the city and these people should not be penalised for then having to travel into the city to work. This needed to be considered. Reliable public transport services were required, with the costs of these capped.
- The Chairperson pointed out that there had been declining investment in public transport and cuts to bus routes. The range of routes and hours of operation of public transport services should be extended.
- There was a need to reduce the number of cars at peak times; employers should be involved in discussions on this.
- Councillor Bates referred to a report which would be presented to the County Council's Economy and Environment Committee on 12 July. The County Council would continue to support some bus services that had been withdrawn by the bus operators, but this would only be until the end of the current financial year when responsibility for this would pass to the Combined Authority. The County Council was currently investing in excess of £2 million per year in supporting public transport.
- The GCP needed to work with bus operators on their future plans.
- The Mayor's bus review was due to report in the autumn of 2018.

The Executive Board:

- 1) **NOTED** the work to date on the potential options for achieving modal shift through demand management.
- 2) **AGREED** unanimously to continue to review the demand management options available to meet the objectives of the GCP's transport strategy.
- 3) **AGREED** unanimously to work with the Combined Authority, as the designated strategic transport authority for the Greater Cambridge area to further review proposals for managing demand.

13. GREENWAYS

James Littlewood of Cambridge Past, Present and Future was invited to ask his public question. The question and a summary of the response are detailed at Appendix A of the minutes.

The GCP Transport Director presented the report and informed the Executive Board that production of a comprehensive map linking existing cycleways to the Greenways Network, was in hand.

The Executive Board:

- 1) **NOTED** the outcomes of the initial engagement work.
- 2) **NOTED** the schemes currently out to public consultation.
- 3) **AGREED** unanimously to support the programme of 'Quick Wins' for delivery across the next two years.

14. CAMBRIDGE SOUTH EAST TRANSPORT STUDY

The GCP Transport Director presented the report which set out the results of the public consultation on the Cambridge South East Transport Study and sought approval for the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.

The Executive Board was assured that the GCP was in regular contact with representatives from Haverhill. The MP for Haverhill would be kept informed of what was being proposed and the decision on the quick wins.

Tony Orgee, Chair of the Cambridge South East Transport Study LLF, was invited to address the Assembly. He provided an update following the 6th June meeting of the LLF:

- There was more support for the proposed interventions than there was opposition. There had been no comments opposing the principle of any of the interventions.
- There was concern that closure of the central reservation at the Dean Road crossroads would lead to HGVs diverting to unsuitable roads through local villages in order to access the A1307 towards Cambridge. There were similar views about having no right turn (except for buses) out of Linton High Street with roads that might be used for rat-running such as the Back Road for example, considered completely unsuitable to deal with increased traffic. The LLF therefore welcomed that the Dean Road crossroads proposal would be given further consideration and that the Linton High Street no right turn proposal would be re-evaluated.
- The LLF wanted further consideration to be given to speed limits along the A1307 and there was much support for a single speed limit outside villages.
- It was felt that further work would be necessary in relation to safety at the Babraham crossroads and in cycleway access to Granta Park. The consultation included cycleways and a greenway that went close to Granta Park, but with gaps of hundreds of yards to the actual site entrance. The LLF felt that it was important that local councillors and stakeholders should also be involved in the further work on these matters.
- There was a plea for landscaping to be an integral feature of designs and for ecological matters to be given appropriate consideration.
- There were particularly adverse comments about the greenway, focussed on a small section of the cycleway between Wandlebury and the roundabout entrance to the Babraham Research Campus. It was felt that this narrow section of cycleway immediately next to the A1307, a 60mph road, did not meet the principles of a greenway and was dangerous for cyclists.
- The LLF was pleased to see progress and that some interventions could be implemented this financial year. The LLF strongly requested that local councillors and

- stakeholders were actively involved in working up the details of the interventions.
- A representative of the Trumpington Residents Association made a statement at the LLF meeting that was strongly critical of the delay in making decisions on the strategies in the consultation.
 - The view of the LLF was that all possible developments in the area should be included in consultation material. This comment was made in relation to the Agritech Hub, which had been included in consultation material but had since been refused planning permission.

The Executive Board acknowledged the important role the LLF had played regarding this study. The Transport Director confirmed that the issues raised by the LLF were reflected in the report presented to the Executive Board

The Executive Board:

- 1) **NOTED** the results of the public consultation.
- 2) **APPROVED** the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.

15. GCP QUARTERLY PROGRESS REPORT

The GCP's Head of Strategy and Programme presented the report which updated the Executive Board on the progress across the GCP programme, GCP Communications and Engagement and the West of Cambridge Package – Park and Ride.

In response to queries raised by Executive Board members in discussing the report, officers clarified the following:

- The funding types referred to in the report were all encompassing and therefore included Section 106 and the New Homes Bonus.
- The only impact of the delay on the move of Papworth Hospital to the Biomedical Campus was when the Papworth bus service would start.
- The majority of recommendations that had come out of the consultation and engagement work, had been actioned. The Head of Communications would provide a report to the Executive Board in September 2018, setting out the progress against each of the recommendations.

The Chairperson thanked those involved in all projects referred to in the report, and thanked the public for their input.

The Executive Board:

- 1) **NOTED** the Communications and Engagement update.
- 2) **NOTED** the update on the West of Cambridge Package – Park & Ride.
- 3) Unanimously **AGREED** a six month extension to current skills activity at a cost of £80k.
- 4) Unanimously **AGREED** to support a contribution, with partners, to the provision of enhanced bus services from the Papworth area in to the Cambridge Biomedical Campus site. The County Council was currently tendering for the bus service.

- 5) Unanimously **AGREED** up to £100k of funding to carry out feasibility studies on potential affordable housing schemes on Cambourne High Street and at the Abbey Stadium in Cambridge.

16. DATE OF NEXT MEETING

The Executive Board **NOTED** that the next meeting would take place on Thursday 11 October 2018 at 4.00pm at South Cambridgeshire Hall, Cambourne

The Meeting ended at 6.03 p.m.
