



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

## **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**

Minutes of the Greater Cambridge Partnership (GCP) Executive Board held on  
Thursday, 11 October 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, GCP
Niamh Matthews	Head of Strategy and Programme, GCP
Rachel Stopard	Chief Executive, GCP
Peter Blake	Transport Director, GCP
Sarah Heywood	GCP
Kathrin John	Democratic Services, South Cambridgeshire District Council
Victoria Wallace	Democratic Services, South Cambridgeshire District Council

## **1. APOLOGIES**

There were no apologies for absence.

## **2. DECLARATIONS OF INTEREST**

Councillor Aidan Van de Weyer declared a non-pecuniary interest in relation to agenda item 11, as he was a member of the A10 Corridor Cycling Campaign.

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

The minutes of the meeting of the GCP Executive Board, held on 4 July 2018, were confirmed as a correct record of the meeting.

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

Five public questions had been received. Junior Travel Ambassadors from Meldreth Primary School and Dr Adam Bostanci were invited to ask their questions which related to the Melbourn to Royston Cycle Link. Details of the questions and a summary of the

responses are provided in Appendix A to the minutes.

Councillor Susan van de Ven was invited to speak on the Melbourn to Royston Cycle Link proposals as Local Member. Councillor van de Ven requested that local schools and Melbourn Village College be involved in the public consultation on the proposals. The health benefits of active travel needed to be incorporated into the benefit analysis of the scheme. She pointed out that the Local Enterprise Partnership's geography included Royston.

A further public question was received under agenda item 9.

## **5. JOINT ASSEMBLY CHAIRPERSON'S REPORT**

The Executive Board **RECEIVED** an overview report from Councillor Tim Wotherspoon, Chairperson of the GCP Joint Assembly, on the discussions from the Joint Assembly's meeting held on 20 September 2018.

## **6. A428 CAMBOURNE TO CAMBRIDGE PUBLIC TRANSPORT SCHEME**

This item was deferred until the November 2018 meeting of the GCP Joint Assembly and the December 2018 meeting of the Executive Board, to allow the completion of detailed technical work by the Combined Authority's consultants. This was aimed at ensuring the scheme met alignment requirements with the Cambridge Area Metro (CAM) network proposals and other criteria such as cost, deliverability and timing.

The Chairperson reported that the GCP Executive Board had met with the Mayor and a plan had been agreed to integrate the GCP's work with future work on the CAM, to deliver the best possible public transport routes.

## **7. CAMBRIDGE SOUTH EAST TRANSPORT STUDY**

The Chairperson of the South East Transport Study Local Liaison Forum (LLF), Tony Orgee, was invited to speak. He made the following points:

- The LLF had met on 12 September 2018 and had looked at the outcome of the public consultation, which was in line with the views of the LLF.
- The LLF broadly supported the adoption of Strategy 1 as the way forward.
- There was some support for not ruling out light rail.
- If Strategy 1 could not be taken forward then the LLF would support Strategy 2 or 3 going forward.
- Ecological enhancement should be an integral part of the process.
- Work on minor interventions along the A1307 was also discussed at the meeting and useful discussions with the consultants had taken place. The importance of involving local people, local councillors and parish councils was emphasised.
- The Executive Board was informed that representatives from local villages were regular attendees at the LLF meetings; the development of the proposals kept in mind the need for the scheme to benefit the villages around it.

The Executive Board Chairperson thanked Tony Orgee for chairing an effective LLF which had played a major role in developing the options.

The GCP Transport Director presented the report which set out the GCP's vision and objectives for public transport, the Cambridge South East Transport Study business case development work and the results of the public consultation undertaken at the end of 2017. The Transport Director highlighted that:

- The proposals were very closely aligned with the development of the CAM proposals and delivered significant additional capacity that was needed to accommodate the planned growth in the area.
- A significant amount of work had gone into developing an off-road proposal which had received a lot of support at public consultation.

The Executive Board discussed the report and in expressing their support for the proposals, made the following comments:

- Councillor van de Weyer welcomed the recommendation to draw up ecological enhancements. He highlighted that the benefits of the scheme were clear but the impact would be significant, therefore enhancements were essential. He suggested that these should not be limited to a linear park.
- It was felt that the scheme unlocked growth and shared prosperity around the region without spoiling the environment.
- It was noted that the cost benefit of the scheme was good.
- The Executive Board thanked the LLF for all its work on developing the proposals.
- Councillor Herbert highlighted the importance of the scheme benefitting the villages. It was felt that the scheme would do so as it would take a lot of commuter traffic off the roads.
- The Chairperson pointed out that light rail was in the hands of the Mayor and Combined Authority. Cost per kilometre was an issue with light rail.
- The GCP wanted to work with the LLF to make further environmental and safety improvements along the A1307.

The Executive Board:

- a) **NOTED** the outcome of the public consultation and final consultation report.
- b) **AGREED** the adoption of Strategy 1, the off-road strategy, as the preferred strategy for the A1307 corridor and requested that officers developed detailed proposals for delivery of the scheme including detailed route alignment, park and ride and review of environmental impact.
- c) **REQUESTED** that officers drew up landscaping and ecological design proposals which could add enhancements to the area, maximising the potential of the off-road option including considering the possibility of a linear park alongside the development of the off-line solution.
- d) **NOTED** the updated programme for the project.

## 8. WEST OF CAMBRIDGE PACKAGE (M11/JUNCTION 11 PARK AND RIDE)

The GCP Transport Director presented the report which provided an update on the progress with the West of Cambridge package, taking into account the feedback from the GCP Joint Assembly. The Transport Director emphasised the following:

- 34,000 vehicles a day passed through junction 11 of the M11. This would increase to 40,000 over the period that was being looked at.
- Trumpington Road park and ride was already at capacity.
- Despite the proposed improvements at Foxton and Whittlesford and taking account of Cambridge South Station, there was still a considerable requirement for increased park and ride capacity.
- Additional park and ride capacity would have to achieve the necessary planning requirements.
- During the public consultation, the GCP would talk to existing local park and ride users to find out what would make using the park and ride even more attractive along Trumpington Road.

The Executive Board discussed the report and:

- Members emphasised the sense of urgency and the need to accelerate a solution given the growth at the Cambridge Biomedical Campus (CBC) and that the existing park and ride was already at capacity.
- The Executive Board was informed that a planning application for 280 additional spaces at the existing Trumpington Road park and ride site had been submitted to Cambridgeshire County Council. Work on this would commence immediately if planning approval was granted.
- In response to comments regarding the need to shorten the timescale for proposals, the GCP Transport Director emphasised the need to follow due process and to carry out public consultation on other proposals.
- Members highlighted the acute problems in the area due to the growth at the CBC and the demand for access to the site. The proposed scheme only solved part of the problem as it focussed on getting people to the CBC.
- Councillor van de Weyer raised concern regarding the impact of proposals on Harston and surrounding South Cambridgeshire villages, which could make their existing traffic problems even worse. It was felt that going through the process of consultation was a good way of looking at these issues and how they could best be managed without making problems worse. He urged that consultation looked at these issues. Once a solution was identified, this needed to be implemented urgently.
- Claire Ruskin emphasised the need to involve stakeholders from outside the region in the public consultation.
- Councillor Bates advised that the consultation needed to draw out where the traffic was coming from. He reminded the Board that Papworth Hospital and Astrazeneca would both have moved to CBC by 2020, with Papworth Hospital moving to CBC in 2019.
- Councillor Bates pointed out that traffic flow on Trumpington Road also needed to be improved, which would be a challenge.
- The Chairperson highlighted that CBC was a site on which 25,000 jobs and two of the busiest hospitals in the region were to be located. He suggested a bus from Babraham to these sites, to ensure reliable onward public transport as well as walking and cycling options, would be beneficial.
- The Chairperson advised that using the park and ride site as a potential site for coach parking also needed to be considered, as the city did not have the capacity that was needed for coach parking.
- The Executive Board recognised the need to mitigate and minimise the impact on surrounding villages, of traffic coming to and from the park and ride sites.

The Executive Board:

- a) **NOTED** the review of the West of Cambridge Park and Ride options.
- b) **AGREED** to consult on increasing the capacity for park and ride to the west of Cambridge by either further expanding the existing site at Trumpington or providing a new site adjacent to Junction 11 of the M11.
- c) **AGREED** to obtain feedback from the public consultation on the access options and other improvements associated with any development, including regard to the Cambridge and Peterborough Combined Authority's request that any new sites were temporary.
- d) **AGREED** to include in the consultation, strategic options for improving public transport reliability into the city centre along Trumpington Road.

## 9. **BETTER PUBLIC TRANSPORT PROJECT - WATERBEACH TO SCIENCE PARK AND EAST CAMBRIDGE CORRIDORS**

Mal Schofield was invited to ask his public question. Details of this and a summary of the

response is set out in Appendix A to the minutes.

The GCP Transport Director presented the report which set out the emerging recommendations for the better public transport project for Waterbeach to the Science Park and East Cambridge corridors. These corridors had been identified by the Executive Board as priority projects for developing public transport, walking and cycling improvements that were linked to the development of proposals for a regional mass transit solution.

Executive Board members expressed their support for the proposals and in discussing the report, raised the following points:

- Much of the traffic travelling down the A10 was not going into Cambridge but continuing to the A14; the consultation needed to include these people.
- This transport route needed to be aligned with the development of Waterbeach. The GCP needed to work closely with the developers at Waterbeach.
- Members were informed that data on the use of the guided busway was presented in a report to the County Council's Economy and Environment Committee on 11 October 2018. The data demonstrated that a significant number of people used the guided busway.
- Executive Board members emphasised the need to get on with the project.
- The Chairperson highlighted the severe and unresolved transport issues on Newmarket Road which needed to be addressed. He requested that opportunities from the rail route out to Newmarket and Ipswich were built in.

The Executive Board:

- a) **APPROVED** the commencement of work on the A10 Waterbeach to Science Park and East Cambridge corridors.
- b) **ENDORSED** the approach to align the high quality public transport corridors with the CAM concept.

## 10. PLACE BASED PUBLIC ENGAGEMENT STRATEGY

The GCP Communications Manager presented the report which provided an update on proposals to refresh and improve the GCP Communication's and Engagement Strategy. This built on experience to date, external reviews, including that carried out by The Consultation Institute, stakeholder feedback and in analysing the geography of multiple additional transport schemes. It proposed moving to a place based rather than scheme based engagement model.

In discussing the report, the following comments were made:

- There was a focus on South Cambridgeshire with a lot of schemes based in this area. Groups would be set up as soon as possible.
- Members felt that public consultation had been one of the strengths of the GCP and that the LLF approach had been very successful. The need for place based engagement to complement and be developed in parallel with the existing LLFs, was emphasised. The Executive Board was assured that the LLFs would run alongside the place based approach, however it was not possible to set up an LLF for each scheme given the increasing number of these.
- The importance of public engagement was emphasised and it was highlighted that proposed GCP schemes had been improved through public engagement exercises.
- Executive Board members supported the proposed approach and emphasised the importance of not losing the good work that had been done through public consultation and engagement to date.
- It was felt that the report demonstrated how the GCP had been a learning

organisation.

The Executive Board was assured that the quality of the public engagement work done to date, would not be lost.

The Executive Board:

- a) **ENDORSED** the proposed adoption of a place based engagement strategy as outlined in the report.
- b) **APPROVED** the standard terms of reference for the LLF (clause 4.3 would apply to any new LLFs only).

## 11. QUARTERLY PROGRESS REPORT

The GCP Head of Strategy and Programme presented the report which updated the Executive Board on progress across the GCP programme.

Councillor Bates would look into how cycling projects at Cambridge City and South Cambridgeshire District Councils may be linked to or incorporated with GCP projects. The Chairperson proposed that the next progress report included an update on projects from the County Council's cycling team.

The Executive Board:

- a) **AGREED** to include the A10 Melbourn to Royston Cycle Link as part of the Melbourn Greenway's consultation in late October 2018.
- b) **AGREED** that officers should formally explore funding options for the scheme with neighbouring Local Authorities.

## 12. DATE OF NEXT MEETING

The Executive Board **NOTED** that the next meeting would take place on 6 Thursday December 2018 at 4.00pm, at the Guildhall in Cambridge.

**The Meeting ended at 5.30 p.m.**

## Appendix A – Public Questions and Responses

Questions relating to Agenda Item 11: Quarterly Progress Report (asked under agenda item 4: Public Questions)		
Yunus Bostanci	<p>My name is Yunus Bostanci. I am 10. I live with my family in Meldreth, and I am a Junior Travel Ambassador at Meldreth Primary School. I think cycling is important because it avoids CO2 emissions and is enjoyable. I think Melbourn Greenways is important, in particular the Melbourn to Royston link, because fewer people from Meldreth would have to drive and more would be able to cycle, without fearing for their safety, to go to Tesco, to go to the Leisure Centre, or to just go shopping or for a tea in Royston. Next year, I will go to school at Melbourn Village College and I will have friends from Melbourn, from Royston as well as other surrounding villages. Safe Melbourn Greenways cycle paths would mean that I can visit my friends independently. My question is: <b>Do you want me to grow up being a cyclist and active commuter, or do you want me to grow up getting in the habit of driving everywhere?</b></p>	<ul style="list-style-type: none"> <li>• The GCP has already invested in this project and is keen to continue the project to completion. The route finishes in Royston which is outside the geographical area covered by the GCP.</li> <li>• Promoting active travel is very important to the GCP and work has already been undertaken on this over the last few years, with more work planned in the coming years.</li> <li>• The public consultation regarding the Melbourn Greenway will take place in early 2019 and we would encourage young people to get involved in this to ensure their views are captured in order to shape proposals.</li> <li>• The views of young people are valued by the GCP.</li> </ul>

Alfie Richardson	<p>My name is Alfie Richardson and I'm a Junior Travel Ambassador at Meldreth Primary School. My job is to persuade more people to walk, scooter and cycle to school. Our Deputy Headteacher Mr Jones has mostly given up driving to work and cycles from Shelford, though he had to drive today in order to get us to Cambourne. I cycle with my Dad as much as possible but in many places the roads are too dangerous. My question for you is: <b>What ideas do you have for getting children involved in making decisions about improving cycle links between villages?</b></p>	
Iris Bostanci	<p>My name is Iris Bostanci. I am 7 years old. I go to Meldreth Primary School, and I am a Mini Junior Travel Ambassador. I don't like cars because they are bad for the environment, animals often get killed by cars, and driving makes me car sick. I enjoy cycling because when I cycle I feel free, and I have participated in the annual A10 Bike Awareness Ride twice already. Last time, I cycled the 11km from Cambridge to Melbourn by myself and was the youngest person to do so, as reported in the local <a href="#">newspapers</a>. My question is: <b>How old do you think I will be by the time the Melbourn to Royston bike path is finished?</b></p>	<ul style="list-style-type: none"> <li>• The Government's appraisal tool was used to assess the benefits of the Melbourn to Royston link. The GCP recognises the importance of the route and wants to see the project progressed to completion.</li> <li>• Cost benefit was not the only consideration in the appraisal of the project; the health benefits of active travel are recognised.</li> <li>• The remaining section of the scheme is outside the GCP's geographical area but the GCP is keen to work with partners to deliver it. The report proposes contacting neighbouring local authorities with a view to progress the project in partnership with them and other local partners. As the GCP is reliant on working with partners to progress the project, it is not possible to give a timescale on delivery.</li> </ul>
Dr Adam Bostanci	<p>My name is Dr Adam Bostanci. I am a Science Writer with a technology company and a Research Associate at the University of Cambridge. I live in Meldreth with my family. We do not own a car, mainly to minimise CO2 emissions. As part of my work, I have been involved with the Commuting and Health in Cambridge research project at Cambridge University. I use the A10 cycle path 2 days each week (both to cycle into Cambridge and home again), and my partner uses it more frequently than that. The Melbourn to Royston link, as part of Melbourn Greenways, would be transformational because residents of Meldreth and Melbourn could become much less car-dependent. Above all, it would enable safe and convenient cycle access to Royston, our nearest town, for shopping and</p>	



	<p>leisure, as well as safe and convenient cycle access to fast commuter trains to and from London and safe cycle access for school students travelling in both directions. Further, it would complete the cycle link between Cambridge and Royston, providing the spine of a much-needed local network of cycle paths, with all attendant benefits. Based on my experience with the Commuting and Health in Cambridge project, I am conscious that active commuting options and an active lifestyle have health and, separately, wellbeing benefits. Safe and convenient bike paths can have a catalytic effect in promoting active commuting and a more active lifestyle, in particular among people who were previously inactive. Moreover, one can envisage that Melbourn Greenways would have other intangible community benefits for our villages. My question is about the less tangible benefits of cycling infrastructure: <b>how do health, wellbeing and community benefits factor in the benefit cost analysis that accompanies your decision making?</b></p>	
<p><b>Agenda Item 9: Better Public Transport Project – Waterbeach to Science Park and East Cambridge Corridors</b></p>		
<p>Mal Schofield</p>	<p>" 4.5 The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC), prepared in parallel with the submitted Local Plans, was adopted in March 2014" The Cambridge Corridor Area Transport Plan (April 2014) defines 4 Corridors, Northern, Eastern, Southern and Western. Two different corridors are now delineated in Agenda Item 9 Figure 1 Waterbeach to Science Park Corridor Figure 2 East Cambridge Corridor Two other corridors are referenced - "Work is already underway on developing and delivering proposals for two key corridors; the A428 Cambourne to Cambridge and the A1307 Cambridge South East corridor." <b>Question. How many corridors to/from Cambridge are defined and what is their relative significance in terms of congestion/commuting traffic flows?</b></p>	<ul style="list-style-type: none"> <li>• The four corridors being looked at are the same as those in the Cambridge Local Transport Plan (LTP).</li> <li>• The traffic volumes of these corridors are the greatest traffic volumes coming into Cambridge; 25,000 vehicles coming from Waterbeach daily, 16,000 vehicles from Royston daily and 15/16,000 vehicles from Cambourne daily.</li> <li>• These corridors also represent the areas of greatest projected growth going forward.</li> <li>• While other corridors may come forward in future, the GCP needs to focus on these four corridors first before focussing on any additional ones.</li> <li>• The Combined Authority will be developing a new Cambridge and Peterborough Local Transport Plan, which will involve a public consultation.</li> <li>• The four corridors connected the edge of</li> </ul>

	<p>There was a similar question raised earlier this year at the GCP Assembly, concerning the need for a high level strategic context for all transport projects. It follows a request for an outline of travel hub/park and ride locations at the February 2018 Assembly Meeting "question related to agenda item 8 (Western Orbital: Progress on Additional Park and Ride Capacity and Submission to Highways England")</p>	<p>Cambridge outwards.</p>
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