

## Feedback from the Joint Assembly Meeting 8<sup>th</sup> September 2022

Report to: Greater Cambridge Partnership Executive Board

Date: 28<sup>th</sup> September 2022

Lead: Councillor Tim Bick, Joint Assembly Chair

### 1. Background

- 1.1 This report is to provide the Executive Board with a summary of the discussion at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Thursday 8<sup>th</sup> September 2022. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Twenty one questions were received. There were ten questions on Public Transport and City Access Strategy; seven on Better Public Transport: Cambourne to Cambridge Project; two on Better Public Transport: Eastern Access Project; and two on Greater Cambridge Greenways. At the Chairperson's discretion representatives from partner bodies addressed the meeting.
- 1.3 Five reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

### 2. Public Transport and City Access Strategy

- 2.1 The Joint Assembly had a wide ranging extensive discussion on this item. There was a near unanimous consensus that the proposed package of measures that had been designed in draft form, was a logical progression from earlier technical work and wide ranging public engagement and consultation on how to significantly improve public transport and active travel and to tackle congestion, greenhouse gas emissions and pollution in Greater Cambridge.
- 2.2 Much of the debate focussed on the consultation process and highlighted concerns, aspirations and the various things it would need to capture if it was going to be seen as valid by those that participated in it. It was suggested that officers should reflect on the breadth of opinions expressed and seek to communicate the proposals and structure the consultation to enable this. This included reference to:
  - the importance of acknowledging current problems and specifying how the proposed package of measures would impact them. This should be set alongside an explanation of the potential consequences of doing nothing.

- The importance of engaging with disadvantaged and marginalised groups as well as encouraging responses from those living outside the proposed charge zone.
- The need to be clear about the scale and scope of the planned improvement to the bus network and its deliverability. It was critical that responses were set in the context of planned, not current service levels.
- With that in mind, it was suggested that the consultation should allow people to look at their personal journeys and match that information against the offer being made through the public transport improvement plan. This would be key to getting focussed feedback. Plans to develop a personalised journey planner were welcomed.
- Noting the range of views being expressed about including the Addenbrookes site in the proposed charge zone, it was suggested the consultation should convey the rationale for the zone's proposed boundary and enable feedback on it.

2.3 It was suggested that the Board should be presented with more detail on the process and the substance of the consultation proposals in order to inform its decision.

2.4 It was concluded that the logical next step was to hear what people had to say and accept that the future of this scheme would depend on what they told us. This could lead to changes to the proposed package or ultimately a decision not to proceed at all.

### 3. Better Public Transport: Cambourne to Cambridge Project

3.1 The Joint Assembly noted the response to the Equality Impact Assessment (EIA) consultation and the non-technical summary of the Environmental Statement in relation to the Cambourne to Cambridge project. It was noted that this was a long debated project and there was support for it to progress to the next stage, which involved the submission of a Transport and Works Act Order application to secure the necessary planning and other consents for the scheme.

3.2 The four changes made in response to the EIA consultation were noted and welcomed. It was suggested that when presented to the Executive Board, the report should also include a list of the other issues arising from the EIA consultation that did not match the threshold of significance to generate change.

3.3 Arising from a discussion around Biodiversity Net Gain and questions about the extent to which an EIA informed the design process, it was suggested that a separate paper be brought back to the Executive Board on this general issue, which was not specific to this project.

### 4. Better Public Transport: Cambridge Eastern Access Project

4.1 The Joint Assembly unanimously supported the proposed Outline Business Case for Newmarket Road Phase A and noted the scheme designs which would be subject to further development in addition to further planned consultation on both the Newmarket Road Phase A and Park & Ride proposals.

4.2 Commenting on the preference for option P1 for Park & Ride, subject to the production of an Outline Business Case and associated consultation, it was suggested that it was

important that this did not close down other options for potential Park & Ride sites, including on the north side of the A14.

- 4.3 Members acknowledged concerns expressed by the Coldhams Lane Residents Association about traffic on Coldhams Lane and asked for an assurance that these would be through Making Connections and the Network Hierarchy Review.

## 5. Greater Cambridge Greenways

- 5.1 The Joint Assembly welcomed the report setting out progress with the Greenways, including the proposed outline delivery plan and Wayfinding Strategy. However there was a considerable degree of frustration about the speed of progress and the length of time taken to get to this point. It was acknowledged that the proposals were a step in the right direction, but the faster this could be achieved the better.
- 5.2 Members highlighted the importance of making sure that sufficient resources were in place to deliver these proposals and suggested the Executive Board should satisfy itself that this was the case. It was also suggested that when the Outline Business Cases for each Greenway were reported back, they should include a detailed time line, ideally in the form of a Gantt Chart.
- 5.3 There was particular concern about the need to review the Waterbeach Greenway proposals and it was suggested the Executive Board should look at the scope to accelerate delivery of the project after this was done.

## 6. Quarterly Progress Report

- 6.1 The Joint Assembly noted the Quarterly Progress report, which set out progress across the whole GCP programme.
- 6.2 Members welcomed the continued success of the Skills Workstream, suggesting more should be done to increase awareness of this. They were unanimously supportive of plans to increase service provision, but asked that this should not place an additional burden on teachers.
- 6.3 Commenting on the Housing Workstream, it was asked that the GCP work closely with the Local Planning Authority to ensure that opportunities for Rural Sites to come forward were not missed.

## Background Papers

Source Documents	Location
None	N/A