

## Feedback from the Joint Assembly Meeting 16<sup>th</sup> February 2023

Report to: Greater Cambridge Partnership Executive Board

Date: 9<sup>th</sup> March 2023

Lead: Councillor Tim Bick, Joint Assembly Chairperson

### 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 16<sup>th</sup> February 2023. The Executive Board is invited to take this information into account in its decision making.
- 1.2 Three questions were received, all of which related to the Greater Cambridge Greenways proposals for Barton, Horningsea, Melbourn and Sawston.
- 1.3 Four reports were considered and a summary of the main points emerging from the Joint Assembly discussion is set out below.

### 2. Greater Cambridge Greenways – Barton, Horningsea, Melbourn, and Sawston

- 2.1 The Joint Assembly endorsed the next steps for the Barton, Horningsea, Melbourn and Sawston Greenways, and, subject to the following points, supported the proposals set out in the report.
- 2.2 On the Horningsea Greenway, in response to a number of contributions, officers agreed to enable members to review the question of a purpose-built crossing of the river at Baits Bite Lock.
- 2.3 On the Melbourn Greenway, in response to a contribution from a member of a partner council, officers agreed to examine the feasibility of including the link between Melbourn Science Park and Meldreth Station in the 2023/24 programme and report to the Executive Board on this.

- 2.4 On the Sawston Greenway, in response to a contribution from another partner authority member, officers agreed to review the inclusion of two sections, as potentially duplicative of part of the proposed CSET scheme, which would itself provide a cycleway alongside.
- 2.5 A number of further design issues were raised on the four individual schemes, which were noted by officers. They confirmed that points raised would be worked through and would not be fore-closed or decided at this stage of the projects, requiring decisions only at a later stage.
- 2.6 In a general discussion on the unfolding wider Greenways network, it was agreed that a number of further points should be put to the Executive Board:
- 2.7 There was a high level of consensus that there should be a more explicit focus on the primary purpose of the GCP investment in Greenways, namely to encourage and enable a switch from regular journeys by car to cycling or walking. It was argued that this should be reflected by the programme and its individual project business cases including a quantified modal shift objective, which should be at least a 20% switch.
- 2.8 Members noted and welcomed repeated confirmations from officers that scheme designs would align with the guidance of LTN/120. It was also observed, in acknowledging the level of attention and input to ensure the schemes were as good as they can be, that the quest for perfection should not prevent otherwise outstanding schemes from going ahead.
- 2.9 A desire to improve and then maintain dialogue with communities through local members was felt by those Assembly members who represent the areas where Greenways projects are planned. It was agreed that this ought to go with the grain of project management and avoid delaying progress, but was necessary in maintaining support and public understanding. The idea was floated of a mini-conference for relevant members of partner councils with the full Greenways project team for a communications reset going forwards.

### 3. Electricity Grid Reinforcements: Update and Next Steps

- 3.1 The Joint Assembly welcomed the decision by UKPN to fund the required additional grid capacity to support the continued growth of Greater Cambridge. Members emphasised the importance of continuing to engage with and support the process, to ensure that it was completed in a timely manner. It was also suggested that the Executive Board be asked to consider whether the GCP should maintain a broader, long-term interest or role in the issue of electricity grid capacity in the region.

### 4. Smart Cambridge Innovation Prospectus

- 4.1 The Joint Assembly welcomed the paper and paid tribute to the work of officers in achieving so much with limited resources. Members supported the proposed development of an innovation prospectus and endorsed the proposed approach to engagement with the market for public benefit, to support innovation as part of the wider GCP programme.

## 5. Quarterly Progress Report

- 5.1 The Joint Assembly noted the report, which presented the multi-year budget strategy and the detailed GCP budgets for 2023/24, as well as setting out progress across the whole GCP programme. Members supported the multi-year budget strategy and the GCP budgets for 2023/24, noting that the allocation for the Greenways Programme for 2023/24 was £8.295m, rather than £8,295m, as written in Paragraph 13.16 of the report.
- 5.2 Commenting on the information about the performance of transport projects against targets in the report, members recalled that it had been agreed at the previous meeting for target dates not to be changed between meetings, and it was noted that target dates were different from those in previous agendas. It was confirmed that while target dates had previously been changed, they would no longer be amended in the future without oversight by the Joint Assembly and agreement of the Executive Board. Where targets were changed, officers also agreed to reporting original target dates as well as revised ones.
- 5.3 While establishing the GCP's assessment on progress towards the underlying objectives of its programme, some members expressed interest in discussing a further iteration of the City Deal beyond the 2030 end date of the current programme and sought guidance from the Executive Board about the optimal timing for that.

## Background Papers

Source Documents	Location
None	N/A