

Item:

UPDATE ON THE WORK OF KEY EXTERNAL PARTNERSHIPS



To:

Councillor Lewis Herbert, Leader of the Council and Executive Councillor for Strategy and External Partnerships

Strategy & Resources Scrutiny Committee, 8th February 2021

Report by:

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Wards affected:

Abbey, Arbury, Castle, Cherry Hinton, Coleridge, East Chesterton, King's Hedges, Market, Newnham, Petersfield, Queen Edith's, Romsey, Trumpington, West Chesterton

Not a Key Decision

1. Executive Summary

1.1 This paper provides an update on the work of the following partnerships:

- The Cambridgeshire and Peterborough Combined Authority (including the Business Board)
- Greater Cambridge Partnership
- Fast Growing Cities
- London-Stanstead-Cambridge Consortium, and the
- Cambridge – Milton Keynes – Oxford Arc.

- 1.2 The paper is provided as a part of the Council’s commitment given in its “Principles of Partnership Working”, to set out annual reports summarising the work of the key partnerships it is involved with and highlights the considerable amount of activity that is taking place in tackling some of the “big challenges” that the city is facing. It also shows the ongoing joint working between partners and government to help meet these challenges. This year has included responding to the to the pandemic, which has involved partners findings ways to pull together to both ameliorate and find solutions to its impacts.

2. Recommendations

2.1 The Executive Councillor is recommended to:

- a) Note the contents of the report and continue to work with the Greater Cambridge Partnership, Cambridgeshire and Peterborough Combined Authority, Fast Growing Cities, London-Stanstead-Cambridge Consortium and the Cambridge – Milton Keynes – Oxford Arc, so that together the Council and its partners can address the strategic issues and challenges affecting Cambridge City, to the overall benefit of citizens.
- b) note the £13,500 contribution to Oxford-Cambridge Arc partnership work

3. Cambridgeshire & Peterborough Combined Authority (CPCA)

3.1 The City Council is a statutory member of the CPCA, which was set up as a part of the Cambridgeshire and Peterborough Devolution Deal, with its first official meeting taking place in March 2017. Cllr. Lewis Herbert, Leader of Cambridge City Council, sits on the **Combined Authority Board**.

3.2 As well as the Combined Authority Board there are six other committees that are part of the CPCA. Our membership of these committees is: **Overview and Scrutiny Committee**, Cllr. Mike Davey and Cllr. Markus Gehring; **Audit and Governance Committee** Cllr. Mike Davey; **Employment Committee**, Cllr. Lewis Herbert; **Housing and Communities Committee**, Cllr. Mike Sargeant; **Skills Committee**, Cllr.

Mike Davey, and; **Transport and Infrastructure Committee**, Cllr. Nicky Massey.

- 3.3 During the last year the CPCA completed the Local Transport Plan and established a **Climate Change Commission**, with initial recommendations due to be published in February 2021.
- 3.4 The Non-Statutory Spatial Framework and Local Industrial Strategy were also progressed. The CPCA prepares an annual Business Plan that shows progress against 12 key priorities. The 2020/21 Annual Business Plan was presented to the Combined Authority Board on 29 January 2020. The key decisions of the CPCA have been reported to Cambridge City Council's Strategy & Resources Scrutiny Committee regularly by the Chief Executive.
- 3.5 The CPCA has led on, or supported, the delivery of key projects in the Cambridge area during 2020, including:
- Running a virtual public exhibition for the **A10 project**. The Strategic Outline Business Case was completed in July.
 - Taking an active role on the Project Board for the delivery of the **Cambridge South Station**.
 - Working closely with Network Rail to successfully complete the GRIP 4 stage for **Soham Station** and gained agreement and approval of its Board to develop this scheme to completion. Advanced works started on site in September 2020 and the programme now anticipates an accelerated construction programme.
 - Piloting an **E-Scooter** scheme with our partner Voi, within Cambridge city centre, encouraging an alternative to car travel and helping reduce congestion and carbon.
 - Commencing three new trial schemes to improve elements of the **bus service** and funding new bus routes connecting Cambourne to Addenbrookes and connecting St Neots and Cambourne to Cambridge Science Park.

3.6 Area wide schemes progressed during the year have included:

- Units coming forward in Cambridge City in a development on the former Cambridge Squash Court site at Histon Road, as a part of the **£100k Homes** initiative.
- Approving funding of approximately £86.5 million through grants to date and loans from the revolving fund totalling £51 million for the Affordable Housing Programme.
- Making 323 starts on site and completing approximately 80 homes completed under the City's separate allocation for affordable housing, which involved receipt of £70 million to deliver 500 homes across the area.
- Establishing the **One CAM** Limited Special Purpose Vehicle (SPV) and appointed a Board Chair, as well as five non-executive directors, to help promote and drive forward CAM's delivery. The Conceptual Design Process was launched to test the supplier market for innovative designs and technologies for the CAM vehicle, and the development of a business case approach also advanced.

3.7 The next part of the report will focus on the work of The Business Board (which took on the functions of the former GCGP LEP).

4. CPCA Business Board

4.1. The Business Board was constituted in September 2018 as the LEP for our region, integrated within the Cambridgeshire and Peterborough Combined Authority, which is the "accountable-body, responsible to Government for complying with any conditions or requirements attached to any funding.

4.2 The Business Board assists in the achievement of the Combined Authority's Growth Ambition Statement to become a leading place in the world to live, learn and work. This responds to the Cambridgeshire

& Peterborough Economic Review (CPIER) and the realisation of the Combined Authority Business Plan 2020/21.

- 4.3 The Business Board has prepared a Local Industrial Strategy (LIS) detailing the key areas of action needed to support the Combined Authority's devolution deal commitment to doubling the size of the Cambridgeshire and Peterborough economy.

The goals of the Local Industrial Strategy are:

- To scale growth further to benefit the whole area, building on Cambridge's World class assets to create INCLUSIVE growth across our economy.
- To deliver a shared growth ambition across the OxCam Arc to become part of a global economy able to rival those of Toronto, Boston, Helsinki, Tel Aviv and Seoul.

- 4.4 The LIS was co-produced with Government and supports the aims of the National Industrial Strategy. It is one of a family of four linked strategies covering the Oxford/Cambridge Arc, with the other strategies covering Oxfordshire, Buckinghamshire and the South East Midlands. A Greater Cambridge Economic Action Plan was produced in 2019/20 to identify actions in support of the LIS in the Cambridge and South Cambridgeshire area. A progress report has been produced in January 2021 and will be circulated to members of Strategy & Resources scrutiny committee.

- 4.5 The Business Board has approved business cases and funding on items of delivery from the LIS including a new business support Growth Service; Skills, Training, Apprenticeships and Recruitment (STAR) Hub; Inward Investment service, Growth Grants for businesses and a new University for Peterborough. Already in delivery are Priority Sector Strategies, which focus on Agri-Tech, Digital and ICT, Advanced Materials and Manufacturing and Life Sciences and Health Care. These strategies identify interventions for these industries and will guide future investment.

- 4.6 A Digital Sector Strategy was launched in late 2019, building on the strong foundations that already exist and aims to further enhance this region as the global centre of cutting-edge and inclusive technology

innovation. A Steering Commission guides the development of this strategy.

4.7 During the year, an **Economic Recovery Strategy Group** and **Local Economic Recovery Strategy** were formed in response to the COVID-19 pandemic, to support and address economic and business impacts. The Combined Authority also announced a number of **COVID-19 grants** in 2020/21 to support economic recovery that included:

- COVID-19 Capital Grant Scheme for businesses employing between 6 and 250 people (132 businesses supported and £5.5 million in grants awarded)
- COVID-19 Micro Grant Scheme for businesses employing less than 6 people (128 businesses supported and £500,000 in grants awarded)
- £1.5 million funding deployed towards the safe reopening of Cambridge and Peterborough City Centres, of which Cambridge City received £710,00.
- Local Restrictions Funding was also announced. During the period, 14,439 businesses were supported, and over £146 million grant was awarded

4.8 Cambridge City Council has secured £710,000 capital funding from the Cambridgeshire and Peterborough Combined Authority to support the recovery of Cambridge city centre from the impact of the coronavirus pandemic in 2021. The capital funds are to be invested in a programme of city centre measures to improve Cambridge's visitor offer and experience and thereby help the city's retail, hospitality and cultural sector recovery.

Under the title – 'Cambridge Visitor Welcome 2021' - the funds will be used to deliver the following measures between now and May 2021:

- Outdoor seating including tables, chairs and awnings
- A mobile 'pop up' visitor information centre
- Digital wayfinding and signage

- Improved street furniture and outdoor lighting

The delivery of the Cambridge Visitor Welcome 2021 project is being led by the council with support from Cambridgeshire County Council, Cambridge BID and Fitzwilliam Museum (Enterprises) Ltd.

- 4.9 The Combined Authority has also been providing **Brexit4business support**, running awareness campaigns to cascade Central Government announcements and signposting businesses across Cambridgeshire and Peterborough to national resources including sector-specific check lists, guidance on new regulations and fully funded webinars, including on the EU Settlement Scheme.
- 4.10 The **Local Growth Fund** has been fully allocated and over 16 projects have been completed so far, unlocking 892 new jobs. In total, just over £14 million has been invested directly into Cambridge City Council area projects, including the Cambridge Biomedical Campus, West Cambridgeshire Innovation Park and the Illumina Genomics Accelerator Programme.

Governance

- 4.11 The Business Board membership comprises of up to 10 members; two public sector members and up to eight business representatives. The Mayor and the portfolio holder for Economic Growth of the Combined Authority are non-voting members of the Business Board by virtue of their office and make-up the public sector membership. The term of office for private sector representatives will normally be a maximum of 3 years. The City Council is not represented directly on the Business Board.
- 4.12 In accordance with government requirements for Mayoral areas there is a Local Agreement between the Business Board and the Combined Authority setting out the responsibilities of the Chair, Board and Accountable Body.
- 4.13 The Business Board has at least two public meetings a year, including an Annual General Meeting, to ensure the communities it represents can understand and influence the economic plans for the area.

Agendas and reports for the Business Board are available on the Cambridgeshire and Peterborough Combined Authority website.

5. Greater Cambridge Partnership (“the GCP”)

- 5.1 The Greater Cambridge Partnership operates as a Joint Committee and is the local delivery body for the City Deal agreement made in 2014 between five local partners and the Government to help secure sustainable future economic growth and quality of life in the Greater Cambridge area.
- 5.2 The vision for the GCP is to “work together to grow and share prosperity and improve quality of life for the people of Greater Cambridge, now and in the future” with the aim of creating a world class public transportation system and accelerating the construction of thousands of new homes and jobs in Greater Cambridge.
- 5.3 In May 2020, the Government completed its first ‘Gateway Review’ of the City Deal – reviewing the progress and impact of GCP investments since 2015. In its conclusions, the Government noted the “significant success and progress” made by the GCP during the first five years of delivery. As a result, the Government confirmed that the GCP would receive a further £200m to 2025.
- 5.4 Given the certainty offered by the successful Gateway Review outcome, GCP officers undertook a review of the GCP’s Future Investment Strategy (FIS), the result of which was approved by the GCP Executive Board in December 2020. The updated FIS highlights the need to respond flexibly to the impacts of Covid-19 and places stronger emphasis on prioritising investment that delivers against the environmental objectives set out by the partner local authorities. In particular, it prioritised allocations to invest in zero emission buses, active travel measures and public transport services, plus housing and smart interventions.
- 5.5 The projects that the GCP is currently investing in to fulfil its aims are grouped under the following headings:
 - Housing and Strategic Planning

- Skills
- Smart Places
- Transport, and
- Economy and Environment

5.6 A quarterly progress report on projects is provided to the GCP's Executive Board. Headlines from the latest report for 10 December 2020 are shown below, to indicate progress. The full quarterly progress report is linked as a background document to this report.

Housing and Strategic Planning

5.7 The GCP funded the initial set-up of the Housing Development Agency (HDA). It has now fulfilled its forecast to deliver 301 new homes. These were completed across 14 schemes throughout Greater Cambridge. The GCP will also work with partners to explore additional opportunities to unlock further affordable housing.

5.8 One key commitment of GCP is to enable the delivery of 1,000 additional affordable homes, exceeding the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031). The Greater Cambridge housing trajectory published in April 2020 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2021-2022.

5.9 The current forecast is for approximately 840 eligible affordable homes to be delivered by 2031. Although anticipated delivery is below the target of 1,000 affordable dwellings there are still a further 11 years to go during which time affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing affordable homes that will count towards this target. Historically there is good evidence of rural exception sites being delivered and therefore we can be confident that the target will be achieved.

5.10 During the period, the GCP also provided funding and support to build six temporary housing units as part of a project led by Allia and supported by Cambridge City Council (amongst others). The homes were publicly launched in June 2020.

Skills

- 5.11 In partnership with Form the Future and Cambridge Regional College the GCP launched Greater Cambridge Apprenticeship Service in March 2019. This has now been operating for seven quarters. As of November 2020, three targets for the whole contract have been met within the first 20 months of delivery. The service has also delivered 89% of its target for people starting an apprenticeship, as a result of Apprenticeship Service interventions, and the GCP expects this target to be met by the end of the contract in March 2021.
- 5.12 The GCP has made significant short and longer- term skills interventions to support the recovery from Covid-19. In the short-term, the GCP has:
- Funded two additional careers advisors through the Apprenticeship Service, to bolster a shortfall in careers advice locally.
 - Funded the creation of a dedicated training centre to support those with special needs and who would otherwise not be considered work ready, plus the immediate training of 12 trainees, through the New Meaning Foundation
- 5.13 In the longer-term, the GCP Executive Board has agreed to procure a new package of skills provision, worth up to £2m to 2025. The new package will have a revised, wider scope than the existing contract and is designed to take into account the known and likely impacts of Covid-19.

Smart Places

- 5.14 The Smart Cambridge programme encompasses a diverse range of initiatives to explore how data and emerging technology can help the GCP achieve its objectives. These include the development of proposals for autonomous public transport, delivering sensors to provide better decision-making on air quality and traffic movements, a real-time data platform and 'smart panels' to present travel information to residents and visitors.
- 5.15 Projects progressed in 2020/21 include:

- **T-CABS** (C-CAV3 Autonomous Vehicle Project) - Approval to trial the technology at the revised route at West Cambridge has been granted and storage facilities for the vehicles have been identified and secured. The first shuttle was brought to the site in October 2020 and safety cases have been signed off, meaning that the first stage of the trials is ready to commence.
- **Digital Wayfinding – Procurement and Installation**
Updated signage on the wayfinding totem and a new map identifying walking routes to the city centre via either Station Road or Mill Road have been put in place and discussions are ongoing regarding Section 106 funding.
- **Mill Road Bridge Closure Monitoring**
Work on the final report to close out this project has been started but the changes in travel patterns arising during the pandemic, has meant that analysis has been delayed.
- **Data Visualisation** – the GeoSpock platform interface has recently been upgraded and training organised to make best use of it.
- **Digital Twins – Phase 1:** A report summarising the findings from the study and secondment with the Centre for Smart Infrastructure and Construction (CSIC) has been published and the use of digital twins to support the NE Cambridge development is being assessed.

Officers are also leading a project to trial an innovative traffic signal control method utilising the latest sensor technology, to optimise traffic signal timings. Phase one of the work is in progress and a kick-off meeting has been held with the successful bidder (Vivacity Labs). This project focuses on installation of the trial solution at four junctions in Cambridge (the Robin Hood junction at Cherry Hinton Road/Queen Edith’s Way, and junctions at Hills Road/Brooklands Avenue, Hills Road/Cherry Hinton Road and Cherry Hinton Road/Clifton Road) by the end of March 2021.
- **Strategic Sensing Network:** Smart are leading on the procurement of a strategic sensing network that would provide classified vehicle

counts, cycle counts and pedestrian counts to support the wider GCP programme.

Transport

5.16 GCP has continued to make progress with most of its transport schemes, as set out below (the table shown in Appendix 1 provides a summary of the delivery status of transport projects, as of December 2020):

- **Cambourne to Cambridge (A428):** In December 2020, the GCP Executive Board noted the outline business case and agreed to a fully independent review of the project at the Board. The findings of the review will be put before the Board in July, with a public consultation on the detailed design and environmental mitigation for the scheme to be held in 2021, subject to the findings of the audit.
- **Waterbeach to Cambridge:** The Strategic Outline Business Case for Waterbeach to Cambridge will be considered by the GCP Executive Board in June 2021. Current work involves identifying and evaluating options. Pre-consultation engagement has now been completed and consultation undertaken. The spend profile is currently on target.
- **Eastern Access:** The Strategic Outline Business Case for Eastern Access is currently due to be completed by the end of March 2021, with a view to consideration by the GCP Executive Board in June 2021. Current work involves identifying and evaluating options. Pre-consultation engagement has now been completed and consultation undertaken. Further planning work is ongoing and once this has been completed, the spend profile will be updated.
- **West of Cambridge Package:** The scheme submitted a planning application in June. A decision is expected in early 2021. Workload associated with the project will increase as it progresses towards procurement of detailed design and construction.
- **Milton Road Bus, Cycle and Pedestrian Priority:** To manage network capacity, construction of Milton Road has been delayed, to

coincide with the completion of the Histon Road works. The scheme remains in Detailed Design stage.

- **Histon Road Bus, Cycle and Pedestrian Priority:** The scheme on Histon Road is under construction and is due to be completed in Summer 2021. The project remains on schedule to meet this timeline.
- **Residents Parking Scheme**– GCP was delivering, and part-funding, this scheme on behalf of Cambridgeshire County Council (the highways authority). The County Council decided to pause the programme for twelve months from March 2020 due to concerns around limiting parking options for commuters travelling from outside the city to destinations, away from the city centre, where public transport and other alternatives are more limited. (This pause was option two in the [County Council committee report](#)). There has been no implementation during this pause in 2020/21. The County Council will review its decision and approach in March 2021, including considering alignment with the development of an integrated parking strategy which the GCP has agreed to develop.

5.17 In addition to ongoing progress described in the Quarterly Progress Reports, some schemes have reached significant milestones throughout 2020/21. In particular:

- In response to the pandemic, the GCP (in partnership with Cambridgeshire County Council) implemented a number of experimental schemes (using Experimental Traffic Regulation Orders) to make it easier and safer for people to walk and cycle around Cambridge.
- Final work to complete the Ditton Lane/East Cambridge Cross-City Cycling scheme was completed, as part of the GCP's £8m programme of interventions across the Cross-City Cycling network.
- The Abbey-Chesterton Bridge was lifted into place, marking a key step in the delivery of the Chisholm Trail.
- The GCP Executive Board approved 11 Greenways throughout 2020, meaning all 12 proposed routes have now been approved.

The Greenways are a network of walking, cycling and equestrian routes that will provide improved links between Cambridge and surrounding towns and villages.

- Two zero-emission buses, as part of a pilot funded by the GCP, have been operating on the 6 route serving the city centre, Girton and Oakington, providing cleaner and greener journeys for thousands of people every day.

Economy and Environment

- 5.18 Throughout 2020/21, officers from the GCP, City Council and other local partners have been working together to understand and address the economic impact of Covid-19. This has enabled local partners to work in partnership with the CPCA to develop the Local Economic Recovery Strategy (LERS) and outline and deliver plans to implement the LERS in Greater Cambridge.
- 5.19 GCP investment has been targeted to address the economic impact of Covid-19, particularly skills and transport. Furthermore, the GCP has funded or part-funded research to understand the impact of Covid-19 on the local economy, including an initial piece of research in June 2020 reporting potential impacts and a research programme by the Centre for Business Research to provide quarterly sectoral analyses across 2020 and 2021, to give an in-depth insight into the strength of Greater Cambridge's unique local sectors. The first analysis was completed in November 2020.
- 5.20 GCP officers continue to progress work to address local energy grid capacity constraints. This work aims to ensure insufficient grid capacity is not a barrier to future growth and does not limit progress towards a net-zero economy (e.g. by enabling further grid capacity to enable take-up of renewable technologies and electric vehicles). In October 2020, the Executive Board approved further funding to undertake a 'scoping stage', utilising technical and commercial expertise to lay the foundations for the development of an outline business case for major investment.

Approaches to Engagement

- 5.21 The GCP continues to follow a geographically based engagement programme to ensure it can provide relevant and tailored updates about its broader work, including all relevant schemes for that area, and respond to any specific concerns or issues raised.
- 5.22 The GCP launched four public consultations in October, across major schemes including Cambridge South East Transport, Cambridge Eastern Access, Waterbeach-to-Cambridge, plus with respect to the Experimental Traffic Regulation Orders referred to above. The GCP received more than 2,500 responses across the four consultations.

Governance

- 5.23 The Greater Cambridge Partnership is led by a decision-making Executive Board which coordinates the overall strategic vision and drives forward the partnership's programme of work. It is run in accordance with a clear governance structure, agreed by all partners. Cllr. Lewis Herbert, Leader of Cambridge City Council, has been the city council's representative on the five-person Executive Board in the past year. Going forward, Cllr Nicky Massey will be the council's representative.
- 5.24 The Board is advised and scrutinised by a Joint Assembly. The Joint Assembly provides advice to the Executive Board, drawing on the broad expertise of its 15 members. Cllr. Tim Bick is Chair of the Joint Assembly and Cllrs. Dave Baigent and Mike Sargeant are members of the Assembly.
- 5.25 Both the Executive Board and the Joint Assembly meet at least four times a year. Papers relating to public meetings are published online and the public have the opportunity to participate in meetings of the Executive Board by posing questions to be discussed in public.

6. Fast Growing Cities Group

- 6.1 Fast Growing Cities is an informal lobbying group. Cambridge City Council continues to work with other fast-growing cities to emphasise to Government the particularly strong economic potential they offer to the UK economy, and the challenges that success – and the role of a sub-regional centre - brings. These cities (initially Oxford, Swindon, Milton

Keynes and Norwich, and now joined by Peterborough) share many of Cambridge's characteristics – strong on knowledge-intensive industries, pro-growth but constrained by infrastructure limitations and housing affordability.

- 6.2 Cambridge and the partner cities work with businesses, universities and neighbouring authorities to ensure that Government understands the case for investment in their economic potential and the case for particular policy interventions/relaxations to facilitate sustainable growth. The Centre for Cities also promotes this group and holds regular City Talks, and recent topics covered include the changes brought about by Covid-19 and how this might impact on the UK's future infrastructure priorities.
- 6.3 A report by the Centre for Cities reviewing the latest available data on the economic performance of the six Fast Growing Cities, and the initial impacts and implications of Covid-19, has been drafted and is due to be launched in late February 2021. This report will be shared with members of Strategy & Resources scrutiny committee.

7. London – Stansted – Cambridge Corridor Consortium (LSCC)

- 7.1 LSCC is an informal lobbying group. The consortium, of which the City Council is a member, involves business, leaders of councils and industry experts to champion the “corridor” to win investment, influence policy and support the region's pioneering start-ups, institutions and businesses in their continued growth and success. Cambridge City Council is represented in the consortium by the Leader of the Council and is supported by the Joint Director of Planning and Economic Development.
- 7.2 Last year saw the LSCC launch the UK Innovation Corridor (UKIC) Local Industrial Strategy (LIS) Growth Prospectus. The prospectus builds on and updates the data from the highly respected 2016 Independent Growth Commission, and discusses skills, housing, employment sites and infrastructure – themes consistent with each of the LEPs along the Corridor (New Anglia, Cambridgeshire &

Peterborough, Herts, SELEP and London LEAP). The objective is to support a joined-up Local Industrial Strategy (LIS) across the corridor.

- 7.3 During the year the LSCC has been pressing the Government, Treasury and Department for Transport for additional support for West Anglia Mainline renewal and the regional economic growth such investment will support and sustain as well as promoting events and specific discussions along the corridor and encouraging collaboration both between businesses and with local authorities between Cambridge City and London. Cambridge City based businesses are highlighted within the website as exemplars of innovation and idea generation.

8. Cambridge – Milton Keynes – Oxford Arc

- 8.1 In March 2016, the National Infrastructure Commission (NIS) was asked to consider how to maximise the potential of the Cambridge – Milton Keynes – Oxford corridor. The interim findings came out in November 2016 and Cambridge City Council and its partners provided a view on what was required to support our area. The final report, “Partnering for Prosperity: a new deal for the Cambridge – Milton Keynes – Oxford Arc”, was published in November 2017.
- 8.2 The report identified opportunities to create well-designed, well-connected new communities and deliver one million new homes and jobs in the area by 2050. Central to achieving this vision was the completion of a new East-West Rail line connecting Oxford and Cambridge by 2030.
- 8.3 Alongside the 2019 Spring Statement the Government published its “Ambition” and a joint declaration between Government and local partners from across the Oxford-Cambridge Arc, including Chairs of Local Enterprise Partnerships and Leaders of all local councils in the area. The document also provides an early update on the government’s work to develop a robust economic evidence base for the Arc. Cllr. Lewis Herbert, Leader of Cambridge City Council sits in an Arc Leaders

Group of local authority Leaders and Local Enterprise Partnerships (LEPs) Chairs to help ensure coordination.

- 8.4 The local authorities have established a partnership to co-ordinate activity, for instance producing an economic prospectus, work on a “Green Arc” and a spatial framework. Each Council is asked for a contribution of £13,500 to this work for 2021/22 (an increase from previous contributions of £5,500).
- 8.4 On 5th October 2020, the Arc Leadership published the Arc's Economic Prospectus. This sets out a joint vision for the Arc, shared ambitions and investment propositions that will enable the Arc to fulfil its true potential to deliver transformational economic growth that will benefit the whole of the UK. Setting out the area's 'asks of Government', the region seeks recognition and joined up investment from Government to enhance the area's science, technologies and innovative industries, tackle connectivity and congestion constraints and provide the skills that industry requires to enable the Arc to pursue its role as a leading global innovation economy.

9. Implications

(a) Financial Implications

The strategic partnerships will be responsible for drawing down significant levels of resources to improve infrastructure and support the growth of Cambridge City, including any emergency funding. By working together with other public agencies the council may be able to achieve more than working on its own. As set out in the BSR, Cambridge City Council provides resources to the GCP through a contribution of New Homes Bonus. The Council no longer pays a subscription to the LEP, following the transfer of LEP functions to the Business Board. Both the GCP and CPCA have their own funding.

Cambridge City Council made a contribution of £5,000 to the costs of the Fast Growing Cities group's activities and events; and pays £10,000 to support the work of the LSCC. The Council will pay a contribution of £13,500 to the Oxford-Cambridge Arc group of local authorities in 2021/22.

(b) Staffing Implications

This will depend on how the development of joint working opportunities is taken forward within each partnership.

(c) Equality and Poverty Implications

The partnerships will identify ways of involving all communities in their work, including those who are more disadvantaged. Emphasis will be on providing affordable housing, training and other measures to move people back into work and addressing inequalities. During the pandemic work has looked to support the local economy and support those most vulnerable.

(d) Environmental Implications

Business models that promote low carbon use and improve the sustainability of developments will be supported, including the Cambridgeshire and Peterborough Climate Change Commission being established by the CPCA.

(e) Procurement Implications

The partnerships are likely to procure or commission services to achieve their aims.

(f) Community Safety Implications

To improve community safety is the purpose of the Cambridge Community Safety Partnership, which will be the subject of a report to Environment and Community Services Scrutiny Committee.

10. Consultation and communication considerations

Individual bidding streams and plans will specify stakeholders and communities to be consulted, especially where targeted work is required.

11. Background papers

Background papers used in the preparation of this report:

Cambridge City Council's Guide to Partnership Working

<https://www.cambridge.gov.uk/guide-to-partnership-working>

Cambridgeshire and Peterborough Local Industrial Strategy, July 2019

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818886/Cambridge_SINGLE_PAGE.pdf

Draft Combined Authority Business Plan 2020-21

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Document.ashx?czJKcaeAI5tUFL1DTL2UE4zNRBcoShqo=%2fPxzRzmqFTF2rw33eZF9d3E40lkVZ9A0bcFikNr0c%2fPYPWmpcyW0w%3d%3d&rUzwRPF%2bZ3zd4E7lkn8Lvw%3d%3d=pwRE6AGJFLDNh225F5QMaQWCiPHwdhUICZ%2flUQzqA2uL5INRG4idQ%3d%3d&mCTIbCubSFIxSDGW9IXnlg%3d%3d=hFfilUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFfilUdN3100%3d&uJovDxwdjMPoYv%2bAjvYtvA%3d%3d=ctNjFf55v>

[VA%3d&FqPIIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qij0aq1Pd993isyOJoFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60IavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJFf55vVA%3d](http://www.cambridgeshirepeterborough-ca.gov.uk/business-board)

Cambridgeshire and Peterborough Combined Authority Business Board

<http://cambridgeshirepeterborough-ca.gov.uk/business-board>

Local Economic Recovery Strategy

<https://cambridgeshirepeterborough-ca.gov.uk/assets/LEERS/LEERS-Appendix-2-City-Districts-and-Town-Level-Recovery-Strategies-Final-Version1-01092020.pdf>

GCP Quarterly Progress Report

See pages 29-54 of [GCP December 2020 agenda pack](#)

GCP Governance

<https://www.greatercambridge.org.uk/about-city-deal/governance/>

GCP City Access response to Covid-19 pandemic

<https://www.greatercambridge.org.uk/city-access/city-access-response-to-covid-19-pandemic>

Cambridgeshire County Council [Highways and Infrastructure Committee report](#), March 2020

Fast Growth Cities: Centre for Cities

<https://www.centreforcities.org/publication/fast-growth-cities-opportunities-and-challenges-for-cambridge-oxford-milton-keynes-swindon-norwich/>

The UK's Innovation Corridor

<https://innovationcorridor.uk/discover/#inside-stories>

The Oxford-Cambridge Arc: government ambition and joint declaration between government and local partners

<https://www.gov.uk/government/publications/the-oxford-cambridge-arc-government-ambition-and-joint-declaration-between-government-and-local-partners>

The Oxford-Cambridge Arc Economic Prospectus

https://www.semlep.com/modules/downloads/download.php?file_name=2133

12. Appendices

Appendix 1: Table showing status of delivery of GCP transport projects, December 2020

13. Inspection of papers

To inspect the background papers or if you have a query on the report please contact GRAHAM SAINT, CORPORATE STRATEGY OFFICER, tel: 01223 - 457044, email: graham.saint@cambridge.gov.uk.

Appendix 1:

Table showing an overview of delivery of GCP transport projects, December 2020

Project	Current Delivery Stage	Target Completion Date	Forecast Completion Date	Status			
				Previous	Current	Change	
Cambridge Southeast Transport Study (formerly A1307)	Construction / Design	2024	2024	G	G	↔	
Cambourne to Cambridge / A428 Corridor	Paused	2024	2024	R	R	↔	
Waterbeach to Cambridge	Early Design	2027	2027	G	G	↔	
Eastern Access	Early Design	2027	2027	G	G	↔	
Milton Road	Design (Reprofiled)	2023	2023	G	G	↔	
City Centre Access Project	Design	2020	2021 (Design only)	A	A	↔	
Chisholm Trail Cycle Links	Phase 1	Construction	2020	2021	A	A	↔
	Phase 2	Construction	2022	2022	G	G	↔
Cross-City Cycle Improvements	Fulbourn / Cherry Hinton Eastern Access	Construction / Complete	2019	2020	A	A	↔
	Links to East Cambridge and NCN11/ Fen Ditton	Construction / Complete	2019	2020	A	A	↔
Histon Road Bus Priority	Construction	2022	2021	G	G	↔	
West of Cambridge Package	Design	2021	2022	A	A	↔	
Residents Parking Implementation	Implementation / Paused	2021	2021	R	R	↔	
Waterbeach Greenway	Project Initiation	2024	2024	G	G	↔	
Fulbourn Greenway	Project Initiation	2024	2024	G	G	↔	
Comberton Greenway	Project Initiation	2025	2025	G	G	↔	
Melbourn Greenway	Project Initiation	2025	2025	G	G	↔	
St Ives Greenway	Project Initiation	2023	2023	G	G	↔	
Barton Greenway	Project Initiation	2025	2025		G	-	
Bottisham Greenway	Project Initiation	2025	2025		G	-	
Horningsea Greenway	Project Initiation	2025	2025		G	-	
Sawston Greenway	Project Initiation	2025	2025		G	-	
Swaffhams Greenway	Project Initiation	2025	2025		G	-	
Madingley Road (Cycling)	Design	2022	2022	G	G	↔	