



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Part 5: Recommendations from the Transport and Infrastructure Committee meeting on 16 November 2022

Agenda Item 5.2:	Bus Strategy (KD2020/058)
Recommendation(s):	<p>The Combined Authority Board is recommended to:</p> <ul style="list-style-type: none"> a) Approve the Bus Strategy to allow for a 6-week public consultation. b) Delegate the responsibility to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to submit the final Bus Service Improvement Plan to central government in a timely manner.
Voting arrangements:	<p>Recommendation a) requires a simple majority of those Members present and voting.</p> <p>Recommendation b) requires a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members.</p> <p>To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.</p>
Purpose:	<p>To update the Board on the draft Bus Strategy, which will be strongly aligned to the vision, aims and objectives of the Local Transport and Connectivity Plan (LTCP). Subject to the Board's approval, the draft Strategy will be issued a six-week consultation period.</p> <p>In addition, the paper outlines the progress to date around some of the delivery mechanisms for the Bus Strategy, including work on the relative business cases for an Enhanced Partnership and Franchising; the Greater Cambridge Partnership's City Access work; and the development of the Bus Service Improvement Plan.</p>

	<p>An additional appendix has been provided outlining feedback received on the draft Bus Strategy. This feedback has been received from officers and members alike, including from the Transport and Infrastructure Committee. In addition, this appendix outlines more information on the proposed consultation process.</p> <p>The Board needs to be advised that the second recommendation (B) that was agreed unanimously by the Committee needs to be amended. The agreed recommendation was to, <i>'Delegate authority to the Interim Head of Transport and the Chair of the Transport and Infrastructure Committee to submit the final Bus Service Improvement Plan to central government in a timely manner.'</i> This recommendation does not align with the constitution as the Combined Authority cannot delegate to a Member.</p> <p>The Combined Authority Board is invited to amend the recommendation so that it reads <i>"Delegate authority to the interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to submit the final Bus Service Improvement Plan to central government in a timely manner."</i> The power resides with the Combined Authority Board (as per Chapter 4 of the constitution, para 1.13 and 1.14) to amend the recommendation</p>
Strategic Objectives:	<p>The Bus Strategy strongly aligns with the existing Local Transport Plan's three overarching objectives of economy, environment, and society. In addition, there is a golden thread with the six objectives within the emerging Local Transport and Connectivity Plan (namely productivity, connectivity, health, safety, environment, and climate). This is demonstrated within the Bus Strategy's vision of:</p> <p><i>A comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, that is inclusive and offers a viable alternative to the car.</i></p>
Appendices:	<p>Appendix 1: Draft Bus Strategy (updated with tracked changes)</p> <p>One additional appendix:</p> <p>Appendix 2: Comments from constituent Council members and officers (including TIC)</p>
Background papers and supporting documents:	<p>Since the publication of the TIC papers there are now two additional appendices:</p> <ul style="list-style-type: none"> • Outlining the feedback from constituent Council members and officers; and

	<ul style="list-style-type: none"> Revised Bus Strategy (with track changes) to demonstrate how these suggested changes/amendments have been incorporated.
--	---

Agenda Item 5.3:	A16 Norwood Improvements Outline Business Case (KD2022/042)
Recommendation(s):	<p>The Combined Authority Board is recommended to:</p> <p>a) Approve the drawdown of £1.2 million from the Medium-Term Financial Plan for the development of the Full Business Case and to delegate authority to the Interim Head of Transport to enter into a Grant Funding Agreement with Peterborough City Council following consultation with the Monitoring Officer and Chief Financial Officer.</p>
Voting arrangements:	<p>A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council <u>and</u> Peterborough City Council, or their Substitute Members</p> <p>To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.</p>
Purpose:	To seek Member approval for the drawdown of subject to approval funding for the development of the Full Business Case.
Strategic Objectives:	To help achieve the CPCA ambitions outlined within the LTP and emerging LTCP, the business case has aligned within a Policy Framework to provide a clear pathway to delivering on the ambitious and transformational agenda for the region. The alignment of the A16 Norwood Improvement scheme is clear with specific and strong alignment with productivity (including housing and employment growth) and connectivity.
Appendices:	Appendix 1 - A16 Norwood Outline Business Case
Background papers and supporting documents:	n/a

Agenda Item 5.4:	Transforming Cities Fund (KD2022/035)
Recommendation(s):	The Combined Authority Board is recommended to:

	<p>a) Agree the recommended capital replacement schemes for the Transforming Cities Fund.</p> <p>b) Delegate authority to the Chair of the Transport and Infrastructure Committee to inform the Department for Transport of the revised TCF programme with the expectation that the fund will be allocated in full.</p> <p>c) Delegate authority to the interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to ensure the timely sign off for the Grant Funding Agreements with the County Council and other delivery partners, thereby reducing any potential delay in the programme.</p>
Voting arrangements:	<p>Recommendation a) requires a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members.</p> <p>Recommendations b) and c) requires a simple majority of Members present and voting.</p>
Purpose:	<p>To agree the capital replacement schemes for the Transforming Cities Fund that will be undertaken to take up the shortfall in forecast spend.</p> <p>The rescheduling of the Transforming Cities Fund is key in ensuring that the Combined Authority continue to deliver its capital programme for the people and businesses of Cambridgeshire and Peterborough. The discussion at the Transport and Infrastructure Committee was positive and there was agreement with the revised programme and the need to continue to work closely with the Department for Transport to ensure the schemes are delivered in a timely manner. With a deadline for the work of the end of the next financial year it was imperative that agreement of the programme is achieved at this Committee and the subsequent Board.</p> <p>The Board needs to be advised that the second recommendation (B) that was agreed unanimously by the Committee needs to be amended. The agreed recommendation was to “<i>Delegate authority to the Chair of the Transport and Infrastructure Committee to inform the Department for Transport of the revised TCF programme with the expectation that the fund will be</i></p>

	<p><i>allocated in full</i>". This recommendation does not align with the constitution as the Combined Authority cannot delegate to a Member.</p> <p>The Combined Authority Board is invited to amend the recommendation so that it reads "<i>Delegate authority to the interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to ensure that the Department for Transport of the revised TCF programme with the expectation that the fund will be allocated in full</i>". The power resides with the Combined Authority Board (as per Chapter 4 of the constitution, para 1.13 and 1.14) to amend the recommendation.</p>
Strategic Objectives:	The overarching programme (including the capital replacement schemes) have all be assessed against the schemes' strategic fit against the goals, aims and objectives of the TCF and the emerging Local Transport and Connectivity Plan.
Appendices:	<p>Appendix 1 - CPCA Update to the Department for Transport</p> <p>Appendix 2 - Capital Replacement Scoring Mechanism</p> <p>Appendix 3 - Prioritised (Scored) Capital Replacement Schemes</p>
Background papers and supporting documents:	n/a

Agenda Item 5.5:	Wisbech Rail Next Steps (KD2022014)
Recommendation(s):	<p>The Combined Authority Board is recommended to:</p> <p>a) Approve the drawdown of £80,000 from the Medium-Term Financial Plan for the development of an Options Assessment Report and to delegated authority to the Interim Head of Transport to enter into a Development Services agreement with Network Rail following consultation with the Monitoring Officer and Chief Financial Officer.</p>
Voting arrangements:	A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County

	<p>Council or Peterborough City Council, or their Substitute Members.</p> <p>To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.</p>
Purpose:	To seek approval for the drawdown of funding to enable an options assessment report to be carried out.
Strategic Objectives:	The provision of a link between Wisbech and March will address social equity, isolation, and exclusion. In addition, the scheme will help to deliver [have a positive impact on] the six emerging objectives of the LTCP (namely productivity, connectivity, health, safety, environment, and climate).
Appendices:	<p>Appendix 1 - Wisbech Project Review</p> <p>Appendix 2 - Options Assessment Report Scope</p> <p>Appendix 3 - Wisbech to March Light Rail Potential - Final Report</p>
Background papers and supporting documents:	None.

Agenda Item 5.6:	Snailwell Loop (Newmarket Curve)
Recommendation(s):	<p>The Combined Authority Board is recommended to:</p> <p>a) Pause works on Snailwell Loop for a period of 6 months while there is on-going uncertainty about the Ely Area Capacity Enhancement (EACE) scheme and slip the existing budget into 2023-24.</p> <p>Or</p> <p>a) Approve £150k of the current £500k subject to approval budget to enable continued development of the project and slip the balance into 2023-24.</p>
Voting arrangements:	A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members.

	To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.
Purpose:	Pause works on Snailwell Loop for a period of 6 months while there is on-going uncertainty about the Ely Area Capacity Enhancement (EACE) scheme and slip the existing budget into 2023-24.
Strategic Objectives:	The scheme will help to deliver the six emerging objectives of the LTCP (namely productivity, connectivity, health, safety, environment, and climate). The decision to pause the development of the Snailwell Loop was based on the deliverability of the scheme and the lack of certainty from central government around funding of the scheme.
Exempt Appendix:	<p>EXEMPT Appendix 1 – Former Secretary of State for Transport Grant Shapps' MP Letter: Ely Area Capacity Enhancement (EACE) (circulated separately).</p> <p>This report contains an appendix which is exempt from publication under Part 1 of Schedule 12A of the Local Government Act 1972, as amended, in that it would not be in the public interest for this information to be disclosed (information relating to the financial or business affairs of any particular person (including the authority holding that information)). The public interest in maintaining the exemption is deemed to outweigh the public interest in its publication.</p>
Background papers and supporting documents:	None