



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Cambridgeshire and Peterborough Combined Authority: Minutes

Date: Wednesday 19 October 2022

Time: 10.30am – 1.42pm

Venue: Sand Martin House, Bittern Way, Peterborough PE2 8TY

Voting Members
present: Mayor Dr Nik Johnson (Chair)

Councillor C Boden – Fenland District Council
Councillor W Fitzgerald – Peterborough City Council,
Councillor S Conboy – Huntingdonshire District Council,
Councillor L Herbert (Statutory Deputy Mayor) – Cambridge City Council
(to 12.38pm)
Councillor L Nethsingha (Non-Statutory Deputy Mayor) – Cambridgeshire
County Council
A Plant – Chair of the Business Board
Councillor J Schumann – East Cambridgeshire District Council (to
12.13pm)
Councillor B Smith – South Cambridgeshire District Council

Non-Voting
Co-opted
Members present: Councillor E Murphy – Fire Authority
D Preston – Police and Crime Commissioner (to 1.17pm)

Governance Items

260. Announcements, apologies for absence and declarations of interest

Apologies for absence were received from Councillor A Bailey, East Cambridgeshire District Council, substituted by Councillor J Schumann, and Jan Thomas, non-voting co-opted member representing the Integrated Care Partnership.

Councillor C Boden declared an interest in Item 4.1: Emerging Bus Strategy, as a Cambridgeshire County Council appointed Trustee of FACT. Councillor Boden did not speak in the debate on any matter relating to FACT and did not take part in the vote.

Mayor Dr Nik Johnson declared a disclosable pecuniary interest in Item 9.1: Independent Remuneration Panel Report. The Mayor left the meeting room for the duration of the discussion and the vote.

261 Combined Authority Board and Committee Membership Update

The Board was advised of a change to the substitute membership of the Combined Authority Board and to the Overview and Scrutiny Committee. It was noted that Huntingdonshire District Council's representation on the Combined Authority Board had been incorrectly stated on the published report and that a revised report had been published which corrected this.

It was resolved to:

- a) Note the appointment by Cambridge City Council of Councillor Anna Smith as its substitute member on the Combined Authority Board for the remainder of the municipal year 2022/2023.
- b) Note the appointment by Cambridgeshire County Council of Councillor Piers Coutts as the substitute member for the Audit and Governance Committee for the remainder of the municipal year 2022/23.

262. Minutes – 27 July 2022

The recording of the meeting on 27 July 2022 had been reviewed following a query from Councillor Boden in relation to a point of accuracy, and corrected. Councillor Boden confirmed that he was happy with the correction which had been made, and that any suspicion that the minutes could have been interfered with had been shown by the Chief Executive not to be the case.

The corrected minutes of the meeting on 27 July 2022 were approved as an accurate record and signed by the Mayor.

263. Minutes – 31 August 2022 and Action Log

A Member wished to raise a point of information on the exempt minutes of the meeting on 31 August 2022.

The meeting became inquorate before the exempt session was held, so the minutes of the meeting on 31 August 2022 were deferred to the next meeting for approval.

The Action Log was noted.

264. Petitions

One petition was received, titled 'Save the 904 Bus Service'. It did not contain the 500 signatures required to be presented at the meeting, but it had been circulated to Board members for information.

265. Public questions

A public question was received from Dr Dorothy Ball, a local resident. A copy of the question and response are attached at Appendix 1.

Improvement

266. Interim Chief Executive's Diagnosis: Improvement Framework

The Chief Executive's diagnosis report followed on from the initial improvement plan which had been endorsed unanimously by the Board in July and the subsequent self-assessment exercise. The diagnosis provided a fuller assessment around effectiveness and performance, and had been due for consideration at the September meeting until this was cancelled due to the period of national mourning following the death of Queen Elizabeth II.

The report set out the scale of change required by the Combined Authority; what the organisation would look like once this change had taken place; how the organisation should feel to key players; and the benefits which this change could bring to the area. The report was informed by an extensive assessment exercise and set out the improvement plan for the coming months. Early concerns around senior management capacity had been addressed through the appointment of two interim directors via the Chief Executive's delegated authority. Concerns around the capacity of the wider organisation were also being addressed and the current vacancy rate was 3%. A proportion of this related to the use of agency staff, but progress was being made on recruiting to some hard to fill posts. A staff survey had been conducted to establish a baseline measure in relation to staff welfare. A further survey would be carried out in three months to measure progress against this.

The initial focus of work would be on the six key areas for improvement set out at in paragraph 4.4 of the report whilst Appendix 2 set out in detail the actions to be delivered over the next three months. This was key to what the Board was committing to deliver on. An officer improvement group had been established and the Chief Executive would be actively involved in this. Each theme would be led by a member of the Executive Team (ET) to ensure ownership of this improvement within the CPCA's senior leadership, and at least one constituent council chief executive would act as senior sponsor for each of the six key themes. This work would be supported by the Project Management Office and a robust approach would be taken to what needed to be delivered, how it would be done, how this would be resourced and the outcomes delivered against the focus for improvement. This was identified as a key plan and key resources had been allocated to it. The CPCA must work as part of the system and add value. A progress report would be brought to each Board meeting.

Proposals around the voluntary establishment of an Independent Improvement Board had been crystallised and there had been extensive conversations with the Department for Levelling Up, Housing and Communities (DLUHC) and the Local Government Association (LGA) around the membership of that Board. Information around the composition of the Improvement Board had been circulated to Combined Authority Board members the previous evening and included external members as well as the Mayor and Councillor Murphy representing the Liberal Democrat group. There would be opportunities for other Members to get involved and that be welcomed, and officers would engage further with Members on this. The Chief Executive and the Programme

Director for Transformation would be meeting Lord Kerslake the following day to discuss his requirements and reports against the improvement plan would be submitted to the Improvement Board as well as to the Combined Authority Board.

Different iterations of the report had been taken previously to the Audit and Governance and Overview and Scrutiny Committees to inform and explore their role.

In discussion, individual Members:

- spoke of the significant improvements which they were already seeing, including a sense of vibrancy and optimism within the CPCA and proactive communications from officers.
- recognised that there was much work still to do, and that much of this would be down to the Board. The Board was part of the problem, and it would be part of the solution.
- questioned whether a Board member should be aligned to each of the six key strands for improvement identified in the report.
- asked that the work should include clarification around the role and expectations of Lead Members, and the support which they could expect.
- emphasised the importance of recognising just how deep and dark a place the Combined Authority had been in. With significant staff vacancy levels there had been insufficient capacity to do the basics and it was no wonder the organisation had been failing.
- stated that there was still a need to deal with the failures of the past and that there was much still to do.
- asked that their thanks to the Chief Executive should be placed on record for all that had been achieved in such a short period of time to address capacity issues, including in specialised areas. The Board had taken the extraordinary step of giving the Chief Executive a level of devolved authority to address these issues. The reconstitution of capacity gave a foundation upon which to re-build the organisation and move forward, and the Board must all pull together to do that. There was nothing wrong with having political differences and that was part of democracy, but the Chief Executive had offered the organisation a lifeline.
- described the report as clear and comprehensive and welcomed the improvement measures already underway. They agreed with the Chief Executive's judgement that it was better for the CPCA to take control of the improvement agenda and avoid direct intervention.
- suggested a link between the work of the Independent Improvement Board and the review of the Business Board being taken forward by the Business Board's Chair.
- suggested that Board members felt new confidence in the senior management team in place currently.

- stated that the difficulties experienced by the organisation were of longstanding, but noted the request in the report to concentrate on moving forward.
- described the proposed membership of the Independent Improvement Board as an impressive group of people, and thanked them for giving their time to support the CPCA's improvement journey. Another Member spoke of the importance of listening to their counsel.
- described the meeting as the most positive in tone which they had attended. The purpose of the CPCA was to get the best for residents across Cambridgeshire and Peterborough, and informal discussions had shown that there was much on this that united the Board. There would be differences of approach, but they wanted to place on record their thanks to Board members and to the Chief Executive and his team. They would do all they could to support the Board positively.
- paid tribute to the CPCA's staff and their contribution, and recognised that a lot of people had had a difficult time in the last year. The organisation did already have very able directors, but it needed to make permanent appointments to positions too.
- expressed their support for the report and their thanks to the Chief Executive, but cautioned against being self-congratulatory. There was still baggage which needed to be sorted out or it would be a distraction. They considered much of this was about leadership and judgement, which was a matter for the Mayor.
- spoke of improvements which they had seen at the Cambridgeshire Public Service Board, commenting that Board members should encourage their chief executives to continue this good work.

The Chief Executive welcomed the experience of positive change described by Board members, but emphasised that the improvement journey remained a work in progress. Part of this would be around supporting CPCA staff, many of whom were new to the organisation, and establishing protocols for the way they worked. There was a need to find the right balance between interactions, briefings and engagement with Members with a recognition of Members' commitments elsewhere. It was also important to recognise the role played by those members of staff who had been involved for a long time in keeping the organisation going. The Chief Executive spoke of the calibre of the individuals who sat on the Board, describing them as committed, energetic and experienced and stated his judgement that there was every prospect of continued improvement at the CPCA. He welcomed the Board's recognition of the improvement that had already ready taken place, and Members' recognition that this represented the first steps on the improvement journey and the need to build on that. There was more to be gained for Cambridgeshire and Peterborough if the Board pulled together.

Summing up, the Mayor welcomed the unanimous support for the report and recommendations expressed by Board members. He had listened carefully to everything that had been said, and noted and accepted the key messages set out in the diagnosis and report. He noted the progress that had been made in establishing the Independent Improvement Board and its membership. This would be chaired by Lord Kerslake, who he believed would make a significant contribution to how the Board addressed the challenges that had been set out. The Mayor expressed his thanks to constituent council chief executives and councillors for stepping up and supporting the improvement activity, sharing his belief that the stated focus for improvement would

address the concerns raised by external audiences. The Mayor expressed his thanks to the Board, the Chief Executive and CPCA staff and asked that Board members work with him in delivering the proposed future way of working so that the Combined Authority could be effective and efficient, and able to deliver on the stated vision and priorities for the region.

On being proposed by the Mayor, seconded by Councillor Smith, it was resolved unanimously to:

- a) Accept the contents of the Interim Chief Executive's assessment as set out in Appendix 1.
- b) Agree the key areas of focus over the next three months set out in paragraph 4.4.
- c) Agree the proposed Improvement Plan as set out in Section 5 and Appendix 2.
- d) Agree the establishment of an Independent Improvement Board.
- e) Note and comment on the associated terms of reference and membership as set out in Section 6 and Appendix 3 and delegate to the Independent Improvement Board the decision to agree the final terms of reference.
- f) Request that updates from the Independent Improvement Board on progress against the agreed plan be given to future meetings of this Board as a standing item.

267. Senior Management Restructure

The Board was advised that the proposed senior management restructure was linked to the Improvement Plan. Appendix 1 set out the current structure, the rationale for change and the proposed new structure. This was based on the appointment of a chief executive and three executive directors and would represent an annual saving of £130k. If approved, officers would commence the recruitment process and engage with the Employment Committee. The proposed timeline would see the three executive directors in post by March/ April 2023 with the recruitment of a chief executive after that. Appendix 2 contained the outcome of a staff consultation exercise.

The Chief Executive stated that the proposals were not radical, and were partly based on the work done prior to his arrival. All Board members had been briefed in advance of the meeting, including those unable to attend the meeting. He would be looking to work informally with a small group of members, perhaps one from each political party, to enable officers to work at pace on this. Penna would be used to support the recruitment process.

A Member welcomed the delivery-focused approach to the proposed senior staff structure which they felt gave clarity to the purpose of the organisation.

On being proposed by the Mayor, seconded by Councillor Herbert, it was resolved unanimously to:

- a) Note the new senior management structure contained at Appendix 1 of this report.

- b) Approve the commencement of a recruitment campaign leading to the appointment of the permanent Chief Executive and Executive Directors into the new structure.
- c) Approve that the CEO is authorised to make financial settlement in cases of redundancy.

Finance

268. Budget Monitor Report October 2022

A revised report was published on 14 October 2022 and circulated electronically to the Board. There were no changes to the published recommendations.

The current revenue position forecast an underspend of c£7.5m, of which c£6.5m related to revenue elements of administering the Net Zero Hub capital grants, so did not represent a genuine in-year revenue saving to the authority. Better than anticipated returns were predicted for treasury balances due to interest rates being higher than had been assumed during budget setting, and it was not expected that the budgeted provision for interest payable on borrowing would need to be used. This resulted in an expected genuine underspend of around £900k on the corporate revenue budget.

A capital outturn forecast of c£170m was predicted against an original budget of £265m. Most of this variance related to the underspend on the Net Zero capital grant programme which had been reported to the Board previously. The Market Towns Programme was covered in a separate report (minute 278 below refers), and delays in the A10 programme were likely to result in slippage. A genuine saving of £2.1m was expected against the Soham Station project which had been delivered ahead of schedule. An underspend was also anticipated in the development of the Wisbech Access Study full business case, and this would be covered in the next Board report.

In discussion, individual Members:

- Expressed surprise that a report on the TING service had not been brought before the Board, given that an announcement was made at the beginning of the month about the expansion of the hours and scope of the service. They had been unable to view an officer decision notice for this on the website and asked whether there would be any additional expenditure in the current or future financial years for the extension of the TING service. It seemed to them that the process for decision-making had not been followed correctly in respect of the extension of the TING service and they felt it would be a service to the Board to have a paper on this at the next meeting. The Mayor asked that a written response should be provided and commented that he was sure that information on demand responsive transport would be covered in many reports in the near future. If this was something the Member wanted discussed at the Transport and Infrastructure Committee and then brought to the Board he was content with that. **ACTION REQUIRED**

The Chief Finance Officer stated that the transport team had identified savings of c£1.7m from the existing transport budget to cover the expected increase in cost of bus services to support some of the services under threat. Any additional costs in

the current financial year were covered, and pressures going forward would be considered as part of the budget setting process.

- Noted the work being done on the Wisbech Access Strategy in the context of the Local Transport and Connectivity Plan. This would include looking at how to accelerate key schemes. A Member expressed confidence that this reprioritisation would demonstrate the importance of this scheme.

It was resolved to:

- a) Note the financial position of the Combined Authority for the year to date.
- b) Note the increase in budget for the A1260 in line with ODN 366-2022.
- c) Note the correction of the ZEBRA capital budget, increasing it by £270k.

Combined Authority Decisions

269. Transport reports

A number of transport reports were taken direct to the Board for decision due to the cancellation of the September Transport and Infrastructure Committee which had been scheduled to take place during the period of national mourning following the death of Her Majesty Queen Elizabeth II

270. Emerging Bus Strategy (KD2022/065 – Special Urgency)

Councillor Boden declared an interest in this item at the start of the meeting as a Cambridgeshire County Council appointed Trustee of FACT (minute 260 above refers). Councillor Boden did not speak in the debate on any matter relating to FACT and did not take part in the vote.

This key decision report was added to the Forward Plan under the special urgency arrangements set out in the Constitution on 18 October 2022.

The Mayor had accepted the Emerging Bus Strategy as a late report on the following grounds:

- Reason for lateness: The content of the paper was late as it needed to reflect the work undertaken by officers following the receipt of tenders for the withdrawn bus services. Following receipt of the tenders on 6th October 2022, Combined Authority officers had analysed the results and had offered contracts subject to a 10-day standstill period and Board agreement. This ensured that the Combined Authority aligned with legislation.
- Reason for urgency: A decision needed to be taken at this Board meeting to allow for bus services (contracts) to be agreed to allow new contracts to commence on 30th October 2022 to allow for a continuous service for the communities of Cambridgeshire and Peterborough.

The report contained two appendices which were 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 was deemed to outweigh the public interest in publishing it.

Work was continuing to develop the draft bus strategy as a daughter document to the Local Transport and Connectivity Plan. A draft would be brought to the Board in November via the Transport and Infrastructure Committee (TIC) with the aim of going out to consultation after that. Engagement was taking place with Members and constituent councils and with the Greater Cambridge Partnership on this. An extension had been obtained from the Department for Transport (DfT) to the end of November for submission of the Bus Service Improvement Plan (BSIP) to align with work on the bus strategy. An update would also be brought in November around the enhanced partnership and framework work.

Stagecoach had confirmed the withdrawal of services on 16 September 2022 and the Combined Authority had commenced a re-tender exercise. The route information contained in the appendices was exempt from publication during the 10-day standstill period required by law. After that period expired the information would no longer be exempt.

Eighteen services had been deregulated by Stagecoach, and five services left with significant gaps. Currently, only the March to Chatteris route remained unfilled. An operator had been identified for this route, but they needed more drivers and were interviewing for these.

In discussion, Members:

- expressed the hope that lessons had been learned from the CPCA's failure to attract funds from the £7bn investment pot for bus services available earlier in the year when feedback had been received that the CPCA's proposals had been insufficiently ambitious. Officers acknowledged the need to make sure that the Bus Service Improvement Plan was ambitious and struck the right balance between capital and revenue issues.
- commented that the criteria to bid for Government funding was not always clear and that feedback on unsuccessful bids could also be unclear and not offered publicly. They felt Government must be asked for a longer term and clearer process.
- offered their congratulations to officers on their response to the service withdrawal by Stagecoach given the extreme time constraints involved. A Member described the response as fleet of foot and a demonstration of improvement.
- stated that it must be accepted that failures had occurred. There were services which would not be covered, and other services adversely impacted which would impact on service users and lead to real disappointment.
- expressed concern that timetable changes to some subsidised services would mean that these would no longer be suitable for use to travel to school or work. They asked for more information on how the CPCA had engaged with and sought to

influence Stagecoach on these subsidised services which they did not believe should have been changed without consultation. Officers stated that they would do their best to resolve issues with timetabling to meet need after the 10 day standstill period where this was possible, but it would not be possible to make fundamental changes. ACTION REQUIRED

The Monitoring Officer set out the position of the 10 day standstill period in law. During this period contracts were not yet signed, and an unsuccessful bidder could raise a challenge. Once the 10 day period was passed and contracts were signed it would be possible to renegotiate the timetable, but not to add new routes as this would require a new procurement exercise to allow all potential providers to bid.

- expressed concern around the potential impact on education transport costs for the County Council.
- asked that the Bus Service Improvement Plan due to go to TIC in November should also be brought to the Board. ACTION REQUIRED
- invited the Mayor to join them in asking those with access to cars to use them and leave space on buses for those that needed them most where insufficient bus capacity would be available. The Mayor stated that the Combined Authority would continue to work to try to improve public transport, and would look to all residents to try to find the best way to avoid unnecessary car journeys.
- shared their understanding that feedback on the Combined Authority's failure to attract funding from the £7bn investment pot for bus services had referenced insufficient commitment from the area to active travel. A report to the Overview and Scrutiny Committee earlier that week about BSIP funding had stated that one of the reasons for not receiving BSIP funding related to insufficient commitment to road charging.
- asked that the Mayor or Chief Executive should pick up the wider issue of bus regulations with other mayoral combined authorities and possibly the County Council Network to try to raise the profile of this issue with Government. ACTION REQUIRED
- commented that the CPCA would need to liaise with operators to provide additional buses where there was demand.
- suggested that further dialogue was needed with Stagecoach as it was still the main service provider and could come back in spring with more cuts.
- expressed the view that bus services should be the CPCA's central priority and that there was a need to develop a plan to give continuity into the future and find solutions for its population.
- paid tribute to the CPCA transport team for their work to retrieve the situation and get bus services back on track. The solution was not perfect, but was more than had been hoped. They asked that evidence of the impact of this should be captured and asked that representations should be made to Government as it impacted all areas of Government policy, including access to work and education and missed

medical appointments and to emphasise the importance of public transport in rural communities. ACTION REQUIRED

- acknowledged that the saved services would not necessarily be like for like replacements and spoke of the importance of letting any communities which might find themselves cut off know that they were not forgotten. A plan should be put in place quickly to reconnect those communities.
- spoke of the need for a clear bus strategy with details of how this would be funded. Private companies could not be expected to operate at a loss, and they favoured encouraging more private sector small operators, but legislation would need to change to support this. Money would be required from Government in March 2023 when the current subsidies would end as the CPCA did not have the funds for this.
- highlighted the significance of good public transport in the context of the climate change imperative and congestion.
- noted the 24% drop in passenger numbers due to changed working patterns post covid. In a business context, this level of change would lead to looking at a new business model. There was a need for radical change and finding sources of funding beyond what currently existed. City access proposals were significant and also needed to be taken into account. The long-term bus strategy offered an opportunity to clarify both the CPCA's ask and what it could offer. Employers were concerned, and it would be good to understand what they could do to help. These matters would be discussed at the Business Board meeting the following week and the Chair would provide feedback after that.

The Mayor spoke of the sense of common purpose around delivering a sustainable public transport system. He acknowledged the concerns of local MPs and their offers of support. In his view no issue was more important in highlighting the Combined Authority's role in delivering a frontline service. He thanked the members of the public who had been in touch to say how important bus services were to them. There had been a push to get people back on buses, but the majority of funding had gone to London.

On being proposed by the Mayor, seconded by Councillor Nethsingha, it was approved unanimously by those present and voting to:

- a) Recognise Mayoral Decision Notice MDN39-2022 (attached at Appendix 6) that asked officers to commence a procurement exercise to seek to replace some or all those services due to be withdrawn (as outlined by Stagecoach on 15th September).
- b) Agree the outcomes from the procurement process and authorise officers to continue to investigate any gaps in service provision.
- c) Agree that Combined Authority officers work with the operators of the services outlined in Paragraph 2.33 to ensure those services can continue in the short term, in order that decisions about on-going support are taken at the same time as decisions on other routes.

- d) To note the proposed outline programmes for the preparation of the Bus Strategy, the review of the Bus Franchising business cases and refreshed Bus Service Improvement Plan programme and the additional resources being used to accelerate this work.

Councillor Boden did not take part in the vote (minute 260 above refers).

The meeting adjourned between 12.13 to 12.26pm.

Councillor Schumann left the meeting at 12.13pm.

271. Change to the order of business

With the consent of the meeting, the order of business was varied from the published agenda to consider Item 9.1: Independent Remuneration Panel Report as the next item of business, followed by Item 4.9: Climate Commission.

272. Independent Remuneration Panel Report

The Mayor disclosed a pecuniary interest in this item at the start of the meeting (minute 260 above refers). The Mayor left the meeting room for the duration of the debate and vote. The Statutory Deputy Mayor took the Chair.

The report had been produced by the Independent Remuneration Panel (IRP) in April 2022, but its consideration had been deferred. The review had been undertaken in line with the methodology of other mayoral combined authorities (MCAs) and the Association of Democratic Services Officers. The Board had agreed in September 2021 that an IRP should be established to review the CPCA Members' Allowance Scheme, and that Cambridgeshire County Council and Peterborough City Council's IRP should be approached to conduct the review. The methodology and evidence were set out in the report, and the recommendations sought to bring the CPCA in line with other MCAs in relation to indexation.

In discussion, individual Members:

- noted that the recommendations were made by an independent body which in their view made it inappropriate for the Board to question them. However, they felt it was difficult to justify such a pay increase in the current financial climate. They did not believe the CPCA should decide the Mayor's remuneration and would prefer this to be set at a national level.
- noted that police and crime commissioners' pay award was set by Government.
- noted that mayoral remuneration had last been reviewed four years ago and that there had been no increase since 2017.
- noted that the report made reference to the role being a fulltime position, and that the current Mayor worked one day a week for the NHS. They considered it to be for the Mayor to decide whether he considered it to be a fulltime position, but felt that he should say that.

- expressed themselves to be glad that the NHS had the benefit of the Mayor's continued medical role.
- commented that normal due process had been followed, and on that basis they were comfortable to support the IRP's recommendations.
- commented that the IRP had used a good methodology and that the conclusions were based on a sound evidence base. They noted that it was remuneration for the post of mayor which was being considered, rather than for the postholder.
- commented that elected members did not work 9-5 hours, and in their view if a member was working more than 40 hours per week they were doing the job.
- commented that the proposed remuneration would make the CPCA the second highest rate for an MCA.

On being proposed by the Statutory Deputy Mayor, seconded by Councillor Nethsingha, it was resolved unanimously by those present and voting to:

Agree the following recommendations of the Independent Remuneration Panel:

- a) Recommendation 1: That the level of Mayoral Allowance at Cambridgeshire and Peterborough Combined Authority be set at £86,121 from the start of the 2022/23 municipal year.
- b) Recommendation 2: That the level of Mayoral Allowance at Cambridgeshire and Peterborough Combined Authority be indexed against the National Joint Council cost of living increase each year rather than the Consumer Price Index.
- c) Recommendation 3: That the indexation set out in recommendation b be applied at the start of each municipal year from May 2023 onwards.
- d) Recommendation 4: The Mayoral allowances are next reviewed in early 2025 to be applicable from the beginning of the Mayoral term in May 2025.
- e) Recommendation 5: That no changes be made to the Mayoral expenses scheme.

The Mayor returned to the meeting room and resumed the chair.

Councillor Herbert left the meeting at 12.38pm.

273. Climate Commission (KD2022/033)

The Climate Commission would be continuing to meet to conduct deep dives into particular climate related theses. The Board's approval was sought for to fund time-limited secretariat support to allow this work to move at pace.

A Member expressed disappointment at the continued failure to quantify the value for money and cost effectiveness of items brought forward. Officers stated that initial work had been at a high level, but that this approach would be taken to the next phase of the Commission's work.

On being proposed by Councillor Smith, seconded by the Mayor, it was resolved unanimously by those present to:

Approve £50k per annum from the Climate Commission subject to approval line in the medium-term financial plan (MTFP) in FY22/23 and FY23/24 to support the work of the Independent Commission on Climate.

274. Transport reports

The Chief Executive had written to the Board in advance of the meeting proposing that the transport reports at Items 4.2 to 4.8 should be considered together in order to keep the meeting focused on key issues. Members had been invited in advance to identify any issues within these reports which they wished to discuss.

A Member described this as a positive initiative which struck a good balance between maintaining the Board's ability to deal with committee matters whilst avoiding unnecessary repetition whilst the constitutional arrangements were reviewed.

275. Kings Dyke: Request to Draw Down Subject to Approval Funding (KD2022/025)

A Member stated that concerns had been expressed around the amount of funding required and the rationale for it. They were glad to have gone through the process of examining this and would be supporting the proposal. However, they judged there was a danger when contingencies were put into major capital projects that the organisation was working within a revised capital envelope, but without rigour over how it had been spent. In future, they recommended that greater attention was given, especially in relation to contingencies.

On being proposed by the Mayor, seconded by Councillor Boden, it was resolved unanimously by those present to:

Approve the drawdown of £1m of subject to approval funding for Kings Dyke levelling crossing closure from the Medium-Term Financial Plan.

276. Active Travel Grant Funding (KD2022/040)

It was resolved to:

- a) Approve the drawdown of £635,000 of Active Travel Capital Funding Grant allocated by the Department for Transport for two active travel measures in Peterborough, £625,000 for Thorpe Wood Cycle Way and £10,000 for School Streets.
- b) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer, to conclude a Grant Funding Agreement with Peterborough City Council to enable work to progress.

277. March Area Transport Scheme: Drawdown on funds for Active Travel (KD2022/046)

It was resolved to:

- a) Note progress towards the MATS Full Business Case (FBC).
- b) Approve the drawdown of £662,000 to complete the MATS FBC2.
- c) Note the change in construction cost of MATS Broad Street to £4,148,387.
- d) Reallocate £200,000 of the underspend from the March Quick Wins to cover extra C4 utility costs.
- e) Note the progress on the Pedestrian and Cycling Strategy for the March Area Transport Study.
- f) Approve the drawdown of £562,800 to continue work on the Pedestrian and Cycling Strategy.
- g) Delegate authority to the Interim Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.

278. Fengate Phase 1 (KD2022/045)

It was resolved to:

- a) Note progress towards the Fengate Phase 1 Full Business Case.
- b) Approve the drawdown of £550,424 to accelerate the active travel element of the scheme.
- c) Approve the drawdown of £315,000 to accelerate utility C4 costs ahead of construction.
- d) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Peterborough City Council.

279. Peterborough Junction 3 (KD2022/044)

It was resolved to:

- a) Note progress towards the A1260 Junction 32/3 Full Business Case (FBC).
- b) Approve the drawdown of £518,988 to accelerate the active travel element of the scheme.

- c) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Peterborough City Council.
- d) Reprofile the project's remaining Subject to Approval Budget from 2022/23 to 2023/24 reflecting the revised delivery timescales.

280. Capability and Ambition Fund (KD2022/060 – General Exception)

It was resolved to:

- a) Note the contents of the submitted Capability and Ambition Fund bid.
- b) Approve the drawdown of Capability and Ambition funding, subject to Active Travel England (ATE) approving the bid.
- c) Subject to Active Travel England approving the bid, approve the delegation of authority to the Interim Head of Transport to enter into a Grant Funding Agreement with Peterborough City Council and Cambridgeshire County Council following consultation with the Chief Financial Officer and Monitoring Officer.

281. E-Scooter Update and Next Steps

It was resolved to:

- a) Note the outcome of the e-scooter report.
- b) Approve the extension to the e-scooter trial in Cambridge to 31st May 2024.

282. Market Towns Programme Financial Update September 2022

With the agreement of the Board, this report was withdrawn.

The Police and Crime Commissioner left the meeting at 1.17pm.

283. By recommendation to the Combined Authority Board

The business coming to the Board from its executive committees and the Business Board had already been discussed, but required the Board's approval under the arrangements set out in the Constitution. Unless or until that position changed it was proposed to ask Lead Members to summarise the debate which had taken place and invite the Board to identify any matters for focus.

Recommendations from the Skills Committee

284. Addressing Further Education 'Cold-Spots' in East Cambridgeshire and St Neots (KD2022/047)

The Board was advised that the recommendations to address further education 'cold spots' in East Cambridgeshire and St Neots had received enthusiastic and unanimous support from the Skills Committee.

A Member acknowledged that the report focused on education 'cold spots'. However, they felt it was important to recognise that 'cold spots' could exist in relation to other things, such as skills. Some skills were already in short supply nationally, and they suggested planning should take place to identify areas where cold spots might develop in future in order to plan to meet that need. For example, the planned investment by Anglian Water to create a new reservoir near Chatteris would require many skills and offer many other opportunities.

On being proposed by Councillor Nethsingha, seconded by the Mayor, it was approved unanimously by those present to:

- a) Approve the creation of a new budget line in the Medium-Term Financial Plan (MTFP) for the FE Cold Spots programme, allocating £225,000 for 2022/23, as per the allocated budget profile, shown in Table A in this report.
- b) Delegate authority to the Interim Associate Director of Skills in consultation with the Chief Finance Officer and Monitoring Officer to procure, enter into and sign contracts with suitable consultants to produce business cases for the two projects.

285 Recommendations from the Housing and Communities Committee

The recommendations submitted to the Combined Authority Board for approval had been unanimously supported by the Housing and Communities Committee.

286. Winding Up Angle Holdings and Angle Developments (East)

It was resolved unanimously by those present to:

Instruct officers to undertake the actions required to wind up Angle Holdings Ltd and Angle Developments (East) Ltd and for the appointment of a senior member of the CPCA finance team as a Director of both companies in order to oversee and support the orderly closure of both companies.

287. Devolved funding to Support Community Housing Initiatives

It was resolved unanimously by those present to:

Allocate further funding of £100,000 to support community led housing initiatives across Cambridgeshire and Peterborough.

288. Recommendations from the Business Board

The recommendations submitted to the Combined Authority Board for approval had been unanimously supported by the Business Board.

289. Accountable Body Status

Members were reminded that when the Combined Authority Board took decisions as the Accountable Body for the Business Board it was committed to acting in line with the CPCA's assurance framework in the interests of the Cambridgeshire and Peterborough area as a whole, and to taking decisions based on the recommendations of the Business Board.

290. Recycled Local Growth Fund (LGF) Project Proposals – Category 2 Call: Produce Hub (KD2022/022)

The report contained appendices which were 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 was deemed to outweigh the public interest in publishing it. No Member expressed the wish to discuss the exempt appendices.

On being proposed by Mr Plant, seconded by the Mayor, it was resolved unanimously by those present to:

- a) Approve the full grant request of £1,158,525 from the Recycled Local Growth Fund for the Ramsey Food Hub Project.
- b) Reject the change request submitted for a revised grant award of £1,321,100 for the MedTech Mega Factory project.

290. Enterprise Zones - Cambourne Business Park Boundary Change & Programme Update

On being proposed by Mr Plant, seconded by the Mayor, it was resolved unanimously to:

Agree the boundary change and redesignation of Enterprise Zone status for Parcel A at Cambourne Business Park.

Mayoral Decision

291. Mayoral Decision Notice MDN40-2022 Adult Education Budget Contract Awards 2022-23

Proposals to award contracts to independent training providers for the 2022/23 academic year had been considered and endorsed by the Skills Committee in September. However, these could not be taken to the Combined Authority Board for

approval as planned later that month as that meeting was cancelled due to the period of national mourning following the death of Her Majesty Queen Elizabeth II. A mayoral decision notice had been used in order to get providers in place for the start of the 2022/23 academic year.

In discussion, individual Members:

- recalled that some elements within the current academic year's budget had not yet been allocated, or had not been allocated on time. In future years, they would want to see this sorted ahead of time to avoid the need for retrospective approvals.
- suggested that in future the budget could be correlated more closely with skills needs in different parts of the CPCA area. They further suggested a more open correlation of spend with the perceived requirements of business, and working with the Business Board on this to make this link more explicit in future years. Officers stated that this level of detail did exist and was included in Skills Committee reports, and offered note outside of the meeting. ACTION REQUIRED

It was resolved to:

Note Mayoral Decision Notice MDN40-2022 – Contract Awards for 2022-23 academic year to Independent Training Providers.

Governance Reports

292. Appointment of Directors to PropCo 1, PropCo2 and Growth Co - Companies wholly owned by the Combined Authority

The Director of Corporate Resources and the Associate Director for Skills left the meeting for the duration of this item and the vote.

The Board considered recommendations to appoint three senior officers as directors of the CPCA's subsidiary companies in order to strengthen the directorship of those companies. A recent internal audit of subsidiary companies had gone to the Audit and Governance (A&G) Committee for consideration and A&G had asked that a minimal assurance report was given. The Chief Executive stated that the internal audit report had made difficult reading in relation to the governance of the CPCA's subsidiary companies. The recommendation to fill Board spaces with senior officers was in response to this. Work was also required around how the CPCA gave instruction and guidance to its subsidiary companies, and the Board would see more on this in the future.

In discussion, individual Members:

- welcomed this work being picked up by A&G and the issues being addressed.
- noted that the subsidiaries were standalone companies and that their independence must be respected. The Chief Executive acknowledged this, but noted too that the CPCA owned these companies and that their purpose was to deliver the strategies set for them. The Monitoring Officer stated that the subsidiary companies were

separate legal entities and the shareholder agreements must be upheld, but officers were looking at how to properly represent the shareholder. If the subsidiary companies failed it would impact on the CPCA.

A Member commented that these were not wholly owned CPCA companies and that Peterborough City Council and others also had a significant interest. Directors must fulfil their fiduciary duties to the company and not to the CPCA.

On being proposed by the Mayor, seconded by Councillor Nethsingha, it was resolved unanimously by those present to:

- a) Appoint Fliss Miller, Associate Director, Skills, CPCA as a director of Peterborough Higher Education Property Company Ltd (PROPCo1);
- b) Appoint Adrian Chapman, Executive Director for Place and Economy, Peterborough City Council as a director of Peterborough R & D Property Company Ltd (PropCo2) ;
- c) Appoint Mark Parkinson, Interim Director, Corporate Services, CPCA as a director of Cambridgeshire and Peterborough Business Growth Company Ltd (GrowthCo);
- d) Approve that these three Directors represent CPCA in its role as a member of the companies at general meetings of the companies.

293. Forward Plan October 2022

Two changes were reported to the Forward Plan for October. The reports on the Greater South East Net Zero Hub and the Market Towns Programme Financial update had been deferred from October to November 2022.

It was resolved unanimously by those present to:

Approve the Forward Plan for October 2022.

294. Exempt Matters

On being proposed by the Mayor, seconded by Cllr Nethsingha, it was resolved unanimously that:

The press and public be excluded from the meeting on the grounds that the report contains exempt information under Part 1 of Schedule 12A the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed. That is, information relating to an individual; information which is likely to reveal the identity of an individual; and 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 was deemed to outweigh the public interest in its publication.

295. Exempt minutes of the Extraordinary meeting of the Combined Authority Board 20 May 2022

The meeting was not quorate. This item will be considered at the next meeting.

[Deputy Mayor]



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Appendix 1

Cambridgeshire and Peterborough Combined Authority Board
19 October 2022

Public questions

	Question from:	Question to:	Question:
1.	Dr Dorothy Ball, local resident	Mayor Dr Nik Johnson	The Independent Climate Commission (ICC) initiated by the CPCA, reported over a year ago, with recommendations which this authority fully endorsed. The early effects of climate change have become very clear this year with a UK heatwave over 40 degrees, with droughts over Europe, in California, China & the Horn of Africa, with violent storms & floods, notably in Africa, Australia & Pakistan with melting glaciers, which in Switzerland were 6 x average levels, and worryingly huge areas of collapsing tundra. Another year has passed in this critical decade when we humans need to significantly reduce CO2 emissions, if we are to have any hope of mitigating the worst effects of a warming world Over this last year the CPCA <u>has</u> set up a working group, gathered information & reports, but to achieve what's required we need real changes & actions to happen. Taking one aspect of the ICC's recommendations on active travel - healthier, cheaper & helping the environment, all so important during this cost of living

	Question from:	Question to:	Question:
			crisis. Both carrots & sticks will be needed to bring about real change - improvements in infrastructure to make active travel easier & safer, and some disincentives to reduce car-use. Spending 2 weeks in Norway recently where my son now lives, I was struck by how many such measures are in place there. All vehicles entering Trondheim, a city the size of Peterborough or Cambridge, pay a toll dependant on vehicle type, for instance. So my question: What actual practical measures is the CPCA going to make happen over the next year to promote cycling, walking and safe operation of e-scooters, and to disincentivise car-use.

	Response from:	Response to:	Response:
1.	Mayor Dr Nik Johnson	Dr Dorothy Ball	The draft Local Transport and Connectivity Plan sets out key goals for the future of transport in the Combined Authority area and active travel is central to achieving these goals, including improving public health and the environment. As you may be aware, the new executive agency of the Department of Transport, Active Travel England, recently completed assessments of all local authorities focusing on three areas, Local Leadership and support for active travel, Local Cycling and Walking Improvement Plans (LCWIP) maturity and scheme delivery. The Combined Authority, working with its constituent councils, achieved a Level 2 (the range was between 0-4 [4 being high]) – this is a good result; the majority of authorities were in Level 1 and none were classed as Level 4. As a result, the Combined Authority was invited to apply for over £800,000 of Capability and Ambition Funding from Active Travel England. If successful, this will enable us to further progress the schemes in the LCWIPs developing the pipeline of projects. The bid also included behavioural change measures to encourage people to take up active travel, training for transport staff, and funding to enable us to set up an active travel advocate. The role of the advocate will work to promote active travel in the region, supported by an active travel lead dedicated to improving active travel in Cambridgeshire and Peterborough.

	Response from:	Response to:	Response:
			In the meantime, the Combined Authority is funding improvements to cycle and walking infrastructure, such as, enhancing the green wheel and enabling the construction of a footbridge over the river Nene in Peterborough. In addition to specific funding the Combined Authority is working to ensure our larger infrastructure investment includes active travel measures that are compliant with the latest guidance. The Combined Authority Board, on Wednesday, approved the extension of the e-scooter trial in Cambridge for a further 18 months. In the Queen's Speech in May this year the government announced its intention to introduce legislation on the future of transport in the new parliamentary session as part of a Transport Bill. A new independent low-speed, zero emission vehicle (LZEV) category is expected to be created and subsequently make regulations that will legalise e-scooters under new rules, as well as proposing new powers for local transport authorities to manage rental operations for pedal cycles, e-cycles, and e-scooters through a rental permit scheme. Timescales for the new legislation is not yet known, however, DfT will continue to engage with trial areas while legislation is being developed and will also consult publicly before any secondary regulations for e-scooters and the rental schemes are made. The Greater Cambridge Partnership recently launched a consultation, Making Connections, which is seeking views on the Making Connections proposals to transform the bus network and invest in walking and cycling through the introduction of a Sustainable Travel Zone. The consultation runs from noon on 17 October to noon on 23 December. You can visit the consultation here.