



Transport & Infrastructure Committee

Draft Minutes

Wednesday 15 November 2023

Venue:	Civic Suite, Pathfinder House, Huntingdon PE29 3TN	
Time:	10.00 to 13.00	
Present:	Councillor Anna Smith Mayor Dr Nik Johnson Councillor Alan Sharp Councillor Gavin Elsey Councillor Neil Shailer Councillor Lara Davenport-Ray Councillor Chris Seaton Councillor Peter McDonald Ms Rebecca Stephens Mr Andy Williams	Chair and Member for Cambridge City Council CPCA Mayor East Cambridgeshire District Council Peterborough City Council Cambridgeshire County Council Huntingdonshire District Council Fenland District Council South Cambridgeshire District Council Business Board Representative Business Board Representative
Apologies	Councillor Sam Wakeford	Huntingdonshire County Council

Minutes:

1	Announcements, Apologies for Absence and Declarations of Interest
1.1	The Chair welcomed Cllr Elsey, the new Peterborough member of the Committee.
1.2	Apologies were received from Cllr Wakeford. Cllr Davenport-Ray attended as his substitute
1.3	Cllr Seaton declared an interest as he was a trustee of FACT Community Transport and also Chairman of Hereward Community Rail Partnership. These were deemed non-pecuniary interests and therefore would not affect his participation in items on the agenda.
2	Draft Minutes and Action Log
2.1	The Chair made reference to a recent meeting of Peterborough City Council where comments had been made about exactly what had been said at the September meeting of the Transport and Infrastructure Committee (TIC) in relation to item 7 on the agenda; Depot for Electric Buses - Peterborough. The Chair would be writing to the Mayor of Peterborough, Cllr Nick Sandford, to ask that the record of their Council meeting be corrected so that it accurately reflected what had been said at the TIC meeting and aligned with the Committee's own minutes.
2.2	The minutes of the meeting of 13 September 2023 were approved as an accurate record.
2.3	The Action Log was noted.

<p>3</p> <p>3.1</p>	<p>Public Questions</p> <p>Four public questions had been received. These had been circulated to the Committee prior to the meeting and can be found, together with the responses given, on the website here: CMIS > Meetings under additional meeting documents.</p> <p>The first three questions, from the Bramley Line Heritage Railway Trust, Peter Wakefield – Vice-Chair, Railfuture East Anglia, and Mr Hollingsworth, Cambridge resident, were read out by the Governance Manager and responses to each were given by the Chair. The fourth question was asked by Mr Wood who was present at the meeting to address the Committee. Mr Wood was allowed a supplementary question and asked that an individual in the CPCA be designated as a ‘Bus Stop Czar’ with specific responsibility for Bus Stop infrastructure.</p>
<p>4.</p>	<p>Combined Authority Forward Plan</p> <p><u>RESOLVED</u></p> <p>1. That the Combined Authority Forward Plan be noted.</p>
<p>5</p> <p>5.1</p> <p>5.2</p>	<p>Director’s Monthly Highlight Report –November 2023</p> <p>Steve Cox, Executive Director – Place and Connectivity, introduced the report which provided the Committee with a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which were not covered in other reports to this meeting. It also provided information on some key developments, risks and opportunities that had emerged.</p> <p>During discussion the following points were noted:</p> <ol style="list-style-type: none"> a) The Mayor drew the Committee’s attention to the Road Safety: Vision Zero Summit meeting referenced in the report and requested, through the Chair, that all the Committee members and the Business Board members pledge their support for the approach which believed that no death or serious injury was acceptable on the roads. The Chair and members voiced their support and confirmed they would highlight the issue with their respective councils and the Business Board, and also initiate conversations with the Police and Crime team. b) Information had been circulated on Soham Train Station usage data but it did not provide the comparison asked for in the Action Log so members asked that this action remain open. Officers were waiting on information from Greater Anglia that would enable them to do the comparison work that was needed in order to establish how well it was doing in relation to the business case. c) The importance of progressing the work on the A141 because of its impact on the delivery of Huntingdonshire’s Local Plan was absolutely recognised. Part of the delay over the past year had been to enable policy changes on Active Travel and Climate Change to be wrapped into the work. d) Carbon impact was an important consideration and would be assessed as part of the work on both the A10 and the A141. e) Peterborough City Council (PCC) had put an application in to National Highways for a flyover to replace the extremely dangerous Wittering junction which crossed the A1. The member for Peterborough asked that the Committee support this application as it would undoubtedly reduce deaths and serious accidents and align with the Vision Zero pledge raised by the Mayor. Officers were in regular contact with National Highways and would follow up on this issue. f) The views of the Committee on the Government proposal to close ticketing offices had emboldened the Mayor to join other metro mayors to challenge Government. The subsequent change in policy was greatly welcomed and both the Mayor and the Chair thanked officers and the legal team on the work done behind the scenes on this issue. g) At the Climate summit an open letter written by young people highlighted that, for the young, public transport including trains and buses, was unappealing and a choice of last resort. They would like to collaborate with politicians and gather opinions from the public, particularly young people, to see what could be done as they saw public transport as a major concern that was limiting their opportunities. The Chair asked whether they could be invited to a future TIC meeting to discuss the matter further as it was imperative that CPCA worked to ensure that public transport was a positive choice for the younger generation.

h) Further collaboration between the Environment and Sustainable Communities Committee, and the Transport and Infrastructure Committee was to be encouraged because of the links between them around climate change and the important role transport played in achieving net zero targets.

RESOLVED

1. That the Transport and Infrastructure Committee note the report.

6 Local Transport and Connectivity Plan

6.1 Tim Bellamy, Acting Assistant Director Transport, introduced the report which provided an update on the Local Transport and Connectivity Plan (LTCP) and invited the Committee to recommend that the Combined Authority Board approve the final version of the Plan. The Plan would be submitted to central government on the agreement and approval of the Combined Authority Board.

6.2 During discussion the following points were noted:

- a) The Chair thanked the new Peterborough member and Leader of the Council for engaging very positively with the LTCP process given the very short time between their appointment and its presentation to the Committee. In return the Peterborough member thanked the team for the effort they had put in to work with Peterborough.
- b) Although there were areas in the document that they agreed with, both the Fenland and East Cambridgeshire members, who represented rural areas, expressed some continuing concerns with the revised LTCP especially with its approach to car use.
- c) The CPCA would continue to look at the bus services provided and their connections to other routes not just in terms of providing a better service to encourage people to use the services, but also from a safety aspect ensuring that bus stations were a more attractive environment in which to spend time.
- d) Officers were working with partners, including PCC, on the connectivity study between North Northamptonshire and Peterborough to explore short, medium and longer term options for this issue.
- e) Although Buses were a key component of the Strategy, officers were also looking at other innovations such as light rail options for some areas.
- f) The LTCP provided a menu of measures that could be used across the region but was not intended to be prescriptive. Any measures would ultimately still need to be developed and agreed by the relevant Highways Authority.
- g) Offices were engaging with Active Travel England and all constituent councils about connectivity and using active travel in more rural areas.
- h) Members thanked officers for how closely they had worked with the constituent authorities to try and capture their aims, as laid out in the specific appendices.
- i) Bus operators had expressed how important dedicated road space was in order to improve the reliability and timetabling of their services.
- j) Government expected all Combined Authorities to have an LTCP document and funding was dependent on it.

RESOLVED

On being proposed by the Chair and seconded by Cllr Elsey, it was resolved to:
[6 in favour, 2 against]

1. Note the contents of the revised Local Transport and Connectivity Plan
2. Recommend to the Combined Authority Board to approve the Local Transport and Connectivity Plan.

7 Bus Strategy Update (including Bus Network Review)

7.1 Neal Byers, Transport Consultant, introduced the report which set out the further findings of the Bus Network Review and the recommendations for services to be retained and the further work required to complete the review. The paper also provided an overview of an audit of the on-street infrastructure, the intention to submit a further bid to the national Zebra funding scheme and updates on the national £2 fare scheme.

7.2 During discussion the following points were noted:

- a) The Chair suggested that the discussion be split into three sections; one on the routes, one on the BSIP funding, and one on future activities. A request by Cllr Todd-Jones to speak to the third part of the discussion had been accepted by the Chair.
- b) Members of the Committee highlighted a number of routes and made a number of comments. Officers welcomed these comments which would feed into the wider review of the network and responded on particular routes as follows:
 - Service 29 was introduced as a trial and an opportunity to provide an alternative connection. CPCA officers would work with PCC on this as it could potentially be discontinued if not used.
 - In order to get recommendations in place for the next financial year the timescale for decisions on all of the services would be the CA Board meeting in January.
 - Officers would have another look at service 18 but felt that the extent to which changes could be made to it had already been exhausted. It was possible that more could be done around promotion of the service and officers would look to work with East Cambridgeshire colleagues on this.
 - In respect of service 11 tendered services could not be put into an area where services were already operating commercially. There was also a trade off between faster journeys and those that connected to particular communities. Conversation would be had with the council to see how the communities across the whole of that route could be best served.
- c) There were no specific questions on BSIP+
- d) Cllr Mike Todd-Jones, who represented Arbury ward on Cambridge City Council and was also Chair of the North Area Committee, addressed the Committee and asked that the CPCA use whatever leverage they had to lobby Stagecoach and to consider two issues affecting his residents for future investment. The first concerned the Bus A route down Histon Road which had had five of the six stops withdrawn and which therefore put elderly users and those with mobility issues at significant disadvantage. The request was for at least a second stop to be re-instated. The second request was for consideration of a through route from the north of the city to the south without a change in the city centre.
- e) The CPCA would go through an options process to understand what was the right approach for a combined authority to take in regard to ownership and maintenance of bus stop infrastructure. This would happen as part of the work on bus reform.
- f) A plea was made for the engagement process referenced in 2.6 of the report to be extended to business organisations such as the Chamber of Commerce and the Federation of Small Businesses.
- g) The Chair and the Mayor were thanked for championing the cause of the Wittering service.

RESOLVED: (UNANIMOUS)

On being proposed by the Chair and seconded by Cllr Davenport-Ray, it was resolved to:

1. To receive and consider the findings of the Bus Network Review
2. To note the positive and constructive engagement with communities and bus operators.
3. To recommend to the CPCA board the proposals for the 19 tendered bus services which were placed under review.
4. To recommend to the CPCA board a preferred way forward for the allocation of the BSIP+ funding.
5. To note the proposed focus for short-term investment if further funding was available.
6. To note the intention of CPCA to submit a submission to the Zebra round 2.
7. To note the work of CPCA to audit the on-street bus service infrastructure and information.
8. To note the update on the national £2 fare scheme.

<p>8</p> <p>8.1</p> <p>8.2</p>	<p>BP Roundabout Non-Motorised User (NMU) Crossing Study</p> <p>Robert Jones, Transport Programme Manager, introduced the report which provided an update on the BP Roundabout Non-Motorised User (NMU) Crossing Study and outlined the next stages. The paper also sought a recommendation to the CA Board that the project progress to the next stage and that funding of £550,000 for this next stage be approved.</p> <p>During discussion the following points were noted:</p> <p>a) An underpass option had been ruled out on the basis of cost which was likely to be prohibitive and disproportionate to demand. In addition, at consultation events, an underpass had not been cited as a preference.</p> <p>b) The Chair and the Mayor thanked officers for all the hard work done on the project.</p> <p><u>RESOLVED</u> (UNANIMOUS)</p> <p>On being proposed by the Chair and seconded by Cllr Sharp it was resolved to</p> <ol style="list-style-type: none"> To note progress on BP Roundabout non-Motorised User (NMU) Crossing Study. To recommend to the CPCA Board to approve the funding of £550,000 for the next stage of this project, from within the MTFP. The funding will be from £1.8m subject to approval unallocated active travel funding for 2024/25 to fund further appraisal work (Stage 2 in para 3.5)
<p>9</p> <p>9.1</p> <p>9.2</p>	<p>March Area Transport Study</p> <p>Emma White, Transport Programme Manager introduced the report which provided an update on the work undertaken to date on the March Area Transport Study (MATS). The paper also proposed the reallocation of underspend on both the full business case process and March Walking and Cycling.</p> <p>During discussion the following points were noted:</p> <p>a) At a recent meeting of the MATS member steering group, held with colleagues from CCC, there was an indication that further works on the Northern Industrial Link Road (NILR) had been put on hold. Members sought reassurance that there was still a commitment to deliver on this.</p> <p>b) The NILR would be part of the capital programme of the MTFP being put forward to the Board for consideration at their November meeting. This was in two parts; funding for the development of the scheme and funding for the delivery of it in the longer term.</p> <p><u>RESOLVED:</u> (UNANIMOUS)</p> <p>On being proposed by the Chair and seconded by Cllr Seaton, it was resolved to</p> <ol style="list-style-type: none"> To note progress on March Area Transport Study (MATS) Approve the reallocation of £85,000 underspend from Full Business Case 1 to Full Business Case 2 Approve the underspend of £124,913 from the previously approved March Walking and Cycling budget to complete additional activities for Walking and Cycling in March.
<p>10</p> <p>10.1</p>	<p>Wisbech Rail</p> <p>Matthew Lutz, Transport Programme Manager, introduced the report which gave an update on the Wisbech Rail Project following a request from Transport and Infrastructure Committee Members. Rob Russell, Business Development Officer for Network Rail, was also in attendance to answer members' questions.</p>

10.2	<p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) Wisbech was recognised as one of the largest towns in England without a rail link to the main network. b) Conventional heavy rail was probably not the most suitable option in the context of the project at this time and so other options and newer technologies were being explored, and taken right back to pre-feasibility, to understand what was possible. c) Network Rail would not be telling the CA what to progress with but instead would provide them with a report that detailed the high-level costings and the benefit-cost ratios. The CA would then be able to use this information in a business case which Network Rail would support. d) Members expressed their frustration with the project which had been talked about for so long but had made little headway. e) The engineering report would be finished by 31 March 2024 and it was expected that final costings, which could start in tandem with this work, would be ready a month after that. f) While the Network Rail work was progressing CPCA officers had been challenged by the Assistant Director to see what could be delivered in the short term. g) In terms of futureproofing, Network Railway confirmed that none of the options being looked at in the modal appraisal precluded any future connectivity onto the main line. In the first instance however, the focus was on how that connection could be made to March. h) The Chair thanked Rob Russell for joining the meeting. <p><u>RESOLVED:</u></p> <ol style="list-style-type: none"> 1. To note the development in relation to the Wisbech Rail Project.
<p>11</p> <p>11.1</p> <p>11.2</p>	<p>Budget and Performance Report</p> <p>Tim Greenwood, Finance Manager, introduced the report which provided an update of the financial position for 2023/24 and an analysis against the 2023/24 budget up to the period ending September 2023.</p> <p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) The underspend in concessionary fares was, as members had suggested, partly due to the effects of the Pandemic and there was further work to be done in encouraging usage and giving reassurance to passengers. <p><u>RESOLVED:</u></p> <p>That the Transport and Infrastructure Committee:</p> <ol style="list-style-type: none"> 1. Note the financial position of the Transport Division for the financial year 23/24 to September 2023. 2. Review and comment on the current Transport budgets within the Combined Authority's Medium-Term Financial Plan and Capital Programme. <p><u>ACTION:</u></p> <ol style="list-style-type: none"> 1. The Concessionary Fees lead officer to circulate to the Committee a briefing note on the concessionary fares' budgetary position and the expectations for next year.
12	<p>Transport & Infrastructure Committee Agenda Plan</p> <p><u>RESOLVED:</u></p> <ol style="list-style-type: none"> 1. That the Transport and Infrastructure Committee Agenda Plan be noted.

13	<p>Exclusion of the Press and Public</p> <p><u>RESOLVED:</u></p> <p>1. That the Transport and Infrastructure Committee meeting remain in public session.</p>
14	<p>DEFRA's Air Quality Bid</p> <p>14.1 Yo Higton, Active Travel Lead, introduced the report which provided an overview of the Defra Air Quality Grant (2023/24) bid submitted on 29 September 2023.</p> <p>14.2 During discussion the following points were noted:</p> <p>a) The location of central Cambridge city had been chosen as it was the largest transport related Air Quality Management Area (AQMA) and therefore would have the largest impact on the project. If successful the project model could be rolled out to other areas if additional funding was available.</p> <p><u>RESOLVED:</u></p> <p>On being proposed by the Chair and seconded by Cllr Seaton, it was resolved to:</p> <p>1. To note the contents of the Defra Air Quality Grant Bid.</p> <p>2. To recommend to the Combined Authority Board to approve the drawdown of Air quality Grant funding subject to Defra approving the bid.</p> <p>3. Subject to Defra approving the bid, recommend to the Combined Authority Board to approve the delegation of authority to the Assistant Director - Transport to enter into a contract with sub-contractors named in the bid, subject to procurement, and in consultation with the Chief Financial Officer and Monitoring Officer</p>
	<p style="text-align: center;">---o0o---</p> <p style="text-align: center;">The Chair thanked all of the transport team for their hard work</p> <p style="text-align: center;">---o0o---</p>
15	<p>Date of Next Meeting</p> <p>15.1 The date of the next meeting was confirmed as Wednesday 17 January 2024.</p>

Meeting Ended: 12.47pm