

Cambridgeshire and Peterborough Combined Authority
Transport and Infrastructure Committee: Minutes

Date: 18 January 2023

Time: 10.00a.m. - 12.15 p.m.

Present: Councillor A Smith (Deputy Mayor and Chair), Councillors Cereste, McDonald, Seaton, Shailer, Thornburrow and Wakeford

59. Apologies for Absence

Apologies were received from Mayor Dr Nik Johnson (Councillor Anna Smith substituting).

60. Declarations of interest

There were no declarations of interest.

61. Minutes – 16 November 2022

The minutes of the meeting on 16 November 2022 were approved as an accurate record and signed by the Deputy Mayor.

62. Combined Authority Forward Plan

In response to a member question it was confirmed that the Alternative Fuel Strategy had been incorporated with the Local Transport and Connectivity Plan (LTCP).

The Combined Authority Forward Plan was noted.

63. Public Questions

A question had been received from members of the public, as set out in Appendix A, together with the response from the Chair.

The Deputy Mayor invited Parish Councillor, Alan Marnes, Chair of Southoe and Middleoe Parish Council to address the Committee regarding the TING Demand Responsive Transport (DRT) service. Councillor Marnes expressed thanks to the Mayor and the CPCA for having the vision and energy to facilitate the TING service. The regular bus service for the villages of the parish had ceased over 10 years ago. Since the cancellation of the service the Parish Council had campaigned for public transport to be available universally and not just within urban conurbations.

Communities located on either side of the A1 had been disadvantaged for many years in terms of bus provision with no regular services other than to Sawtry.

Councillor Marnes, having attended the 30 November 2022 meeting of the CPCA Board, expressed concern at the apparent lack of understanding of what the TING service meant to residents living to the west of the A1 and how it functioned.

The original Stagecoach operation worked well and was supported by an app and telephone. Residents soon became accustomed to the service and realised that it was cheaper and easier to use the TING service than traditional buses and the service soon became full.

The Vectare operation had improved with time, following improvements to the app and the ability to book return journeys being incorporated within the offer. Vectare had communicated plans to trial zero emission buses, something that Councillor Marnes welcomed.

Councillor Marnes concluded by informing the Committee of his journey to the meeting by TING and how busy the service had been. Councillor Marnes welcomed the proposed Mayoral precept that would ensure that everyone in the Cambridgeshire and Peterborough area would have improved public transport.

64. A1260 Junction 32 / 3 Full Business Case

The Committee received a report that recommended to the Combined Authority Board, approval of the full business case, the drawdown of funds and a delegation to enter into grant funding agreements with Peterborough City Council for improvements to the A1260 Junction 32/3.

The strategic importance of the junction in relation to the parkway network in Peterborough was emphasised by the presenting officer. It currently experienced significant peak time congestion that the scheme sought to alleviate. The active travel elements together with the biodiversity net gain were also highlighted to the Committee.

During discussion, individual Members:

- Commented that it although the scheme was at an advanced stage and had been developed prior to the election of the current Mayor, it was important to note that it was predominantly a road infrastructure scheme and, while welcome, the active travel element was relatively small element of the scheme. It was questioned how much would be spent on active travel to reduce congestion.
- Drew attention to the rationale for the increased costs contained within the report and sought greater clarity as to what was being gained from the additional expenditure. The presenting officer explained that within the Outline Business Case (OBC) there was no provision for active travel, environmental impact mitigations had been developed and there was also significant inflationary pressure.

- Acknowledged the need to transition to moving people around cities differently. However, junction 3 inadequately fed significant areas of population on to the A1. There was also significant planned growth in the area that would place additional strain on the junction and the scheme was necessary to ensure that area of the city functioned.
- Welcomed the 20% biodiversity net gain a questioned whether consideration had been given to how the local community would be engaged, citing Cambridge as an example where community engagement had brought about the success of schemes. The presenting officer confirmed that the comments and suggestion would be relayed to the project team to take forward.

It was resolved unanimously to:

- a) Recommend that the Combined Authority Board approve the Full Business Case in Appendix 1;
- b) Recommend to the Combined Authority Board to approve the drawdown of £5,850,000 from the subject to approval line in the MTFP to begin construction;
- c) Recommend to the Combined Authority Board to approve £3,441,880 from the Transforming Cities Fund programme also for construction of this scheme; and
- d) Recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into a Grant Funding Agreement with Peterborough City Council.

65. Fengate Access Study - Eastern Industries Access - Phase 1

The Committee received a report that sought the drawdown of funds by the Combined Authority Board and to recommend that a delegation be put in place by the Combined Authority Board for a grant funding agreement to be entered. The Committee noted that an additional £550,424 was provided by the Board to accelerate the active travel elements of the scheme.

During discussion, individual Members:

- Questioned how monitoring of the project would be undertaken by the Committee. Officers informed the Committee that ongoing monitoring of the project was being considered together with how that would be reported to the Committee.

It was resolved to:

- a) Note the completed Fengate Phase 1 Full Business Case;

- b) Recommend to the Combined Authority Board to approve the drawdown of £6,665,696 to construct the Fengate Access Study Improvement Schemes; and
- c) Recommend that the Combined Authority 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.

66. March Area Transport Study (MATS)

The Committee received a report that sought the Committee's recommendation to the Combined Authority Board for the drawdown of funds for the construction of MATS Broad Street, the drawdown of funds for the Full Business Case and a delegation for grant funding agreements to be entered.

During discussion, individual Members:

- Thanked officers for the thorough work on the briefing provided.
- Emphasised the importance of rail connectivity for the area. The Wisbech to March railway was an intricate part of the future, however, the upgrades required at Ely junction hampered the progress of possible improvements.
- Welcomed the significant funding provided by the CPCA for Fenland areas such as March.

The Chair proposed with the unanimous agreement of the Committee of a minor procedural amendment to recommendation d) which should have been made to the Combined Authority Board.

It was resolved to:

- a) Note completion of the MATS Full Business Case 1 (FBC1);
- b) Recommend to the Combined Authority Board to approve the drawdown of £4,149,825 for the construction of MATS Broad Street;
- c) Recommend to the Combined Authority Board to approve the drawdown of £300,000 for the completion of the FBC 2; and
- d) **Recommend the Combined Authority Board** 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 Cambridgeshire County Council.

68. Local Transport and Connectivity Plan

The Committee received a report that provided an update on the Local Transport and Connectivity Plan (LTCP) in relation to Department for Transport (DfT) guidance and

progress to date. The report also included the draft Digital Policy for Cambridgeshire and Peterborough.

The Committee received a question from the Overview and Scrutiny Committee, the response to which is appended to these minutes.

During discussion, individual Members:

- Noted with interest the results of the consultation and the differing opinions of different areas. Buses and rail were of particular concern to residents in Fenland and East Cambridgeshire. Commenting further, it was important to remember that people made significant life decisions based on the transport network and therefore it was important to retain focus on rail transport and the improvements that could be made, highlighting Soham station and the significant benefit it has been to the area. The presenting officer in response, emphasised the importance of achieving integration between bus and rail in order that timetabling was such that it prevented passengers waiting for long periods for a bus to arrive after arriving by train.
- Questioned whether recently released data from the Office of National Statistics (ONS) was being considered and shape decision making. The presenting officer confirmed that data would be incorporated.
- Highlighted and welcomed the digital aspects that linked connectivity with transport and questioned whether the CPCA would support some of the initiatives of International Women's Day around social exclusion, mental health, and transport. The presenting officer confirmed that would be addressed with the Communications Team. The CPCA was actively engaged with its peers regarding such issues and undertook to share this work with members.
- Noted that the latest guidance from the Department of Transport (DfT) had not yet been issued. Officers were confident that the LTCP would be compliant with the guidance when it was eventually issued. However, until it was released there was a risk to the CPCA. The guidance should have been released in autumn 2022 and the importance of it had been communicated to the DfT. A mapping exercise would be undertaken to ensure that the priorities of the LTCP reflected the guidance as funding bids could be affected.
- Noted the progress relating to the work to reduce traffic flows by 15% and the planned reporting of that work.
- Drew attention to the summary of responses to the consultation, in particular the need to for the LTCP to provide more clarity on how its goals and ambitions were to be realised in practice. Members noted that the implementation plan would be presented to the Committee.
- Commented that park and ride sites should be renamed 'transport hubs' and train stations be renamed 'major transport hubs' in order that their importance in achieving modal shift and transport integration be fully realised during the planning and development of sites.

It was resolved to:

- a) Take note on the progress toward the Local Transport and Connectivity Plan including the delay in the overarching programme for the finalisation of the strategy document;
- b) Take note and comment on the Draft Digital Policy document; and
- c) Recommend to the Combined Authority Board to approve the drawdown of £100,000 of STA funding, and the application of a £178.5k ringfenced grant received from DfT, to undertake the next stages of the LTCP. .

67. Transport Modelling for Cambridgeshire and Peterborough

The Committee received a report that sought approval of the full business case for the Local Transport Model and a recommendation to the Combined Authority Board for the drawdown of funds outlined in the Medium-Term Financial Plan (MTFP).

The Committee last considered Transport Modelling at its meeting in July 2022 and the Committee was provided an update on the work to date. Contractors had been appointed that would provide a full specification and the financial estimates provided were at the higher end of what was to be expected.

During discussion, individual Members:

- Welcomed the report and emphasised the importance of a robust and up to date model for the post COVID-19 pandemic environment.
- Noted that recently released Office for National Statistics (ONS) data would be tested to ensure its robustness prior to its incorporation within the model. The data would be qualified with growth data provided by Cambridgeshire County Council as it had been historically more accurate. Commuting data collected by the ONS was during the height of the COVID-19 pandemic and would be treated as supplementary information to make best use.
- Noted that the model would cover all CPCA areas. The model would also include data from trains and buses. Active travel data would also be included and incorporate schemes such as the Voi, e-scooters in Cambridge. Direction was required from the Department for Transport relating to the classification of such vehicles. However, necessary flexibility was being built into the IT system to allow for such changes.

It was resolved to:

- a) Note progress on the delivery of the Transport Model Project.

- b) Recommend the Combined Authority Board agree the full business case for the Transport Model including the timeline and future arrangements for the delivery of the Model.
- c) Recommend to the Combined Authority Board to approve the drawdown of £1.721m allocated within the Medium-Term Financial Plan for the delivery of the model.

69. Authorisation of Expenditure on ZEBRA Zero Emissions Buses Project

The Committee received a report that sought endorsement for the Combined Authority Board to approve capital expenditure of funds allocated to the approved ZEBRA Business Case. Members noted that it was anticipated that the fleet would be fully operational by the end of 2023.

During discussion, individual Members:

- Welcomed the report and the proposals within it. Commenting further, it was noted that piloting the scheme in an urban area was sensible. However, it was requested that consideration be given to other areas of the CPCA when routes were expanded. The presenting officer advised that it was likely that a Zebra round 2 would come forward in the future and areas beyond greater Cambridge would be considered at that point.
- Drew attention to the necessary infrastructure required for the successful implementation of zero emission buses and questioned what plans were in place to meet the need. The presenting officer advised that the bus depot was fully equipped and ready for use. There was a need to review depots across the region to ensure they had the necessary infrastructure in place.

It was resolved to:

Recommend to the Combined Authority Board to approve capital expenditure of £2,994,000 of funds allocated to the approved ZEBRA Business Case

70. Bus Update, including Framework

The Committee received a report that provided an outline of work necessary to develop an appropriate bus strategy for the region. The strategy would be strongly aligned to the vision, aims and objectives of the Local Transport and Connectivity Plan (LTCP). The report also outlined the process regarding the development, consultation and implementation of a Local Bus Service Assessment Framework (LBSAF) with a standard series of questions that would assess the need for bus services on a consistent and rational basis that would allow the provision of a logical bus network within the available budget for service support.

The Committee received several questions from the Overview and Scrutiny Committee, the responses to which are appended to these minutes.

During discussion, individual Members:

- Welcomed the focus on the 6 routes detailed at paragraph 2.10- of the report and suggested that future tendering that covered more than just one year would provide greater assurance that there was a medium-term plan. The presenting officer advised that although there were no procurement reasons why a longer contract could be provided, there was considerable uncertainty regarding funding.

- Requested that education transport and rural isolation be given consideration. Members noted that discussions between Cambridgeshire County Council and Peterborough City Council were taking place regarding education transport. The CPCA would continue to lobby the Government and the improvement plan would be presented to Committee in due course.

- Highlighted the dial-a-ride service that operated within Cambridge and South Cambridgeshire that was at capacity together with the late-night bus services that would need to be included within the strategy.

- Suggested the role of bus champion be developed to encourage people to switch from cars to buses and provide information and guidance to the public.

- Drew attention to the inadequate bus services in the Fenland area. In particular, following renovation to March and Manea train stations, connectivity with buses remained an issue. For rural areas cars remained essential. It was therefore important that sight of such issues facing rural areas was not lost.

- Commented that government funding was some of the lowest in the country (per head of population) and more funding was required.

- Noted that the Demand Responsive Transport (DRT) element was a key component and questioned the plan for its normalisation.

- Noted the ongoing work on future planning for the phasing out of the sale of combustion engine powered cars that formed part of the LTCP.

The Chair proposed, with the unanimous agreement of the Committee for recommendations b), c) and e) to be amended and for an additional recommendation f) be created. The amended recommendations are set out below (additions in bold, deletions struck through).

It was resolved to:

- a) Note the outline programmes for the continued development of the Bus Strategy, the review of the Bus Franchising business case, and refreshed Bus Service Improvement Plan programme and the additional resources being used to accelerate this work;

- b) Recommend to the Combined Authority Board to approve the procurement and retendering of the services provided by the 6 contracts as listed at 2.10 of this report. To also approve the budget for these services. ~~and to delegate authority to the interim Head of Transport to enter into contracts with successful bidders.~~
- c) Recommend to the Combined Authority Board to approve the extension of the current 23 contracts with providers for a period of 12 months subject to budget approval for these services. ~~To also delegate authority to the interim Head of Transport to enter into contracts to extend the period as stated.~~ These contracts will be reviewed as part of a full review of services;
- d) Feedback on the development of the Local Bus Service Assessment Framework; and
- e) Recommend to the Combined Authority Board to approve the reappointment of the current suppliers for the provision of the ENTCS (English National Concessionary Travel Scheme). In addition to approve the budget for this service. ~~To also, delegate authority to the Interim Head of Transport to enter into contracts with the suppliers.~~
- f) **To delegate authority to the Interim Head of Transport to enter into contracts with successful bidders as at recommendation b), to enter into contracts to extend the period as stated at recommendation c) and to enter into contracts with the suppliers as at recommendation e).**

Date of next meeting

It was resolved to note the date of the next Transport and Infrastructure Committee would be 15 March 2023.

Chair

Cambridgeshire and Peterborough Combined Authority – Public Questions

No.	Question from:	Question to:	Accepted / Rejected & Reason	Question
1.	Mr Anthony Carpen	Deputy Mayor Anna Smith	Accepted	<p>Re item 2.3 Appendix 2 "You said, we did", and the solar panel installation at the Babraham Road Cambridge Park and Ride site, the table makes clear that steps need to be taken to facilitate the use of electric vehicles as part of the CPCA area's commitment towards zero carbon. The BRE (Building Research Establishment) published guidance in 2016 (https://www.bre.co.uk/filelibrary/nsc/Documents%20Library/BRE/89087-BRE_solar-carpark-guide-v2_bre114153_lowres.pdf) on 'solar car parks - a guide for developers and owners'. Please could you confirm that officers are aware of this publication (and any subsequent newer versions), and make contact with the leading supermarkets and car park-owning land owners to ask what steps they will take to get solar panels installed over their car parks as Cambridgeshire County Council is demonstrating can be done? Please could you also ask the Business Board to consider how it can use their business networks to make a start/significant progress on this and for solar panels on large warehouses they might own/lease. Thank you</p>
	Response from:	Response to:		Response:
	Deputy Mayor Anna Smith	Mr Anthony Carpen		<p>Previously, the Mayor has explored the use of his designated powers to ensure key filling stations across the region provides electric recharge. In addition, following the previous approval of the Alternative Fuelled Vehicle Strategy (a daughter document to the LTCP) the Combined Authority are currently working on the Electric Vehicle Implementation Plan. This work will provide consider the BRE guidance and the Plan will be provided to the Business Board and the TIC to comment on. As part of the engagement with the Business Board, officers will actively encourage businesses to commence work on the planning and implementation of the solar car parks.</p>

Question from O&S Lead Member for Transport Committee

Item	Question	Response
Local Transport and Connectivity Plan	P641 - What are the interdependencies of the LTCP and the GCP's Making Connections proposals, in terms of both content and timing?	<p>The GCP's City Access consultation closed late December and the Partnership are currently in the process of reviewing the responses. In the meantime, the Combined Authority continue to progress the LTCP with a May/June sign off envisaged.</p> <p>The LTCP sets the strategic objective for the region and therefore the Making Connections work has and will need to demonstrate a clear thread with the strategic document and direction.</p>
Buses	P1304 - The dates in 2.11 are confusing. If the review goes to Committee in autumn 2023 how can it allow for the revised network to be in place for April 2023?	The BSIP is going to TIC and Board in May and June for sign off. The Framework will be tabled for discussion at the September TIC meeting and finalised by the end of the calendar year – allowing for a revised network to be in place (following the budget decision) in April 2024.
	P1306 - How will the Authority expect community support to be evidenced?	Further work is required on Framework, and this will be progressed over the course of the next financial year. Community support will be obtained through surveys of public and further information will be provided to Members as the Framework is progressed to allow for its to be reviewed and challenged.
	P1306 - Does the work of the GCP form part of this golden thread (2.20)? How will public transport decision making be better integrated, given the number of bodies and overlapping remits involved?	A Bus Operator Forum has been established to allow for common issues to be discussed with operators. GCP, constituent Councils and the Combined Authority have regular meetings to ensure integration between the workstream to reduce duplication and maximise alignment.
	P1306-7 Why is the renewal of this tender coming to Committee so late? If it had been	The timing of the renewals could not be sought ahead of the budget (MTFP) discussion with Board. In

	brought to Committee earlier might there have been more options, and potentially a better deal?	addition, the TIC and Board have previously agreed to the extension of the 23 contracts (18, plus 5 partial) – previously run by Stagecoach and the 6 localised services until the end of March.
	P1311 - On what basis has the strategic core network been derived?	The strategic core network has been derived following assessment of the bus provision, looking at key destinations, flows and communities. This work will be re-assessed through the framework to ensure it remains fit-for-purpose; the results of which will be socialised with Members in due course to ensure there is a common level of understanding and changes can be made if required.
	P1313 - Do these population figures include under-16s? What priority is given to the public transport needs of young people, for whom the private car is not an option and who may therefore be denied e.g. their education of choice on purely transport grounds?	<p>Access to public transport is key for young people. For a long time, public transport, and particularly buses, has come at or near the top of young people's concerns; these focus on three main transport issues: cost, access, and safety.</p> <p>Nationally, young people have been making more of their journeys by bus and use buses much more than any other age group (15% of their journeys are by bus compared to 7% for all ages). They often depend on buses for access to education, training, and jobs.</p> <p>Transport problems frequently prevent young people from accessing employment. Low skilled jobs are increasingly located out of city centres where they are more difficult to reach by public transport and may involve shift or weekend work when buses are less frequent or may not run at all.</p> <p>With education it is the cost rather than the availability of transport that is likely to present most problems for young people. The majority of students travel to college by bus.</p>

		<p>Therefore, the LTCP and its associated daughter documents will reflect the needs of our younger people. As the Framework is further developed, access to education, employment and training especially for our young people will be a key consideration.</p>
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