

Cambridgeshire and Peterborough Combined Authority
Transport and Infrastructure Committee: Minutes

Date: 15 March 2023

Time: 10.00a.m. - 12.32 p.m.

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

71. Apologies for Absence

Apologies were received from Mayor Dr Nik Johnson (Councillor Anna Smith substituting), Councillor Sam Wakeford (Councillor Lara Davenport-Ray substituting and Councillor Marco Cereste

Owing to the apologies received from Peterborough City Council's representative, and the special voting arrangements that required the votes of both Cambridgeshire County Council and Peterborough City Council for each agenda item, the Committee was unable to formally take decisions. The Chair therefore, took a non-binding vote after each item to indicate the level of support for each item.

72. Declarations of interest

There were no declarations of interest.

73. Minutes – 18 January 2023

The minutes of the meeting on 18 January 2023 were approved as an accurate record and signed by the Deputy Mayor.

74. Combined Authority Forward Plan

The Combined Authority Forward Plan was noted.

75. Public Questions

Several public questions were received, attached at Appendix A to these minutes together with the responses.

76. Local Transport Connectivity Plan

The Committee received a report that presented the Local Transport Connectivity Plan (LTCP) specifically in relation to the updated draft following public consultation and how the CPCA was continuing to progress the plan in absence of Department for Transport guidance. The report also provided the Committee with an update on progress on associated themes and work-streams.

During discussion, individual Members:

- Drew attention to the table of interventions contained at paragraph 2.14 of the report and encouraged officers to engage robustly with government to speed up major infrastructure projects and achieve quick wins.
- Commented that the target of reducing vehicle mileage by 15% from a 2019 baseline was ambitious given the increase in traffic since then and questioned whether it was planned to overachieve in urban areas to compensate for rural areas where it was more difficult to achieve. Members noted that the vehicle journeys were being looked at, irrespective of location.
- Emphasised that connectivity was not simply a matter of installing cabling, but that it was essential to understand the needs of residents also.
- Commented that there was no reference to the Cambridge Dial-a-ride service that was a lifeline for residents of north Cambridge.
- Drew attention to a community car sharing scheme that operated in Cambridge and highlighted the importance of supporting residents to moving toward a shared car ownership model.
- Highlighted the importance of Cambridge in terms of connectivity owing to its road and rail connections to the wider area.
- Welcomed the progress made on the LTCP, however, expressed concern that government guidance from the Department for Transport had not been released despite it being expected in the latter half of 2022. As a result there was a risk that funding could be lost due to not meeting criteria set by the Department for Transport. Officers explained that advice from the Department for Transport stated that submissions should continue within the timeframe. Upon the release of the guidance officers would thoroughly review the plan and refresh it as necessary.
- Noted that the target of a 15% traffic reduction from 2019 would run up to 2028. Beyond that date, further mechanisms would be required.
- Requested that terminology within the plan be amended to replace the word accidents with collisions.
- Drew attention to soil affected roads throughout the county, commenting that many were not able to handle the weight of vehicles travelling along them.

- Highlighted the underrepresentation of accidents and injuries that occur from active travel.
- With reference to the proposed digital policy, expressed concern regarding the patchy nature of connectivity in parts of the county, noting that the rollout of 5g was slower compared to fibre optic broadband.
- Questioned whether it would be possible to support and subsidise businesses in local communities to be able to provide facilities such as pharmacies close to rural centres.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

77. Bus Strategy

The Committee received a report that presented the bus strategy to the Committee. The Bus Strategy featured within the Local Transport and Connectivity Plan (LTCP) and set out the policies and high-level approach to transform the bus network and passenger experience.

During discussion, individual Members:

- Commented that innovative solutions such as TING were important in terms of learning and shared experience.
- Drew attention to the ambition contained within the report that travel by bus should be pleasant and comfortable, and suggested that reliability should be a higher priority, especially in response to the climate emergency and cost of living crisis.
- Requested that greater emphasis was placed on transport hubs.
- Welcomed the subsidy of night-time routes, commenting that they were essential from a safety point of view.
- Highlighted the importance of cross-border connectivity with neighbouring counties and the wider East Anglia region.
- We have some routes that need re-rendering what happens if that doesn't happen what is the impact on the people using those routes?
- Noted the comments of officers that confirmed points raised by members would be incorporated within the bus service improvement plan, together with cross-border connectivity.
- Noted that the decision on the routes would fall to the CPCA Board following concern expressed regarding routes in the greater Peterborough area.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

78. Alternative Fuel Strategy

The Committee received an update on the East Anglian Alternative Fuel Strategy (EAAFS) following consultation together with the Digital Policy to recommend to the CPCA Board for approval.

During discussion, individual Members:

- Commented on the provision of hydrogen power, noting that production requires significant quantities of water and therefore provision of a reliable source that did not adversely affect the environment was being sought.
- Noted that the report was high-level. Commenting further, there was a need for standardisation of charging equipment, and attention was drawn to the number of houses that did not have off-street parking. Members urged that charging provision in such areas did not impact on pedestrians.
- Noted Mayoral powers in relation to the installation of EV charging points on petrol filling station forecourts and encouraged expansion of the network.
- Commented that the volume of water required for hydrogen fuel was a potential issue, however, that had to be balanced against the production of batteries and their disposal. There was a future for hydrogen as a fuel and it was essential that vehicle manufacturers continued to develop the technology.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

79. Active Travel Fund 4

The Committee received a report that provided an overview of the Active Travel Fund 4 (2022/23) bid submitted in February 2023.

During discussion, individual Members:

- Welcomed the number of examples related to Huntingdonshire, both rural and urban and encouraged the CPCA Board to support the recommendations.
- Highlighted residents' parking schemes and the needs to incorporate street furniture and facilities within them. However, the design of schemes did not allow for this.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

80. Transforming Cities Fund

The Committee received a report that sought endorsement for the CPCA Board to drawdown funds for Centre of Green Technology and Transforming Cities Fund Capital Replacement Schemes. Together with the transfer of funds from Fengate Access Study to A1260 Junction 23/3 project.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

81. Peterborough Station Quarter

The Committee received a report that provided an update on the Peterborough Station Quarter project.

During discussion, individual Members:

- Drew attention to the lessons to be learned from the Huntingdon Station project the volume of embedded carbon within the proposed scheme. Members noted that the embedded carbon would be assessed.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

82. BP Roundabout Non-Motorised User Crossing

The Committee received a report that presented an update on the BP Roundabout Non-Motorised User Crossing.

During discussion, individual Members:

- Drew attention to the significant local support for the scheme and noted that the project was separate to the project undertaken with Cambridgeshire County Council and was an evolution to improve provision for non-motorised users at the BP roundabout.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

Date of next meeting

It was resolved to note the date of the next Transport and Infrastructure Committee would be 14 June 2023.

Chair