



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR

Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: Wednesday 10th March 2021

Time: 10.00am – 11.17am

Present: James Palmer (Mayor and Chairman), Councillors Peter Hiller, Mark Howell, Jon Neish, Nicky Massey, Joshua Schumann, Chris Seaton, and Aidan Van de Weyer

Apologies: None

141. Apologies and declarations of interest

None.

142. Minutes – 6th January 2021

The minutes of the meeting on 6th January 2021 were approved as an accurate record. A copy would be signed by the Mayor when it was practical to do so.

143. Combined authority forward plan

The Combined Authority Forward Plan was noted.

144. Public questions

There were no public questions received.

Two questions had been received from the Overview and Scrutiny Committee and these were heard under the relevant agenda items. A copy of the questions and responses is attached at Appendix 1.

There were no petitions

145. Year End Progress Report

The Committee received a report that set out the progress over the last year. Contained within the report were 9 key projects that represented just over half of the Cambridgeshire and Peterborough Combined Authority's (CPCA) suite of key projects.

The Committee was informed that key milestones had been met. The impact of COVID-19 on key projects had been limited. However, it had severely impacted bus reform. COVID-19 had impacted a limited number of non-key projects where intermediate dates had slipped due to supply chain issues.

During discussion of the report Members:

- Questioned why the Cambridgeshire Autonomous Metro (CAM) had not been mentioned in the report and highlighted that there was an update report being presented to the forthcoming Board meeting. The Committee noted the governance arrangements for the CAM were now a matter for OneCAM that had been recently established.
- Questioned when the national strategy relating to bus reform would be published. The stay at home order regarding COVID-19 was due to end at the end of the month which would impact on public transport. Passenger numbers were unlikely to immediately return to pre-COVID-19 levels and action would continue to be needed to support the network. The Mayor highlighted work that had been continuously taking place with the Government. The bus system was currently only being sustained through substantial government subsidy that mitigated the impact of the pandemic. Work was progressing with the Government to explore options, which included partnerships or a franchised system, and the Combined Authority was determined to ensure the best options were available for the public.
- Noted the success of the pilot schemes for e-bikes and e-scooters and the intention to expand the scheme to major towns with train stations.
- Whilst noting the welcome increase in rail capacity, a Member expressed concern regarding the increase in fares. The Committee noted that rail fares were a national decision. The Combined Authority lobbied government, however, it was not something under the direct control of the CPCA.
- Highlighted the King's Dyke Level Crossing scheme and recommended Members visit the site.

It was resolved to:

Note the year's progress on the Combined Authority's transport work programme

146. Budget and performance update

The Committee received the monthly budget and performance update. The presenting officers drew members' attention to the revenue budget that was just over £18m spent year-to-date with a predicted full year outturn of £22m which had been affected by the Bus Review implementation programme that had been adversely affected by COVID-19.

Officers highlighted the capital budget and the forecast outturn. There were several projects identified by the presenting officer that updates were provided for. With regard

to the performance dashboard there was 1 red rating that had been agreed with Cambridgeshire County Council

During discussion of the report Members:

- Highlighted the update regarding the Cambridgeshire Autonomous Metro (CAM).
- Noted that all projects were tracked and monitored through a Risk Register.

It was unanimously resolved to:

Note the March budget and performance monitoring update.

147. Local Transport Plan (LTP) Refresh and Alternative Fuelled Vehicle Strategy Development

The Committee received a report that invited Members to approve a refresh to the Local Transport Plan (LTP) during the 2021/22 financial year. The presenting officers informed the Committee opportunities to provide feedback and comments would take place at key milestones during the refresh programme. In addition, the report also invited the Committee to agree that the Combined Authority should develop a strategy for Alternative Fuelled Vehicles. The document would become a sub-strategy of the refreshed LTP.

During the course of discussion:

- A Member questioned why there was no assessment within the report of what was and was not working well on the current LTP and why there was no representation for officers on the steering group. The presenting officer informed the Committee that as part of the next iteration of the LTP, performance reporting would be addressed. A synopsis of what was going well and not so well would be provided in the meantime to the Committee. With regard to the steering group, a reporting mechanism existed between the group and the working group for escalation of issues.
- A Member drew attention to the stakeholder list that did not include CamCycle and there were also no timescales included. With regard to timescales Members were informed that the Combined Authority was awaiting the Climate Change Strategy from government that would inform timescales. The presenting officer commented that the list of stakeholders was not exhaustive and if any needed to be added then they could.

It was proposed by the Mayor and seconded by Councillor Seaton that the recommendation be put to the vote.

It was unanimously resolved to:

- a) Approve the development of an Alternative Fuelled Vehicles Strategy during the 2021/22 financial year;
- b) Approve the refresh of the Local Transport Plan (LTP) to be undertaken during the course of the 2021/22 financial year; and
- c) Recommend to the Board to approve and allocate £200,000 from the MTFP revenue budget for LTP development work, in line with the proposals in this paper.

148. March Area Transport Study

The Committee received a report that provided an update on the programme of quick wins and sought the Committee's approval for a drawdown of £60,000 from the Medium-Term Financial Plan budget for developing a programme of walking and cycling schemes as part of the overall March Area Transport Study.

Councillor Seaton welcomed the report together with the work undertaken by the Combined Authority in the March area. March was a growing town and drew attention to how the walking and cycling strategy complemented work being undertaken at March train station.

It was proposed by Councillor Seaton and seconded by Councillor Neish that the recommendation be put to the vote.

It was resolved unanimously to:

- a) Note the updated quick wins programme
- b) Recommend to the CPCA Board a drawdown of £60,000 from the Medium-Term Financial Plan for undertaking additional work to establish a list of walking and cycling interventions.

149. St Ives Strategic Outline Business Case

Members received a report that presented a report that informed them of the ongoing work relating to the St Ives Outline Business Case (SOBC). The presenting officer drew attention to recommendation b) of the report that sought the re-allocation of revenue budget savings to fund the SOBC.

The presenting officer highlighted the collaborative work undertaken with Cambridgeshire County Council and Huntingdonshire District Council on the development of the business case. St Ives was an area of significant growth with regard to housing and employment and it was essential that infrastructure supported that planned growth. It was anticipated that engagement would begin in May 2021 together with alignment with work on the A141 for a further report to be presented at Committee in October 2021.

Councillor Neish conveyed his support as leader of Huntingdonshire District Council to the business case. St Ives suffered from heavy traffic at many times of the day and the links to the A141 were clear and would support growth in the area.

It was proposed by Councillor Neish and seconded by Councillor Seaton that the recommendations be put to the vote.

It was resolved to:

- a) Agree the proposed programme of work on a St Ives Strategic Outline Business Case, subject to recommendation (b);
- b) Recommend to the CPCA Board the reallocation of revenue budget savings of £137,000, made through the efficient tendering of the A141 SOBC project, to fund the Strategic Outline Business Case associated with St Ives

150. Fengate Phase 2 University Access

Members received a report that that provided a summary of the outcome of the Strategic Outline Business Case (SOBC) and sought Committee's approval to proceed to phase one of the Outline Business Case (OBC) for the Fengate Phase 2 University Access project.

Commenting on the report:

- A Member drew attention to the cover of the business case that depicted a tangle of dual carriageway and gave the impression that it was a road scheme. Although the business case considered active travel it did not consider it adequately. The concentrated work in the embankment area there was a need for a transport plan that sought to achieve modal shift. Climate change was also only mentioned briefly which gave the impression that it was an afterthought.
- A Member supported the proposals owing to the issues around access that the development of the university would provide. Bishop's Road was highlighted as a bottleneck and the potential access from Frank Perkins Way was essential.
- Concern was expressed by a Member regarding the placement of traffic lights on a roundabout as it could require future extension of the slip road in order to accommodate queueing traffic safely.
- Speaking in support of the scheme, a Member drew attention to the environmental benefits though reduced congestion.

It was proposed by Councillor Hiller and seconded by Councillor Schumann that the recommendations be put to the vote.

It was resolved by majority to:

- a) Approve the Strategic Outline Business Case;
- b) Recommend to the Combined Authority Board the drawdown of £160,000 from the Medium-Term Financial Plan to produce phase one of the Outline Business Case and to carry forward £120,000 of subject to approval funding into 2021-22 financial year; and
- c) Recommend that the Combined Authority Board, on approving the funding referred to in recommendation b), authorise the Director of Delivery and Strategy to conclude a Grant Funding Agreement with Peterborough City Council on terms approved by Chief Legal Officer/Monitoring Officer.

151. A47 Dualling

The Committee received a report that updated the Committee on the outcome of discussions with Highways England on the A47 Dualling project

During discussion, Members emphasised the importance of the route for Fenland and Cambridgeshire as a county. The A47 in its current form was a poor-quality road in terms of congestion and accidents. It was encouraging that Highways England were receptive to moving the scheme forward. Recognition was given for the efforts of the Combined Authority in lobbying the Government and Highways England.

It was proposed by Councillor Seaton and seconded by Councillor Hiller that the recommendation be put to the vote.

It was resolved to:

Note the content of this report

152. Wisbech Rail

The Committee received a report that provided an update on the Wisbech Rail project. The presenting officer highlighted the link between Wisbech Rail and the Ely Area Capacity Enhancements work which was required in order to achieve a 2 trains per hour direct service to Cambridge.

During the course of discussion, Members:

- Drew attention to the pinch point at Ely that needed to be addressed in order for the system in the area to operate in a normal way.
- Whilst supporting the Ely capacity enhancements work, drew attention to the communities of Prickwillow and Queen Adelaide that should not be adversely affected by the work.

It was proposed by Councillor Seaton and seconded by Councillor Schumann that the recommendations be put to the vote.

It was resolved unanimously to:

- a) Note the content of this report;
- b) Authorise the conclusion of a Network Rail standard Basic Services Agreement on terms approved by the Chief Legal Officer/Monitoring Officer; and
- c) Recommend the drawdown of £300,000 capital funding from the Medium-Term Financial Plan to enable the next steps to progress and spent in 2021/22.

153. England's Economic Heartland (EEH) Transport Strategy

The Committee received a report regarding England's Economic Heartland (EEH) transport strategy. The purpose of this report is to invite Members to provide feedback and advise the Mayor (as chair of the Transport and Infrastructure Committee and representative within the EEH governance) and Board on the Combined Authority's position in relation to the EEH and its associated Transport Strategy

It was proposed by the Mayor and seconded by Councillor Seaton that the recommendation be put to the vote.

It was resolved unanimously to:

Provide advice to the Mayor on the Combined Authority's position in relation to the revised Transport Strategy prepared by England's Economic Heartland (EEH), for him to take into account in attending EEH governance meetings.

154. Date of next meeting

The Mayor drew attention to the next scheduled meeting of the Transport and Infrastructure Committee (26th April 2021). Given that it fell in the week prior to the election, officers would therefore seek a date in early June 2021 and the April date would not be required.

Mayor