



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

COMBINED AUTHORITY BOARD

Date: Wednesday, 25 August 2021

Democratic Services

Robert Parkin Dip. LG.
Chief Legal Officer and Monitoring Officer

10:00 AM

72 Market Street
Ely
Cambridgeshire
CB7 4LS

Sand Martin House, Bittern Way, Peterborough PE2 8TY
[Venue Address]

AGENDA

Open to Public and Press

Part 1 - Governance items

- 1.1 Announcements, Apologies for Absence and Declarations of Interest**
- 1.2 Minutes - 28 July 2021 and Action Log** **1 - 28**
- 1.3 Petitions**
- 1.4 Public Questions**

Arrangements for public questions can be viewed in Chapter 5, Paragraphs 18 to 18.16 of the Constitution which can be viewed here

- [Constitution](#)

1.5 Annotated Forward Plan - August 2021 29 - 98

Part 2 - Combined Authority Decisions

2.1 Wisbech Access Strategy (Phase 1) 99 - 114

2.2 Peterborough Station Quarter 115 - 120

2.3 March Future High Streets Funding Scheme - Business Case for Additional Combined Authority Funding 121 - 126

Please note: A number of appendices to this report have been declassified since publication. These can be viewed at the bottom of the webpage under the 'Additional Meeting Documents' heading.

2.4 IMET Opportunity and Combined Authority Accommodation Needs 127 - 144

The Combined Authority Board comprises the following members:

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

COVID-19

The legal provision for virtual meetings no longer exists and meetings of the Combined Authority therefore take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Combined Authority, please contact the Committee Clerk who will be able to advise you further.

Mayor Dr Nik Johnson

Austen Adams

Councillor Anna Bailey

Councillor Chris Boden

Councillor Wayne Fitzgerald

Councillor Ryan Fuller

Councillor Lewis Herbert

Councillor Lucy Nethsingha

Councillor Bridget Smith

Councillor Edna Murphy (Non-voting Member)

Darryl Preston (Non-voting Member)

Jan Thomas (Non-voting Member)

| | |
|------------------|--|
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**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item 1.2

**Cambridgeshire and Peterborough Combined Authority Board Meeting:
Minutes**

Date: Wednesday 28 July 2021

Time: 10.00am – 2.18pm

Venue: Main Hall, Burgess Hall Events and Conference Centre, One Leisure,
Westwood Road, St Ives PE27 6WU

Present: Mayor Dr Nik Johnson

A Adams - Chair of the Business Board, Councillor A Bailey – East Cambridgeshire District Council, Councillor C Boden – Fenland District Council, Councillor W Fitzgerald, Statutory Deputy Mayor – Peterborough City Council, Councillor R Fuller (to 1.43pm) – Huntingdonshire District Council, Councillor N Gough (to 1.30pm) – South Cambridgeshire District Council, Councillor L Herbert – Cambridge City Council, Councillor E Meschini – Cambridgeshire County Council

Apologies: Councillor L Nethsingha, substituted by Councillor E Meschini; Councillor B Smith, substituted by Councillor N Gough; and Councillor E Murphy

41. Announcements, apologies, and declarations of interest

The Mayor announced that the Combined Authority received £20 million per year Gainshare funding from Central Government. The Government had recently been reviewing progress on the Authority's investments as part of its national Gateway Review process. Following this work, the Mayor was delighted to report that the Combined Authority had passed the first of its scheduled Gateway Reviews. This meant that the next five year tranche of Investment Funds had been successfully unlocked. This would amount to funding of £100 million from Government over the next five years, starting in 2021-22. Luke Hall MP, the Minister for Regional Growth and Local Government, said in his letter advising of this decision that he was pleased to see that improving co-operation and collaboration was one of the Mayor's priorities

as Ministers saw a shared vision amongst local partners as key to delivering on the Combined Authority's ambitions. This decision by Government provided the certainty to continue investing in programmes as the Combined Authority moved into its next phase.

Apologies for absence were reported as set out above.

Mr Adams made a declaration of interest in relation to Item 4.4: Business Board Expenses and Allowances Scheme in relation to his role as Chair of the Business Board (minute 65 below refers). Mr Adams left the meeting for the duration of this item and the vote.

42. Minutes of the meeting on 30 June 2021 and Action Log

The Mayor stated that following the service of a Requisition at the previous meeting, a detailed response had been provided to the Requisitioners. Whilst fully respecting the importance of the Requisition process and the need for members of the Board to have an opportunity to check and challenge actions, the Mayor encouraged members, in the spirit of the Board's joint endeavours and a desire to save costs, that discussion with officers should take place. He was confident that they would be supportive and available for such discussions.

The minutes of the meeting on 30 June 2021 were approved as an accurate record and signed by the Mayor. The action log was noted.

43. Petitions

No petitions were received.

44. Public questions

No public questions were received.

45. Forward Plan

The Forward Plan was reviewed. Councillor Bailey noted that a further report on the format of Business Board meetings had been discussed at the previous meeting, but that this was not included on the Forward Plan. The Monitoring Officer stated that this work was in hand and would contain more complete information on the potential impacts. A report on the format of Business Board meetings would be added to the Forward Plan.

Mr Adams asked that in future the Forward Plan included on the Board's agenda should identify any changes made since it was last published. The Mayor endorsed this suggestion.

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

Approve the Forward Plan.

46. Lead Member Responsibilities

At the Combined Authority Board's annual meeting on 2 June 2021 the Mayor had set out his wish to create two new Lead Member roles to focus on climate change and public health. Following publication of the report a revised Table 1, setting out the key responsibilities for the proposed new Lead Member roles for the Environment and Climate Change and Public Health, had been circulated electronically to the Board and published on the Combined Authority's website. This reflected the Lead Member's role as champions on these issues together with suggestions which had been received from the Director of Public Health in relation to the public health portfolio. The Mayor stated his wish to appoint Councillor Smith as Lead Member for the Environment and Climate Change and Councillor Boden as Lead Member for Public Health.

Councillor Boden stated that he had discussed this appointment with the Mayor and their shared commitment to improving public health. He requested a change to the description of the Lead Member for Public Health's responsibilities to include, 'Promoting reductions in health inequalities across the Combined Authority area.' With the consent of the meeting this was accepted.

Councillor Gough asked that the wording of the responsibilities for the two new lead member roles should be amended to read, 'To act as *Lead* and champion in the cause of...', to make it consistent with the language used in the Constitution to describe the existing Lead Member roles. With the consent of the meeting this was accepted.

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

- a) Note and agree the responsibilities for the Environment and Climate Change lead member portfolio, subject to the adding the following wording:

'To act as Lead and champion in the cause of:'

- b) Note and agree the responsibilities for the Public Health lead member portfolio, subject to the adding the following wording:

'To act as Lead and champion in the cause of:
Promoting reductions in health inequalities across the Combined Authority area.'

- c) Note and agree the Mayor's nominations to the new lead member portfolios:

- i. Councillor Chris Boden: Lead Member for Public Health
- ii. Councillor Bridget Smith: Lead Member for the Environment and Climate Change

47. Appointment process for two Independent Persons

The Board was invited to appoint two Independent Persons in accordance with the Localism Act 2011. The legislation required that Independent Persons should be available to consider issues relating to Member conduct or complaints. The Combined Authority currently had one Independent Person appointed to the Audit and Governance Committee and two vacancies.

Councillor Bailey commented that the requirement that Independent Persons should not be an active member of a political party was somewhat subjective. Given the need to have confidence in the impartiality of the appointees her preference would be for this to be amended to a requirement that they were not members of a political party. With the consent of the meeting this was accepted.

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

Agree the appointment process and role description to recruit two Independent Persons, subject to the following amendment being made:

‘The Independent Person will not be:

~~An active~~ A member of a political party’

The vote in favour included two thirds of Members or their Substitutes present and voting.

48. Appointment of Independent Remuneration Panel to review the Members Allowance Scheme

This report was withdrawn to enable officers to investigate whether an Independent Remuneration Panel might be established with one or more constituent councils. The constituent councils would be consulted and a report would be brought to the next meeting.

49. Performance Report and Devolution Deal Update

The Board received a report setting out delivery to the end of June 2021 and a six monthly update on delivery of Devolution Deal commitments as requested by the Board in November 2020. The latest gross value added (GVA) figures showed a reduction and this might reflect the significant loss of jobs in Peterborough following the liquidation of Thomas Cook. Going forward, the format of the performance report would be refreshed to reflect the Mayoral objectives of ‘the three C’s’ of compassion, co-operation and community.

Councillor Boden expressed disappointment at the GVA figures and the failure to meet even the baseline given that the Combined Authority’s purpose was to double GVA. He expressed concern that this might be indicative of an increase in the divergence between the most and least successful areas within the Combined Authority’s geography and asked whether it would be appropriate to report the results separately for different areas in future reports. The Mayor stated that he shared Councillor Boden’s concerns about differentials in growth in different areas and asked officers to look at how this might be expressed in future reports.

Councillor Herbert suggested that leaders should discuss this issue. There was consensus in the wish to see growth benefits across the county, but he felt that there was sometimes an element of levelling down rather than levelling up. He would like to see a fuller description of progress to date against Devolution Deal commitments before the end of the year, to be considered either by the Board or at a Leaders' strategy meeting. Councillor Boden agreed, commenting that in his view there was a need for more discussion around the strategic way forward to manage growth. The potential overheating of the economy in the south of the county presented a challenge, but also an opportunity to reconcile the differing needs of the north and the south. However, this must support levelling up. Councillor Fuller concurred, commenting that it would not help the north of the county to starve the south. He further agreed that it would be timely for the newly constituted Board to look in more detail at progress to date on Devolution Deal commitments to give Government confidence.

Councillor Bailey commented that in looking at affordable housing targets it was important to take account of the significant role this would play in doubling GVA. She further commented that housing data appeared to be missing from the graph and asked why this was the case. She judged that the references to world class connectivity were no longer particularly accurate if the CAM project was not pursued and also that a new plan was needed with regard to Enterprise Zones rather than waiting for action on this from Government. With regard to the Ely North rail junction upgrade, it had always been the stated policy that this would only be supported if road access was maintained. She asked that the Mayor should review whether he was comfortable with this commitment and, if so, re-state it.

Mr Adams commented that this information and the granular data which lay behind it was fundamental to the work of the Business Board. It would also be helpful for forward forecasts or projections to be included on the dashboard, given that many of the investments were initially delayed due to problems with the former local enterprise partnership (LEP). He felt that mapping out these forward projections would also offer comfort to the Board with regards to GVA and job projections.

Councillor Boden asked for clarification regarding the lack of housing data for 2020/21 which had been raised by Councillor Bailey. He further commented that the information relating to health was somewhat out of date and did not reflect how integrated working between health and social care had progressed. Officers stated that housing data had not been included as the most recent figures were not yet available. It would be incorporated into the Performance Report as soon as it was available. The information relating to health and social care would be revisited in future reports.

The Mayor thanked Board members for their helpful interventions and asked that these should be reflected in future iterations of the report.

The Performance Dashboard and Devolution Deal commitments update were noted.

50. Change to the order of business

The Mayor stated his intention to vary the order of business from the published agenda to consider item 3.7: Angle Holdings Directorships as the next item of business, followed by Item 3.1: Future Transport Strategy and OneCAM Ltd. There were no objections

51. Angle Holdings - Directorship

The Mayor left the meeting room for the duration of this item and the vote. The Statutory Deputy Mayor took the chair.

The Board was invited to approve the removal of the former Mayor, Mr James Palmer, as a director of Angle Holdings Ltd and to appoint Mayor Dr Nik Johnson to the board of directors.

Councillor Fuller sought clarification of why the Mayor had left the meeting for this item and whether this arose from a disclosable pecuniary interest. The Monitoring Officer stated that there was no requirement for the Mayor to leave the meeting for this item and that he did not have a disclosable pecuniary interest. He had chosen to do so in order that the Board's decision should not be constrained by his presence. This was the convention at the Combined Authority, but he would be happy to review this practice.

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

- a) Approve the removal of Mr James Palmer as a director of Angle Holdings Limited;
- b) Approve the appointment of Mayor Dr Nik Johnson as a director of Angle Holdings Limited;
- c) Note that Angle Holdings Limited will complete the appointment, and relevant regulatory filings.

The Mayor returned to the meeting room after the vote and resumed the chair for the remainder of the meeting.

52. Future Transport Strategy and OneCAM Limited

This key decision was added to the Forward Plan on 15 July 2021 under general exception arrangements.

The Mayor stated that he wanted to acknowledge the contentious nature of this issue. During the mayoral election campaign he had made clear that he did not support the CAM project. Following his election he had been pressed by the media for a decision on this, but he had learned that this was not a matter for the Mayor to decide alone but one for the Board. He expressed the hope that Board members would feel fully included in the development of a new transport plan.

The Chief Executive stated that the report had two purposes. Firstly, to report her decision to stop task orders in relation to the delivery of the work of OneCAM Ltd and

the recommendation of the Board of OneCAM Ltd that the work of the company be suspended until a comprehensive review of the OneCAM programme and the Local Transport Plan had been completed and to authorise a material reduction in the activity of OneCAM Limited pending a final decision in relation to the CAM Programme. The second purpose was to task officers to produce a report in September 2021 looking at what would come after the OneCAM project and also to provide an update on revisions to the Local Transport Plan and report the outcome of a review on the use of consultants in the delivery of this work. The Chief Executive stated that she had listened to concerns expressed by the Board around her decision to suspend task orders and that lessons would be learned from this. Going forward, no decisions of this type would be taken without the Board being consulted in advance.

Mr Adams expressed concern at the delay in taking a final decision on the CAM programme which was tying up significant sums of money. He expressed the hope that a decision would be possible when a further report was brought to the Board in September 2021. He expressed further concern of the linkage of this decision with the revised Local Transport Plan (LTP) given that it seemed unlikely a meaningful position on the LTP would have been reached by September as public and stakeholder consultation would be required. The Director of Delivery and Strategy stated that the September report would set out the current position on the LTP update in the light of the changing local and national situation. The evidence base had changed during Covid which had challenged existing baselines. His preliminary thinking was that this might look at how learning from the CAM programme could be applied more widely across the Combined Authority area as part of the levelling up agenda.

The Mayor stated that it was important that the decision on the CAM programme was not something which was entirely driven by Mayoral decision. The CAM was a vision of the previous mayor, but it was not one which he shared. By democratic mandate a mayor had been chosen who had articulated a clear vision not to proceed with the CAM, but he wanted to see the benefits of the learning from the CAM felt across the Combined Authority area.

Councillor Bailey commented that in her view it was shocking that a project agreed by the Board had been dismantled without consultation. She felt that these decisions should have been taken together and she thanked the Chief Executive for recognising that this did not happen. She noted that an email had been sent from the Mayor saying that work on the CAM had stopped and asked which parts of the Constitution had allowed the Mayor and the Chief Executive to end an agreed programme unilaterally. Councillor Bailey noted that the Chief Executive was also a director of OneCAM Ltd and whilst she was in no way suggesting any impropriety she did feel that this was a conflict of interest. She further noted that the Chief Executive's decision had not been reported to the Board as required. Councillor Bailey stated her belief that it would have been better to have brought this decision to the Board and stated that she and Councillor Fuller had referred this matter to the Audit and Governance Committee for review. With regard to the Mayor's democratic mandate, she noted that the Mayor had not won the vote in all of the areas within the Combined Authority's boundaries and that as such she deemed consultation to be key. The CAM was not solely about Cambridge City and its environs, but would overtime in her view support the levelling up agenda across the region. Councillor Bailey highlighted the potential benefits of intellectual property rights arising from the CAM and concerns

from business at the loss of the CAM project . She also questioned how Cambridge access issues would be addressed if it was not progressed. In her judgement the calibre of the individuals which the CAM programme had attracted spoke to its value. The Mayor's power over the Combined Authority's budget meant that he had the power to end the CAM programme, but in her judgement a decision to do so would lead to the £10m invested in the project under the previous mayor being wasted.

Councillor Herbert expressed his respect for the strength of Councillor Bailey's views. However, the Mayor had won the election having been clear about his belief that there were better transport solutions than the CAM. In his view there had been multiple beaches in governance arrangements during the previous mayor's term of office. The decision before the Board at this stage was solely to suspend action pending decisions being made in September. In Councillor Herbert's view there was a need for a more practical focus on what could be achieved in the next ten years and how this might be integrated with what was already being done in the different geographies around the county in order to tackle and fund the transport needs of the county as a whole. Councillor Herbert's preference would be to take more time before refreshing the LTP as it had been revised several times already. It would be important to consult fully on this and he emphasised the need which he saw to identify alternative options where there were gaps in provision.

Councillor Fuller commented that he shared the concerns which Councillor Bailey had expressed around the governance of this decision-making process and would await the views of the Audit and Governance Committee on this. In his judgement there was a need to move beyond offering comparisons with governance issues under the previous administration and to focus instead on ensuring good governance going forward. The Mayor's democratic mandate was not in doubt, but he noted that many votes had also been cast in favour of the previous mayor and his CAM strategy. Councillor Fuller expressed some concern that buses seemed to be the Mayor's only alternative to the CAM. Whilst he judged that an excellent bus network would be of real value it did not represent a world class transport option and was not in his view what local business and residents would want. Given that the Mayor now had full access to information on the CAM which he had not had previously there would be nothing wrong in him looking at the issue again.

Councillor Gough commented that the revision of the LTP was in his judgement a critically important piece of work which would have ramifications for Local Plans, the Greater Cambridge Partnership (GCP) and constituent councils. He questioned whether this could be done by September and about the engagement which would take place with constituent councils. With regards to the use of consultants, he would be more concerned if consultants were not used and the work did not get done. He sought an assurance that the comprehensive review that was required could be done within this timeframe.

Councillor Boden expressed disappointment in relation to the governance issues, but welcomed the learning that was being taken and was prepared to draw a line under this once the Audit and Governance Committee had completed its review. In his judgement, the Mayor's democratic mandate and his role in relation to the budget meant that he had power under the Constitution on this. He had had robust discussions with the previous mayor around the CAM programme, but new transport solutions were needed to support the growth required in the Cambridge City area for business and housing. In his view this did not need to be a world class programme,

but it did need to work and to meet that need. He wanted to see the growth potential of the south of the county spread to the north and believed that there was a need for a mass transport system in Cambridgeshire and the surrounding area and more responsive transport systems. In addition to the loss of the £10m which had been spent to date on the CAM programme if it was not progressed he also wanted to highlight the loss of time before a new scheme could be put in place to support the doubling of GVA. He did not feel that an alternative to the CAM programme was being put forward to achieve the objectives of sustaining growth and sharing it across the Combined Authority area.

Councillor Fitzgerald commented that as a new member of the Board he had not been closely involved in the CAM programme. However, he felt that stopping the programme on the basis of a pre-election promise without looking at the full implications of that decision might not be a sensible thing to do. If the programme was to end, he asked why that should not be done immediately and urged the Mayor to take control and articulate a vision for transport in the future to avoid a vacuum. Peterborough City Council was keen to develop innovative transport systems including the electrification of public transport and he would task officers to work with the Combined Authority on this. He would also like to see an innovative transport strategy across the county.

Mr Adams sought clarity from officers around the timeline of the revised LTP. The Director of Delivery and Strategy said that it was envisaged that a non-statutory consultation would begin in November 2021 with final decisions being taken around April 2022 to align with the new financial year.

The Mayor stated that he recognised the concerns around this issue and for this reason he had allowed time for Board members to comment at length. There had been some very helpful interventions and he had heard some good things as well as some things he disagreed with. He was ready to move on, but wanted to do this in a co-operative fashion. Discussions would take place with the Core Steering Group which comprised the Combined Authority, the GCP and Cambridgeshire County Council and Peterborough City Council as the two statutory highways authorities and he had asked the Transport and Infrastructure Committee for advice on engagement with Members. In response to a question from Councillor Bailey about how the other constituent councils would be involved the Mayor stated that he was confident that the Director of Delivery and Strategy had heard the necessity of constituent councils being consulted. An improved relationship with the GCP would also offer a real opportunity to produce an LTP that would deliver for all.

On being proposed by the Mayor, seconded by Councillor Herbert, it was resolved by a majority of those present and voting to:

- a) Note the decision of the Chief Executive to stop task orders in relation to the delivery of the work of One CAM Limited.
- b) Note the recommendation of the Board of One CAM Limited that the work of the company be suspended until a comprehensive review of the One CAM programme and the Local Transport Plan be completed, and authorise a material reduction in the activity of One CAM Limited pending a final decision in relation to the CAM Programme.

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

- c) Request that the Chief Executive and the Director of Delivery and Strategy bring a report to the September meeting of the Combined Authority Board recommending future steps in relation to the One CAM project and the further use or permanent closure of One CAM Limited
- d) Request that the Chief Executive and the Director of Delivery and Strategy bring a further update on revisions to the Local Transport Plan to the Board in September along with the outcome of a review on the use of consultants in the delivery of this work.

The meeting adjourned from 11.46 to 11.54am.

53. Budget Monitor Report – July 2021

The Board received an update on the 2021/22 budget position and capital programme as at 30 June 2021. As it was still quite early in the financial year there were only a few material variations. Additional funds received included a £3.4m increase in grant income for the year which was reported previously to the Board in June 2021 and three grants relating to the Adult Education Budget devolved grant, Growth Hub grant and the Energy Hub's core funding where the awarded grant was greater than predicted. Covid continued to impact revenue expenditure while on the capital programme the main variances related to the A10 dualling project, where Department for Transport funding was awaited, and the CAM project. The Board's attention was drawn to a recommendation from the Business Board to amend the budgets for the Local Growth Fund management costs for 2021/22 and 2022/23. The transport response fund and advanced connectivity workstreams were now subject to a review of consultancy work and the findings of this would be reported to the Board in September 2021.

The Mayor stated that he would not be supporting recommendation (c) to approve £350k of 'Subject to Approval' funds from the Transport Response Fund budget for Advanced Connectivity Options pending further work on this.

Councillor Bailey asked for a definition of the area covered by the description 'the Fens and north of the area' in relation to the advanced connectivity workstream and whether the area covered by East Cambridgeshire District Council would be included or excluded from this definition. She commented that some parts of East Cambridgeshire scored lowest for transport access and connectivity. The Mayor stated that East Cambridgeshire was included within his transport vision. The reference was intended as part of a narrative around looking at the south and the north, but future reports would have a clear definition of what geographical areas were covered when references were made to the Fens or to the north of the Combined Authority area.

Councillor Fuller commented that if a report was issued in the Mayor's name then it was assumed that it reflected his vision. On this basis he found it difficult that the Mayor was not now supporting one of its recommendations.

Councillor Gough commented that it would be important that the evidence base and analysis for the Local Transport Plan (LTP) was sufficiently granular to speak to the significant differences which occurred within individual districts.

Mr Adams asked whether there was a risk that the proposed £350k for Advanced Connectivity Options could become redundant or misaligned with the revised LTP. The Director Delivery and Strategy stated that a reactive budget had been set already, but that this was subject to Board approval. The Chief Executive stated that the Board had decided under the previous item to support a review of the use of consultants in revising the Local Transport Plan (minute 52 above refers). In the light of that decision this recommendation was no longer required as the September report would seek approval for what consultants would be used and the budget. The Director of Delivery and Strategy stated that work would begin without external support.

The Mayor stated that consultants had an important role to play, but he was concerned that there seemed to have been excessive expenditure on consultancy in some parts of the organisation. This was being addressed.

Councillor Bailey asked whether the expertise needed to carry out this work existed in house. The Director of Delivery and Strategy stated that he had a good team and that this work would be accommodated.

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

- a) Note the financial position of the Combined Authority for the year to date.

On being proposed by the Mayor, seconded by Councillor Herbert, it was resolved by a majority of members present and voting to:

- b) Approve the recommendation from the Business Board to amend the budgets for the Local Growth Fund (LGF) management costs for 2021-22 and 2022-23.

54. Zero Emission Bus Regional Areas (ZEBRA) Phase 2

The Board was invited to consider a proposal to make a submission to the Department for Transport (DfT) for funding for electric buses to replace diesel vehicles for some services in Cambridge. The fast-track process offered by the DfT would not allow time for a business case to be brought before the Board before the end of August 2021 submission date so the Board's agreement was sought to delegate authority to the Director of Delivery and Strategy, in consultation with the Chair of the Transport and Infrastructure Committee, to prepare and submit the business case. This would represent the first step towards achieving the significant challenge of all routes being served by alternatively fuelled buses by 2030. It was proposed that 30 diesel buses would be replaced by 30 electric buses and that charging points would be installed at their depot and at Babraham Park and Ride. This would be in addition to the two electric buses being trialled by the Greater Cambridge Partnership (GCP). The Board would be advised of the outcome of the bid.

Councillor Boden commented that in his view the buses themselves seemed unproblematic, but the challenge would be the infrastructure needed to support them. It would be important to establish whether there would be sufficient grid capacity at the bus depot and Babraham sites to support these buses before the bid was submitted. He also saw value in conducting a rough cost benefit analysis, although this need not necessarily form part of the submission. The Head of Transport stated that three members of the Energy Team were working with power suppliers on this. The infrastructure required to support a longer term capacity of 60 buses was being also being addressed now and the power supplier was confident that they could meet the necessary capacity requirements.

Councillor Fitzgerald commented that Peterborough City Council (PCC) had a 20 year transport vision and it would be great to participate in this scheme. He asked that the Combined Authority should investigate opportunities for the re-location of Stagecoach with some urgency and look at how all bus operators could benefit from in-road charging and wireless charging for electric buses. His officers would work with the Combined Authority on this. The Head of Transport stated that there was a commitment to look at alternatively fuelled buses across the region and that he had already met with PCC's lead highways officer to discuss this and would continue to do so.

Councillor Gough asked whether the Combined Authority would own the new buses and, if so, who would be responsible for on-going costs like maintenance and insurance. The Head of Transport stated that various options were being considered to deliver the most effective ownership mechanism.

Councillor Herbert commented that electric buses were important for the city of Cambridge. Its worst pollution levels were linked to travel hubs used by buses and taxis and he believed that focusing on pollution as well as congestion was crucial. He further commented that there was a need to look at infrastructure challenges beyond roads as the Combined Authority would not in his opinion be able to deliver GVA and employment growth without the electrical capacity and renewables needed.

Mr Adams welcomed the proposal, but asked whether it would give rise to any contingent liabilities going forward. The Head of Transport stated that the bid would stand in isolation as a stimulus to the Combined Authority's ambition.

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

- a) Note the contents of this paper.
- b) Delegate authority for the Director of Delivery and Strategy, in consultation with the Chair of the Transport Committee, to prepare, submit and publish a business case to the Department for Transport (DfT) for the ZEBRA Phase 2 application for alternative fuel buses and necessary infrastructure.

55. Phase 3 University of Peterborough – Masterplan and Short-Term Financing

This report contained an appendix which was 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 Mayor asked whether any member of the Board wanted to discuss the exempt appendix. No member expressed the wish to do so.

The Board was invited to consider making a grant of £100k to Peterborough City Council (PCC) as a contribution to the £300k cost of purchasing a parcel of land for the ARU Peterborough project. If approved, the funds would be taken from the Gainshare Fund. The Board was also asked to approve a short-term cashflow financing proposal for enabling works for Phase 3 of ARU Peterborough project as the majority shareholder in PropCo1. This would be used to finance an outline planning application, business case and project management resource. PropCo1 had sufficient cash reserves and liquidity available to provide this sum and the costs would be recouped from Government funding, although £100k of the £603k would be at risk if funding was not received from the Ministry of Housing, Communities and Local Government (MHCLG).

Councillor Fitzgerald voiced his support for the proposal, commenting that it would be of great benefit to Peterborough and the wider area. The master planning appraisal would advise and inform on a key piece of real estate within Peterborough city centre.

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

- a) Approve a £100,000 grant to Peterborough City Council (PCC), to contribute to the £300,000 Master Planning works,
- b) Give consent as the majority shareholder in the Peterborough HE Property Company Limited (Prop Co 1) to allow Prop Co 1 to consider and approve a short term cashflow financing proposal for Phase 3 of the University of Peterborough (UoP).

The meeting was adjourned from 12.46pm to 12.49pm.

56. Change to the order of business

The Mayor stated his intention to vary the order of business from the published agenda to consider item 4.1: Strategic Funding Management Review July 2021 next. There were no objections.

57. Strategic Funding Management Review July 2021

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

The Strategic Funding Management Review July 2021 had been considered by the Business Board on 21 June 2021. Project pipeline preparations were on-going with around £350m projects being priced, although it was possible that only £90m of funding might be received so the Business Board was focusing on how funds could be

targeted to deliver the Business Board and Combined Authority's strategic objectives. In addition to providing project updates the report set out the Business Board's recommendation to reject a project change request from Cambridgeshire County Council relating to the Wisbech Access Strategy Project. The project had initially been awarded £10.5m of Local Growth Fund monies to deliver five junctions. The project was revised in 2020 to deliver three junctions at a cost of £6.5m. The project had been due for completion by March 2021, but had failed to meet this deadline. Cambridgeshire County Council had submitted a further project change request to deliver three junctions at the cost of an additional £9m. The funds would cover the procurement of land, design costs and project management. The Business Board recognised the value of the project, but was mindful that the project had twice failed to meet its delivery milestones and had expressed concerns around value for money and the precedent which would be set by approving a request when little progress had been made to date. The Business Board had the option of repatriating the LGF funding and had suggested that any recovered funds could be recycled to the Wisbech area, subject to the required business cases being submitted and approved.

Mr Adams commented that the Business Board was very sympathetic to the project as originally submitted in 2018. However, there had already been one project change request approved and now a further request had been submitted. There was logic to the proposal to proceed in order to get the project to shovel-ready status. However, the Business Board made decisions on LGF funding proposals based on committed project outcomes and deliverables and the project in its current format did not meet that criteria. If the Business Board had chosen to support this further project change request it would have set a precedent for other projects receiving LGF funding. For these reasons, the Business Board had unanimously rejected the further project change request. However, if there was an alternate way of getting the project to a shovel-ready position without compromising the integrity of the Business Board's decision-making process then he considered this would be the best possible compromise. Mr Adams expressed his frustration at repeatedly seeing the costs and timeframes of infrastructure projects drift.

Councillor Bailey expressed her respect for the principled decision which the Business Board had taken based on LGF funding conditions. However, she was also deeply concerned that the project might not progress when it was so badly needed. She asked whether the expenditure to date would be lost if a decision was taken to repatriate the remaining £3.97m. She further commented that she felt the reference to one of the available options delaying construction between three to six months to be unhelpful as it assumed that construction would take place when it was not yet clear whether it would proceed. Officers stated that there had been spend to date of £2.09m. The total cost of taking the project to a shovel-ready position was £3.97m, which meant there was £3.97m LGF funding which could be repatriated. The County Council's options analysis was confident that the funding could be found to re-procure, but this was optimistic without the guarantee of funding.

Councillor Boden commented that he shared Mr Adam's frustration at the processes leading to overspends on construction projects and that whilst this was widely seen it was no excuse. However, the Wisbech Access project was essential to allow economic growth and increase prosperity in the most deprived town based on the Index of Multiple Deprivation. The expansion of housing and business in Wisbech was dependent on this project and if it did not proceed the effects would be felt both in Wisbech and the surrounding areas. In his judgment, it made sense to get the project

to a shovel-ready stage. The County Council had stated that it was ready to have the land acquisition in place and if it stalled now there was the potential for the whole project to be lost. He suggested referring the decision back to the Business Board unless an assurance could be given that the remaining £1.88m needed to get the project to a shovel-ready state could be found from within the Combined Authority budget.

The Director of Business and Skills stated that there was £3.97m allocated to the project in the subject to approval balance allocation in the medium term financial plan (MTFP) following the approval of the first project change request. A further report could be produced seeking the Board's approval to use this existing budget to fund the land acquisition. The Chief Finance Officer stated that the assurance framework required that the release of subject to approval funds required the completion of a business case to demonstrate that it represented good value for money. The Combined Authority's resources were limited and it was good practice to ensure that all projects were subject to the same assurance process. On that basis, his preferred option would be to bring a further report to the Board setting out the position. The Monitoring Officer stated that the Mayor had comprehensive decision-making powers and whether he chose to exercise these or bring such a decision back to the Board was a matter for him.

Councillor Boden, seconded by Mr Adams, proposed an additional recommendation that the Board:

Support, in principle, the use of £1.88m of existing medium term financial plan (MTFP) budget to complete design work and land acquisitions for the three remaining schemes within the Wisbech Access Strategy project, subject to the business case being received by the Board.

On being out to the vote, the recommendation was approved unanimously.

The Mayor stated that he shared the Board's frustrations at the overspends and delays seen on infrastructure projects. He was committed to improving the life chances of the residents of Wisbech, but he also wanted to make sure that any decisions were made properly and in accordance with good governance. On that basis, a further report would be prepared by officers and the Board would convene in August for this to be considered.

It was resolved to:

- a) Reject the Project Change Request for the Wisbech Access Strategy Project.
- b) To note that officers will work with Wisbech Access Strategy Project lead to explore all implications and consequences of next steps for the project and report to next Combined Authority Board meeting.
- c) Note the other programme updates contained in the report to the Business Board on 14 July 2021.
- d) Support, in principle, the use of £1.88m of existing medium term financial plan (MTFP) budget to complete design work and land acquisitions for the three

remaining schemes within the Wisbech Access Strategy project, subject to the business case being received by the Board.

Councillor Gough left the meeting at 1.30pm.

58. Market Towns Programme - Approval of Change Requests for Huntingdonshire and East Cambridgeshire to Extend Funding Expenditure Timelines

The Board was invited to approve two requests submitted by Huntingdonshire District Council to extend the funding timelines of the St Neots Future High Street Fund Scheme and the St Neots Masterplan (Phase 1) and a request from East Cambridgeshire District Council to extend the funding timeline on their remaining Market Towns budget allocation for the towns of Ely, Soham and Littleport.

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

- a) approve the request received from Huntingdonshire District Council to extend the funding timeline on their Market Towns budget allocation of £3,100,000 to March 2024 as match investment to the St Neots Future High Street Fund Scheme.
- b) approve the request received from Huntingdonshire District Council to extend the funding timeline and spend profile on their remaining budget allocation of £609,655 to March 2023 for St Neots Masterplan (Phase 1).
- c) approve the request received from East Cambridgeshire District Council to extend the funding timeline on their remaining Market Towns budget allocation of £2,144,000 to March 2023 for the towns of Ely, Soham and Littleport.

59. March – Future High Streets Funding Bid: Additional Combined Authority Match Funding

The report contained four 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 Mayor asked whether any member of the Board wanted to discuss the exempt appendix. No member expressed the wish to do so.

The Board was advised that Fenland District Council had applied for an additional £1.1m additional Combined Authority funding for the March Future High Street Fund (FHSF) Programme. The Board had previously approved funding of £900k for this project. Should the Board decide to approve any additional funding this would be managed through the Market Towns Programme for consistency. An independent evaluation of the proposal had been carried out in accordance with the assurance framework. This had identified the four options which were set out in the report, although these were for the Board's information only and did not constrain its decision. No officer recommendation had been made. If the additional funding was

not approved there was a risk that the Ministry of Housing, Communities and Local Government (MHCLG) might reduce or withdraw its funding award meaning that the project might no longer be viable. If the Board was minded to approve the request for additional funding a full business case would be required as the funding was currently within the subject to approval section of the medium term financial plan.

Councillor Boden commented that he supported Option 1, to approve the request for an additional £1.1m. The planned schemes would be transformational for March which was a town which was second only to Wisbech on the Index of Multiple Deprivation. If approved, it would also unlock the MHCLG funding.

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

- a) Consider the four options identified from the independent appraisal report in response to Fenland District Council's application for an additional £1.1m of Combined Authority funding towards the March Future High Streets Fund Programme under Market Towns Programme.
- b) Approve the additional £1,100,000 requested by Fenland District Council (Option 1), subject to the business case being received by the Board.

The meeting was adjourned from 1.43 to 1.47pm.

Councillor Fuller left the meeting at 1.43pm.

60. Digital Skills Bootcamps

This key decision was added to the Forward Plan on 16 July 2021 under general exception arrangements.

The Board was informed of the success of a competitive consortium bid to the Department for Education (DfE) which had been led by the Combined Authority for the delivery of Digital Bootcamps in the East of England. This would provide support to 805 learners aged 19 or over who were either in employment and looking to upskill or who were currently unemployed in the period to March 2022. There were two approved delivery partners and an early decision was required due to the urgency of mobilising the contract.

Mr Adams commented that it would be useful to share an evaluation of the data with the Business Board when this project was completed in 2022 to inform future work.

The Mayor welcomed the successful bid, but commented that he was not keen on the 'bootcamps' terminology.

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

- a) Approve the contract for Skills Bootcamps, Wave 2 Lot 1 and associated funding for the delivery of Digital Bootcamps in the East of England. The contract value is £1,826,250 with delivery of the Bootcamps to be complete by 31 March 2022.

- b) Delegate to the Director of Business and Skills, in consultation with the Chief Finance Officer, authority to award and enter into contracts with consortia partners.

61. Investment Fund Gateway Review

The Board was invited to note that the Combined Authority Investment Fund had successfully passed its first Gateway Review and the consequent confirmation of the next tranche of £100 million Gainshare funding. As the next Gateway Review approached there would be an expectation to show delivery outcomes and this would be tied in to the format of future performance reporting.

Mr Adams expressed his thanks and congratulations to all involved in securing this outcome.

Ministers' decision that the Combined Authority Investment Fund has passed its first Gateway Review, and the consequent confirmation of the next tranche of £100 million Gainshare funding was noted.

62. Active Travel

The Board was advised that in order to be considered for the next stage of Active Travel Funding proposals would need to be submitted to the Department for Transport (DfT) by 8 August 2021. As the Board would not meet again before that date it was being invited now to agree the approach to be taken. The Combined Authority had received £2.9m under the previous funding round which had been shared across Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) as the two local highways authorities. Three areas were proposed for the next funding round. These were active travel capital funding projects, where both CCC and PCC were currently working up schemes; mini hollands, where expressions of interest by both CCC and the Greater Cambridge Partner (GCP) were being worked up; and GP prescribing of active travel as part of the social prescribing offer. Officers were engaging with the CCC Public Health team on this.

The Mayor stated that he was pleased to see GP prescribing of active travel amongst the proposals and that he would be happy to work with officers and the medical profession on developing this strand.

Councillor Boden commented that he was happy to support the proposals, subject to an assurance that the bids would be drawn up in consultation with district councils within the Combined Authority area. The Head of Transport stated that officers were engaging with CCC and PCC on that basis, but that he would take this comment on board.

Councillor Bailey commented that the use of mini hollands in isolation could be problematic and that they needed to be planned alongside wider transport issues. She further commented that consultation with district councils ahead of the first tranche of Active Travel Funding had been very poor and that East Cambridgeshire had not benefitted at all due to the parameters around that finding. Proposals around traffic flow in Soham and Ely town centres had been rolled forward, but these were

not now being progressed by the county council so East Cambridgeshire would not be benefitting from the second tranche of funding either. Instead, the district council was looking to progress several projects themselves, but this represented significant investment for a small local authority. Councillor Meschini commented that she would discuss this issue with colleagues at the county council.

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

- a) Agree the approach to submitting active travel funding proposals to the government set out in this paper.

By recommendation to the Combined Authority Board

Business Board recommendations to the Combined Authority

63. Business Board Annual Report and Delivery Plan

The Board was invited to approve the Business Board's annual report for 2022/21 and its annual delivery plan for 2021/22.

Mr Adams commented that the Business Board had also recommended a new budget of £15k be approved to produce both a publishable and digital version of the annual report and delivery plan. This was considered important in order to document and publicise the Business Board's achievements since it was established. This would then be used to demonstrate that the funding received by successful bidders was being well managed and well spent in order to attract future funding. The Mayor asked that it be recorded that he endorsed this proposal and wished to acknowledge the good work being done by the Business Board.

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

- a) approve the Business Board's Annual Report (2020-21) and Annual Delivery Plan (2021-22), and approve submission of both documents to the Department for Business, Energy & Industrial Strategy (BEIS);
- b) approve a new budget of £15k to implement design work to develop and produce a publishable version of the Annual Report and Delivery Plan, and digital platform, to better communicate and showcase achievements of the Business Board, to be funded from Enterprise Zones Reserve Fund.

64. Business Board Performance Assessment Framework and Recruitment Process

Mr Adams explained that the Business Board was seeking approval to carry out an evaluation of the Business Board and individual private sector members using monies from the Enterprise Zones Reserve Funds. If approved, the expenditure would be capped at a maximum of £35k (plus VAT). This practice was not uncommon in the

private sector and would apply to all private sector members, including the chair. A number of Business Board members were approaching the point where they would require re-election so the timing was good. The Business Board had challenged officers on the proposed budget which they felt seemed quite high and this was why approval was being sought for a sum of up to £35k plus VAT. It would be delivered for less if this was possible.

Councillor Boden asked whether all private sector members of the Business Board would welcome this process. Mr Adams stated that the proposal had been endorsed unanimously.

Councillor Bailey asked why the work would be funded from the Enterprise Zones Reserve Fund. Officers stated that this had been seen as the most appropriate budget.

The Mayor expressed the hope that the Business Board would continue to attract such excellent candidates as members and that someone with a trades union background might be considered for membership as happened with some other combined authorities.

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

Approve the use of the Enterprise Zones Reserve Fund to fund the evaluation of the Business Board and individual private sector members, to a maximum budget cap of £35k (plus VAT).

65. Business Expenses and Allowances Scheme

Mr Adams made a declaration of interest in relation to this item at the start of the meeting in relation to his role as Chair of the Business Board (minute 41 above refers). He left the meeting for the duration of this item and the vote.

The Board was invited to agree that an amendment be made to the Business Board Expenses and Allowances Scheme to include the option for members to forgo remuneration payments if they wished. The Mayor commented that it was an act of generosity by the Business Board to recommend this.

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

Approve an amendment to be made to the Business Board Expenses and Allowances Scheme to include the option for members to forgo remuneration payments.

Mr Adams returned to the meeting room after the vote.

67. High Performance Computing Study and Roadmap

The Board's approval was sought to commission the development of a feasibility study for the High-Performance Computing and Artificial Intelligence capability to

support the Digital cluster development across the Greater Cambridge and wider Combined Authority area. Capacity in this area was a constraint for some smaller companies needing super computing power. If approved, this work would help retain and strengthen Cambridge's position so that business did not move away. Quotes had been obtained ranging from £25k to over £100k and the recommendation sought approval for a budget of £46k.

Mr Adams stated that this proposal arose in part from a passionate interest in this area by a member of the Business Board, although he wished to make clear that no vested interest was involved.

Councillor Bailey sought clarification of why it was proposed to use Enterprise Zone Reserve Funding for this project. She had asked the same question in relation to the earlier discussion of funding for the Business Board performance assessment framework and recruitment process (minute 64 above refers) and was concerned about the detrimental impact this could have on work in support of enterprise zones. The Director of Business and Skills stated that the Local Growth Fund was the Business Board's main funding source and the current tranche was now fully committed. Enterprise Zone Reserve Funding was given to local enterprise partnerships to use between LGF funding programmes to enable their normal work to progress.

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

Approve £46,000 Enterprise Zone Reserve Funding to commission the development of a feasibility study for the High-Performance Computing and Artificial Intelligence capability to support the Digital cluster development across the Greater Cambridge and wider Combined Authority area.

(Mayor)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item 1.2, Appendix 1

Combined Authority Board – Minutes Action Log

Purpose: The action log contains actions recorded in the minutes of Combined Authority Board meetings and provides an update on officer responses.

| Minute | Report title | Lead officer | Action | Response | Status |
|--------|--------------------------------------|-----------------------------------|---|---|--------|
| 4. | Membership of the Combined Authority | Robert Parkin, Monitoring Officer | Cllr Boden asked that the proposals to amend the Constitution to enable a Non-Statutory Deputy Mayor to be appointed from the membership of the Combined Authority Board to be circulated at the earliest opportunity to allow Board members and their legal advisers to review them. | <p>A paper will be brought to a future Leaders' Strategy meeting which sets out any proposed changes to the constitution.</p> <p>This will be released early to enable Members to review in full.</p> | Open |

| Minute | Report title | Lead officer | Action | Response | Status |
|--------|--------------------------------|-----------------------------------|---|--|--------|
| 12. | Calendar of Meetings 2021/22 | Robert Parkin, Monitoring Officer | Cllr Boden asked that a future Board meeting be held in Wisbech and that future Board meetings should start at 10.00am rather than 10.30am. There was no dissent. | Officers continue to search for suitable venues for meetings and are looking at options in Wisbech. | Open |
| 12. | Calendar of Meetings 2021/22 | Robert Parkin, Monitoring Officer | Cllr Herbert asked for better agenda management to reduce the length of Board meetings. | Business is put to the Combined Authority Board at the request of Directors. The governance team seek to manage business away from the Combined Authority Board where appropriate, however a change to the amount of business to the Combined Authority Board will depend upon a review of the overall governance arrangements which will be brought to a Leaders' strategy meeting. | Open |
| 19. | Appointment of Chief Executive | Robert Parkin, Monitoring Officer | The Monitoring Officer undertook to share with the Board the documentation around the decision to keep the name of the preferred candidate exempt at this time. | 20.07.21 The process of review has now completed, and a narrative will be provided to members of the board. | Open |

| Minute | Report title | Lead Officer | Action | Response | Status |
|--------|---|--------------------------------|---|--|--------|
| 45. | Forward Plan | Robert Parkin | A report of the format of Business Board meetings would be added to the Forward Plan. | 10.08.21: A report had been added to the Forward Plan to go to the Combined Authority Board on 29 September 2021. | Closed |
| 45. | Forward Plan | Robert Parkin | To annotate the Forward Plan published with Combined Authority Board reports to show changes from the previous iteration. | 29.07.21: This format will be used in future. | Closed |
| 48. | Appointment of Independent Remuneration Panel to review the Members' Allowance Scheme | Robert Parkin | The Mayor agreed that this report would be brought to the next meeting. | 10.08.21: This report has been added to the Forward Plan for 29 September 2021. | Closed |
| 49. | Performance Report and Devolution Deal Update | Paul Raynes/ Roberta Fulton | Officers were asked to look at how differences in performance within different areas within the Combined Authority's geography could be expressed in future reports. | 09.08.21: Officers will consider this, as a refreshed format of the Performance Report is identified for the future. | Open |
| 49. | Performance Report and Devolution Deal Update | Paul Raynes/ Roberta Fulton | Officers were asked to produce a fuller description of progress to date against Devolution Deal commitments before the end of the year, to be considered either by the Board or at a Leaders' strategy meeting. | 09.08.21: Officers will consider this, as a refreshed format of the Performance Report is identified for the future. | Open |
| 49. | Performance Report and Devolution Deal Update | Paul Raynes/ Roberta Fulton | Officers were asked to include a forward forecast/ projections in future reports. | 09.08.21: Officers will consider this, as a refreshed format of the Performance Report is identified for the future. | Open |

| Minute | Report title | Lead Officer | Action | Response | Status |
|--------|--|--------------------------------|--|---|--------|
| 49. | Performance Report and Devolution Deal Update | Paul Raynes/ Roberta Fulton | Officers to update the section on health to reflect the current position in relation to integrated working between health and social care in future reports. | 09.08.21: This will be reviewed closely, during the next update of the Devolution Deal report. | Open |
| 51. | Angle Holdings: Directorship | Robert Parkin | To review the conventions around Board members leaving the meeting room for items other than those in which they have a disclosable pecuniary interest. | | |
| 53. | Budget Monitor Update | Jon Alsop/ Directors | To have a clear definition in future reports about what geographical areas are covered when references is made to the Fens or to the north of the Combined Authority area. | 10.08.21: This has been noted by officers. | Open |
| 54. | Zero Emission Bus Regional Areas (ZEBRA) Phase 2 | Paul Raynes/ Rowland Potter | The Deputy Mayor asked that the Combined Authority should investigate opportunities for the re-location of Stagecoach with some urgency and to look at how all bus operators could benefit from in-road charging and wireless charging for electric buses. | 09.08.21: Officers are engaging with Peterborough City Council officers on Peterborough's future transport strategy and will revive previous conversations on this as part of that. | Closed |
| 60. | Digital Skills Bootcamps | John T Hill/ Fliss Miller | To share the evaluation data with the Business Board when this project was completed in 2022 to inform future work. | 12.08.21. This has been added to the Business Board agenda plan following the completion of the project in March 2022. | Closed |

| Minute | Report title | Lead Officer | Action | Response | Status |
|--------|--------------------------|--------------------------------|---|---|--------|
| 62. | Active Travel Management | Paul Raynes/ Rowland Potter | Officers were asked to ensure that bids were drawn up in consultation with the district and city councils within the county council's area. | 09.08.21: This is being actively pursued. | Closed |

Cambridgeshire and Peterborough Combined Authority Forward Plan of Executive Decisions

(Annotated version)

Published 17 August 2021

The Forward Plan is an indication of future decisions. Please note that it is subject to continual review and may be changed in line with any revisions to the priorities and plans of the CPCA. It is re-published on a monthly basis to reflect such changes.

Purpose

The Forward Plan sets out all of the decisions which the Combined Authority Board and Executive Committees will be taking in the coming months. This makes sure that local residents and organisations know what decisions are due to be taken and when.

The Forward Plan is a live document which is updated regularly and published on the [Combined Authority website](#) (click the Forward Plan' button to view). At least 28 clear days' notice will be given of any key decisions to be taken.

What is a key decision?

A key decision is one which, in the view of the Overview and Scrutiny Committee, is likely to:

- i. result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to (usually £500,000 or more); or
- ii. have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

Non-key decisions and update reports

For transparency, the Forward Plan also includes all non-key decisions and update reports to be considered by the Combined Authority Board and Executive Committees.

Access to reports

A report will be available to view online one week before a decision is taken. You are entitled to view any documents listed on the Forward Plan after publication, or obtain extracts from any documents listed, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on this notice can be requested from Robert Parkin, Chief Legal Officer and Monitoring Officer for the Combined Authority at Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk.

The Forward Plan will state if any reports or appendices are likely to be exempt from publication or confidential and may be discussed in private. If you want to make representations that a decision which it is proposed will be taken in private should instead be taken in public please contact Robert Parkin, Chief Legal Officer and Monitoring Officer at Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk at least five working days before the decision is due to be made.

Notice of decisions

Notice of the Combined Authority Board's decisions and Executive Committee decisions will be published online within three days of a public meeting taking place.

Standing items at Executive Committee meetings

The following reports are standing items and will be considered by at each meeting of the relevant committee. The most recently published Forward Plan will also be included on the agenda for each Executive Committee meeting:

Housing and Communities Committee

1. Affordable Housing Programme Update
2. Community Housing Update

Skills Committee

1. Budget and Performance Report
2. Employment and Skills Board Update

Transport and Infrastructure Committee

1. Budget Monitor Update
2. Performance Report

Combined Authority Board – 25 August 2021

Governance items

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|----|---|--|------------------|-------------------|---|---|--|----------------------|---|
| 1. | Minutes of the meeting on 28 July 2021 and Action Log | Cambridgeshire and Peterborough Combined Authority Board | 25 August 2021 | Decision | To approve the minutes of the previous meeting and review the action log. | Relevant internal and external stakeholders | Richenda Greenhill, Democratic Services Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 2. | Annotated Forward Plan | Cambridgeshire and Peterborough Combined Authority Board | 25 August 2021 | Decision | To approve the latest version of the forward plan. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

Combined Authority Decisions

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|----|--|--|------------------|--|--|---|---|----------------------|---|
| 3. | Wisbech Access Strategy Project NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 25 August 2021 | Key Decision 2021/049 [General Exception] | To seek approval for the drawdown of subject to approval funding in the Medium Term Financial Plan for the Wisbech Access Strategy project. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 4. | March – Future High Streets Funding Bid Scheme: Business case for additional Combined Authority funding [This report may contain | Cambridgeshire and Peterborough Combined Authority Board | 25 August 2021 | Key Decision 2021/046 [General Exception] | To consider the business case from Fenland District Council in request of Combined Authority funding towards the March Future High Street Fund scheme. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|----|---|--|------------------|-------------------|---|---|---|----------------------|--|
| | exempt appendices] NEW ITEM | | | | | | | | |
| 5. | Peterborough Station Quarter NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 25 August 2021 | Decision | To consider a funding request to prepare a Strategic Outline Business Case (SOBC) to support investment proposals for Peterborough Rail Station and a potential future Levelling Up Fund bid. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|----|--|--|------------------|--|--|---|---|----------------------|--|
| 6. | iMET Opportunity and Combined Authority Accommodation Needs NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 25 August 2021 | Key Decision KD2021/054 [General Exception] | To advise the Board of the latest position on a potential opportunity to acquire the iMET building at Alconbury Weald for the Combined Authority's own office accommodation requirement and use, or alternatively considering instructing agents to conduct a market search for other potential opportunities to meet the CPCA's office needs, output to be reported back to the Board at a future date. | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

Housing and Communities Committee – 6 September 2021

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|----|--|-----------------------------------|------------------|-----------------------|--|---|---|---|---|
| 7. | Affordable Housing Programme Scheme Approvals – September 2021 | Housing and Communities Committee | 6 September 2021 | Key Decision 2021/012 | To consider and approve allocations to new schemes within the Affordable House Programme. | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 8. | Affordable Housing Principles | Housing and Communities Committee | 6 September 2021 | Decision | To consider adopting principles to underpin an affordable housing strategy for the period from 2022 – 2025 | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|-----------------------------------|------------------|-------------------|--|---|---|---|--|
| 9. | £100K Homes Policy Closure NEW ITEM | Housing and Communities Committee | 6 September 2021 | Decision | To consider proposals to cease the £100K Homes policy as it is effectively being replaced at national level by the First Homes policy and to make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| 10. | Houghton and Wyton Community Land Trust's Start-up Grant Application | Housing and Communities Committee | 6 September 2021 | Decision | To approve Houghton and Wyton Community Land Trust's application for grant funding. | Relevant internal and external stakeholders | Emma Grima Commercial Director | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

Transport and Infrastructure Committee – 8 September 2021

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|----------------------------------|--|------------------|-------------------|--|---|--|----------------------|---|
| 11. | Local Transport Plan Update | Transport and Infrastructure Committee | 8 September 2021 | Decision | To provide an update on the Local Transport Plan refresh. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 12. | Development of Key Route Network | Transport and Infrastructure Committee | 8 September 2021 | Decision | To consider proposals for funding the development of a Key Route Network and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

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|-----|--|--|------------------|----------|--|---|--|----------------------|---|
| 13. | E-Scooter and E-Bike Update | Transport and Infrastructure Committee | 8 September 2021 | Decision | To provide an update on the scheme and Department for Transport survey outcomes. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 14. | Bus Strategy | Transport and Infrastructure Committee | 8 September 2021 | Decision | To provide an update on National Bus Strategy work. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 15. | Transforming Cities Fund Annual Report | Transport and Infrastructure Committee | 8 September 2021 | Decision | To note the Transforming Cities Annual Report. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and |

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|-----|---|--|------------------------|----------|---|--|--|-------------------------|---|
| | | | | | | | | | relevant appendices to be published |
| 16. | A505 | Transport and Infrastructure Committee | 8 September 2021 | Decision | To receive the Pre-Strategic Outline Business case and make recommendations to the Combined Authority Board on next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| | Segregated Cycling Study Holme to Sawtry REMOVED | Transport and Infrastructure Committee | 8 September 2021 | Decision | To consider proposals for funding a Segregated Cycling Study for Holme to Sawtry and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

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|--|---|--|------------------|----------|--|---|--|----------------------|--|
| | Harston Capacity Study REMOVED | Transport and Infrastructure Committee | 8 September 2021 | Decision | To consider proposals for funding a Harston Capacity Study and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| | A142 Chatteris to Snailwell Study REMOVED | Transport and Infrastructure Committee | 8 September 2021 | Decision | To consider proposals for funding an A142 to Snailwell study and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| | Sawston Station Study REMOVED | Transport and Infrastructure Committee | 8 September 2021 | Decision | To consider proposals for funding a Sawston Station Study and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and |

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| | | | | | | | | | relevant appendices to be published |
|--|--|--|--|--|--|--|--|--|--|

Skills Committee – 13 September 2021

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|------------------|-------------------|-------------------|---|---|--|--|---|
| 17. | Growth Works Management Review September 2021 | Skills Committee | 13 September 2021 | Decision | To monitor and review programme delivery and performance. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 18. | Digital Bootcamps Update | Skills Committee | 13 September 2021 | Decision | To note the successful bid to the Department | Relevant internal and | John T Hill | Councillor Lucy Nethsingha | It is not anticipated that there |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--------------------------------|------------------|-------------------|-------------------|---|---|--|--|---|
| | | | | | for Education for delivery of Digital Bootcamps in the East of England. | external stakeholders | Director of Business and Skills | Lead Member for Skills | will be any documents other than the report and relevant appendices to be published. |
| 19. | Employment and Skills Strategy | Skills Committee | 13 September 2021 | Decision | To consider the draft Employment and Skills Strategy. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---------------------------------|------------------|-------------------|-------------------|--|---|--|--|---|
| 20. | Careers Hub | Skills Committee | 13 September 2021 | Decision | To note the Combined Authority Board's decision in relation to the recommendation to approve additional future funding to the Careers Hub. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 21. | Implications of the Skills Bill | Skills Committee | 13 September 2021 | Decision | To update the Skills Committee on the passage of the Skills Bill and highlight the implications for the Combined Authority. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|------------------|-------------------|-------------------|---|---|--|--|--|
| | | | | | | | | | to be published. |
| | Adult Education Budget: Lifetime Skills Guarantee Marketing Campaign REMOVED | Skills Committee | 13 September 2021 | Decision | To update the Skills Committee about the Unlock with Level 3 marketing campaign. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 22. | Adult Education Budget: Reserve Fund and Innovation Fund for 2021/22 | Skills Committee | 13 September 2021 | Decision | To consider proposals to allocate and contract funds from the Adult Education Budget Reserve Fund and allocate, | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|----------------|------------------|-------------------|---|--------------|--------------|-------------|--|
| | | | | | launch and contract funds from an Innovation Fund for 2021/22 and make recommendations to the Combined Authority Board. | | | | relevant appendices to be published. |

Combined Authority Board – 29 September 2021

Governance items

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|-------------------|-------------------|---|---|--|----------------------|---|
| 23. | Minutes of the meeting on 28 July 2021 and Action Log | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To approve the minutes of the previous meeting and review the action log. | Relevant internal and external stakeholders | Richenda Greenhill, Democratic Services Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 24. | Annotated Forward Plan | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To approve the latest version of the forward plan. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|-------------------|-------------------|---|---|---|----------------------|---|
| 25. | Update to Membership of the Combined Authority Board and Committees NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To note updates to the membership of the Combined Authority Board and Committees. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 26. | Appointment of Independent Remuneration Panel to review Members Allowance Scheme | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To invite the Combined Authority Board to agree that an Independent Remuneration Panel be requested to review the Members' Allowances Scheme in | Relevant internal and external stakeholders, including the Audit and Governance Committee | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|-------------------|-------------------|---|--|--|---|---|
| | | | | | relation to the Mayor's allowance. | | | | |
| 27. | Overview and Scrutiny Committee Arrangements: Review of Recommendations from the Centre for Governance and Scrutiny NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To present the findings of the review by the Centre for Governance and Scrutiny of the arrangements of the Overview and Scrutiny Committee and actions taken. | Relevant internal and external stakeholders, including the Overview and Scrutiny Committee | Rochelle Tapping Deputy Monitoring Officer | Councillor Lorna Dupré Chair of the Overview and Scrutiny Committee | Relevant internal and external stakeholders, including the Audit and Governance Committee |
| 28. | Corporate Risk Management Strategy and Risk Register | Cambridgeshire and Peterborough | 29 September 2021 | Decision | To review and approve the Corporate Risk Management | Relevant internal and external stakeholders, | Robert Parkin Chief Legal Officer and | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|-----------------------|--|-------------------|-------------------|---|--|--|----------------------|---|
| | | Combined Authority Board | | | Strategy and Risk Register. | including the Audit and Governance Committee | Monitoring Officer | | documents other than the report and relevant appendices. |
| 29. | Budget Monitor Update | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2031 | Decision | To provide an update on the revenue and capital budgets for the year to date. | Relevant internal and external stakeholders | Jon Alsop Section 73 Chief Finance Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Combined Authority Decisions

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|-------------------|-------------------|--|---|-------------------------------------|----------------------|---|
| | CAM Shareholder Report REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To consider the CAM Shareholder report | Relevant internal and external stakeholders | Chief Executive | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 30. | OneCAM - Future of programme/ Future Options for OneCAM Company NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To seek a decision from the Combined Authority Board on the future of the OneCAM company | Relevant internal and external stakeholders | Kim Sawyer, Interim Chief Executive | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|-------------------|-------------------|---|---|--|----------------------|---|
| | | | | | | | | | to be published. |
| 31. | Local Transport Plan Refresh NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To provide an update on the Local Transport Plan refresh. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|-------------------|-------------------|---|---|--|----------------------|---|
| 32. | Consultancy Cost Review / Strategy NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To update the Board in relation to the appropriate short term use of consultants for specific delivery need, where an internal capability or capacity gap is clearly identified and expressed. The process of engagement, approval, and post activity evaluation. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 33. | Combined Authority and Cambridgeshire and Peterborough Business Growth | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To approve an intra-company agreement between the Combined Authority and the Cambridgeshire | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|---|----------------|------------------|-------------------|--|--------------|--------------|-------------|--|
| | Company Limited (Growth Co) Intra-Company Agreement | | | | and Peterborough Business Growth Company Ltd (Growth Co) | | | | and relevant appendices. |

By recommendation to the Combined Authority

Recommendations from the Transport and Infrastructure Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|----------------|------------------|-------------------|-------------------|--------------|--------------|-------------|--|
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| 34. | Bus Strategy | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Key Decision 2021/034 | To provide an update on National Bus Strategy work. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 35. | Cambridge South Station NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Key Decision 2021/047 | To consider the recommendation that the savings made by Network Rail should be retained by Network Rail and that the underspend on the previous planning phase should be used to support future work. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | | | | | | | | | |
|-----|--|--|-------------------|----------|---|---|--|----------------------|--|
| 36. | Development of Key Route Network | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To consider proposals for funding the development of a Key Route Network. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| 37. | A505 | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To receive the Pre-Strategic Outline Business case decide next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| | Segregated Cycling Study Holme to Sawtry REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To consider proposals for funding a Segregated Cycling Study for Holme to Sawtry. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and |

| | | | | | | | | | |
|--|--|--|-------------------|----------|---|---|--|----------------------|--|
| | | | | | | | | | relevant appendices to be published |
| | Harston Capacity Study REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To seek approval of funding for Harston Capacity Study. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| | A142 Chatteris to Snailwell Study REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To consider proposals for funding an A142 to Snailwell study. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

| | | | | | | | | | |
|--|---|--|-------------------|----------|--|---|--|----------------------|--|
| | Sawston Station Study REMOVED | Transport and Infrastructure Committee | 29 September 2021 | Decision | To consider proposals for funding a Sawston Station Study. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
|--|---|--|-------------------|----------|--|---|--|----------------------|--|

Recommendations from the Housing and Communities Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|-------------------|-----------------------|--|---|---|---|--|
| 38. | £100K Homes Policy Closure NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Key Decision 2021/051 | To consider proposals to cease the £100K Homes policy as it is effectively being replaced at national level by | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|----------------|------------------|-------------------|-------------------------|--------------|--------------|-------------|--|
| | | | | | the First Homes policy. | | | | and relevant appendices to be published |

Recommendations from the Skills Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|-------------------|-----------------------|---|---|--|--|---|
| 39. | Adult Education Budget: Reserve Fund and Innovation Fund for 2021/22 | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Key Decision 2021/042 | To seek approval and authority to allocate and contract funds from the Adult Education Budget Reserve Fund and allocate, launch and contract funds from an Innovation Fund for 2021/22. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Recommendations from the Business Board

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|-------------------|-------------------|---|--|--|---|---|
| 40. | Format of Business Board Meetings NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To consider the implications of holding Business Board meetings in public. | Relevant internal and external stakeholders including the Audit and Governance Committee | John T Hill Director of Business and Skills | Austen Adams Chair of the Business Board | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 41. | Business Board Membership: Proposed Amendment to the Constitution | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Decision | To consider a recommendation from the Business Board to amend the Constitution in relation to | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Austen Adams Chair of the Business Board | It is not anticipated that there will be any documents other than the report |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|----------------|------------------|-------------------|--|--------------|--------------|-------------|--|
| | NEW ITEM | | | | requirements for Private Sector Representatives of the Business Board. | | | | and relevant appendices to be published. |

Combined Authority Board – 27 October 2021

Governance items

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|---------------------------------|------------------|-------------------|--|---|--------------------------------|----------------------|--|
| 42. | Minutes of the meeting on 29 September | Cambridgeshire and Peterborough | 27 October 2021 | Decision | To approve the minutes of the previous meeting and | Relevant internal and external stakeholders | Richenda Greenhill, Democratic | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|--|---|---|----------------------|---|
| | 2021 and Action Log | Combined Authority Board | | | review the action log. | | Services Officer | | documents other than the report and relevant appendices. |
| 43. | Annotated Forward Plan | Cambridgeshire and Peterborough Combined Authority Board | 27 October 2021 | Decision | To approve the latest version of the forward plan. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 44. | Appointment of Independent Persons NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 27 October 2021 | Decision | To approve the appointment of two Independent Persons. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|----------------|------------------|-------------------|-------------------|--------------|--------------|-------------|--|
| | | | | | | | | | |

Combined Authority Decisions

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-----------------------|--|---|--|----------------------|--|
| 45. | Local Transport Plan NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 27 October 2021 | Decision | To seek approval to begin consultation on the refreshed Local Transport Plan | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |
| 46. | Bus Service Reform | Cambridgeshire and Peterborough | 27 October 2021 | Key Decision 2021/050 | To seek approval for the publication of | Relevant internal and | Paul Raynes | Mayor Dr Nik Johnson | It is not anticipated that there |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|--------------------------|------------------|-------------------|---|-----------------------|-----------------------------------|-------------|---|
| | NEW ITEM | Combined Authority Board | | | the Bus Service Improvement Plan, and approval of the Outline Business Case to go to public consultation. | external stakeholders | Director of Delivery and Strategy | | will be any documents other than the report and relevant appendices to be published |

Housing and Communities Committee – 3 November 2021

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|-----------------------------------|------------------|-----------------------|--|---|---|---|--|
| 47. | Affordable Housing Programme Scheme Approvals: November 2021 | Housing and Communities Committee | 3 November 2021 | Key Decision 2021/013 | To consider and approve allocations to new schemes within the Affordable | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|-----------------------------------|------------------|-------------------|--|---|--|---|--|
| | | | | | House Programme. | | | | and relevant appendices to be published. |
| 48. | Connecting Cambridgeshire Strategy Review Deferred from September | Housing and Communities Committee | 3 November 2021 | Decision | To provide an update on to targets and future direction of the Cambridgeshire and Peterborough Digital Connectivity Infrastructure strategy for 2021-2025. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

Transport and Infrastructure Committee – 8 November 2021

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-------------------|--|---|--|----------------------|---|
| 49. | March Area Transport Study Outline Business Case | Transport and Infrastructure Committee | 8 November 2021 | Decision | To consider the Outline Business Case and make recommendations to the Combined Authority Board on the next stage of the project. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 50. | Local Transport Plan Update | Transport and Infrastructure Committee | 8 November 2021 | Decision | To provide an update on the Local Transport Plan refresh. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-------------------|---|---|--|----------------------|---|
| 51. | Wisbech Rail Update | Transport and Infrastructure Committee | 8 November 2021 | Decision | To provide an update on the project and outline next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| | A1260 Nene Parkway Junction 15 REMOVED | Transport and Infrastructure Committee | 8 November 2021 | Decision | To consider the Full Business Case and a request to approve the drawdown construction funds and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|--|---|--|----------------------|---|
| 52. | St Ives Strategic Outline Business Case | Transport and Infrastructure Committee | 8 November 2021 | Decision | To review outcomes from the Strategic Outline Business Case and next steps and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 53. | A141 Strategic Outline Business Case | Transport and Infrastructure Committee | 8 November 2021 | Decision | To review outcomes from the Strategic Outline Business Case and make recommendations of next steps to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|---|---|--|----------------------|---|
| 54. | A10 Outline Business Case NEW ITEM | Transport and Infrastructure Committee | 8 November 2021 | Decision | To update the committee on the programme and arrangements for development of the Outline Business Case for the A10. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 55. | England's Economic Heartlands Peterborough-Northampton-Oxford Connectivity Study NEW ITEM | Transport and Infrastructure Committee | 8 November 2021 | Decision | To review and feedback on the outputs of the England's Economic Heartland's Peterborough-Northampton-Oxford connectivity study. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Skills Committee – 10 November 2021

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|------------------|------------------|-------------------|---|---|--|--|---|
| 56. | Opportunities to develop the Greater South East Energy Hub Deferred from September | Skills Committee | 10 November 2021 | Decision | To note the opportunities for a green supply chain and skills requirements in the Cambridgeshire and Peterborough area. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 57. | Levelling Up Fund and Community Renewal Fund Bids Update Deferred from September | Skills Committee | 10 November 2021 | Decision | To provide and update on the outcome of the submission of bids to the Levelling Up Fund and Community Renewal Fund. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|------------------|------------------|-------------------|---|---|--|--|---|
| | | | | | | | | | relevant appendices to be published. |
| 58. | Adult Education Budget Commissioning Statement 2021 – 2025 Deferred from September | Skills Committee | 10 November 2021 | Decision | To approve the refreshed Adult Education Budget Commissioning Statement 2021 – 2025. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 59. | Adult Education Budget Commissioning Approach for 2022/23 onwards | Skills Committee | 10 November 2021 | Decision | To consider proposals to launch a tendering process for new Independent Training Providers from 2022/23 - 2024- | Relevant internal and external stakeholders | John T Hill Director of Business | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|------------------|------------------|-------------------|--|---|--|--|---|
| | NEW ITEM | | | | 25 and to approve a Plan-Led Funding approach for grant funded Colleges and local authorities and to make recommendations to the Combined Authority Board. | | and Skills | | the report and relevant appendices to be published. |
| 60. | Employment and Skills Strategy NEW ITEM | Skills Committee | 10 November 2021 | Decision | To consider the Employment and Skills Strategy for Cambridgeshire and Peterborough and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Combined Authority Board – 24 November 2021

Governance Items

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-------------------|---|---|--|----------------------|---|
| 61. | Minutes of the meeting on 27 October 2021 and Action Log | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To approve the minutes of the previous meeting and review the action log. | Relevant internal and external stakeholders | Richenda Greenhill, Democratic Services Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 62. | Annotated Forward Plan | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To approve the latest version of the forward plan. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|-----------------------|--|------------------|-------------------|---|---|--|----------------------|---|
| 63. | Budget Monitor Update | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To provide an update on the revenue and capital budgets for the year to date. | Relevant internal and external stakeholders | Jon Alsop Section 73 Chief Finance Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 64. | Performance Report | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To note the Combined Authority performance reporting Dashboard | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Combined Authority Decisions

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-----------------------|---|---|--|----------------------|---|
| | CAM Shareholder Report REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To consider the CAM Shareholder report | Relevant internal and external stakeholders | Chief Executive | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 65. | Response to the Independent Commission on Climate Change | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Key Decision 2021/025 | To approve a response to the Independent Commission on Climate Change's full recommendations. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|---|---|--|----------------------|---|
| 66. | County of Culture Deferred from September | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | Proposal for funding for a Full Business Case for a 2024 County of Culture. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

By recommendation to the Combined Authority

Recommendations from the Transport and Infrastructure Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|----------------------------|--|------------------|-----------------------|---|---|-------------------------------------|----------------------|--|
| 67. | March Area Transport Study | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Key Decision 2021/026 | To receive the Outline Business Case and decide | Relevant internal and external stakeholders | Paul Raynes Director of Delivery | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|---|---|--|----------------------|---|
| | Outline Business Case | | | | on the next stage of the project. | | and Strategy | | documents other than the report and relevant appendices. |
| 68. | Wisbech Rail Update | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To provide an update on the project and outline next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 69. | St Ives Strategic Outline Business Case | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To review outcomes from the Strategic Outline Business Case and recommended next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-----------------------|--|---|---|----------------------|---|
| | | | | | | | | | and relevant appendices to be published. |
| | A1260 Nene Parkway Junction 15 REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Key Decision 2021/032 | To consider the Full Business Case and a request to approve the drawdown construction. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 70. | A141 Strategic Outline Business Case | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To review outcomes from the Strategic Outline Business Case and recommendations on next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|----------------|------------------|-------------------|-------------------|--------------|--------------|-------------|--|
| | | | | | | | | | relevant appendices to be published. |

Recommendations from the Skills Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-----------------------|--|---|--|--|--|
| 71. | Adult Education Budget Commissioning Approach for 2022/23 onwards NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Key Decision 2021/053 | To consider proposals to launch a tendering process for new Independent Training Providers from 2022/23 - 2024-25 and to approve a Plan- | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices |

| | | | | | | | | | |
|-----|---|--|------------------|----------|--|---|--|--|---|
| | | | | | Led Funding approach for grant funded Colleges and local. | | | | to be published. |
| 72. | Employment and Skills Strategy NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To approve the Employment and Skills Strategy for Cambridgeshire and Peterborough. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Councillor Lucy Nethsingha Lead Member for Skills | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Recommendations from the Business Board

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---------------------------------|---------------------------------|------------------|-------------------|--------------------------------------|-----------------------|-----------------------------|--------------------------|--|
| 73. | Combined Authority Implications | Cambridgeshire and Peterborough | 24 November 2021 | Decision | To note the outcomes of Government's | Relevant internal and | John T Hill, Director of | Austen Adams Chair of | It is not anticipated that there |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-------------------|---|---|--|--|--|
| | of the Local Enterprise Partnership Review Deferred from September | Combined Authority Board | | | national Local Enterprise Partnership (LEP) Review. | external stakeholders | Business & Skills | the Business Board | will be any documents other than the report and relevant appendices to be published |
| 74. | Opportunities to develop the Greater South East Energy Hub Deferred from September | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To note the opportunities for a green supply chain and skills requirements in the Cambridgeshire and Peterborough area. | Relevant internal and external stakeholders | John T Hill, Director of Business & Skills | Austen Adams Chair of the Business Board | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|-------------------|-----------------------|--|---|--|---|---|
| 75. | Growth Works Inward Investment Service – request for recycled Local Growth Funds NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 29 September 2021 | Key Decision 2021/055 | To approve the use of £1,750,000 from recycled Local Growth Funds to be reinvested into the Inward Investment Service line within the Growth Works contract. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Austen Adams Chair of the Business Board | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |
| 76. | Enterprise Zones Programme Update Deferred from September | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To update the Board on the Enterprise Zones Programme. | Relevant internal and external stakeholders | John T Hill, Director of Business & Skills | Austen Adams Chair of the Business Board | It is not anticipated that there will be any documents other than the report and relevant appendices to be published |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-------------------|---|---|--|---|---|
| 77. | Levelling Up Fund and Community Renewal Fund Bids Update Deferred from September | Cambridgeshire and Peterborough Combined Authority Board | 24 November 2021 | Decision | To provide and update on the outcome of the submission of bids to the Levelling Up Fund and Community Renewal Fund. | Relevant internal and external stakeholders | John T Hill Director of Business and Skills | Austen Adams Chair of the Business Board | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Housing and Communities Committee – 10 January 2022

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|-------------------------------------|-----------------------------------|------------------|-----------------------|--|---|----------------|--------------------------|--|
| 78. | Affordable Housing Programme Scheme | Housing and Communities Committee | 10 January 2022 | Key Decision 2021/038 | To consider and approve allocations to new schemes | Relevant internal and external stakeholders | Roger Thompson | Councillor Lewis Herbert | It is not anticipated that there will be any |

| | | | | | | | | | |
|--|------------------------------|--|--|--|---|--|---|-------------------------------|---|
| | Approvals January 2022 | | | | within the Affordable House Programme. | | Director of Housing and Development | Lead Member for Housing | documents other than the report and relevant appendices. |
|--|------------------------------|--|--|--|---|--|---|-------------------------------|---|

Transport and Infrastructure Committee – 12 January 2022

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|-----------------------------|--|------------------|-------------------|--|---|--|----------------------|---|
| 79. | Local Transport Plan Update | Transport and Infrastructure Committee | 12 January 2022 | Decision | To provide an update on the Local Transport Plan refresh following consultation. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 80. | University Access Study | Transport and Infrastructure Committee | 12 January 2022 | Decision | To consider recommendations on the Outline Business Case | Relevant internal and external stakeholders | Paul Raynes Director of Delivery | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|-------------------------------|--|------------------|-------------------|--|---|--|----------------------|---|
| | | | | | Phase 1 and outline next steps and make recommendations to the Combined Authority Board. | | and Strategy | | documents other than the report and relevant appendices. |
| 81. | A47 Dualling | Transport and Infrastructure Committee | 12 January 2022 | Decision | To summarise outcome of the Highways England Review and outline next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 82. | Fenland Stations Regeneration | Transport and Infrastructure Committee | 12 January 2022 | Decision | To give an update on construction completion of March and Manea stations as part of the Fenland Stations | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|---|---|--|----------------------|---|
| | | | | | Regeneration programme. | | | | relevant appendices. |
| 83. | Bus Reform January 2022 NEW ITEM | Transport and Infrastructure Committee | 12 January 2022 | Decision | To provide an update on the results on the Bus Reform Outline Business Case public consultation and next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 84. | England's Economic Heartlands Peterborough-Northampton-Oxford Connectivity Study NEW ITEM | Transport and Infrastructure Committee | 12 January 2022 | Decision | To agree the outputs of the England's Economic Heartland's Peterborough-Northampton-Oxford connectivity study. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Combined Authority Board – 26 January 2022

Governance Items

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---|--|------------------|-------------------|---|---|--|----------------------|---|
| 85. | Minutes of the meeting on 24 November 2021 and Action Log | Cambridgeshire and Peterborough Combined Authority Board | 26 January 2022 | Decision | To approve the minutes of the previous meeting and review the action log. | Relevant internal and external stakeholders | Richenda Greenhill, Democratic Services Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 86. | Annotated Forward Plan | Cambridgeshire and Peterborough Combined Authority Board | 26 January 2022 | Decision | To approve the latest version of the forward plan. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 87. | Budget Monitor Update | Cambridgeshire and Peterborough | 26 January 2022 | Decision | To provide an update on the revenue and capital budgets | Relevant internal and external stakeholders | Jon Alsop Section 73 Chief | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--------------------|--|------------------|-------------------|--|---|--|----------------------|---|
| | | Combined Authority Board | | | for the year to date. | | Finance Officer | | documents other than the report and relevant appendices to be published. |
| 88. | Performance Report | Cambridgeshire and Peterborough Combined Authority Board | 26 January 2022 | Decision | To note the Combined Authority performance reporting Dashboard | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices to be published. |

Combined Authority Decisions

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|--|--|------------------|-------------------|---|---|-----------------|----------------------|---|
| | CAM Shareholder Report REMOVED | Cambridgeshire and Peterborough Combined Authority Board | 26 January 2022 | Decision | To consider the CAM Shareholder report. | Relevant internal and external stakeholders | Chief Executive | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

By recommendation to the Combined Authority Board

Recommendations from the Transport and Infrastructure Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-----------------------|---|---|--|----------------------|---|
| 89. | Bus Reform January 2022 NEW ITEM | Cambridgeshire and Peterborough Combined Authority Board | 26 January 2022 | Key Decision 2021/045 | To provide an update on the results on the Bus Reform Outline Business Case public consultation and next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 90. | University Access Study | Cambridgeshire and Peterborough Combined Authority Board | 26 January 2022 | Key Decision 2021/031 | To consider recommendations on the Outline Business Case Phase 1 and outline next steps. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 91. | A47 Dualling | Cambridgeshire and Peterborough | 26 January 2022 | Decision | To summarise outcome of the Highways England | Relevant internal and external stakeholders | Paul Raynes Director of Delivery | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|--------------------------|------------------|-------------------|--------------------------------|--------------|--------------|-------------|--|
| | | Combined Authority Board | | | Review and outline next steps. | | and Strategy | | documents other than the report and relevant appendices. |

Housing and Communities Committee – 9 March 2022

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|-----------------------------------|------------------|-----------------------|---|---|---|---|---|
| 92. | Affordable Housing Programme Scheme Approvals March 2022 | Housing and Communities Committee | 9 March 2022 | Key Decision 2021/039 | To consider and approve allocations to new schemes within the Affordable House Programme. | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices. |

| | | | | | | | | | |
|-----|---------------------------------|-----------------------------------|--------------|----------|--|---|---|---|---|
| 93. | Northern Fringe Progress Report | Housing and Communities Committee | 9 March 2022 | Decision | To receive a progress report on the Northern Fringe. | Relevant internal and external stakeholders | Roger Thompson Director of Housing and Development | Councillor Lewis Herbert Lead Member for Housing | It is not anticipated that there will be any documents other than the report and relevant appendices. |
|-----|---------------------------------|-----------------------------------|--------------|----------|--|---|---|---|---|

Transport and Infrastructure Committee – 14 March 2022

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---------------------------|--|------------------|-------------------|---|---|--|----------------------|---|
| 94. | Local Transport Plan 2022 | Transport and Infrastructure Committee | 14 March 2022 | Decision | To consider the Local Transport Plan refreshed document and make recommendations to the Combined Authority Board. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |

Combined Authority Board – 30 March 2022

Governance Items

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|--|--|------------------|-------------------|---|---|--|----------------------|---|
| 95. | Minutes of the meeting on 26 January 2022 and Action Log | Cambridgeshire and Peterborough Combined Authority Board | 30 March 2022 | Decision | To approve the minutes of the previous meeting and review the action log. | Relevant internal and external stakeholders | Richenda Greenhill, Democratic Services Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 96. | Annotated Forward Plan | Cambridgeshire and Peterborough Combined Authority Board | 30 March 2022 | Decision | To approve the latest version of the forward plan. | Relevant internal and external stakeholders | Robert Parkin Chief Legal Officer and Monitoring Officer | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report and relevant appendices. |
| 97. | Budget Monitor Update | Cambridgeshire and Peterborough | 30 March 2022 | Decision | To provide an update on the revenue and capital | Relevant internal and external stakeholders | Jon Alsop Section 73 Chief | Mayor Dr Nik Johnson | It is not anticipated that there will be any |

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|--|-----------------|--------------------------|------------------|-------------------|-------------------------------|--------------|-----------------|-------------|--|
| | | Combined Authority Board | | | budgets for the year to date. | | Finance Officer | | documents other than the report and relevant appendices to be published. |

By recommendation to the Combined Authority Board

Recommendations from the Transport and Infrastructure Committee

| | Title of report | Decision maker | Date of decision | Decision required | Purpose of report | Consultation | Lead officer | Lead Member | Documents relevant to the decision submitted to the decision maker |
|-----|---------------------------|--|------------------|-----------------------|---|---|--|----------------------|--|
| 98. | Local Transport Plan 2022 | Cambridgeshire and Peterborough Combined Authority Board | 30 March 2022 | Key Decision 2021/033 | To approve the Local Transport Plan refreshed document. | Relevant internal and external stakeholders | Paul Raynes Director of Delivery and Strategy | Mayor Dr Nik Johnson | It is not anticipated that there will be any documents other than the report |

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|-----------------------------|
| | | | | | | | | | and relevant appendices. |
|--|--|--|--|--|--|--|--|--|-----------------------------|

FP/08/2021

Comments or queries about the Forward Plan to Cambridgeshire and Peterborough Combined Authority

Please send your comments or queries to Robert Parkin, Chief Legal Officer and Monitoring Officer, at Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk . We need to know:

1. Your comment or query:
2. How can we contact you with a response (please include your name, a telephone number and your email address).
3. Who you would like to respond to your query.



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.1

Wisbech Access Strategy (Phase 1)

| | |
|----------------------|---|
| To: | Cambridgeshire and Peterborough Combined Authority Board |
| Meeting Date: | 25 August 2021 |
| Public report: | Yes |
| Lead Member: | Mayor Dr Nik Johnson |
| From: | Paul Raynes, Director of Delivery and Strategy |
| Key decision: | Yes |
| Forward Plan ref: | KD2021/049 |
| Recommendations: | <p>The Combined Authority Board is recommended to:</p> <ul style="list-style-type: none">a) Approve £1.88m from the subject to approval funding within the Medium-Term Financial Plan enabling Cambridgeshire County Council to complete the purchasing of land, detailed design, and the Full Business Case for the project.b) Authorise the Director of Delivery and Strategy to conclude a revised Grant Funding Agreement with Cambridgeshire County Council on terms approved by Chief Legal Officer/ Monitoring Officer. |
| Voting arrangements: | <p>Recommendation a) requires a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members.</p> <p>Recommendation b) requires a simple majority of all Members present and voting.</p> |

1. Purpose

- 1.1 To seek approval for the drawdown of £1.88m subject to approval funding in the Medium-Term Financial Plan for the Wisbech Access Strategy to fund the purchasing of land, completion of detailed design and the Full Business Case.
- 1.2 By doing so, it ensures that spend already incurred on land negotiations and design is not wasted, that there is a fully complete design, full business case and land available. Enabling the schemes to become a pipeline project should funding become available in the future.

2. Background

- 2.1 The Fenland Local Plan (adopted May 2014) includes proposals for 3,550 new homes in Wisbech and 30 hectares of new employment land to deliver around 2,500 new jobs to 2031.
- 2.2 In order to stimulate this growth, £1m from the Growth Deal fund and £0.5m Combined Authority funding was approved at the October 2017 and March 2018 Combined Authority Board as part of the Priority Transport Schemes paper to undertake feasibility studies of potential transport interventions (highway and rail).
- 2.3 Cambridgeshire County Council and Fenland District Council commissioned the Wisbech Access Study, a large-scale option assessment of multiple highway improvement schemes in multiple locations within Wisbech. The purpose of the study was to facilitate the growth sites identified within Fenland District Council's Local Plan.
- 2.4 Further assessment of the Wisbech Access Study options took place to determine the preferred package of projects to progress to Outline Business Case.
- 2.5 A public consultation ran until 27 November 2017 which asked for views on each transport scheme and package of schemes. Many comments were received which helped determine the Wisbech Access Strategy approach.
- 2.6 During May 2018 Cambridgeshire County Council, Fenland District Council and Wisbech Town Council approved the Wisbech Access Strategy and recommended to the Combined Authority to release £10.5m Growth Deal funding.
- 2.7 Both the Business Board of 26 November 2018 and subsequent 28 November 2018 Combined Authority Board approved the release of funding specifying that the funding would expire at the end of March 2021.
- 2.8 The first package of the Wisbech Access Strategy consisted of 5 schemes,

| Scheme | Description |
|---|--|
| New Bridge Lane / Cromwell Road Signals | New signalised staggered junction |
| A47/ Elm High Road Roundabout | Improvement to the existing Elm High Road/A47 Roundabout |
| A47 / Broadend | New roundabout at junction of A47 and Broadend |

| | |
|---|---|
| Road Roundabout | Road |
| Elm High Road / Weasenham Lane Roundabout | New roundabout at junction of A1101 Elm High Road and Weasenham Lane |
| Southern Access Road | New connection between New Bridge Lane and Boleness Road including development of three junctions |

- 2.9 The five projects were later reduced to three with both Southern Access Road and New Bridge Lane/Cromwell Road Signalisation paused following concern regarding the effects on traffic flows of a proposed development of an energy from waste plant in Wisbech. Pausing the two schemes was formerly agreed via change control to the Business Board on 27 July 2020. The change control also contained a new budget, £6m of Local Growth Fund would be provided with a further £3.9m available subject to approval from the Combined Authority's Medium Term Financial Plan.
- 2.10 The three projects continued with detailed design, however, by Autumn 2020 risks to the deliverability of the project were emerging. Land negotiations were stalling and options to mitigate the risk of progressing Compulsory Purchase were beginning to be explored. Later, further risks materialised, including, the diversion of a utility whereby the estimate received was significantly higher in cost and duration than was anticipated.
- 2.11 In June of this year Cambridgeshire County Council reported to the Wisbech Access Strategy Project Board on the outcome of their review of the project. The review had shown progress with mitigating the key project risks, however, it identified that to deliver all three projects the total forecast project outturn cost would be £19.5m far exceeding the available budget.

3. July 2021 Change Control

- 3.1 In response to the escalating costs, Cambridgeshire County Council provided a report which considered the available options for progressing the project, assessing each option on deliverability, price, and value for money. Cambridgeshire County Council recommended that the project should complete the purchase of the required land, finish detailed design, and undertake a procurement exercise to ascertain new construction estimates.
- 3.2 By progressing to the end of detailed design, and completing purchasing of the land, the project would mitigate the potential for abortive costs of spend already incurred on land negotiations and design. It would also enable the project to become a pipeline project should funding become available in the future.
- 3.3 At its meeting of 19 July 2021 the Business Board considered the Wisbech Access Strategy change control, rejecting it as the project would no longer meet the Local Growth Fund criteria. This was later discussed at the July combined Authority Board meeting.
- 3.4 It was recognised at the July Combined Authority Board meeting that there was merit to having a pipeline project, but noting that undertaking a procurement exercise without a funding strategy would not be appropriate. It was agreed that the Wisbech Access Strategy project would seek approval, via the production of a business case, to drawdown the £1.88m required to complete the procurement of land and detailed design from the Combined Authority's subject to approval funding in the Medium-Term Financial Plan. Adding that this was done as soon as possible to avoid delay.

- 3.5 A Technical Note has been produced by Cambridgeshire County Council, included as Appendix 1, summarising the strategic and economic case for progressing all three schemes to the end of detailed design and purchasing land.
- 3.6 It shows that all combinations of options were considered before recommending the completion of detailed design and purchasing the land. A Benefit Cost Ratio (BCR) for each option was provided as guide to aid decision making. The Technical Note describes the strategic case for the three remaining projects, that if built would support the Fenland Local Plan (2014). It also, suggests that the BCR is 1.9 which will be further refined and developed in the Full Business Case.

4. Financial Implications

- 4.1 The Wisbech Access Strategy had been funded by £6m Local Growth Fund with a further £3.9m subject to approval funding in the Combined Authority's Medium Term Financial Plan. Following the rejection of the change control by the Business Board, Local Growth Funding is no longer available.
- 4.2 In July 2021 the Combined Authority Board agreed that the project should seek approval to drawdown £1.88m of the subject to approval funding in the Medium-Term Plan to enable the project to complete the purchasing of land, detailed design and the Full Business Case.
- 4.3 The Technical Report from Cambridgeshire County Council has been produced to provide value for money assurance of the completed scheme options.
- 4.4 As the report identifies, approving the request will allow the project to be progressed to a practical pause-point, which increases the possibility of the scheme being delivered if a viable funding package is identified in the near-future. The availability of future funding is uncertain and thus approving a further £1.88m means that, if further funding does not materialise, the amount of public money spent on the aborted project is that much higher.
- 4.5 The impact of the proposed decision on the Medium-Term Financial Plan is summarised below:

| Financial change summary (£'000) | | | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|----------------------------------|-------------------------|----------|---------|---------|---------|---------|
| Current MTFP | Wisbech Access Strategy | Approved | 0* | - | - | - |
| | | STA | 3,930 | - | - | - |
| | | | | | | |
| Change Requested | Wisbech Access Strategy | Approved | 1,880 | - | - | - |
| | | STA | (1,880) | - | - | - |
| | | | | | | |
| Revised MTFP | Wisbech Access Strategy | Approved | 1,880* | - | - | - |
| | | STA | 2,050 | - | - | - |

* There was £4.1m of approved LGF for this project in 2021-22 which was suspended per the CA Board decision in July. This has not been included here for clarity of presentation, but 2021-22 spend up to the 28th July Board decision will be funded by the pre-existing LGF budget.

5. Legal Implications

5.1 No significant implications.

6. Appendices

6.1 Appendix 1 – Wisbech Access Technical Note

6.2 An accessible version of this report and appendix are available on request from democratic.services@cambridgeshire.gov.uk

7. Background Papers

7.1 [26 November 2018 Business Board Item 2.4](#)

7.2 [28 November 2018 Combined Authority Board Item 4.3](#)

7.3 [Wisbech Access Study and Supporting Documents](#)

7.4 [19 July 2021 Business Board](#)

7.5 [Wisbech Access Change Control July 2021](#)

7.6 [Combined Authority Board 28 July 2021 Decision Summary](#)

7.7 [27 July 2020 Business Board Item 2.2](#)

7.8 [25 October 2017 Combined Authority Board](#)

7.9 [28 March 2018 Combined Authority Board](#)

Agenda Item No: 2.1 – Appendix 1

1. Purpose

The Technical Note is produced to demonstrate the strategic and value for money case for completing the procurement of land and detailed design of the three projects located at the Broad End Road Junction, A47/Elm High Road Roundabout, and the Elm High Road/ Weasenham Lane Junction.

On 19 July 2021 a change control was presented at the Business Board reducing the scope of the project by removing the construction phase and focusing on completing the land purchase and detailed design. By doing so, this would enable the project to complete the current stage and become a pipeline project should funding become available in the future.

The change control was submitted by Cambridgeshire County Council as the total project forecast of £19.5m was exceeding the available budget of £10.5m. The change control was rejected by the Business Board as the project would no longer meet the Local Growth Fund criteria, which was discussed at the July Combined Authority Board meeting.

It was agreed, at the July Combined Authority Board meeting, that the Wisbech Access Strategy project would seek approval, via the production of a business case, to drawdown the £1.88m required to complete the procurement of land and detailed design from the Combined Authority's subject to approval funding in the Medium-Term Financial Plan.

2. Strategic Case

The Strategic Case demonstrates a high level of strategic fit, linked to the delivery of ambitious growth targets set out in the Fenland Local Plan (2014), the Cambridgeshire Local Transport Plan and the Combined Authority Growth Ambition Statement. With an identified housing allocation of 3,550 in and around Wisbech and 30 hectares of employment land (equating to approximately 2,500 new jobs), the Wisbech Area Transport Study was undertaken and identified a number of locations where the existing road network would be pressured. These schemes have been explored further in the Wisbech Access Study (WAS), involving the development of preferred schemes and the grouping of these into a number of potential delivery packages. Addressing access to the identified development sites and to make improvements to the existing highway network.

The first phase of the Wisbech Access Strategy contained 5 projects, later reduced to three, that aimed to deliver improved capacity, tackling existing congestion and enabling growth. The highway projects would provide additional lanes to A47/Elm High Road Roundabout, installing a roundabout at the Broad End Road Junction on the A47, and introducing a roundabout at the Elm High Road/Weasenham Lane Junction.

The need to achieve the outcomes of the short-term delivery package was considered in reducing the Phase 1 package into the three schemes comprising Elm High Road/A47, Elm High Road/Weasenham Lane and Broadend Road/A47. It is considered that these three schemes will still meet the needs of future traffic growth and developments whilst reducing current congestion. Reducing the package further

would restrict the benefits provided and in the instance of the Elm High Road schemes, if only one were developed then the undeveloped junction would generate queuing that will impact upon the operation of the developed junction. If only Broadend Road were developed, then current congestion sites would not be addressed and only one current development site would gain improved access.

2.1 Strategic fit

Driver for change

The population in Fenland has grown at four times the national average with the 2011 Census indicates that Fenland has a population of 95,300 (a 2020 population growth estimate puts this up to 102,080) up from 75,500 in 1991 and has continued to grow rapidly since. Along with this, Fenland has been identified as Cambridgeshire's most deprived district (ranking as 80th most deprived authority out of 317 nationally), with the Wisbech lower-layer Super Output Area being within the 10% most relatively deprived nationally, along with 3 other areas within Fenland.

Growth in employment in Fenland has not matched workforce expansion and outward commuting is increasing and accounts for half of the employed population. To meet the needs of the growing workforce, Fenland requires growth in employment land and business opportunities. To achieve this, infrastructure needs to be improved to retain and attract employers as a SWOT analysis identifies poor accessibility of jobs by public transport and high levels of congestion impacting upon business productivity.

Business need

Wisbech has been identified as a strategic site for development by 2031 in both the Cambridgeshire & Peterborough Strategic Spatial Framework and the CPCA Housing Strategy. To support this there is an identified need to encourage housing development in the area and the improvements proposed will open up identified development sites proposed in the Fenland Local Plan (2014)

Consideration of these long-term plans, as well as the shorter-term growth within the Local Plan means that:

- There will be short-term requirements for infrastructure improvements, requiring that some elements identified through the Wisbech Access Study be implemented quickly, justified on the grounds of transport user benefits and some element of dependent development/regeneration.
- Some larger elements, whilst they may be strictly required to support the immediate growth plans, can be considered as enablers for the longer-term plans.

CPCA Strategic Priorities and Growth Ambition Statement

The CPCA Growth Ambition Statement commits to doubling the Gross Value Added (GVA) over a 25-year period and identifies that not enough homes have been built in the past which has led to them becoming progressively less affordable.

In its discussion on transport the Growth Ambition Statement states:

“The Combined Authority’s identified key transport priorities reflect a commitment to improve connectivity both East to West and North to South, to reduce commuting times in line with a journey to work target of 30 minutes, and to support future development, for example in Wisbech, at Alconbury and on the Cambridge Biomedical Campus”.

Whilst also linking transport and spatial planning in order to ensure that homes are not built until transport infrastructure is in place and that homes and jobs are linked. The Wisbech Access Strategy considers the broad locations for growth and strategic allocations within Wisbech identified in the Fenland Local Plan and the traffic generated by each, to identify key sites for improvement. This includes those sites

that will require additional capacity or safety improvements to allow for both the predicted future traffic growth on existing flows as well as the traffic generated by each site and the impacts this will have on the network.

Consideration of a 'do nothing' scenario

In a do-nothing scenario the targets set in the Growth Ambition Statement would not be met for the area and the development sites identified in Fenlands Local plan would not be realised in a connected way with transport planning and infrastructure improvement meaning that both housing and business growth in the area would be stunted.

Traffic growth in the area would also continue at current predicted growth rates with development of growth areas less connected to network wide infrastructure improvement which would exacerbate problems at existing pinch points on the network in the area leading to increased congestion at peak periods.

Congestion in the area will also have an impact upon health due to the increased release of NOx and greenhouse gasses associated with queueing traffic leading to a potential increase in disparity of the health of Wisbech residents in comparison to the national average.

Interdependences/linkages to other programmes, or projects that may exist.

Building on work in 2012, a new "Big Idea" emerged in 2016; a proposal for a "Wisbech Garden Town". This could bring 12,000 - 20,000 new homes to the area together with better transport links, jobs and improved education and skills training for local people.

The Fenland Garden Town concept is incorporated within the plans for the Cambridgeshire and Peterborough Combined Authority. Whilst this does not signal any actual commitment, it clearly provides a key element of the long-term strategic case in relation to the Wisbech Access Study.

Alongside the local improvements which are within the scope of the project, a number of potential wider connectivity improvements have also been identified, including further duelling of A47, a rail link via March to Cambridge and improvements to Ely North Rail Junction. These are outside of the scope of this project.

2.2 Project outcomes and project deliverables (outputs)

Project Deliverables

Updated construction forecasts that reflect the current scheme designs and market rates shows that to deliver the three schemes would exceed the available budget.

For the project to continue, the project team identified that either the scope of the project is reduced to meet the available funding, or that additional funding be sought to enable delivery of all three schemes.

Following options review a preferred option was identified resulting in a change control being submitted which sought to reduce the scope of the project from design and construction to completing Detailed Design for all three projects and conclude the procurement of required land.

Key deliverables:

- A full Business Case will be completed for all three projects
- All detailed design completed for all three projects, including relevant approvals from third parties
- Procurement of land required for all three projects

Achieving the key deliverables ensures that the project becomes a pipeline project should future funding become available.

Scheme Outcomes for Short-Term Delivery Package

Whilst the current proposal is to complete the land procurement and detailed design, if constructed, the three sites of the Wisbech Access Strategy Phase 1 are expected to achieve the following objectives.

Primary Objectives:

- Reduce current congestion; and
- Provide adequate local network performance to meet the needs of future growth and traffic generated by new developments from the 2026 projections in the Local Plan

Secondary Objectives:

- Ensure that the performance of the A47 and other strategic routes is not adversely affected by the scheme.
- Support Wisbech growth plans in the short term and in terms of foundations for the longer-term.
- Ensure that significant local road safety, air quality and noise impacts are not caused by the scheme.
- Ensure that pedestrian, cycling and public transport facilities consistent with sound design and Fenland District Council plans are included within the scheme.

3. BCR

The Proposal is to complete the detailed design and land procurement to provide a shovel ready package of schemes which can be put forward for future funding bids, mitigating abortive costs for design work already completed and land negotiations which are either in process or nearing completion.

Costs

Milestone prepared updated construction costs estimates for all three schemes in June 2021 to reflect the completed design on the Weasenham Lane/Elm High Road scheme, the near completed design of the Elm High Road/A47 scheme and a cost estimate based upon outline design of the Broadend Road scheme. These were included into the project forecasts which identified a forecast outturn of £19.5m.

Funding for the scheme to complete design and delivery was originally provided through a £10.5m BEIS grant, which was then amended in the change control of July 2020 to reduce the BEIS funding and provide a top up from CPCA Medium Term Financial Plan. The BEIS funding was provided with a condition that spend would be undertaken by the end of March 2021, which has now been exceeded.

The council has brought in specialist commercial resource to review scheme cost estimates and assist in valuation of risks. As part of the project financial update undertaken, this specialist resource has been utilised to interrogate the construction estimates provided by Milestone and will undertake this task during the financial updates for the final business case.

In identifying options to take forward, the finalisation of design and land purchase have been separated out identifying that these elements of work would require an additional £1.88m to complete broken down into the following:

| Area | Forecast Remaining |
|--------------|--------------------|
| Design | £0.630m |
| Supervision | £0.301m |
| Land | £0.952m |
| TOTAL | £1.883m |

Summary of costs (July 2021 Change Control to the Business Board)

| Area | Summary Cost |
|--|-------------------|
| Spend to Date Design | £1,276,188 |
| Spend to Date Supervision | £688,802 |
| Spend to Date Land and Legal | £123,806 |
| Spend to date Utilities (recoverable) | £975,609 |
| Sub-total Spend to date (excluding recoverable utility costs) | £2,088,796 |
| Forecast remaining spend (end of stage) | £1,883,087 |
| Total | £3,971,883 |

Traffic Modelling

The initial traffic modelling for the scheme considered the impacts of all 5 schemes upon the highway network, including the access into the Weasenham Lane industrial

area generated through the Cromwell Road/ Newbridge Lane junction signalisation and the provision of the Southern Access Road which have been removed from the current package of works through the change control accepted in July 2020.

The current modelling has been updated to reflect the removal of these two schemes and the impacts that this will have on the remaining schemes on the network. Traffic modelling for the schemes indicates that, due to the proximity of the two schemes on the Elm High road (Weasenham Lane/Elm High Road and Elm High Road/A47), the schemes would have an impact upon each other. If only one of the schemes were delivered then the queues predicted from the model of the unmodified junction in future years would quickly stretch back through the other junction, completely gridlocking that part of the network. Therefore, in considering the delivery of the schemes, these two schemes should be considered as being required to be delivered together.

The Broadend Road scheme can operate independently of the other schemes as this site does not impact traffic flows on either of the other two schemes in the package, neither do the other two schemes have an impact upon the traffic flows at the Broadend Road location.

Benefit Cost Ratio

As part of the process in developing the preferred option that was put forward in the change control, various options for construction packages were explored, including the delivery of all three schemes through to delivering only one scheme. Upon completion of design each of these options will still be available to take forward based upon the levels of funding available or other factors which may restrict the scheme options delivered. The options work undertaken provided a range of BCR's from 5.7 down to 1.2 as indicated along with the schemes being delivered in the table below.

| Scheme | Ref | Package 10 (New costs) | Package 11 | Package 12 | Package 13 | Package 14 | Package 15 | Package 16 |
|---|------|-----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | Short Term (F1) | Short Term (F1) | Short Term (F1) | Short Term (F1) | Short Term (F1) | Short Term (F1) | Short Term (F1) |
| Southern Access Road | SAR1 | Removed from package in July 2020 | | | | | | |
| Cromwell Road / New Bridge Lane Junction | GR2 | Removed from package in July 2020 | | | | | | |
| Elm High Road / Weasenham Lane | EH7b | X | X | X | | X | | |
| Elm High Road / A47 | EH1 | X | X | | X | | | X |
| Broad End Road | BER2 | X | | X | X | | X | |

| | | | | | | | | |
|---------------------|-----|--------|--------|--------|--------|--------|-------|--------|
| Medium Term Schemes | All | | | | | | | |
| Long Term Schemes | All | | | | | | | |
| PVB | | 24,873 | 29,474 | 21,173 | 10,273 | 28,217 | 8,790 | 18,698 |
| PVC | | 12,933 | 8,492 | 9,191 | 8,463 | 4,908 | 4,508 | 3,873 |
| BCR | | 1.9 | 3.4 | 2.3 | 1.2 | 5.7 | 2.0 | 4.8 |

The BCR values used above are the short term BCR values that do not consider the delivery of future phases of the Wisbech Access Strategy.

The assumptions used in preparing the BCR's are as follows:

- Cost year – 2021
- Design, Land and Legal costs incurred in 2021 (Jul – Dec)
- Construction in 2022 (closest to original assessment), with year of opening in 2023.
- 3% Optimism Bias applied (Stage 3: Detailed Design & FBC)
- Costs for medium and long term schemes remain the same as in previous assessments
- All other assumptions remain as in the previous assessment.

The Traffic models and forecasts used in calculating the BCR's have included the following:

- Specific developments and schemes.
- Land-use data including committed and potential household and employment developments.
- Network scheme data including committed and potential highway and public transport schemes.

It is noted that the above BCR's, where the package includes the Broad End Road/A47 scheme, an estimate of construction costs has been made as the detailed design is not completed.

As part of concluding the detailed design an update to the business case will be prepared, this will include updating the BCR values to reflect the completed detailed design and the associated construction cost estimates for the schemes.

4. Programme

The project team are currently undertaking the detailed design of the three Wisbech Access Projects. Progress on the Elm High Road/Weasenham Lane junction and the Elm High Road/A47 junction has gone well and is nearing completion. The Broadend Road/A47 junction is in the detailed design phase, having resolved complicated land issues. Design of all three projects is programmed to be completed by October 21 followed by Highways England/Norfolk County Council approval process and the road safety audit process, allowing final designs completed by December 2021.

During this period until December 2021 all remaining land negotiations will be finalised putting the project in a shovel ready state.

Liaison will continue with Statutory Undertaker's diversion works, although not physical works will be undertaken.

Summary of the programme dates are:

| Activity | Start | End |
|--|---------------|---------------|
| Completion of Detailed Design for all three projects | Underway | October 2021 |
| Approve road safety Audit and Highways England Approvals, Complete Milestone Gateway Procedure | November 2021 | December 2021 |
| Liaison with statutory undertakers | Underway | December 2021 |
| Complete Land Agreements | Underway | December 2021 |
| Completion of Full Business Case | Underway | April 2022 |

5. Key Risks

Technical Approval of Designs

Programme reliance on third party entities, for instance, timely approval of designs by Highways England. To mitigate this risk the Project Team are working closely with Highways England, ensuring resources are available when required.

Land & Legal

Engagement has been undertaken with all affected landowners to date, and this is programmed to be concluded during 2021. No new landowners have been identified as being affected by the scheme or redesign. However, completion of land purchase within 2021 remains subject to agreeing reasonable terms and completion with third party legal representatives.

COVID

Resource risks associated with a new peak of COVID in 2021.

Cost Estimates

The BCR's referred to are based upon cost estimates for construction and not on contractual target costs, future target costs will be based upon current market rates at the time and will therefore be subject to market pressures at that time including, but not limited to, inflationary, Brexit, the pandemic, government infrastructure and a buoyant housing market appear to be increasing pressure on resources.

Additional costs

The finalisation of the design will include items which may have a limited life such as Highways England approvals which have a limited duration due to the need to keep up to date with new design standards. If the construction of the schemes is delayed, then additional cost may therefore be incurred in having to re-obtain these approvals and reviewing the design against current design standards and practices. Such other activities include but are not limited to refreshing ecology surveys to understand if any protected species have moved into the area and re-engagement with utility providers to update utility diversion designs and cost estimates.

6. Recommendation

The project is currently mid-process in finalising the detailed design of the individual schemes and in negotiations to secure the land required to implement the individual schemes. If the project were placed on hold the costs incurred to develop the design to date would be abortive along with the costs for negotiating with landowners. In addition to the abortive costs, good will could potentially be lost with landowners making future negotiations more difficult and costly.

To avoid abortive costs it is recommended that the scheme is funded to allow for the completion of detailed design and completion of land purchase, to leave a shovel ready scheme awaiting future funding opportunities.

Once acquired, the land required for each of the schemes will be subject to the terms of the negotiated sale. Where required for safety purposes the land will be managed as part of the highway to ensure the safe passage of vehicles and pedestrians.

Peterborough Station Quarter

To: Combined Authority Board

Meeting Date: 25 August 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Paul Raynes, Director of Delivery and Strategy

Key decision: No

Forward Plan ref: n/a

Recommendations: The Combined Authority Board is recommended to:

- a) Recommend to the CPCA Board drawdown of £350,000 from the Transport Response Fund for the development of a Strategic Outline Business Case
- b) Note the programme to progress the development of the Strategic Outline Business Case.

Voting arrangements: Recommendation (a) requires a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute members.

Recommendation (b) is for noting only, no vote required.

1. Purpose

- 1.1 Peterborough City Council (PCC) with partners Network Rail and LNER are seeking funding from the Combined Authority to prepare a Strategic Outline Business Case (SOBC) to support investment proposals for Peterborough Rail Station and a potential future Levelling Up Fund bid from the Combined Authority as the Local Transport Authority.

2. Background

- 2.1 Peterborough Railway Station is an important rail interchange on the London to Edinburgh East Coast Main line with an annual throughput of five million passengers, including 960,000 passengers who use Peterborough as an interchange for connecting to other destinations. The station has been refurbished within the past 10 years, but its facilities are inadequate to cope with current passenger volumes and projected future growth which was forecast at 3% per annum over the next decade prior to the Covid 19 pandemic.
- 2.2 It is likely that post Covid 19, dispersal of economic activity will strengthen the case for investment in Peterborough, as a geographic hub for access to London, Midlands, North East and Scotland. As such there is a need to improve the customer experience and capacity of the station as well as unlock the potential for the underutilised surface car parking land for regeneration and dramatically enhance this key gateway for those visiting Peterborough.
- 2.3 In April 2020, key partners including PCC, the Combined Authority, Network Rail as freeholder, and London North Eastern Railway as leaseholder, commissioned a feasibility study to look at the potential for regeneration at Peterborough Station Quarter (PSQ).
- 2.4 In summary the report concluded that the next steps would be to commission more detailed design together with associated surveys and consult and develop the business case with inputs from the legal and commercial team. The feasibility report presented the potential to not only positively transform the passenger and staff experience of Peterborough station but showcase how a comprehensive re-development of this nature would be transformational for the City of Peterborough. Releasing the land holdings of Network Rail and LNER by rationalising the building estate on site and introducing two new Multi-storey car parks to release the surface level car parks would make several areas in the station quarter available for re-development.
- 2.5 This is the opportunity to address operational needs by improving passenger facilities and customer experience with a station enhancements project consisting of the following:
- Creation of a new gateway station through extension of existing assets and new build;
 - New and enhanced east station entrance;
 - Upgrade and replacement of existing footbridge;
 - New west station entrance easing passenger flows at peak commuting times and improving the operational efficiency of the Station as well as reducing congestion into the city from the west over Crescent Bridge;
 - Upgraded and extended platform canopies; and
 - Improved, safer and more direct walking and cycling connections to the city centre.

- 2.6 To raise visibility of the opportunities at PSQ further, PCC submitted an EOI to the Combined Authority in May 2021. It was not possible within the time constraints allowed for by Round 1 of the Levelling Up Fund (LUF) to carry out the necessary work to submit a Strategic Outline Case so the full benefits of a scheme can be assessed against the LUF criteria. Other projects considered for Round 1 were as follows:
- 2.7 There are several projects which could be considered by the Combined Authority for a submission into Round 2 of the LUF programme all of which have (or will have) reasonably developed business cases. Approval of this funding will allow the Peterborough Station Quarter to be considered alongside the other projects enabling the Combined Authority to make a more informed decision about which project/s will deliver the aims of the LUF and represent value for money for the Combined Authority.
- 2.8 If the recommendation is approved, the Combined Authority will enter into a grant agreement with PCC who will develop the SOBC as set out below.

3. Next Steps

- 3.1 The programme for developing the Strategic Outline Business Case (SOBC) are shown in Table 1.

Table 1: Indicative timescales and tasks for development of the SOBC:

| Indicative Milestone | Dates |
|---|-----------------------|
| SOBC Commencement | August 2021 |
| Demand Forecasting (NR Economic Analysis Team) | August 2021 |
| Pedestrian Flow – existing station capacity analysis (NR Station Analysis Team) | September 2021 |
| Design Work – Station Improvement Options | October 2021 |
| Pedestrian Assessment Report against Station Options (NR Station Analysis Team) | October 2021 |
| Basic Construction Schedule | October 2021 |
| Cost Planning (Station Options) | October 2021 |
| Strategic Land and Consents Strategy – High level review | November 2021 |
| SOBC Completion | December/January 2021 |

- 3.2 The SOBC for the scheme will be developed in accordance with HM Government and Department for Transport (DfT) guidance, industry standards and the Rail Network Enhancement Framework. As such it will consider:
1. HM Treasury Business Case Guidance;
 2. DfT Transport Business Case Guidance;
 3. Rail Network Enhancement Framework; and
 4. DfT's Transport Analysis Guidance.
- 3.3 In order to expedite the delivery of the SOBC to inform a bid into round 2 of the Levelling Up Fund, the dates for which have not yet been confirmed by Government, PCC would look

to procure Network Rail inputs directly allowing for Network Rail's assurance on options and outputs to be carried out concurrently.

- 3.4 Network Rail have scoped a targeted piece of station work aligned to Swift, Pragmatic and Efficient Enhancement Delivery (SPEED) (as opposed to GRIP) to progress the key tasks set out in Table 1.
- 3.5 A PSQ Collaboration Agreement is anticipated to be entered into by all parties, including the Combined Authority following key decisions on funding. This sets out the roles and responsibilities for the delivery of business cases and the delivery of early phases of the development programme.

4. Financial Implications

- 4.1 It is recommended to the Combined Authority Board approve the drawdown of £350,000 from the Transport Respond Fund to be spent in 2021/22 to enable this work to progress and develop the SOBC.
- 4.2 The impact of the proposed decision on the medium-term financial plan is summarised in the table below:

| Financial change summary (£'000) | | | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|----------------------------------|-----------------------------------|----------|---------|---------|---------|---------|
| Current MTFP | Transport Response Fund | Approved | - | - | - | - |
| | | STA | 650 | 650 | 650 | 650 |
| | | | | | | |
| Change Requested | Transport Response Fund | Approved | - | - | - | - |
| | | STA | (350) | - | - | - |
| | P'boro Station Quarter SOBC (new) | Approved | 350 | - | - | - |
| | | STA | - | - | - | - |
| | | | | | | |
| Revised MTFP | Transport Response Fund | Approved | - | - | - | - |
| | | STA | 300 | 650 | 650 | 650 |
| | P'boro Station Quarter SOBC (new) | Approved | 350 | - | - | - |
| | | STA | - | - | - | - |

5. Legal Implications

- 5.1 No significant legal implications.

6. Appendices

- 6.1 None

7. Background Papers

- 7.1 [January 2021 CA Board Report - 2021-22 Budget and Medium Term Financial Plan 2021-2025](#)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.3

March – Future High Streets Funding Bid: Business Case for Additional Combined Authority Match Funding.

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| To: | Cambridgeshire and Peterborough Combined Authority Board |
| Meeting Date: | 25 August 2021 |
| Public report: | <p>This report contains appendices which are 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 outweighs the public interest in publishing the appendices.</p> |
| Lead Member: | Mayor Dr Nik Johnson |
| From: | John T Hill, Director for Business & Skills |
| Key Decision: | Yes |
| Forward Plan ref: | KD2021/046 |
| Recommendations: | <p>The Combined Authority Board is recommended to:</p> <ul style="list-style-type: none">a) accept the Business Case for the March Town Regeneration Future High Streets Fund Schemeb) Approve the drawdown of the £1.1m of 'Subject to Approval' Combined Authority funding for the March Future Highstreet Fund.c) authorise the Chief Legal Officer and Monitoring Officer to complete the funding agreement with the grant recipient. |
| Voting arrangements: | A simple majority of all Members present and voting. |

1. Purpose

- 1.1 This Key Decision relates to a recommendation to approve the Business Case received from Fenland District Council and to ratify the request for additional £1.1m of Combined Authority funding towards the March Future High Streets Fund (FHSF) Scheme.

2. Background

- 2.1 On 28th July 2021, the Combined Authority agreed to approve £1.1m funding to Fenland District Council for the March Future High Streets Fund Scheme, subject to the Business Case being received by the CA Board to ratify the approval decision.
- 2.2 The request for additional funding is made in addition to £900k already approved by the CA Board on 27th January 2021 under the Market Towns Programme, making the combined value of the funding ask from the CPCA for this project is £2m.
- 2.3 The Combined Authority has a process set out in the Assurance Framework for considering new investments. A proportional approach is applied to projects, thus those that fell under the Market Towns Programme (which are generally low value) were approved via a light touch application form-based approach. Given the increase in overall funding, it is proportionate to apply a higher standard and for the CA Board to have sight of the Business Case to support their decision.

3. March Town Regeneration Business Case & Appendices

- 3.1 The total cost of the March Town Regeneration Project is £8,447,129, with £6,447,129 of funding secured from Ministry for Housing, Communities and Local Government (MHCLG) under the FHSF Programme, and £900,000 from Combined Authority under Market Towns Programme, which left a funding gap of £1.1m for the FHSF Scheme (and subject of the CA Board approval). The Scheme is scheduled to start from August 2021 and scheduled for completion by July 2024. The total number of proposed new jobs is 96 indirect jobs.
- 3.2 This investment, alongside the MHCLG Investment, will arrest the decline in March town centre and enable the area to make the most of its untapped potential. By itself, such investment would not (and has not been) forthcoming from the private sector because of viability and other issues. In addition, there is no other funding mechanism which could realistically drive the required public realm improvements. To address this, Fenland District Council are proposing the delivery of five transformational projects which amount to a fundamental redesign of how the town centre functions as a retail, entertainment and residential hub:
 1. A dramatic intervention to transform Broad Street - Creation of a major new public space following the removal of one side of the carriageway in the centre of March.
 2. Opening the Riverside areas to improve visibility and access - Reconnect March town centre to the River Nene by providing new banked seating down to the water's edge and improvements to the riverbanks.

3. Redeveloping the historic Market Place - Creation of a new market square with improved infrastructure to support the town's market offer and help to bring more life into the town centre.
4. Acre Road & Backlands - This project will enhance a major development site within the town centre with public realm improvements.
5. Reactivating vacant units & Flats Over Shops programme - Upgrade and repurpose key vacant units across the town centre with a local grant scheme designed to incentivise to conversion of space over shops to residential use.

3.3 These interventions will ensure growth and resilience, and enable the town to surmount its physical and geographic constraints, in response to local challenges and the wider objectives of the Local Industrial Strategy, and the CA approved Growing Fenland Market Towns Masterplan for March, including:

- **'Renew and reshape the town centre'** – the programme includes proposals which will fundamentally change the way in which March functions as a town centre. This includes improvements in Broad Street which will improve pedestrian flow and footfall, changes in use which will support a 24-hour economy and support resilience, and improvements which will open-up underused and derelict areas for commercial development.
- **'Improve experience'** - the improvements to Broad Street, the Riverside, the Market Place and supporting public realm will ensure that existing custom is retained, while providing a new offer to businesses and the wider community. These improvements will be visual, environmental and experiential.
- **'Drives growth'** – the changes will tackle the existing financial viability gap and release new opportunities for the private sector to re-invigorate the town centre. The provision of residential space will drive footfall and dwell time, and help March capitalise on its unique historical and riverside assets.
- **'Structural and significant'** – the interventions will change the way in which the town centre functions. These go beyond both 'surface level change' and 'beautification' and consist of important changes in form and land use.

3.4 Fenland District Council submitted their original bid in May 2020, and in December 2020, MHCLG offered £6.447m and the FHSF Scheme was adjusted accordingly. Therefore, the Business Case (Exempt Appendix 1) needs to be read in conjunction with the Project Revisions report (Exempt Appendix 2) and the Revised Project Spending Profiles (Exempt Appendices 3 and 4) appended to this report, including:

(a) Benefit Cost Ratio (BCR) analysis – the Scheme has an overall BCR indicator of 2.4 based on the assessment model provided by MHCLG, for comparison, this would fall within the 'High' VfM category for transport projects. While detailed review of the financial model has not been undertaken by CPCA Finance, assurance is taken from MHCLG's acceptance of the business case and awarding of funds. (Exempt Appendix 5)

- (b) Strategic Review Document (Exempt Appendix 6)
- (c) Growing Fenland March Market Towns Masterplan (Exempt Appendix 7)
- (d) Growing Fenland – Overarching Strategic Proposals Document (Exempt Appendix 8)
- (e) Opportunity and Illustrative Pre-Design Options (Exempt Appendix 9)
- (f) Scheme Options Appraisal (Exempt Appendix 10)
- (g) Scheme Cost Assessment (Exempt Appendix 11)
- (h) Proposed Timescales for Interventions (Exempt Appendix 12)
- (i) Development Appraisal for Acre Road Development Site (Exempt Appendix 13)
- (j) Community Consultation Responses (Exempt Appendix 14)
- (k) MHCLG COVID Queries and Answers (Exempt Appendix 15)
- (l) March Town Profile and Retail Evidence (Exempt Appendices 16 – 17)

Significant Implications

4. Financial Implications

- 4.1 The Combined Authority allocated the £1.1m subject to approval of the business case at it's meeting in July, as such there are no further financial implications to this decision to approve award and drawdown of this funding.
- 4.2 The impact of the proposed decision on the Combined Authority's medium term financial plan is shown below, taking into account the revised spending profile in Exempt Appendix 3:

| Financial change summary (£'000) | | | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|----------------------------------|---------------------|----------|---------|---------|---------|---------|
| Current MTFP | Market Towns: March | Approved | 1,000 | - | - | - |
| | | STA | 1,100 | - | - | - |
| | | | | | | |
| Change Requested | Market Towns: March | Approved | - | 1,100 | - | - |
| | | STA | (1,100) | - | - | - |
| | | | | | | |
| Revised MTFP | Market Towns: March | Approved | 1,000 | 1,100 | - | - |
| | | STA | - | - | - | |

5. Legal Implications

5.1 No significant legal implications.

5.2 An accessible format version of this report can be obtained on request from democratic.services@cambridgeshirepeterborough-ca.gov.uk

6. Other Significant Implications

6.1 None.

7. Appendices

7.1 Appendices 1-17 are 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 outweighs the public interest in publishing the appendices.

8. Background Papers

8.1 [Combined Authority Board 27 January 2021](#)

8.2 [Combined Authority Board 28 July 2021](#)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.4

iMET Opportunity and Combined Authority Accommodation needs

To: Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: 25 August 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Roger Thompson – Director of Housing and Development

Key decision: Yes

Forward Plan ref: KD2021/054

Recommendations: The Combined Authority Board is recommended to:

- a) Consider a potential opportunity to make an offer of £3.15m (or more) to acquire the freehold interest of the iMET centre at Alconbury Weald with a view to the CPCA occupying a significant part of the space for its own office occupation and use.

Or

- b) Consider instructing a market search exercise for other potential opportunities to secure office space to meet CPCA's future office needs, including understanding the potential space availability from property assets owned or leased by the CPCA constituent council's and other public sector agencies or bodies. Output to be reported back to the Board with options for consideration.

Voting arrangements: A simple majority of all Members present and voting

1. Purpose

- 1.1 This paper is to advise the Board of the latest position on the iMET Building where an offer has been received from a local business following a marketing exercise that was instructed in November 2020.
- 1.2 More recently the Combined Authority (CPCA) has looked to see if the building might offer a solution to its own office accommodation requirement and use.
- 1.3 Alternatively, the CPCA might consider instructing a market search for the availability of other potential premises to meet CPCA's future office needs. If instructed, results of that search would be reported back to the Board at a future date.

Choice Between Proceeding with Market Sale and Potential Opportunity for CPCA to Offer to Acquire the iMET Centre

2. Background

- 2.0 The Business Board approved in Nov 2020 the principle of partial recovery of the Local Growth Fund (LGF) investment of £10,502m in the legacy project design and build of a vocational training centre at Alconbury Weald and to recommend an approach to dispose of the iMET to recover funding.
- 2.1 Following the LEP investment in this project in 2016, ownership and management of the iMET Centre transferred to Huntingdonshire Regional College (HRC), with Urban & Civic retaining the freehold property rights. However, HRC subsequently ran into financial difficulty, and merged with Cambridge Regional College (CRC). The original outcomes for the Centre had largely failed to materialise, with the Centre operating at a considerable loss.
- 2.2 In line with the Local Assurance Framework and National Guidance, the Combined Authority, as the Accountable Body for the LGF, is charged with approving clawback of funds on underperforming or non-compliant projects. The Business Board, as administrators of the LGF make recommendations to the CPCA on the risks and implications of recovery.
- 2.3 The Business Board at its meetings in May and November 2020 considered options for reuse or financial recovery of the iMET assets in light of the project closing down delivery at the LGF funded site in Alconbury Weald. The meeting in November 2020 agreed to market the iMET unit for sale.
- 2.4 The Director of Business & Skills, acting as directed by the Business Board, explored all the options with the primary option of finding a Vocational Educational Provider to agree to take over the lease of the iMET with a view to continuation of Educational and Skills activities and outputs on the site as per its current granted use by the Landlord.
- 2.5 Several Educational Provider Organisations had shown interest in buying the facility with a view to continuing the delivery of educational activities but none of the discussions have concluded in any deal.

- 2.6 The other disposal options explored in parallel did not conclude with any successful outcomes or interest, so this left the only 'do-something option' being to take the current lease for the building to the open market. This requires agreement between Combined Authority, Cambridge Regional College (CRC) and Urban and Civic.
- 2.7 Any Financial receipts to the CPCA are proposed to be recycled into new LGF grants, awarded to deliver new outputs and outcomes in the LGF programme and potentially to fill the funding gap between the expenditure of the current LGF by 31 March 2021, and the anticipated arrival of new Shared Prosperity Funding in April 2022.

iMET Marketing, Offer from local business & CPCA Accountability

- 2.8 The intention is to release Cambridge Regional College (CRC) from its obligations under both the Grant Funding Agreement with CPCA as well as the iMET Lease with Urban & Civic.
- 2.9 The CPCA is now the accountable body for monitoring financial spend and the educational outcomes in the Grant Funding Agreement paid to HRC for the iMET Building. The CPCA is obligated to ensure that it can fully account for all spend on the construction and fit-out of iMET in any future audit carried out by Central Government.
- 2.10 The CPCA is the accountable body for the local growth fund and is responsible for approving clawback of funds on under-performing or non-compliant projects.
- 2.11 The CPCA, as accountable body for the Business Board, agreed on 10 November 2020 to market the iMET building through agreements with U & C and CRC via a sale on the open market with a view to securing a purchaser, clawing back a share of the sale receipts and returning this to the local growth fund recycled budget.
- 2.12 The Business Board have received the offer from a local business for £3.15m for the freehold interest in the iMET building. If that transaction proceeds it is expected that £2.4m will be returned to the local growth fund.

Urban and Civic (U&C):

- 2.13 CPCA and U&C have informally agreed to collaborate to maximise the sale value of iMET to ensure the best outcome for both parties.

Inter Dependency:

- 2.14 The CPCA, CRC and U & C are totally inter-dependent upon each other to complete a transaction that provides a positive future outcome.
- 2.15 The current legal position on the iMET is provided in the Appendix 1 (iMET Legal Position document)

Marketing & Offer Received for iMET from a local business

- 2.16 The Freehold of the iMET building has been marketed by Savills and an offer received from a credible local business for the sum of £3.15m. We understand that this is a genuine offer that could be progressed within normal commercial timescales.

Positives;

- The local business that has made an offer is an organization who will complement the existing offer and dynamics on the Alconbury Weald campus and their offer has the support of U & C in managing to bring best future use to a rather specialized and bespoke building.
- We understand that the local business will use the property and location to enable further expansion of the company that was originally founded in Huntingdon in the 1980's and is now a market leader in its sector.
- The local business plans to create many high quality jobs, initially looking to hire 50 engineers at the facility and using cutting edge technology and research. U&C advise that this is exactly the type of high-tech industry that they had wanted the enterprise zone to attract.
- The local business has worked with the local authorities and LEP on the skills agenda, local recruitment initiatives and being a collaborative employer within a network of high value manufacturers and advanced engineers.
- The local business offer appears to be the only commercial offer that is currently available.

Negatives;

- If proceeding, CPCA will not be able to proceed in potentially taking the space for their own occupation and use and will have to source alternative premises from the market.

CPCA Interest in iMET for its own occupation and use

- 2.17 The CPCA is starting to consider and its own future office requirements now the prospect of the constraints of the Covid pandemic and fulltime remote working for all CPCA staff look like easing with the successful national vaccine programme rollout. CPCA will most likely adopt a flexible working regime with employees combining working from a new office base along with remote and home working where that is effective.
- 2.18 As the CPCA has an involvement with the iMET building and it could potentially be quickly available for occupation, it is reasonable for the building to be considered as a potential solution for the CPCA's future office requirement.
- 2.19 The CPCA could consider making a counter offer of £3.15m, or above, to secure the property for their own office occupation and use.
- 2.20 It should be noted that the intended use and the original design of the iMET building was not as a bespoke office and the building comprises a much larger area than that required for the CPCA's own office requirement. The building will therefore be likely to require some adaption and an occupier sought as a sub-tenant for those parts of the premises that the CPCA would not occupy.
- 2.21 We have also commissioned Savills to undertake a review of the existing planning permission with a view to the CPCA's proposed office use of a significant part of the premises. Their report is attached as Appendix 2. The report suggests the building or any part of the building can now be used for any of the uses listed within class E on page 2 of their report, including E(g)(i) as an office. If the CPCA decide to proceed with

making an offer that is accepted to acquire the IMET Building to occupy principally for its own occupation and use (at least in part) then it might be prudent to confirm the planning position by applying for and securing a certificate of lawfulness for existing use.

- 2.22 Some initial thinking has gone into how the space might be used if the CPCA proceed. It is likely that the CPCA would look to occupy the first floor comprising 948 sq m. This would be likely to provide 3 meeting rooms and something between 26 and 60 desks or workstations dependent upon a final space planning exercise and requirement for a fit out, like breakout space, kitchen, sharing with facilities on the ground floor etc.... The existing floorplans of the iMET building are shown in Appendix 3.

Positives;

- Property is in an established location familiar with the CPCA and its staff, Alconbury Weald having been the location of the CPCA's previous office.
- Well connected to the national road network and in a location that the last CPCA staff survey suggested was more desirable by a significant proportion of staff members.
- Property could be available in relatively quick time. No major external construction works required.
- The building is located in close proximity to Cambs County Council's new office offering close communication.
- The overall premises provide more space than the CPCA will require and so will offer an opportunity to potentially sublet a part and generate an income stream from a sub-letting if successful.
- The interest CPCA is showing in iMET is resulting in U&C suggesting to CPCA other options to take bespoke office space on the Alconbury campus. These could be explored as part of a search exercise to find bespoke office space to meet future CPCA needs if the board want to instruct such an exercise.

Negatives;

- CPCA occupation will deny the building being used by the local business for its original purpose and potentially result in them finding alternative premises outside of Alconbury, Huntingdonshire and potentially the entire CPCA area.
- Effectively the benefits of the local business occupation, including the jobs and skills being offered will be forgone for the sake of the CPCA occupying, when there are likely to be other more bespoke office buildings available in both the short and long term to meet the CPCA's future office requirements. The 'operational cost' lost to the local economy through not securing the local business operation if CPCA take the premises instead will be high.
- U & C are clearly supportive of the local business offer and the benefits they believe their occupancy will provide. U & C have hinted that this may affect the future approach that they have with CPCA if CPCA reject the local business proposal in favor of their own offer to use the building, if CPCA intend to make a similar or better offer of £3.15m. Not proceeding with the offer from the local business would in U & C's eyes be a 'major disappointment and real setback' for Alconbury Weald.
- Some works will be required to adjust the access, layout and to fit out the offices, particularly if sub-letting is intended. No specifications or £ costings have yet been secured at this time to identify the potential costs.
- Successfully subletting any part of the property represents a risk if this is being relied upon as a future income stream. Based upon the previous experience of not finding new owners

or occupiers of the building as 'easy to come by' expectations around the potential for sub-letting should be treated with caution. Whilst any part of the building is empty, it will act as a cost and a drain on the financial resources of the CPCA rather than a benefit.

- 2.23 It should be noted that if the CPCA board want to delay or defer a decision over the IMET building, then this will still effectively frustrate the progress of a deal with the local business. We would expect them to immediately look for alternative premises that may well result in them withdrawing from any interest in the iMET. The deal for their occupancy would be being put at risk and potentially lost.

Conduct a market search exercise for other potential opportunities to secure office space to meet CPCA's future office needs

- 2.24 If the IMET property is not standing out as an outstanding opportunity that the Board wish to secure now, then a market search should be conducted to determine what other appropriate bespoke office alternatives are be available for the CPCA to consider for its future office needs.
- 2.25 It is proposed to search for office accommodation of between 500 and 1,500 sq m, ideally to acquire as a freehold or long leasehold with a ground rent and therefore utilise CPCA Capital rather than Revenue monies in the long term. We would utilise a commercial agent to assist in this search. A provisional budget for costs of £20,000 should be allowed for the search and investigating into the viability of potential options (for example space planning, investigating IT solutions, agents costs if no transaction subsequently occurs etc)
- 2.26 Initial indications have been made that U & C may have more than one short/medium term alternative option for CPCA to consider involving leasing other space at Alconbury Weald whilst there is also a potential long term deal to consider for an agreement for lease to purchase a purpose built office that U & C would construct and sell to CPCA to meet CPCA's long term occupational needs. So if Alconbury Weald is a preferred location there appear to be alternatives to secure bespoke office premises other than the iMET building.
- 2.27 As part of that search, CPCA will themselves seek to check again with the CPCA constituent District, City and County Councils to see if they might be able to offer the CPCA any office space from their existing premises and portfolios.
- 2.28 By conducting a market search we can present a future paper to the Board with all current occupational options and anticipated costs fully identified, including those with U & C at Alconbury Weald. That should enable to Board to make a fully informed decision.

3. Financial Implications

- 3.1 There are minimal direct financial costs in pursuing a deal with the local business to the Combined Authority or Business Board – while significant grant allocation has been made, there are no ongoing costs as the asset it owned by CRC and will be handed over to the

purchaser, with an anticipated grant recovery of £2.4m (purchase price of £3.15m less £0.75m to U & C). Some legal and other work will need to be done on behalf of CPCA to discharge any potential liability of the college in relation to clawback of the grant.

- 3.2 In the situation where the Combined Authority successfully offer £3.15m or more and acquire the freehold from U&C there will be legal and other costs associated with the purchase, including potentially Stamp Duty Land Tax at 5% on the £3.15m purchase costs (£157,500). There will also be the building operating costs from the anticipated lag between the Combined Authority completing the purchase and then completing any required fitting out to occupy for its own benefit and for the period of time it will take to secure subletting of the surplus ground floor areas. These costs will include business rates, insurance, maintenance, utilities etc.
- 3.3 A high level financial model was constructed comparing CPCA purchase, use, and re-sale at a later date of the iMET building to the sale of iMET to the local business and the CPCA leasing alternative space. The results suggest that purchase of the iMET building would represent a worse financial outcome over a 5-year period, but starts to be comparable if CPCA were to occupy iMET for 10 or more years.
- 3.4 This model assumed that half of the iMET would be sub-let to other occupiers. If this were unachievable acquisition of the iMET would never be financially preferable as the running costs of the building are likely to be higher than the costs to lease alternative accommodation of the size required by the CPCA.

4. Legal Implications

- 4.1 The full legal position is covered in Appendix 1. The transaction as currently envisaged will require the continued cooperation and agreement of the three parties (CPCA, CRC and U&C).
- 4.2 If the offer from the local business proceeds, all three parties should achieve their stated outcome of ensuring the iMET Building is occupied and fully functional, and CPCA recoups as much of the original LEP grant funding as is reasonably possible.
- 4.3 If the CPCA decide and are successful in making an offer to acquire the iMET Building, the upper parts will be occupied for CPCA office use and an appropriate sub-tenant will be sought to occupy the bulk of the ground floor.

5. Other Significant Implications

- 5.1 There are no other significant implications.

6. Appendices

- 6.1 Appendix 1 – Summary of the current legal position on iMET
- 6.2 Appendix 2 – Savills report into existing planning use and planning position in relation to alternative uses
- 6.3 Appendix 3 – Existing floor plans of the iMET premises

7. Background Papers

7.1 None.



**CAMBRIDGESHIRE
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COMBINED AUTHORITY

Agenda Item 2.4 – Appendix 1

iMET Legal position

The current ownership of the freehold title vests in Urban and Civic. As landlord, Urban and Civic have granted a long lease (125 years) of the IMET Building to the Cambridge Regional College with a peppercorn rent (nil rent).

The permitted use under the lease allows the premises to be used as a training and educational facility including ancillary office, research and development facilities. Due to the restrictive user clause, the Combined Authority and the local business that has made an offer would be prohibited to use the premises for their intended purposes. However, subject to the Urban and Civic consenting, either party would be able to seek a variation to the lease or alternatively purchase the freehold.

We understand that Urban and Civic have agreed to transfer the freehold interest to either the Combined Authority or the local business in return for a payment of £750,000. It is likely that VAT will be payable in addition to this sum, although this needs to be clarified with Urban and Civic. Acquisition of the freehold interest will free the building from the current use restriction within the lease.

Heads of terms have been agreed with the college that enable the Combined Authority to instruct the college to assign the lease to the Combined Authority or to a third party or surrender the lease back to Urban and Civic. In either scenario, the college will not retain any land receipt. They do however require that, in return, the Combined Authority formally confirms that this shall discharge any potential liability of the College in relation to clawback of the grant. Whilst the amount of the grant was substantially greater than the current value of the College's long lease of the building, it is understood that the grant terms may not have included formal clawback provisions and, as such, the Combined Authority is willing to confirm that the College's clawback liability shall be discharged on assignment or surrender of their lease, on the basis the College does not retain any part of the land receipt.

Whether the building is acquired by the Combined Authority or the local business, SDLT will be payable by the party which acquires the building. This will require further investigation if the Combined Authority acquires the building, given the slightly unusual circumstances in that transfer of the College's lease is effectively in discharge of any clawback liability. For budgeting purposes, it is suggested the Combined Authority assumes an SDLT charge of 5% on the £3.15m.

Regardless of which entity (Combined Authority or local business) acquires the building, it will be necessary to verify that the intended use is permitted by the existing planning consent. If not, a planning application will need to be made. Savills have reported on the planning position.

Provisions of the Grant Funding Agreement in place on the IMET

As of 1st April 2018 the GFA was novated to the CPCA from the Greater Cambridge and Greater Peterborough Enterprise Partnership Limited, making the CPCA the accountable body. Under the novation the CPCA takes on the obligations and liabilities of the GCGP as well as the benefits the GCGP was entitled to.

The relevant provision of the GFA is as follows;

- Clause 28 – Disposal or Transfer of Assets, if the costs of the asset have been included as net eligible costs then the Grant Recipient:-
 - a) Must not enter any agreement for sale or transfer other than for full value – a sale at undervalue will require the GCGP's consent.
 - b) Refund in full the grant paid by the GCGP
 - c) Pay to GCGP 100% of any net sale profit realised in respect of any sale, disposal or transfer.

Existing planning use and planning position in relation to alternative uses

iMET Building, Alconbury Weald

Existing planning use and planning position in relation to alternative uses

iMET Building, Alconbury Weald



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Existing planning use and planning position in relation to alternative uses

iMET Building, Alconbury Weald



1. The originally approved use

- 1.1. Outline planning permission was granted in October 2014 under planning reference 1201158OUT at Alconbury Airfield (now Alconbury Weald) for:

**Up to 290,000 sqm of employment floor space, including data storage and a materials recovery demonstration centre and up to 5,000 dwellings, including sheltered/extra care accommodation; a mixed use hub and mixed use neighbourhood facilities, including retail, commercial, leisure, health, place of worship and community uses; non-residential institutions including primary schools, nurseries, a secondary school and land reserved for post 16 education provision; open spaces, woodlands and sports provision; retention of listed buildings; new vehicular access points from Ermine Street and the A141, with other new non-vehicular access points; associated infrastructure; reserve site for a railway station and ancillary uses; and associated demolition and groundworks.
at Alconbury Airfield Ermine Street Little Stukeley PE28 4WX**

- 1.2. A series of reserved matters applications were subsequently submitted and approved including approval in June 2016 under planning reference 16/00752/REM for:

Submission of reserved matters (appearance, layout, landscaping, scale and mass) in respect of the construction of a mixed use Innovation, Manufacturing, Engineering Building (iMET) including office, research and development and a training facility (Use Class B1(a)/B1(b))

- 1.3. Importantly, whilst the description of the development on the decision notice (above) includes reference to a training facility (which can be a former D1 Non-Residential Institutions use) as well as office and research & development, the description finishes the list of uses with "(Use Class B1(a)/B1(b))". An office use and a research & development use are explicitly the (former) B1(a) and B1(b) respectively. The inclusion of "(Use Class B1(a)/B1(b))" at the end of the description makes it clear that the overall use of the building was considered to be B1 in this instance. This is supported by a review of the approved Development Specification as part of the outline permission. To be a reserved matters application, the proposed use(s) must comply with that specification. The specification includes B1(a) and B1(b), but no other uses that a training facility might otherwise fall under. This is further confirmed by the description of the application in the Officer Report which states that "This submission is made pursuant to outline planning permission 1201158OUT and seeks approval of reserved matters for the erection of a building for uses within classes B1(a) and B1(b)".
- 1.4. Alternative uses can become lawful and replace an approved use if they are carried out in breach of a planning permission for a continuous period of 10 years. This cannot be applicable in this instance as the building has not been constructed for a 10 year period.

The approved use of the building was therefore considered to be Use Class B1(a)/B1(b).

Existing planning use and planning position in relation to alternative uses

iMET Building, Alconbury Weald



2. Changes to use classes in 2020

- 2.1. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force on the 1st September 2020 consolidates a number of uses that were previously in different use classes into the same use class. This includes what was B1(a) and B1(b), and is now E(g)(i) and E(g)(ii), into a new, broader Use Class E. By virtue of the provisions in Section 55(2)(f) of the Town and Country Planning Act 1990 (as amended) the use of any part of a building or land for any other purpose within the same class does not constitute development and does not therefore require a planning application.

The building, or part of the building, can now be used for any of the uses listed within Class E below.

"SCHEDULE 2

Article 3

PART A

Commercial, Business and Service

Class E. Commercial, Business and Service

Use, or part use, for all or any of the following purposes—

- (a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public,
- (b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises,
- (c) for the provision of the following kinds of services principally to visiting members of the public—
 - (i) financial services,
 - (ii) professional services (other than health or medical services), or
 - (iii) any other services which it is appropriate to provide in a commercial, business or service locality,
- (d) for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public,
- (e) for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner,
- (f) for a creche, day nursery or day centre, not including a residential use, principally to visiting members of the public,
- (g) for—
 - (i) an office to carry out any operational or administrative functions,
 - (ii) the research and development of products or processes, or
 - (iii) any industrial process,

being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

3. Changes of use granted planning permission by the General Permitted Development Order

3.1. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) also grants planning permission for some changes of use, including those listed below, without the need for a planning application:

- from a use within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order, to a mixed use for any purpose within that Class and as up to 2 flats subject to conditions including the need to apply to the local planning authority for a determination as to whether the prior approval of the authority will be required;
- a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order subject to limitations and to conditions including the need to apply to the local planning authority for a determination as to whether the prior approval of the authority will be required; and
- a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business or service) of Schedule 2, to use as a state-funded school falling within Class F.1(a) of Schedule 2 to that Order subject to conditions including the need to apply to the local planning authority for a determination as to whether the prior approval of the authority will be required.

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) also grants planning permission (so a planning application it is not required) for a change to other specified uses subject to limitations in some instances and to conditions including the need to apply to the local planning authority for a determination as to whether the prior approval of the authority will be required.

4. Other matters

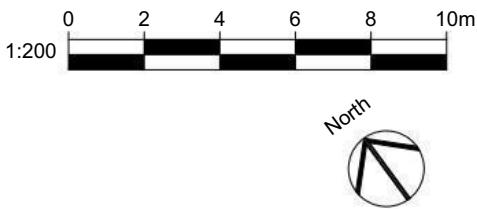
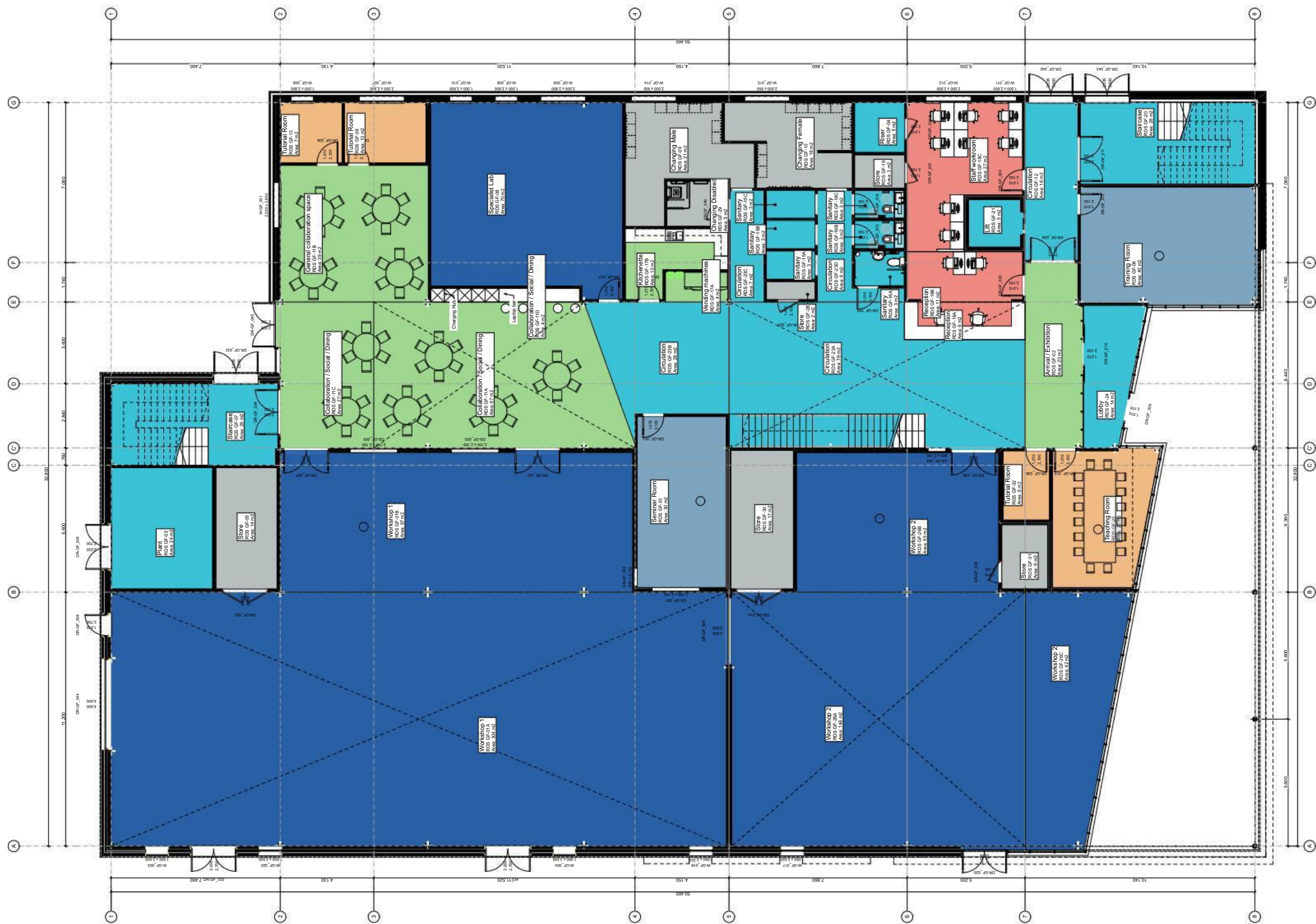
- 4.1. The designation of the site as part of an Enterprise Zone does not change any of the above.
- 4.2. Any other proposed uses would require a planning application. Any such planning application would be considered against the development plan (and Huntingdonshire's Local Plan to 2036 in particular) and material considerations. The target determination period for such an application would depend on the site area – 8 weeks if the site area was 1 hectare or less, and 13 weeks if the site area was more than 1 hectare.

Existing planning use and planning position in relation to alternative uses

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- 4.3. For a formal determination of the existing lawful use, the Combined Authority could apply to the Local Planning Authority for a Certificate of lawfulness of existing use under Section 191 of the Town and Country Planning Act 1990 (as amended). For a formal determination as to the need for a planning application(s) for any proposed alternative uses, the Combined Authority could apply to the Local Planning Authority for a Certificate of lawfulness or proposed use under Section 192 of the Town and Country Planning Act 1990 (as amended). The target determination period for both is 8 weeks.



| Proposed Gross Internal Area Schedule | |
|---------------------------------------|----------------------|
| Floor | Area |
| GF Ground Floor | 1,427 |
| 01 First Floor | 948 |
| | 2,375 m ² |

| | | | | |
|-----|-----------------------|----|----|----------|
| P11 | Suitable for Planning | AP | JB | 24.03.16 |
| P10 | Suitable for Planning | AP | JB | 18.03.16 |
| P9 | Suitable for Planning | AP | ZM | 09.03.16 |
| P8 | Suitable for Planning | AP | ZM | 26.02.16 |
| P7 | Issue for Planning | AP | ZM | 19.02.16 |
| P6 | Issue for Planning | AP | ZM | 15.02.16 |
| P5 | Issue for information | AP | ZM | 10.02.16 |
| P4 | Issue for information | AP | ZM | 04.02.16 |
| P3 | Issue for information | AP | ZM | 13.01.16 |
| P2 | Issue for information | AP | ZM | 07.01.16 |
| P1 | First issue | AP | ZM | 27.10.15 |

| rev | description | drawn | checked | date |
|-----|-------------|-------|---------|------|
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HRC

GA Ground Floor

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| bba project ref | scale(s) | original paper size |
| 15-160 | 1:200 | A3 |

drawing / document name :

| project | originator | zone | level | type | role | number |
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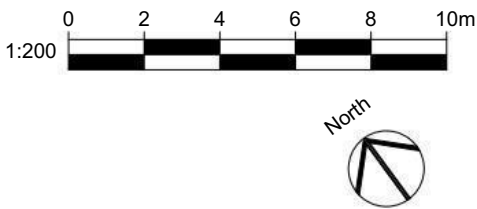
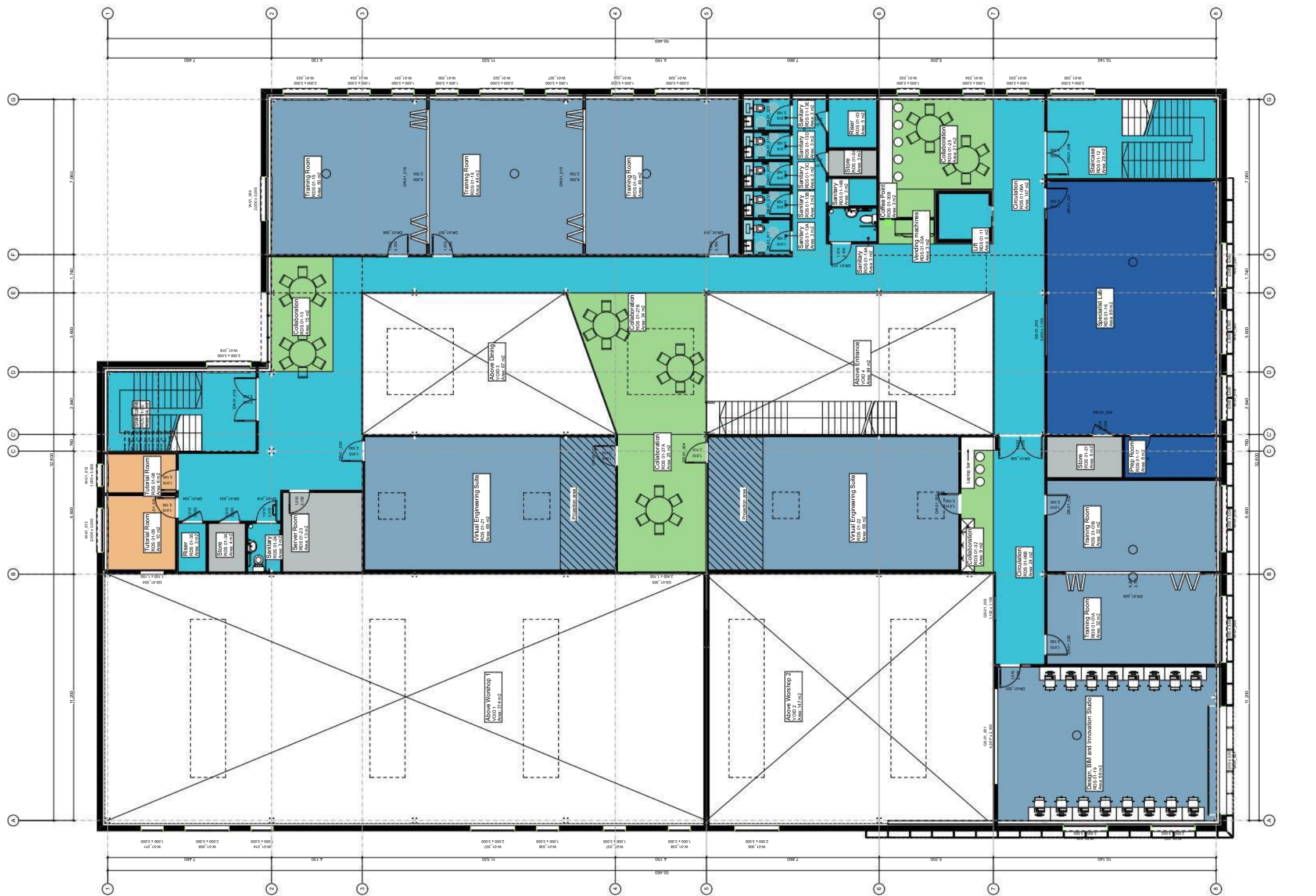
status : suitability description :

D5 SUITABLE FOR PLANNING

revision : revision description :

P11 PRELIMINARY

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PRELIMINARY

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HRC

GA First Floor

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| bba project ref | scale(s) | original paper size |
| 15-160 | 1:200 | A3 |

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| project | originator | zone | level | type | role | number |
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ALC - BBA - Z0 - ZZ - 01 - A - 02001

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