



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No. 1.5

## Cambridgeshire and Peterborough Combined Authority Board 30 November 2022

### Public questions

	Question from:	Question to:	Question:
1.	Lily Rivers Local resident	Councillor Anna Smith Statutory Deputy Mayor	In Cambridge, we will still have to wait many years to be connected to the East-West rail scheme. The only alternatives to reach Oxford and the West are to cross London with expensive trains or crawl, snail-like, along the winding route of the stagecoach 905 before changing buses to the X5. While we wait to be connected, would you consider introducing a fast bus service from Cambridge station to join the stations that will eventually be connected by the East-West rail, up to where the railway has reached, allowing Cambs residents to benefit from this scheme earlier, boosting connectivity, encouraging greener travel and drastically reducing journey times for those travelling West?
	Response From:	Response to:	
	Councillor Anna Smith Statutory Deputy Mayor	Lily Rivers Local resident	<p>Thank you for your question, and I welcome your commitment to using public transport.</p> <p>The 905 and X5 are both services operated commercially by Stagecoach. The Combined Authority do not have direct control over commercial bus services,</p>

	Question from:	Question to:	Question:
			<p>especially beyond our boundary; however, we continue to liaise and promote alignment between services. Therefore, your point about connecting together the coach service with the temporary rail heads will be investigated by the Combined Authority's officers, in conjunction with Network Rail. The aim of this will be to ensure excellent public transport connectivity is built in at each temporary terminus. This should stimulate through-passengers and, as you say, encourage greener travel and reduce journey times.</p> <p>East-West Rail remains very important to the CPCA and a long-term priority for the Combined Authority and is included within the Local Transport and Connectivity Plan for the region. Whilst the Authority continue to work with partners on the promotion of the appropriate scheme for the people and businesses of Cambridgeshire, it is important that relatively quick-win measures can be introduced through more effective working relationships between other public transport providers.</p> <p>Thank you for your question and do please get in touch if that doesn't cover it.</p>
2.	Robin Sutton Friends of the Manor	Councillor Boden	<p>The project list proposed for Whittlesey seems to have been a victim of unexpected and drastically changed situations. The Southern Bypass has escalated in cost, originally estimated at £50,000 now £255,750, and the energy crisis has led to consideration of capital funding from Fenland District Council of solar panels for all four leisure centres. As a consequence, would it be wise to delay the decision on the exact content of the current proposed list of projects to allow time for decisions to be made by FDC, seek more detail of the increased costings and an opportunity to revisit the original list to seek suitable replacement projects thus providing the public with increased transparency and understanding of the reasons behind the final project choices.</p>
	Response From:	Response to:	
	Councillor Boden (written response)	Robin Sutton Friends of the Manor	<p>Thank you for your question.</p> <p>Some background to the CPCA Market Towns Programme may be helpful: As explained in Item 4.4 of today's Agenda, the CPCA is committed to helping its region's market town thrive and is investing to ensure towns remain vibrant and thriving places. This commitment included the production of a Masterplan for each of</p>

	Question from:	Question to:	Question:
			<p>the key market towns including Whittlesey and identified interventions that enshrined the importance of inclusive growth. In July 2021, CPCA funding of £13.1m was allocated across the market towns, with district authority leads able to bid for capital funds for each town. The CPCA established a governance procedure using a Town Team for each town, comprising representatives of local Councils, local business and the wider community. Whittlesey was allocated £1million, as were all but one of the other towns in the programme. Proposals were invited to support the mobilisation of each Masterplan and against activities which addressed the needs and those interventions required to drive targeted growth and sustained regeneration for each town.</p> <p>Unfortunately, because of steeply rising construction costs, the largest scheme in the Whittlesey programme, the proposed new Heritage Centre, had to be suspended in September 2022 as it was no longer affordable nor, with the newly inflated costs, did the scheme continue to provide good value for money.</p> <p>The CPCA has indicated that all projects need to commence by 31<sup>st</sup> March 2023 to retain the CPCA Grant funding. Given the time pressures, a proposal for reallocating the unspent money previously allocated to the Whittlesey Heritage Centre was compiled at very short notice for inclusion in last month's meeting of the CPCA Board. However, because of the need to submit something urgently, this was done without a meeting being held of the Whittlesey Town Team. When it became clear that it was possible to defer the report, but still be assured that the funding would remain in place, two Town Team meetings were then arranged to discuss and refine the submission to Board that we have in front of us today.</p> <p>The Town Team discussions have determined the final submission to Board, with the Town Team considering the deferred report's list of projects, whilst also considering other projects introduced in the Town Team meeting. The Town Team considered all potential projects, whilst comparing them against the Growing Fenland Whittlesey Masterplan and have selected projects that are better aligned with the Masterplan than the initial deferred project list. The Masterplan was developed using community consultation so the link to community priorities is clear.</p>

	Question from:	Question to:	Question:
			<p>The Town Team voted on the final list of projects to be included in the report with a majority selecting the projects we see in the report today.</p> <p>The Strategic Outline Business Case for the southern bypass has been included as it reflects the Masterplan's document which calls for:</p> <p>“ A new relief road from Coates to the Morrisons / Cardea Roundabout so that Heavy Goods Vehicles (HGVs) can access industrial sites from the east rather adding to the congestion of residential routes, particularly along Inhams Road and Station Road. As well as adding to the congestion, HGVs degrade the quality of the road and street surfaces and contribute to the problem of air pollution. “</p> <p>An Inception Report regarding the relief road has already been commissioned and completed. The Strategic Outline Business Case document is step 2. This is not an escalation in cost, it is a more advanced stage of the process. The progression of the relief road project has a very high level of public support in Whittlesey, as the town is projected to face increasing levels of traffic gridlock as a result of local growth.</p> <p>With regard to the point about solar panels, FDC is to increase solar panel coverage on all 4 leisure centres. If the Board approves the Market Towns report today , then the solar PV for Whittlesey will be funded by the Market Towns funding. It should be noted that the report to Board highlights the scalability of solar PV. Should the other projects for Whittlesey require increased funding then the solar PV funding from the Market Towns fund would be scaled back. Whilst solar pv was not included in the Masterplan document, it is clear, given the ongoing energy crisis, that this is a priority for the town's local leisure facility and maintaining its community use.</p> <p>The proposed re-allocation of funds before the Board today has followed correct governance procedures, and respects and reflects local community needs and aspirations.</p>
3.	Richard Parkinson Local resident	Councillor Anna Smith Statutory Deputy Mayor	<p>Why has the Ting service area reduced with the new operator (Vectare)? On the Vectare-drt app, the operating area no longer includes Cambourne, stops within Huntingdon, or Eltisley. On your web site it states "Under Vectare, the Ting travel</p>

	Question from:	Question to:	Question:
			zones and fares will remain unchanged", but this clearly has not happened. This means I can no longer use the Ting service to get to and from work.
	Response From:	Response to:	
	Councillor Anna Smith Statutory Deputy Mayor	Richard Parkinson Local resident	<p>Thank you.</p> <p>During the transfer of information - that is, the apps and mapping - from Stagecoach to Vectare there were a number of small areas of concern that have since I understand been rectified. We apologise for the inconvenience this have caused to the people in west Huntingdonshire.</p> <p>If there are any ongoing concerns with passenger transport services, please do let the Combined Authority's transport team know so that we can continue to work with our operators across the region to improve the offer for the people of Cambridgeshire and Peterborough.</p> <p>Do get in touch if that isn't sufficient.</p>