



Agenda Item 4

QUESTIONS FROM OVERVIEW & SCRUTINY COMMITTEE TO THE COMBINED AUTHORITY BOARD ON 29 JANUARY 2020

Item 1.1 Minutes of the meeting on 27 November 2019

Question

Further to Minute No 455 [Climate Change] where it states “Subject to the Board’s approval the Mayor would write to a potential chair to enable work to start as quickly as possible”, what progress has been made with the appointment of a Chair of the Independent Commission on Climate Change and what impact will the delays in recruiting a Chair have on the proposed timescales for production of its report.

Response

Discussions with potential chair candidates and potential commission members are ongoing and an announcement, including information on future timescales, will be made very soon.

Item 2.2 Combined Authority Business Plan 2020/21

Question

At page 130 the report sets out progress on key projects, where there is reference to applications for government funding when are those funding decisions expected to be made and could that information be included in future reports?

Response

We understand the Chancellor intends to hold a Budget in March and a Spending Review later in the year and expect decisions about central government funding to be linked to those fiscal events. We will continue to lobby Government where appropriate.

Item 3.2 £100k Homes Business Case

Question

To whom are the £100k homes aimed, what is the selling point for £100k homes as compared to other forms of affordable housing and what would attract individuals to the £100k scheme?

Response

By definition, the selling point of £100k homes is a home being sold to a qualifying applicant for £100,000 and that will be 100% home ownership.

The scheme is for one bed properties and it is an opportunity for an individual to enter the property market and build equity in their home. Other products such as shared ownership would require both a mortgage and rent. They will be aimed mainly, although not exclusively, at first time buyers and will be protected by covenant to ensure that they cannot be rented out or sold on at a significant profit.

The allocation criteria is currently being worked up, but will be based on the principle of local people in local employment. We anticipate a huge demand from people being able to buy their own home for £100k and would urge Planning Authorities to include £100k Homes in their plans.

Item 4.1 Local Transport Plan

Question

Given the consultation responses from members of the public about climate change, please can you highlight where those responses have resulted in changes to the approach or contents of the Local Transport Plan proposed for adoption?

Response

Climate change has been afforded a high priority within the Local Transport Plan (LTP). A key objective of the LTP is reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change.

The Authority aims to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale and by committing to a target of net zero carbon by 2050, want to ensure that Cambridgeshire and Peterborough are at the forefront of driving reductions in emissions from transport. In order to meet our overarching objective, the Authority will look to:

- Utilise new technologies as they become available to minimise the environmental impacts of transport;
- Manage and reduce transport emissions; and
- Encourage and enable sustainable alternatives to the private car including reducing the need to travel.

In addition, the Authority will look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable. By ensuring that the transport network is protected against human and

environmental disruptions, journey time reliability will be improved for residents, allowing better journeys across the Combined Authority.

Item 4.2 Cambridge Autonomous Metro (CAM) Core Outline Business Case - Public Consultation

Question

Why were the members of the Overview & Scrutiny Committee's CAM Metro Task & Finish Group not provided with advance copies of the consultation materials as agreed with officers?

Response

The draft consultation material is currently being prepared by the Combined Authority's consultancy team in conjunction with the Mayor's office. It is anticipated that the material will be available in early February and it will be shared with the Task and Finish Group as soon as it is available.

Item 4.3 Cambridge Autonomous Metro (CAM) Programme – Regional Arms Strategic Outline Business Case Tender Document Preparation

Question 1

The feedback on the Local Transport Plan Consultation, at Item 4.1, refers to the demand for a stop on the CAM network in East Cambridgeshire. How will that issue be developed and where would the stop be located?

Response

The requirements for the overall CAM network are subject to the usual demand forecasting and transport analysis as well as consultation with the appropriate key stakeholders and local government departments. CPCA are currently unable to answer specific questions about the specific stops and routes in East Cambridgeshire as options will be developed as part of future work on the business case for the eastern regional route. The Transport Committee have asked officers to undertake the initial procurement activities to develop the CAM regional routes later in 2020. A specification for the demand modelling for the whole of the CAM network is currently being prepared and will be shared with the Overview and Scrutiny Committee, CAM partnership Board and CAM Technology Advisory Committee in due course.

Question 2

What progress is the Combined Authority making towards identifying funding options for the CAM Metro project?

Response

The Strategic Outline Business Case reported that the CAM could be paid for through a series of funding mechanisms, which might include local contributions and dedicated revenue streams, in particular land value capture and tax increment financing. The SOBC indicated that a mixture of these will be required to cover the capital expenditure and financing requirements for implementing the CAM, and to ensure public and business confidence in the development of the scheme. As the development of the business case for the scheme progresses further, work will be done to confirm the appropriate funding and financing package to deliver the CAM. This will need support from Government, but will also include money raised through the economy of Cambridgeshire. The conclusions of that work will be reported in the Outline Business Case this summer.

Item 8.1 Motion received from Councillor Chris Boden

Question

If passed, this motion would prevent the Overview & Scrutiny Committee or its working groups meeting in Cambridge. The unanimous view of the Committee was that it was deeply disappointing that the motion does not mention public transport, that it denies the opportunity to hold meetings in the location with the best public transport links for the maximum number of local people including interested members of the public, and does so without evidence of the impact of Combined Authority meetings on air quality and congestion in Cambridge, or the effect on car mileage or carbon emissions which would be caused by holding meetings in places with poorer public transport connections.

The Committee were also concerned about the democratic deficit in not holding meetings at the offices of two of its constituent councils and that the proposal is not in accordance with the spirit of the Constitution. In those circumstances, how can the proposal be justified?

Response

Councillor Boden's motion was amended to include the continued use of the Guildhall, Cambridge for Combined Authority meetings.