



## **CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY TRANSPORT AND INFRASTRUCTURE COMMITTEE: MINUTES**

**Date:** Wednesday 29<sup>th</sup> April 2020

**Time:** 3.00pm – 4.45pm

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

**Apologies:** None

### **73. APOLOGIES AND DECLARATIONS OF INTERESTS**

None received.

### **74. MINUTES – 6<sup>TH</sup> MARCH 2020**

The minutes of the meeting held on 6 March 2020 were agreed as a correct record subject to the amendment for clarity of Councillor Van de Weyer as Deputy Leader of South Cambridgeshire District Council only. Clarification was provided by officers regarding the Local Transport Plan Sub-Strategy and explained that the Transport and Infrastructure Committee at its last meeting agreed that a sub-strategy was required and it was for the Combined Authority Board to approve the sub-strategy.

The Mayor reminded Members that at its last meeting, the Transport and Infrastructure Committee agreed that he should commission new bus services between Cambourne and key employment sites in Cambridge. The Mayor informed the Committee that the necessary preparations had been made and tender documents had been developed. However, due to the current circumstances regarding COVID-19 it was highly unlikely that a tender exercise would produce a sensible subsidy figure. The decision was therefore taken to pause the tender until the path to emerging from the COVID-19 lockdown was clearer.

### **75. PUBLIC QUESTIONS**

Five public questions were received relating to the Transport Impacts of COVID-19 and Coldhams Lane Roundabout Progress Report the responses for which are published at the following link: [Public Questions and Responses](#).

There were three questions relating to the Budget and Performance Update report and Bus Reform Task Force received from the Overview and Scrutiny Committee that were taken when the relevant report was presented. The questions and responses are published at the following link: [Overview & Scrutiny Questions and Responses](#).

## **76. COMBINED AUTHORITY FORWARD PLAN – APRIL 2020**

It was resolved to note the Forward Plan.

## **77. TRANSPORT IMPACTS OF COVID 19**

In advance of officers introducing the report, the Mayor informed the Committee of discussions that had taken place with the Buses Minister, Baroness Vere, which had led to the creation of a package of emergency legislation for bus services across England, known as the Covid-19 Bus Service Support Grant (CBSSG). The grant covers some of the losses of bus companies and is intended to try and ensure that after lockdown small local bus enterprises are not forced to close down due to lack of cash-flow, resulting in a lack of contractors. It is anticipated that the Combined Authority area should benefit by approximately £5 million from this scheme.

The Mayor explained further that, Combined Authority officers spotted an anomaly in the scheme as it did not cover cases where the County Council (CCC) and Peterborough City Council (PCC), not the bus operators, faced the financial risk from lower fare income. The Mayor had therefore written to the Minister on that point and as a result, the Department for Transport agreed to amend the scheme so CCC and PCC could also benefit from the grant scheme where they were liable for lost fares.

The Committee received a report and presentation (Appendix A) that considered the impacts of the COVID-19 pandemic on the transport network of Cambridgeshire and Peterborough and to make recommendations to the Combined Authority Board on how the Authority can maximise the opportunities that may arise following end of the pandemic.

During discussion of the report Members:

- Commented that although car usage would have decreased, it was unlikely to have decreased in rural areas as the distances from villages to market towns was too great to walk or cycle. It was therefore essential to be mindful of that when planning for the easing of lockdown restrictions.
- Drew attention to the consideration needed for social distancing on the high street, particularly how people will queue for shops and how space is created in order to allow that to happen safely.
- Expressed concern regarding the potential for people to lose confidence in buses and the impact of social distancing on bus services. Bus operators would need to be encouraged to provide hand gel and other mitigations to provide security for the public.
- The Mayor informed the Committee that he had met with Cambridgeshire and Peterborough BID in order to formulate a plan to assist in bringing forward social distancing for shopping. The buses issue was a significant one and it was likely that

people would only return to using buses slowly. Car parks was a particular area of focus for a means to facilitate social distancing where only every other space operated and therefore limited the number of people shopping at any one time.

- Commented that it was clear that public transport was going to take a considerable amount of time to return to normal and highlighted the opportunity to encourage cycling. While it was not for everyone it did help to reduce levels of motorised traffic. Attention was drawn to the need for careful travel planning as larger employers returned to work in order to achieve social distancing and avoid grid-lock with additional private cars on the road.
- Expressed concern for the long term impact of increased online shopping on market towns where people may not return to high street shopping following the end of lockdown restrictions.
- Highlighted the role of retailers who had implemented social distancing measures during the crisis to be able to provide advice and support to the sector when planning for their eventual reopening.
- Commented that planning was very difficult as there were many unknown factors and risk mitigation would need to be multi-faceted in its approach.

The Mayor concluded that although at this stage much was unknown there were measures such as staggering working time and opening times being explored that would seek to address issues regarding social distancing and the Mayoral Forum would be utilised to explore and develop those ideas.

The Mayor proposed, seconded by Councillor Schumann to move the recommendation.

It was unanimously resolved to:

Consider the impacts of the COVID-19 pandemic and give officers guidance on how the Authority should approach the transport opportunities and challenges that may arise following the end of the current lockdown.

## **78. BUDGET AND PERFORMANCE UPDATE**

The Committee considered the Budget and Performance Update. In presenting the report the Committee's attention was drawn to the revenue and capital position, together with the projects where variances were reported. Members noted that future iterations of the report will contain some movement in activity in order to address underspends.

It was resolved unanimously to:

Note the April budget and performance monitoring update

## **79. A10 JUNCTIONS AND DUALLING: PROGRESS UPDATE**

The Committee received a report that provided an update to the Committee on the progress of the Strategic Outline Business Case (SOBC), and on the position following the Chancellor's Budget announcements, in relation to the A10. The report also sought the view of Members regarding the next steps to progress the project into the Outline Business Case (OBC) stage.

The Monitoring Officer advised the Committee that there was an error on the report relating to the voting arrangements and the requirement was a simple majority.

During discussion:

- A Member welcomed the report and its recommendations. Clarity was sought regarding the initial number of 77 options, questioning how quickly they would be refined. Officers explained that work had been ongoing for a number of months and the 77 options represented a mixture of small elements that were linked. Officers had been working closely with Cambridgeshire County Council as the Highways Authority and would require a close relationship going forward. Options would be refined over the coming 6 to 8 weeks as the Strategic Outline Business Case develops and would be presented to the Committee.
- Emphasised the importance of the A10 as a route and sought clarification regarding paragraph 5.2 of the report, specifically whether it was £2m over 2 years. Officers explained that the £2m was a proportion of the cost over the 2 years. The figure represented a worst case scenario. However, it was important that it was included in the Medium Term Financial Plan (MTFP). As the project progresses a further report would be presented to the Committee that included the financial detail.
- Councillor Schumann proposed, seconded by Councillor Bates to move the recommendation

It was unanimously resolved to:

- a) Note the SOBC stage progress
- b) Note details of Budget 2020 announcement in relation to MRN and LLM applications of July 2019
- c) Agree the proposed approach to progression to OBC stage

## **80. BUS REFORM TASK FORCE**

The Committee received a report that sought approval for the development of an Outline Business Case (OBC) which would then recommend a preferred course of action. The bus reform project sought to identify ways in which to deliver bus services within Authority's area that met the aspirations of the citizens.

During discussion Members:

- Congratulated officers on the work that been undertaken and expressed support for the options presented in the report.
- Clarified whether the requirement for an auditor would be for a fully independent auditor or whether the existing external auditor for the Combined Authority could be used. Officers informed the Committee that following legal advice it had been confirmed that the existing external auditor could be used which was welcome as local knowledge was vital in assessing the options. There was a legal requirement for an audit if there was a move to a franchised model.
- Questioned how the final recommendation could be influenced. Officers explained that permission was being sought through the report to identify which option(s) would be selected for audit and then public consultation before going live.
- It was proposed by Councillor Seaton and seconded by Councillor Neish that the recommendation be put to the vote.

It was unanimously resolved to:

- a) Note the progress of the project to date
- b) Agree that the project should proceed to the writing of an Outline Business Case
- c) Delegate to the Director of Delivery and Strategy the procurement and appointment of an independent auditor

## **81. COLDHAMS LANE ROUNDABOUT PROGRESS REPORT**

Members considered a report that summarised the additional work completed on the Coldhams Lane Roundabout project since the January 2020 Transport and Infrastructure Committee and outlined a revised programme for consultation and construction.

In discussing the report:

- A Member commented that although it was a complex scheme with cost restrictions, the proposals that were put before the Committee in January were high quality and the options presented to the Committee in the report were variations of the simplest scheme and expressed concern that one option did not include a crossing on Brooks Road /Perne Road.

- The Mayor sought clarification the cost and what S106 funding was available for the scheme. Officers explained that the cost of the scheme totalled £2.2m of which £200k was made up of S106 monies. Officers confirmed that there was no contribution from Cambridgeshire County Council, Cambridge City Council or the Greater Cambridge Partnership.
- Support was given to the concerns expressed by Camcycle during their public question, highlighting the lack of segregation between cars and cyclists as a particular area of concern. There was a risk that the result of the public consultation would be a need to start again with fresh designs.
- The role of partner organisations in delivering high quality improvements to infrastructure was emphasised and the need for them to contribute financially.

The Mayor concluded by requesting that officers present a report to the next meeting of the Transport and Infrastructure Committee following discussions with partners in order to understand more fully what funding opportunities were available.

The Mayor therefore proposed with the unanimous agreement of the Committee that the recommendations a) and b) be deleted and replaced with:

*Request that officers assess with Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and The Greater Cambridge Partnership what partner funding contribution opportunities may be available and report to the next meeting of the Transport and Infrastructure Committee.*

On being put to the vote it was resolved unanimously to:

Request that officers assess with Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and The Greater Cambridge Partnership what partner funding contribution opportunities may be available and report to the next meeting of the Transport and Infrastructure Committee.

## **82. DATE OF NEXT MEETING**

The Mayor informed the Committee that following the meeting of the Combined Authority Board, a further meeting of the Transport and Infrastructure Committee would be required within approximately two weeks. Democratic Services would be making the arrangements.

**Chairman**