

## Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: Wednesday 14<sup>th</sup> March 2022

Time: 10.00am – 12:20pm

Present: Nik Johnson (Mayor and Chairman), Councillors Neil Gough, Jon Neish, Neil Shailer, Katie Thornburrow, Steve Tierney.

Apologies: Councillors Peter Hiller and Chris Seaton

### 24. Apologies and declarations of interest

Apologies were received by Councillors Peter Hiller and Chris Seaton, Councillor Steve Tierney attending as substitute.

There were no declarations of interest.

### 25. Minutes of the Transport and Infrastructure meeting on 12 January 2022

The minutes of the meeting on 12 January 2022 were approved as an accurate record and signed by the Mayor.

### 26. Combined Authority Forward Plan

It was resolved to note the Combined Authority Forward Plan.

### 27. Public Questions and Petitions

One public question was received from Anthony Carpen regarding the use of e-scooters and e-bikes.

The Mayor provided a verbal response, recorded in Appendix A.

### 28. A141 Huntingdon and St Ives Outline Business Case and St Ives Local Improvements

The Committee received a report which updated the progress of the St Ives Local Improvement; updated the progress on the A141 and St Ives Strategic Outline Business Case; and recommend the approval of the drawdown of £2.3 million for commencement

of the St Ives Local Improvement Schemes. These schemes would take place between April 2022 and August 2023.

The five proposed packages for the Local Improvement Study were:

1. Changes to speed limits, junctions and parking across St Ives Town Centre.
2. Silvaco West roundabout improvement (A1123 / B1040) and right turn ban Needingworth Road to A1123 Audrey Lane.
3. Bus stop improvements.
4. Walking and cycling signage improvements.
5. Non-Motorised User (NMU) Routes Development Study.

During discussion of the report, Members:

- Clarified that all Local Schemes would benefit St Ives regardless of whether the A141 Huntingdon and St Ives Outline Business Case was approved. The schemes were developed to be enacted independent to the Outline Business Case, but not divorced from it. This strategy was influenced by the March Area Transport Project and could be used to influence local authorities' and external bodies' own developments. In particular, Members stressed that packages 3&4 could be used as a framework for Cambridge City Council to aid accommodation for the elderly or people with hidden disabilities.
- Noted that Local Improvements had been identified through consultation in 2020 and therefore work progression would include an additional review, consultation and analysis to ensure it remained current. In line with this, an area discussion had occurred.
- Established that this request for financial procurement was to ensure expediency and security.
- It was proposed with the unanimous agreement of the Committee to amend Recommendation c to read:

Approve the drawdown of £2.3 million for the **consultation and** commencement of the St Ives Local Improvement Schemes; and

During the discussion, Members:

It was resolved unanimously to:

- a) Note the progress of the St Ives Local Improvements study;
- b) Note the progress of the A141 and St Ives Strategic Outline Business Case;
- c) Recommend to the CA Board that it:
  - i. Approve the drawdown of £2.3 million for **the consultation and** commencement of the St Ives Local Improvement Schemes; and

- ii. Delegate authority to the Head of Transport and Chief Finance Officer to agree a Grant Funding Agreement with Cambridgeshire County Council

## 29. Demand Responsive Transport update

The Committee received a report which detailed progress of the Demand Responsive Transport (DRT) project and sought approval for a three month extension. This was the maximum period allowed and would cost £120,000. Extending the trial would enable the service to review progress and consequently tender for a revised service to commence in July 2022 subject to a successful review. Objectives of the review included improving profitability of the *Ting* service by widening the passenger base through additional market research.

The DRT project had been rated five stars over the first ten weeks of service and serviced c.110 rides a day, with the West Huntingdonshire DRT bus increasing access from 52-92%.

During discussion of the report, Members:

- Noted that there was no update on the release of funding from National Government. Next steps would not be planned until that occurred.
- Understood that the extension period would consider possible evolution for *Ting*, the procurement process, and the expansion into other areas (with eight potential sites already identified).
- Suggested including data on the impact of the trial stopping to consultations.  
**Action.**
- The Mayor noted that incorporating rural areas into travel plans helped mitigate area inequalities.
- Established that there had been less demand for 'add on' tickets from market towns into cities(priced £1), with a hundred bought in the last month.
- Agreed to receive trial data in a whole Committee forum/briefing throughout the trial.  
**Action.**
- Suggested incorporating this in home to school transport, however, this was delegated out of the Cambridgeshire and Peterborough Combined Authority.
- Noted that the Cambridgeshire trial was the only trial occurring rurally as well as in urban areas. A Member showed concern about the expenditure versus demand for running the bus service in rural areas. The officer explained that uptake here was subsidised by increased uptake elsewhere. He stated that the rate of growth evidenced from trial data would determine to what extent provision was viable. Consequently, adaptations to ways of working could improve outcomes and more general planning. Current data allowed the officer to estimate that the DRT would be cost neutral or profiting in six months, not including set up cost.

The Mayor responded that the way in which the service allowed the community to flourish by increasing access to education, healthcare and local businesses, would be considered by the Board as well as the financial cost of the service.

- Noted the benefit to residents following rising fuel costs.
- Expressed concerns about hidden costs.

It was resolved unanimously to:

- a) Note the performance of the “Ting” Demand Responsive Transport (DRT) trial; and
- b) Approve the extension of the DRT trial by a further 3 months

### 30. March Area Transport Study

The Committee received a report which summarised the work on the March Area Transport Study (MATS) and the March Future High Street Fund (FHSF) – schemes that were linked and must be built together. It recommended the re-purposing of £586,205 from the CPCA Future High Street Fund monies to undertake early phases of the MATS Broad Street construction stage and approval of the drawdown of £3,780,387 for construction of MATS Broad Street scheme. This money would then be retrieved following funding release.

The Mayor introduced an amendment to the recommendations, as a result of a typographical error. Recommendation b)i. would therefore read (deletions in strikethrough)

- i. Re-purpose £586,205 of CPCA Future High Street Fund monies to undertake the initial phases of the March Area Transport Study Broad Street construction (~~subject to the independent evaluation and sign-off of the Full Business Case~~);

During discussion of the report, Members:

- Expressed concern for the impact that the war in Ukraine and the pandemic would have on construction material availability and costs, and asked whether it would be pertinent to use local trades and include a longer lead in times to allow materials to be ordered in advance. The officer stated that a lot of supply would be UK based, but that the project team would consider these challenges, monitor supply chains and get advance buy of stock.
- Noted that the repurposing of resource would expedite the project and this would reduce cost.
- Clarified the process of governance. The March Area Transport Study would be approved by the Project Team, the Project Board and the Transport Project Board.

This would ensure risks were managed prior to an overspend. In accordance with the Assurance Framework, the business case would have an independent review prior to being seen by the Committee and Board. The loan would be enacted subject to approval of this.

- Were pleased with the collaboration with County Highways and suggested continued working with the Project Delivery Cycle Team.

It was resolved unanimously to:

- a) Note the progress of the March Area Transport Study and March Future High Street Fund;
- b) Recommend to the CA Board that it:
  - ii. Re-purpose £586,205 of CPCA Future High Street Fund monies to undertake the initial phases of the March Area Transport Study Broad Street construction ~~(subject to the independent evaluation and sign-off of the Full Business Case)~~;
  - iii. Approves the drawdown of £3,780,387 for the construction of March Area Transport Study Broad Street scheme, in full, (subject to the independent evaluation and sign off of the Full Business Case); and,
  - iv. Delegate authority to the Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Cambridgeshire County Council in relation to the March Area Transport Study.

### 31. E-Scooter Trial and E-Bike Update

The Committee received a report which detailed the e-scooter and e-bike trial occurring in Cambridgeshire and Peterborough. There were 900 scooters and 250 e-bikes in Cambridge. E-scooters had been reintroduced to Peterborough the week prior to the meeting. Danger mitigations in place included monitoring of safety levels, workshops, a strike system, and liaison with the DfT. The report sought approval for an extension to the e-scooter trial in Cambridge; and to undertake market engagement and procurement for expanding e-bikes into market towns. Market towns under consideration for e-bike expansion were: Ely, St Ives, Huntingdon, Wisbech, March and St Neots. A workshop on e-scooters and e-bikes had taken place with district councils and there would also be engagement with potential officers to ensure the operator model was sustainable.

Councillor Bailer submitted a question to the Committee, asking for a seminar on the positive and negative outcomes of regulated and unregulated e-scooter use. This was accepted by the officer. **Action.**

During discussion of the report, Members:

- Noted the actions of Voi to promote safe travel, such as: disabling bikes in pedestrianised areas; incentivising learning via the app; and suspensions for reported users. They expressed belief that the majority of incidences were therefore caused by privately owned scooters, control measures for which were being discussed with the Department for Transport and the Home Office.
- Requested that parking infrastructure was built sensitively in historic towns.
- Shared positive feedback for the service and expressed the benefits of easy data gathering from tracking, both regionally and globally. Specifically, Members awaited data from areas trialling overnight hire in rural areas.
- Noted previous and upcoming engagement workshops with Combined Authority constituent council Members and officers. Market engagement would help to formulate a sustainable model for growth, although the current proposal was for a wider market town roll-out with expansion possibilities. Members promoted scheme expansion within Soham, Littleport and Huntingdonshire.
- Were pleased that the scheme linked well with the Local Transport Strategy, Business and Skills Strategy and Bus Improvement Plan.
- Asked whether other companies would be considered following the trial in order to prevent a monopoly. The officer explained that the contract with Voi could be extended for up to five years, following which re-procurement would be required. The Department for Transport had yet to legalise private e-scooter rental. This would impact re-procurement options.

It was resolved unanimously to:

- a. Approve the extension of the e-scooter trial to 30 November 2022;
- b. Approve market engagement and a procurement process to enable the expansion of the e-bike service region wide; and,
- c. Delegate authority to the Head of Transport in consultation with the Chief Finance Officer and Chief Legal Officer to enter a contract with the successful tenderer.

## 32. Budget and Performance Report

The Committee received the January Budget and Performance Update report which presented the progress to date made against budgets set in January 2021. It included the summary of the year-to-date transport revenue budget; the RAG risk rating; statistics from the Five-Year Gateway Review results; and an expenditure timetable for the 2021-22 budget. The meeting report presentation had changed prior in line with comments from Committee and Board.

During discussion of the report, Members:

- Clarified that further engagement would be required with Cambridgeshire County Council and Suffolk in regard to funding for the A142 between Chatteris and Snailwell and the Snailwell loop. The former bid had not been progressed.
- Campaigned for the use of heavy rail in the Wisbech Rail and Access Strategy to improve connections between Wisbech and Cambridge, although this would result in large expenditure on road bridge crossings, impact delivery speed and affect connectivity. The Wisbech Rail and Access Strategy would be progressed when there was funding capability and dependent on the works at the Ely North junction. A draft report had been received for review from Network Rail for the Heavy Rail Business Case, following this a light rail business case would be required. National Highways had a Road Investment Strategy Programme that may accelerate the Strategy.
- The Mayor stated that collaborative work with the Clinical Commissioning Group and, in future, the Integrated Care System would highlight health data relating to transport pollution.
- Noted the significant ongoing work with the Fenland Regeneration Stations.
- Agreed the difficulties of having current data but pressed the importance of accurate data.

It was resolved to:

Note the January Budget and Performance Monitoring Update

33. Date of the Next Meeting - 25 April 2022.

Mayor

## Public Question

### Mr Anthony Carpen's Question:

I have regularly raised this issue on social media. Please can you give more details on how Combined Authority officers will be working with local councils and communities to ensure docking bays are located in places that demonstrate sound urban design and have the consent of local residents, and are not simply 'painted areas' (paint is not infrastructure). Consultation methods could include residents going online and dropping icons on maps indicating the type of docking station best suited for each location.

Thank you.

### Response from Mayor Dr Nik Johnson on behalf of the Combined Authority:

The Combined Authority officer for e-scooters and e-bikes regularly meets with officers from Cambridge City Council and Cambridgeshire County Council, and with the operator Voi to address feedback received, including about parking hubs. Next week (21 March), if the Committee paper is approved, the same group have planned to be in Cambridge Market square area reviewing e-scooter parking and considering the most appropriate type of parking infrastructure for that area. The parking hubs will continue to be reviewed, including identifying key locations where parking infrastructure or painted bays would have the most effect.

Thank you for your suggestion about how better to work with communities and this is something that the team will consider.