

Sustainable Growth Ambition Statement, 2022/23 Budget and Medium-Term Financial Plan 2022 to 2026

- To: Cambridgeshire and Peterborough Combined Authority Board
- Meeting Date: 26 January 2022
- Lead Member: Mayor Dr Nik Johnson
- From: Jon Alsop, Chief Finance Officer
- Key decision: Yes
- Forward Plan ref: KD2021/060
- Recommendations: The Combined Authority Board is recommended to:
- a) Adopt the Sustainable Growth Ambition Statement
 - b) Approve the revenue budget for 2022/23 and the Medium-Term Financial Plan 2022/23 to 2025/26.
 - c) Approve the Capital Programme 2022/23 to 2025/26
 - d) Note the Section 73 Officer's statutory Section 25 statement
- Voting arrangements:
- a) A simple majority of the Combined Authority to include the Mayor
 - b) & c) A simple majority of the Combined Authority
 - b) and c) are recorded votes

1. Purpose

- 1.1. According to the Constitution, functions reserved to the Combined Authority Board include the adoption of the non-mayoral Combined Authority budget, the Medium-Term Financial Plan and the Capital Programme. The Combined Authority is required to set its annual budget by 31st January.
- 1.2. The process for the approval of the Mayoral budget is set out in 'The Combined Authorities (Finance) Order 2017 and is considered in another paper on this agenda. It is shown within this report to reflect the overall financial position of the Combined Authority.
- 1.3. This paper sets out the proposed Combined Authority Budget for 2022/23, the Medium-Term Financial Plan (MTFP) and Capital Programme for the period 2022/23 to 2025/26.
- 1.4. The Combined Authority Board approved a consultation on the draft Sustainable Growth Ambition Statement and this report summarises the consultation responses and recommends the adoption of the Sustainable Growth Ambition Statement.

2. Background

- 2.1. In November 2021 the Board received and approved a draft Sustainable Growth Ambition Statement, revenue budget, Medium Term Financial Plan (MTFP) and Capital Programme for consultation. The proposed budget in this paper has some alterations from that which was included in the consultation relating to new funding announcements, the recognition of fit-out costs for the proposed new office, and the inclusion of a small number of new projects. More detail on these changes is in section 4, and the revised capital and revenue reserve positions can be seen in finance tables 1 and 2.

The responses from the budget consultation are summarised in Appendix 5 and to the Sustainable Growth Ambition Statement consultation in Appendix 2

Budget Setting Objectives

- 2.2. The overarching objective is to set an affordable and balanced budget, as required by law, that supports delivery of the ambitions and priorities of the Mayor and the Combined Authority.
- 2.3. The Combined Authority is in the process of refreshing key parts of its strategic framework, including the Local Transport and Connectivity Plan and the Economic Recovery Plan. In light of changing circumstances since its inception, the additions to the budget have been limited to projects outside the remit of those strategies, while leaving a significant capital headroom across the MTFP period to ensure the Combined Authority has resources to commit to achieving the needs highlighted in the refreshed strategic framework.
- 2.4. Other objectives and principles adopted in the development of the proposed draft budget and MTFP are as follows:

- Budget preparation has taken account of the level of reserves brought forward from previous financial years, and of expected annual funding streams from 2022/23 onwards to ensure that spending plans continue to be affordable.
- The 2022/23 Budget and MTFP provides a clear presentation of capital and revenue budgets on a Directorate basis, strengthening the link between spending plans and funding sources.
- The staffing structure and budgets will continue to be managed at a corporate level by the Chief Executive as Head of Paid Service. As part of this, work is being developed on organisational purpose and priorities to ensure the organisation continues to be appropriately resourced to best meet and support current and future requirements.
- The Budget and MTFP identifies staffing costs and other contributions to 'overheads' associated with grant funded programmes and these are recharged to the relevant directorate budget line.
- The Budget and MTFP provides a clear presentation of projects where budget lines have already been approved by the Board, and of those projects which are 'Subject to Approval'.
- In order to avoid pre-empting decisions the Combined Authority Board has yet to take, the proposed budget has not been updated for recommendations in other papers on this meeting's agenda. In particular, changes between 'subject to approval' and 'approved' budgets, the impact of the Local Authority Delivery 3 (Green Homes Grant), and the updated transport levy have not been included. The budget and capital programme will be updated to reflect the Board's decisions following this meeting. None of the decisions on the Board's agenda is expected to affect the financial stability of the organisation, and thus materially change the Chief Financial Officer's opinion as expressed in the Section 25 statement.

- 2.5. In accordance with the Constitution, all expenditure lines which are indicated 'subject to approval' will need to be approved by the Board before any expenditure can be incurred against them. This will require the preparation of business cases which demonstrate that the expenditure represents value for money.
- 2.6. All Revenue and Capital expenditure lines included within the 2022/23 budget envelope and the MTFP, including both 'approved expenditure' and 'subject to approval' expenditure, are affordable and provide a balanced budget.
- 2.7. There is no proposal to precept constituent authorities under Section 40 of the Local Government Finance Act 1992 for the 2022/23 financial year.
- 2.8. The attached appendices provide the summary positions and detailed supporting schedules for both Revenue Expenditure (Appendix 3) and the Capital Programme (Appendix 4).

3. Sustainable Growth Ambition Statement

- 3.1. The Constitution and Assurance Framework require funding to be allocated in line with the Combined Authority's strategic policy framework. A key element of that policy framework is the Growth Ambition Statement. This statement was adopted by the Combined Authority in

November 2018 and now needs to be updated.

- 3.2. The Board is invited to adopt the new draft Sustainable Growth Ambition Statement set out at Appendix 1. The text was published for consultation alongside the draft MTFP between 26 November and 31 December 2021. The text before the Board today reflects comments made during the consultation.
- 3.3. The Sustainable Growth Ambition Statement restates the Devolution Deal commitment to double the size of the Cambridgeshire and Peterborough economy over the 25 years from the date of the Deal. It also describes the six themes which inform the Combined Authority's investment programme. These reflect an approach anchored in growth theory, aiming to maximise not only annual headline growth in the economy, but also the stock of capital that will support future growth and make it sustainable.
- 3.4. The draft Sustainable Growth Ambition Statement's investment themes will be supported by measurable outcomes. These will provide a more robust and consistent framework for prioritising future investments and developing business cases that are consistent with the principles of the HM Treasury Green Book.
- 3.5. As was the case with the previous Growth Ambition Statement, the Sustainable Growth Ambition Statement will provide the strategic policy anchor for future updates of the other key policy documents that make up the Authority's strategic framework.

4. Budget for 2022/23 and MTFP for the period 2022/23 to 2025/26

- 4.1. This report presents the proposed Revenue and Capital Budgets, reflecting the draft approved for consultation in November 2021 with amendments as set out below and in line with agreed accounting policies. Overall affordability remains the key factor in agreeing a balanced budget and this paper maintains the presentation, established in the 2021-22 Budget, to clearly align Directorate Budgets with funding sources. The budget tables also differentiate between budgets which can be committed without further Board approval ('approved' projects and non-discretionary operational costs) and those that are 'subject to approval' by the Board.
- 4.2. The changes since the budget which was approved for consultation fall into two categories: updates based on previous Board or Government decisions, and new potential projects included following a prioritisation process conducted throughout December and January.

Prior Board and Government Decisions

- 4.3. The Department for Levelling Up, Housing and Communities have communicated that there will be a continuation of the £1m per year Mayoral Capacity Grant in 2022-23. This income for one year has been included in the Revenue Single Pot in funding table 1 and increased the end of year balance by £1m, offset by the new approved projects costs.
- 4.4. In order to deliver on the Combined Authority's decision instructing officers to find a new office base for the Authority, a capital budget of £200k has been included in 2022-23 to cover the expected costs of fitting out a new office. This can be seen in appendix 4a.

New Projects

- 4.5. Throughout November and December, the Combined Authority assembled a longlist of bids for potential projects to be funded through the MTFP. This list was the result of a co-operative process mandated by the Mayor and Leaders, and carried out across the Combined Authority area. Every constituent authority engaged with the process and bids were received from each of them.
- 4.6. The bids were screened for affordability and scored against the primary Critical Success Factor of fit with strategic objectives (in line with the process recommended by the government's Green Book p.32). All projects which achieved an average score of 2.4 or above on a five-point scale when rated against the six themes of the Sustainable Growth Ambition Statement have been included, and are affordable within a financial envelope of £10m capital and £2m revenue.
- 4.7. This initial allocation of a Subject to Approval budget line ensures that funding will be available for these projects to deliver should they be approved via the gateway stages mandated by the Combined Authority's Assurance Framework, which will require the provision of further evidence on value for money.
- 4.8. A number of other bids were received relating to projects in the field of transport, business and skills and regeneration; these will be considered in line with priorities to be established with emerging policies. The £10m capital and £2m revenue envelope was set with this in mind, to ensure that capital and revenue headroom is maintained to allocate to projects in those key areas.
- 4.9. A list of the new projects and the funding allocated for them is shown below, a summary of each project is included as appendix 6 and the budget lines associated with them are highlighted in blue throughout the tables in appendixes 3 and 4. The total cost of these projects across the lifetime of the MTFP would be £9.8m capital and £1.3m revenue.

Project Title	Indicative cost (£'000)				Funding Type
	2022-23	2023-24	2024-25	2025-26	
Care Home Retrofit Programme	1,000	1,000	-	-	Capital
Community Land Trust pre-development grant*	50	50	-	-	Revenue
Development of sustainable Cultural Services for the City of Cambridge and the Region	183	153	30	-	Capital
	43	113	75	-	Revenue
Doubling Nature Metrics	25	50	50	-	Revenue
Greater Cambridge Chalk Stream Project	100	100	100	-	Capital
	40	40	40	-	Revenue
Huntingdonshire Biodiversity for all	400	400	400	-	Capital
	50	50	50	-	Revenue
"Lifebelt" city portrait to inform Cambridge's sustainable & inclusive growth & recovery	40	40	-	-	Revenue
Logan's Meadow Local Nature Reserve wetland extension	250	30	-	-	Capital
Meanwhile at Core Site, North East Cambridge	-	1,000	-	-	Capital
	10	55	55	-	Revenue
Natural Cambridgeshire	70	70	70	-	Revenue
Nature and Environment Investment Fund	1,000	-	-	-	Capital
Net Zero Villages Programme	1,000	-	-	-	Capital
Rewilding Programme	50	50	50	-	Revenue
Waterbeach Depot Solar PV Smart-grid Project for electronic Refuse Collection Vehicles	2,000	700	-	-	Capital
Totals	5,933	3,383	530	-	Capital
	388	528	405	275	Revenue

*This project is included within the existing 'CLT' budget line in appendix 3.

5. Funding

- 5.1. Funding summaries for planned and projected 'Revenue' expenditure and 'Capital' expenditure over the lifetime of the MTFP are shown in Tables 1 and 2 on the next page. These show the expected fund balances available in each year of the MTFP and are made up of reserves brought forward and expected in year funding. These tables show the movement against these funds for both 'approved' and 'subject to approval' expenditure profiles. The positive overall balance for Revenue at the end of each year and at the end of the MTFP period (2025/26 - £9.6m), and for Capital (2025/26 - £41.6m), indicate that the budget is balanced and affordable.
- 5.2. The significant capital headroom seen throughout the MTFP period reflects the current position of the Combined Authority in its vision and policy setting agenda. With a new focus on sustainable growth, as set out earlier in the report, the Combined Authority is refreshing its major strategies to align with this vision and maintaining the flexibility these capital reserves provide will enable meaningful investment into the policy areas and interventions that are driven from the new strategies.

- 5.3. That said, the Combined Authority is aware that it cannot achieve the scale of its ambition with its resources alone and so will seek to work collaboratively with its Constituent Authorities, Central Government, and local businesses to leverage other funding sources and ensure that the maximum impact, and value for money, can be delivered from the resources devolved to the area.
- 5.4. In Table 1, the 'Earmarked Reserves' line is made up of the minimum revenue reserve, the election reserve and a top-slice funding reserve. The top-slice reserve is fully committed in 2022/23. The 'EU Funds' are a combination of both European Research Development Funding and European Social Funding grants. Other Transport and other Business and Skills are made up of accumulated small grants in those areas.
- 5.5. The Business Board's revenue funds are a combination of locally retained enterprise zone receipts and interest on loans made from the recycled capital funding sources.
- 5.6. In Table 2 the 'Capital Single Pot' is made up of both Capital gainshare and Transforming Cities Funds.
- 5.7. These tables indicate that all revenue and capital expenditure lines included within the 2022/23 budget envelope and the MTFP, including both 'approved' and 'subject to approval' expenditure, are affordable and provide a balanced budget.

Table 1 - CPCA Revenue Funding Summary

Source of Funding	2022/23					2023/24				2024/5				2025/6			
	Forecast balance at 1/4/22	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End
	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Revenue Single Pot	(4,982)	(9,369)	6,695	1,964	(5,693)	(7,971)	7,089	2,038	(4,537)	(7,678)	7,535	1,910	(2,769)	(7,619)	7,692	170	(2,527)
Earmarked Reserves	(2,357)	(272)	993	-	(1,635)	(149)	454	-	(1,330)	(413)	466	-	(1,277)	(453)	1,244	-	(486)
Business Board Revenue Funds	(206)	(972)	1,032	-	(146)	(1,009)	348	-	(807)	(1,009)	348	-	(1,468)	(1,009)	250	-	(2,227)
Adult Education Budget (AEB)	(868)	(11,989)	11,338	-	(1,520)	(11,989)	11,338	-	(2,172)	(11,989)	11,338	-	(2,824)	(11,989)	11,338	-	(3,476)
Transport Levy	-	(13,300)	13,300	-	-	(13,566)	13,566	-	-	(13,838)	13,838	-	-	(14,115)	14,115	-	-
EU funds	-	(2,300)	2,300	-	-	(635)	635	-	-	-	-	-	-	-	-	-	-
Other transport	(781)	-	-	-	(781)	-	-	-	(781)	-	-	-	(781)	-	-	-	(781)
Energy Hub	(3,414)	-	3,414	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other B&S	(60)	(871)	871	-	(60)	(846)	846	-	(60)	(746)	746	-	(60)	(746)	746	-	(60)
Total	(12,668)	(39,074)	39,943	1,964	(9,835)	(36,166)	34,277	2,038	(9,687)	(35,672)	34,271	1,910	(9,179)	(35,931)	35,384	170	(9,557)

Table 2 - CPCA Capital Funding Summary

Source of Funding	2022/23					2023/24				2024/5				2025/6			
	Forecast balance at 1/4/22	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End	In-year income	Approved Expenditure	Subject to Approval Expenditure	Balance at Year End
	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Capital Single Pot	(32,269)	(33,000)	6,157	37,902	(21,210)	(12,000)	2,001	12,583	(18,626)	(12,555)	42	5,830	(25,309)	(12,184)	-	-	(37,493)
Housing	(735)	(37,588)	28,389	-	(9,934)	(6,000)	15,674	-	(260)	(3,705)	3,965	-	-	-	-	-	-
Recycled Growth Funds / Getting Building Fund	(8,192)	(1,138)	5,250	-	(4,080)	(558)	500	-	(4,138)	-	-	-	(4,138)	-	-	-	(4,138)
Highways Capital Grants	-	(27,695)	27,695	-	-	(27,695)	27,695	-	-	(27,695)	27,695	-	-	(27,695)	27,695	-	-
Total	(41,196)	(99,421)	67,491	37,902	(35,223)	(46,253)	45,870	12,583	(23,023)	(43,954)	31,701	5,830	(29,446)	(39,879)	27,695	-	(41,630)

6. The Combined Authority's Budget

- 6.1. The revenue budget covers the operational costs of the Combined Authority including staffing and staff related costs, corporate overheads and externally commissioned costs. Other 'revenue' costs include:
- Business Board funding and activities.
 - Ongoing devolution of the Adult Education Budget (AEB) which commenced in the 2019/20 academic year.
 - Drawdown from the Mayoral Election Reserve to fund the costs of the election in 2025/26.
 - Allowance for interest charged on (potential) capital borrowing.
- 6.2. Overall affordability is a key principle in creating a lawful budget and for ensuring financial control over the period of the MTFP. The budget has also been presented to highlight the governance processes for budget lines which are described as 'Approved' and 'Subject to Approval' Schemes.
- An **Approved Budget** line is one that the Board has already approved. Spending against budget lines is permitted without further approval.
 - A **Subject to Approval** budget line is noted within the overall budget affordability envelope, but further approval will be required from the CA Board to approve the spending.
- 6.3. A highlight of the key projects and programmes for each of the Directorates is included below and a detailed breakdown of Directorate budgets and anticipated MTFP expenditure is shown in Appendices 3 and 4. Please note that where a budget line is not specified, this is deemed to be an Approved Budget line.
- 6.4. The revenue budget position for 2022/23 and the MTFP, including both approved and subject to approval expenditure is affordable within the anticipated funding sources. Current spending plans leave uncommitted revenue single pot funding of £2,527k at the end of 2025/26 in addition to the minimum revenue reserve set at 2% of gross expenditure.

Mayor's Budget

- 6.5. The Mayor's Office budget is included within this report for completeness as it draws on CPCA funding sources. However, the mayoral budget has a different approval process to the non-Mayoral Combined Authority budget. The process for determining the mayoral budget is set out in the Combined Authorities (Finance) Order 2017.

7. Corporate Services Directorate

- 7.1. Given the 'non-discretionary' nature of the majority of Corporate costs, which are driven by policy and operational requirements, all but the capacity funds are deemed as "Approved".
- 7.2. Corporate Services are those services which support the business of the organisation. They comprise finance, legal, governance and audit, procurement, HR and communications. Two of the three statutory officers, the Monitoring Officer and the Chief Finance Officer are based

in this Directorate. Together they provide the foundation that supports the business, skills, transport and housing teams to deliver to the people of Cambridgeshire and Peterborough. The Corporate Services Directorate comprises professionally qualified officers with specialised knowledge, exercising best practice to serve internal officers in the delivery of the corporate objectives.

- 7.3. The key functions of this Directorate are to ensure economy and efficiency in the delivery of services by providing a balanced budget which aligns with the business plan, regulate the good conduct of members and officers, ensure that the work of the organisation is communicated to the public and provide advice to the various decision-making groups, such as the CPCA Board meeting, the Overview and Scrutiny Committee and the Audit & Governance Committee. The officers of this team are constantly assessing the work of the CPCA to ensure that decisions make best use of public funds, are lawful and meet the policy goals of the members.

Response Funds

- 7.4. The Corporate Response Fund enables the organisation to react to emerging ideas, concepts, and central Government policy. Use of this funding requires the approval of the Chief Executive.

The directorate response funds from prior years have been centralised to create the “Programme Response Fund”. This allows for maximum flexibility and removes silo working from the Combined Authority’s ability to respond to emerging issues and opportunities. The Programme Response Fund is ‘Subject to Approval’ and so requires Board approval prior to allocation.

8. Business and Skills Directorate

- 8.1. **Our vision** is to deliver the Board’s goal of doubling our economy, under the devolution deal, in a way that is fairer, more inclusive, and would not happen without the activity and programmes of the Combined Authority. One that is greener for the planet, transforms life chances and healthier for our communities.

- 8.2. **Our mission** is to level-up the opportunity of access to both high-quality education and high-quality employment, in order to tackle persistent inequalities in economic, social and health outcomes across our communities.

- 8.3. In terms of education and skills this means:

- **Inspiring more young people in school to continue their education**, with the aspiration to double the proportion of school leavers in full time education from just 17% locally in the north, closer to the 33% national average.
- **Inspiring more young people into careers that can transform their life chances**, raising social mobility across the county, and especially in Peterborough and Fenland which are ranked 191st and 319th respectively, out of 324 local authority districts, putting them in the bottom 40% and 2% respectively of places nationally.
- **Tackling the inequalities in access to further and especial higher education** that hold back life chances and progress to improve related health and social outcomes.

Building FE and HE capacity to provide more adults, of all ages, with an education able to improve their access to better jobs and prosperity, raising the proportion of the population in the north from just 32.1% gaining a NVQ4 or above qualification to the 43% national average. Chief amongst our aspirations to raise life chances through education, is the establishment and development of a university for Peterborough and the Fens.

- 8.4. However, filling the higher-level skills gap in Peterborough and the Fens, will have limited impact on real lives, without effective measures to significantly grow the business demand for those skills. This will require, concurrent development of the innovation and business support eco-system to grow indigenous high-value firms and attract new ones, more evenly across our places.
- 8.5. Green and inclusive business growth support is key to levelling-up, achieved through an integrated and powerful array of support that accelerates our recovery by strengthening our businesses and workforce capacity for rebound and regrowth. Our key intervention vehicle to enable this, and potentially providing around half of all job growth generated by the Business Board over the next 6 years, will be the Growth Works Service. This will continue to grow and develop to provide:
- **A Growth Coaching Service** to engage and support our highest potential firms to speed their growth, build their capacity for growth, and sustain their period of growth.
 - **An Inward Investment Service** to better connect us into global markets, to engage and persuade firms to locate into our economy or invest in our strategic projects.
 - **A Skills Brokerage Service** to link learners and those retraining for new jobs, to employers and skills providers to improve the supply of skills to our growth sectors.
 - **A Capital Growth Investment Fund** to help SMEs, grow through organic expansion, offering an integrated range of grants, loans and equity products unavailable commercially.
- 8.6. **Place based innovation is key to levelling-up.** However, replicating the “Cambridge Phenomenon”, that has taken five decades to organically evolve and develop, requires a specifically designed and long-term programme of interventions that balance supply of improved human capital with the demand for it, created by indigenous and inward business growth, that is higher value, requiring higher level skills. As demonstrated in Cambridge, research is fundamental to achieving this - it produces the new ideas and technologies that enable entrepreneurs to start up, existing businesses to scale-up; and for new tech-firms to spin-out of universities. Having won funding for, and started construction on, the first three buildings of the university campus in Peterborough, now is the time to deliver on the CPIER ambition to increase innovation-based business growth in the north by replicating and extending the infrastructure and networks that have enabled Cambridge to become a global leader in innovative growth, creating an economy-wide innovation eco-system to promote inclusive growth. Future phases of the university project will realise this ambition.

9. Delivery and Strategy Directorate

Transport

- 9.1. The Combined Authority is the area's Local Transport Authority, as such it has responsibility for creating and owning the statutory Local Transport Plan (LTP) – this sets out the long-term strategy to improve transport in Cambridgeshire and Peterborough and Local Plans must show how they adhere to the LTP. Reflecting the impact that internet connectivity has on transport needs, the Combined Authority has rolled Connectivity into the Plan forming the Local Transport and Connectivity Plan (LTCP); the current phase of public engagement came to an end on the 28th November and a formal public consultation is taking place to shape the final Plan.
- 9.2. Along with the LTCP the Combined Authority has responsibility for shaping the bus network across the region. This includes paying for concessionary fares as well as supporting bus services to ensure that remote areas of the County aren't excluded. More recently Government has asked us to develop a Bus Service Improvement Plan in collaboration with local bus services, the Greater Cambridge Partnership and the Local Highways Authorities, which sets out our vision for a bus network for the area that is fast, reliable and ready to help drive a modal shift in transport. The first version of this Plan was submitted to the Department for Transport in October and we await a response to understand what the area's share of the £3bn announced for a bus revolution looks like.
- 9.3. The Combined Authority co-ordinated and submitted a bid into the Zero Emissions Bus Regional Area fund which successfully gained Government funding to enable 30 new zero-emission electric busses within the next 12 months, which kick-starts one of the aims of the Bus Service Improvement Plan – to make the area's bus network zero emissions by 2030.
- 9.4. The Transport team also programme manage a portfolio of large capital projects delivering journey improvements and public health benefits across the region to help deliver the Combined Authority's commitment to double GVA – these projects are predominantly funded by the Transforming Cities Fund, a £95m fund devolved to the area with the Combined Authority able to direct to where it will create the greatest impact.

Strategy and Climate Change

- 9.5. This area leads on strategic planning by developing an overall spatial framework for the area and as well as holding responsibility for the project management office and therefore monitoring and evaluation across the Combined Authority's portfolios of projects. This includes ensuring the provision of high quality, up to-date data to decisionmakers to enable policy to be based on the best available evidence. The team also supports the Board in developing its policies and priorities and ensuring the strategic policy framework is up to date and supports the Assurance Framework.
- 9.6. Alongside it's programme responsibilities it also manages the digital connectivity programme, which is working to provide fast reliable internet to all corners of the Combined Authority area to ensure that no area is digitally left behind.
- 9.7. Finally it supports initiatives that take forward the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate which issued its final report in Summer 2021 with wide ranging implications for both the public and private sectors in the Combined Authority area.

10. Housing Directorate

Affordable Housing Programme to March 2022

- 10.1. The CPCA Housing Strategy (September 2018) recognises that there is a need to deliver genuinely affordable housing across the Combined Authority Area. It further recognises that there is a gap in the market for those who do not qualify for traditional affordable housing and for whom open market housing is out of reach
- 10.2. The Combined Authority's Affordable Housing programme runs to 31 March 2022 with the original ambition under the devolution deal to deliver 2,000 new affordable homes with £100m of Capital funding being provided.
- 10.3. DLUHC determined that the programme in its previous form ended with effect from 31st March 2021. DLUHC offered a new programme of support for additional affordable housing for the period April 2021 to March 2022 with conditions that CPCA accepted. CPCA provided a proposed scheme programme in May 2021 that would deliver in excess of 2,000 units which DLUHC responded to in September 2021 being prepared to support 15 of the 19 schemes proposed. Effectively this has given CPCA 6 months to implement the programme that was approved.
- 10.4. The anticipated additional affordable housing unit numbers being delivered is now expected to be between 1,600 -1,800 units, depending upon levels of schemes that cannot start in time and our ability to substitute with replacement schemes as permitted by DLUHC, as time to March 2022 runs out.
- 10.5. To deliver this, the total capital funding being offered by government is now a maximum of £73.7m. Of this £55m has already been received. Approximately £40m of this was initially committed in loans supporting local SME Housing developers. To support a 2021/22 programme DLUHC has conditioned CPCA to use this loan money when re-paid to support the affordable housing programme's grant led schemes and will supply the additional £18.7m when CPCA can evidence the additional schemes as starting on site.

Community Housing

- 10.6. CPCA aspires to support and still offer grants to genuine community led affordable housing schemes that engage legitimate community engagement, transparency and democracy, The previous 'in house' team has now left CPCA and support for Community Housing groups within the CPCA area (excluding East Cambridgeshire) is proposed to be provided for CPCA by an experienced and respected independent Community homes consultant.

Prospects beyond March 2022

- 10.7. DLUHC advised that in connection with any prospect for the Combined Authority having a further dedicated affordable housing programme beyond March 2022 there is no expectation of there being any additional DLUHC money available that could provide a funding source. CPCA was also advised that DLUHC had no other current Affordable Housing funding

support planned for Combined Authorities.

- 10.8. CPCA was referred to a Continuous Market Engagement process and to engage in a discussion with Homes England as they still have £2.9 billion unallocated money in their 2021/26 housing programme. This would be on a scheme specific basis, unlike the recent announcement of strategic partners.
- 10.9. In light of the DLUHC response, it is intended to put current work on the proposed CA Affordable Housing Principles on hold and to look to develop a CA affordable housing strategy in the first half of 2022 taking into account views of our constituent councils and working closely with Homes England.
- 10.10. Recognising that the affordable housing challenge remains severe in all CA districts, once the core of the remaining 2021/22 delivery is underway, the CA housing team will engage with local Registered Providers (RPs). This will focus on those who were not big enough to secure part of the Homes England strategic partner allocation and will depend upon the role and extent to which the CA can provide additional impact in discussion with Homes England.

11. Section 25 Statement

- 11.1. Section 25 of the Local Government Act 2003 places requirements on the Section 73 Officer in determining the Authority's budget for the forthcoming financial year to report on the robustness of the estimates made for the purposes of the calculations and on the adequacy of the proposed financial reserves. This assessment is based upon the Combined Authority continuing to operate on an on-going basis and with a minimum £20m gainshare (£8m revenue and £12m capital) to be funded from Central Government. This section sets out the Section 73 Officer's view of the budget and medium-term financial plan.
- 11.2. The level of reserves has been revisited since the setting of the 2021-22 budget. The previous budgets set a minimum revenue reserve position of £1m, this was felt sufficient to meet anticipated overspends in-year however this reserve level was set taking into account both the revenue budget and capital programme despite overspends on the capital programme being met from capital funding sources. As such, the minimum reserve levels are now separated between capital and revenue, and set at 2% of gross expenditure, with some elements of the budget excluded where the risk of overspends is accounted for by other means. This results in a smaller minimum revenue reserve for 2022-23 of £611k, but with a minimum capital reserve of £1.6m in addition to this increasing the total funding held to meet unanticipated overspends.
- 11.3. This report focuses on the budget and financing of the Authority over the next 4 years. The paper identifies a sustainable budget and MTFP for the period within the resources available to the Combined Authority. The revenue budget identifies clear allocations to progress the major priorities of the Combined Authority. There are multiple, and sometime unpredictable, calls on the Combined Authority's limited revenue funding streams, so the use and balance of these funds will be monitored very closely throughout the financial year. The wider Medium-Term Financial Plan provides a clear financial plan that allows the Board to manage and monitor its financial performance as well as deliver its objectives. Resources are clearly identified against priorities. The assumptions and numbers are a fair reflection of the commitments of the Combined Authority.

- 11.4. There is uncertainty over the medium-term funding of Combined Authorities nationally. Looking ahead to the next four years most of the major devolved capital funds which the Combined Authority has had access to – Transforming Cities Fund, Devolved Affordable Housing Funds and Local Growth Funds – have either come to an end or will soon do so. This will leave the Combined Authority with significantly reduced funding to deliver it's aims; in the absence of replacement funding it will be more reliant on bidding into central government funding pots for specific projects. The forthcoming Levelling Up white paper may bring in further change and funding but, as this is not yet known, it is prudent for the Combined Authority to plan assuming the current approach will continue and that we will be more dependent on bidding to deliver the strategic projects, and sustainable growth ambitions, of the area. In practical terms this means maintaining the ability to react to government calls for projects, and deliver nationally competitive business cases, to maximise the funding that the area can call down from Government – this has been done by centralising the organisation's response funds so they can be applied where needed, and maintaining capital headroom so that local funding can be put in place where needed to unlock major government investments.
- 11.5. The Capital Programme identifies funding to deliver specific schemes over the period. It will utilise Gainshare Capital to deliver on devolution aspirations such as Digital Connectivity, to continue the regeneration of Market Towns and some transport priorities. It also looks to maximise the benefit of the Transforming Cities Fund towards major Transport priorities and Recycled Growth Fund to stimulate job creation in the local economy. The programme also includes the balance of the dedicated funding for affordable housing in the region from DLUHC. The estimates for the programmes are based upon reasonable estimates across the organisation. Importantly the committed expenditure can be controlled across the years.
- 11.6. The overall budget and Medium-Term Financial Plan allow development of the Combined Authority's ambition within existing resources. Capacity has been built into the plan to potentially utilise borrowing to progress some of the investment programme if needed.
- 11.7. A separate report on this Agenda describes the Business Plan for 2022/23 in more detail. The proposed budget has been developed alongside that plan

Conclusion

The Section 73 Officer considers that the Authority's budget for the forthcoming financial year is based on robust estimates made for the purposes of the calculations and that the proposed financial reserves are adequate to support the budget and Medium-Term Financial Plan.

Significant Implications

12. Financial Implications

- 12.1. There are no financial implications beyond those identified in the paper.

13. Legal Implications

13.1. The budget setting process is as set out in the Combined Authority's Constitution

14. Appendices

14.1. Appendix 1 – Sustainable Growth Ambition Statement

14.2. Appendix 2 - Summary of Sustainable Growth Ambition Statement feedback

14.3. Appendix 3 – 2022/23 Revenue Budget and Medium-Term Financial Plan

14.4. Appendix 4 – Capital Programme 2022/23 to 2025/26

14.5. Appendix 5 – Summary of Budget and MTFP Consultation Feedback and Responses

14.6. Appendix 6 – Summary of new projects

15. Background Papers

15.1. Cambridgeshire and Peterborough Combined Authority Constitution
[Link to document on Combined Authority Website](#)

Appendix 1 – Sustainable Growth Ambition Statement

CA SUSTAINABLE GROWTH AMBITION STRATEGY

In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier and fairer, and does not exhaust the resources our children will need for the future. More and more people are recognising that we don't just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

The Devolution Deal between the government and Cambridgeshire and Peterborough established a programme of investment in our economic future, with the aim of doubling the size of the economy. In the past, we have tended to focus narrowly on the target of doubling GVA, and neglect the significance of the investments we are making – even though the Board has in reality picked investments that do address issues of fairness and sustainability. But growth and investment choices go together: it is only because we invest in the future that we can look forward to sustainable growth. The investments we pick reflect our values and are the foundations of our future.

The Combined Authority's strategy is therefore unashamedly values-driven. The values the Mayor wishes to be the hallmark of his term in office are

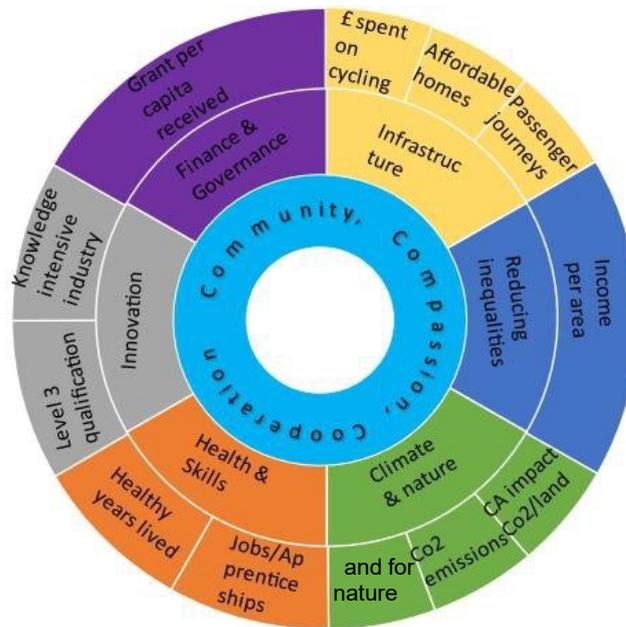
- Compassion
- Cooperation
- Community.

These frame how we will pursue the devolution deal's overall aim of achieving sustainable growth and integral human development.

We propose that we should recognise that our investment programme has six themes, all of which are anchored in the devolution deal. We aim to build up the capital stock of Cambridgeshire and Peterborough across the six dimensions of

- Health and Skills: building human capital to raise both productivity and the quality of life;
- Climate and Nature: restoring the area's depleted natural capital and addressing the impact of climate change on our low-lying area's special vulnerabilities;
- Infrastructure: from digital and public transport connectivity, to water and energy, building out the networks needed to support a successful future;
- Innovation: ensuring this area can continue to be one of the most dynamic and dense knowledge economies in Europe;
- Reducing inequalities: investing in the community and building social capital to complement improved skills and connectivity as part of the effort to narrow the gaps in life expectancy and income between places;
- Financial and systems: improving the institutional capital which supports decision-making and delivery.

Shown as a diagram, it looks like this:



This approach requires us to monitor more outcomes than simply GVA growth (data which is anyway only available from the ONS with a two-year time lag). The Combined Authority will be tracking progress on outcome indicators such as the gap in healthy life expectancy, employment, land use for nature, CO2 emissions, and earnings gaps.

This strategic approach will be reflected in the Combined Authority's overall work programme. Plans and strategies such as the Local Transport Plan, Economic Recovery Strategy, and Digital Infrastructure Strategy will identify how they are driven by the ambitions for capital development under each of the themes, and include outcome indicators to show how they will deliver against those themes.

Appendix 2 – Summary of Sustainable Growth Ambition Statement Consultation

There were 30 responses to the online consultation. Of these, 27 were from Cambridgeshire and Peterborough residents; 8 from business owners; 5 from elected councillors (one of whom submitted his comments twice) and 3 from parish councillors or clerks (these counts overlap).

The responses rated the importance of the themes set out in the Sustainable Growth Ambition Statement as follows:

Theme	% rating “extremely important” or “very important”
Health & Skills	93%
Climate & Nature	90%
Infrastructure	67%
Innovation	53%
Reducing Inequalities	70%
Finance & Systems	47%

Free text comments on the statement and the six themes identified the following issues:

Health and skills

- Agreement on the CA’s role in skills; some questions about whether there is a the role in health and what it is
- The relationship between building human capital and addressing inequality
- The need to work in partnership.

Climate and nature

- Mainly in agreement with the priority; some see it as vague; one suggested it’s a long-term priority after other issues are addressed
- Requests for more emphasis on biodiversity
- Some site-specific points
- Proposals for funding for natural environment projects.

Infrastructure

- A balance of views between support and opposition for more road connectivity
- A few comments supporting light rail and autonomous pods
- Some comments highlighting health and education as well as transport infrastructure
- Relationship highlighted between infrastructure and nature/biodiversity.

Innovation

- Several comments questioning the rationale for intervention and high confidence in the private sector's ability to innovate unaided
- Relationship with health and skills highlighted
- Calls for spreading innovation economy beyond Cambridge.

Reducing inequalities

- Generally supported; one comment suggesting meritocracy rather than inequality targets as the focus; others calling for measures/targets
- Links with other agendas (health/education/climate transition) highlighted.

Finance and systems

- Several calls for public service reform
- Several challenges to the CA to deliver and measure vfm and keep overheads down.

General

- Support for the headline ambitions balanced by calls for greater specificity, targets and delivery plans to back them up
- Reminder not to forget the GVA objective
- More emphasis on social capital required
- Concerns that CA role in housing appears to be reducing.

Appendix 3a – Draft Mayoral Revenue Budget

2021/22		2022/23	2023/24	2024/25	2025/6
£000's		£000's	£000's	£000's	£000's
	Mayor's Office				
96	Mayor's Allowance	98	100	102	104
15	Mayor's Conference Attendance	10	10	10	10
40	Mayor's Office Expenses	40	40	40	40
77	Mayor's Office Accommodation	77	77	77	77
260	Mayor's Office Staff	265	270	275	281
488	Total Mayor's Costs	490	497	504	512
488	Total Mayor's Approved Budgets	490	497	504	512

Appendix 3b – Corporate Services Revenue Budget

2021/22		2022/23	2023/24	2024/25	2025/6
£000's		£000's	£000's	£000's	£000's
	Combined Authority Staffing Costs (inc NI & Pen 'er)				
309	Chief Executive	331	338	345	343
	Housing Directorate				
569	Housing	501	516	533	535
	Business and Skills Directorate				
1,082	Business and Skills	1,204	1,245	1,286	1,292
-	- Growth Hub	-	90	188	187
-	- Energy	905	485	495	492
242	AEB	249	258	267	269
	Delivery & Strategy Directorate				
1,639	Delivery & Strategy	908	939	969	971
-	- Transport	582	598	617	614
-	- Passenger Transport	430	447	463	465
	Corporate Services Directorate				
832	Legal and Governance	1,016	1,059	1,101	1,114
665	Finance	736	715	747	749
180	HR	253	182	187	186
354	Communications	414	376	387	386
5,872	Total Combined Authority Staffing Costs	7,528	7,248	7,583	7,603
	Other Employee Costs				
80	Travel and professional memberships	80	80	80	80
90	Training	88	61	52	52
157	Change Management Reserve	162	158	160	160
327	Total Other Employee Costs	330	299	292	292
	Support Services				
65	External Legal Counsel	70	70	70	70
74	Finance Service	65	66	67	68
95	Democratic Services	95	95	95	95
4	Payroll	10	10	10	10
18	HR	12	12	12	12
8	Procurement	8	8	8	8
-	- Finance System	-	-	-	-
48	ICT external support	221	221	221	221
312	Total Externally Commissioned Support Services	481	482	483	484
	Corporate Overheads				
300	Accommodation Costs	300	300	300	300
102	Software Licences, Mobile Phones cost	113	113	113	113
42	Communications	35	35	35	35
15	Website Development	10	10	10	10
88	Recruitment Costs	100	100	100	100
35	Insurance	39	39	39	39
132	Audit Costs	140	140	140	140
31	Office running costs	31	31	31	31
36	Corporate Subscriptions	56	56	56	56
780	Total Corporate Overheads	825	825	825	825

	<u>Governance Costs</u>				
144	Committee/Business Board Allowances	144	144	144	144
144	Total Governance Costs	144	144	144	144
	<u>Election Costs</u>				
1,040	Total Election Costs	-	-	-	1,040
	<u>Response Funds</u>				
145	Corporate Response Fund	145	145	145	
-	Programme Response Fund				
	<i>Approved</i>	-	-	-	-
	<i>Subject to Approval</i>	1,250	1,350	1,350	
145	Total Response Funds	1,395	1,495	1,495	-
	<u>Financing Costs</u>				
- 231	Interest Receivable on Investments	- 68	- 15	- 15	- 15
-	Interest on Borrowing	500	500	500	500
- 231	Net Financing Costs	432	485	485	485
8,389	Total Operational Budget	11,135	10,978	11,307	10,873
	<u>Workstream Budget</u>				
52	Contribution to A14 Upgrade (DfT)	61	72	72	72
52	Total Feasibility Budget	61	72	72	72
	<u>Staffing Recharges</u>				
- 1,799	Internally Recharged Grant Funded Staff	- 2,749	- 2,181	- 2,363	- 2,350
- 709	Externally Recharged Staff	- 484	- 374	-	-
- 2,509	Total Recharges to Grant Funded Projects	- 3,233	- 2,555	- 2,363	- 2,350
5,933	Total Corporate Services Approved Budgets	6,713	7,145	7,666	8,595
-	Total Corporate Services Subject to Approval Budgets	1,250	1,350	1,350	-
5,933	Total Corporate Services Budgets	7,963	8,495	9,016	8,595

Appendix 3c – Business and Skills Revenue Budget

2021/22		2022/23	2023/24	2024/25	2025/6
£000's		£000's	£000's	£000's	£000's
11,368	AEB Devolution Programme	10,449	10,449	10,449	10,449
237	ARB High Value Courses	-	-	-	-
500	AEB Innovation Fund - Revenue	500	500	500	500
809	AEB Level 3 Courses	-	-	-	-
40	AEB National Retraining Scheme	-	-	-	-
442	AEB Programme Costs	367	367	367	367
250	AEB Provider Capacity Building				
234	AEB Sector Based Work Academies	-	-	-	-
250	AEB Strategic Partnership Development				
15	Business Board Annual Report	-	-	-	-
35	Business Board Effectiveness Review	-	-	-	-
222	Careers and Enterprise Company (CEC)	50	25	-	-
1,826	Digital Skills Bootcamp	-	-	-	-
150	Economic Rapid Response	-	-	-	-
50	Enterprise Zone Investment	-	-		
3,445	Growth Co Services	3,418	916	-	-
-	Growth Hub	-	123	246	246
890	GSE Energy Hub	1,579	-	-	-
195	GSE COP 26	-	-	-	-
896	GSE Green Homes Grant Sourcing Activity	-	-	-	-
69	GSE Green Homes Grant Sourcing Strategy	-	-	-	-
1,372	GSE Public Sector Decarbonisation	-	-	-	-
735	GSE Rural Community Energy Fund (RCEF)	1,836	-	-	-
3,031	Health and Care Sector Work Academy	-	-	-	-
46	HPC study and roadmap	-	-	-	-
83	Insight & Evaluation Programme	75	75	75	75
523	Local Growth Fund Costs	530	-	-	-
121	Market Towns & Cities Strategies	-	-	-	-
98	Marketing and Promotion of Services	90	90	90	90
40	Mid-Life MOT	-	-	-	-
100	Peterborough University Quarter Masterplan	-	-	-	-
100	Shared Prosperity Fund Evidence Base & Pilot Fund	-	-	-	-
112	Skills Advisory Panel (SAP) (DfE)	-	-	-	-
115	Skills Rapid Response	-	-	-	-
224	St Neots Masterplan	-	-	-	-
33	Trade and Investment Programme	-	-	-	-
8	Visitor Economy and R&R Grants	-	-	-	-
28,661	Total Business & Skills Approved Budgets	18,893	12,544	11,727	11,727
-	Total Business & Skills Subject to Approval	-	-	-	-
28,661	Total Business & Skills Revenue Expenditure	18,893	12,544	11,727	11,727

Appendix 3d – Delivery and Strategy Revenue Budget

2021/22		2022/23	2023/24	2024/25	2025/6
£000's		£000's	£000's	£000's	£000's
	A141 SOBC				
114.0	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Bus Review Implementation				
1,842.4	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Bus Service Subsidisation				
187.0	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	CAM Innovation Company				
657	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Covid Bus Service Support Grant				
189.0	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	A142 Chatteris to Snailwell				
-	Approved Project Costs	-	-	-	-
150.0	Subject to Approval	-	-	-	-
	Climate Change				
160	Approved Project Costs	-	-	-	-
-	Subject to Approval	100	100	100	100
	Development of Key Route Network				
-	Approved Project Costs	-	-	-	-
150	Subject to Approval	-	-	-	-
	Development of sustainable Cultural Services for the City of Cambridge and the Region - Revenue				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	43	113	75	-
	Doubling Nature Metrics				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	25	50	50	-
	Greater Cambridge Chalk Stream Project - Revenue				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	40	40	40	-
	Harston Capacity Study				
-	Approved Project Costs	-	-	-	-
150	Subject to Approval	-	-	-	-
	Huntingdonshire Biodiversity for all - Revenue				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	50	50	50	-
	Local Transport Plan				
200	Approved Project Costs	-	-	-	-
-	Subject to Approval	100	-	-	-
	Land Commission				
40	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-

	“Lifebelt” city portrait to inform Cambridge’s sustainable & inclusive growth & recovery				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	40	40	-	-
	Meanwhile at Core Site, North East Cambridge - Revenue				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	10	55	55	-
	Monitoring and Evaluation Framework				
150	Approved Project Costs	34	-	-	-
-	Subject to Approval	36	70	70	70
	Natural Cambridgeshire				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	70	70	70	-
	Non-Statutory Spatial Framework (Phase 2)				
57	Approved Project Costs	-	-	-	-
245	Subject to Approval	100	-	-	-
	P'boro Station Quarter SOBC				
350	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Public Transport: Bus Service Operator Grant				
409	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Rewilding Programme				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	50	50	50	-
	Sawston Station Contribution				
-	Approved Project Costs	-	-	-	-
16	Subject to Approval	-	-	-	-
	Segregated Cycling Holme to Sawtry				
-	Approved Project Costs	-	-	-	-
100	Subject to Approval	-	-	-	-
	St Ives (SOBC)				
137	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Transport CPCA Bus Operation				
13,040	Approved Project Costs	13,300	13,566	13,838	14,115
-	Subject to Approval	-	-	-	-
	Transport Response Fund				
-	Approved Project Costs	-	-	-	-
650	Subject to Approval	-	-	-	-
17,531.0	Total Delivery & Strategy Approved Projects	13,334	13,566	13,838	14,115
1,460.9	Total Delivery & Strategy Projects Subject to Approval	664	638	560	170
18,991.9	Total Delivery & Strategy Revenue Expenditure	13,998	14,204	14,398	14,285

Appendix 3e – Housing Revenue Budget

2021/22		2022/23	2023/24	2024/25	2025/6
£000's		£000's	£000's	£000's	£000's
	Housing				
	CLT				
79	Approved Project Costs	70	70	70	70
-	Subject to Approval	50	50	-	-
	Housing Response Fund				
-	Approved Project Costs	-	-	-	-
350	Subject to Approval	-	-	-	-
	Affordable Housing Programme Revenue Costs				
443	Approved Project Costs	443	454	466	464
-	Subject to Approval				
	Garden Villages				
114	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
636	Total Housing Approved Budgets	513	524	536	534
350	Total Housing Projects Subject to Approval	50	50	-	-
986	Total Housing Revenue Expenditure	563	574	536	534

Appendix 4a – Corporate Services Capital Programme

2021/22		2022/23	2023/24	2024/5	2025/6
£,000		£,000	£,000	£,000	£,000
	Investment in Finance System				
-	Approved Project Costs	-	-	-	-
150	Subject to Approval	-	-	-	-
	Office Fit-out costs				
	Approved Project Costs	-	-	-	-
	Subject to Approval	200	-	-	-
	ICT Capital				
44	Approved Project Costs	42	42	42	42
-	Subject to Approval				
44	Total Corporate Approved Capital Projects	42	42	42	42
150	Total Corporate Project Costs Subject to Approval	200	-	-	-
194	Total Corporate Capital Projects	242	42	42	42

Appendix 4b – Business and Skills Capital Programme

2021/22		2022/23	2023/24	2024/25	2025/6
£,000		£,000	£,000	£,000	£,000
	Levelling Up Fund - University of Peterborough Phase 3				
-	Approved Project Costs				
-	Subject to Approval	2,000	-	-	-
	COVID and Capital Growth Grant Scheme				
7	Approved Project Costs	-	-	-	-
	Business Rebound & Growth Service - Capital Grant and Equity Fund				
6,293	Approved Project Costs	4,250	500	-	-
	CRC Construction and Digital Refurbishment				
911	Approved Project Costs	-	-	-	-
	Eastern Agritech Initiative				
100	Approved Project Costs	-	-	-	-
	Getting Building Fund - University of Peterborough Phase 2				
14,600	Approved Project Costs				
-	Subject to Approval	-	-	-	-
	Illumina Accelerator				
1,000	Approved Project Costs	1,000	-	-	-
	Market Town Master Plan Implementation				
7,274	Approved Project Costs	2,021	1,959	-	-
-	Subject to Approval	2,946	-	-	-
	St Neots Masterplan Capital				
190	Approved Project Costs	95	-	-	-
-	Subject to Approval	-	-	-	-
	March Adult Education				
314	Approved Project Costs	-	-	-	-
	AEB Innovation Fund				
324	Approved Project Costs	-	-	-	-
	Cambridge Biomedical MO Building				
1,702	Approved Project Costs	-	-	-	-
	Cambridge City Centre				
691	Approved Project Costs	-	-	-	-
	Green Home Grant Capital Programme				
78,340	Approved Project Costs	-	-	-	-
	Peterborough City Centre				
681	Approved Project Costs	-	-	-	-
	Metalcraft (Advanced Manufacturing)				
2,979	Approved Project Costs	-	-	-	-
	South Fen Business Park				
997	Approved Project Costs	-	-	-	-
	Start Codon (Equity)				
2,226	Approved Project Costs	-	-	-	-
	TTP Incubator				
33	Approved Project Costs	-	-	-	-
	West Cambs Innovation Park				
-	Approved Project Costs	-	-	-	-
118,662	Total Approved Business and Skills Capital Projects	7,366	2,459	-	-
-	Total Business and Skills Project Costs Subject to Approval	4,946	-	-	-
118,662	Total Business and Skills Capital Projects	12,312	2,459	-	-

Appendix 4c – Delivery and Strategy Capital Programme

2021/22		2022/23	2023/24	2024/5	2025/6
£,000		£,000	£,000	£,000	£,000
	A10 Dualling				
2,000	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	A16 Norwood Dualling				
626	Approved Project Costs	-	-	-	-
420	Subject to Approval	12,000	-	-	-
	A141 OBC & FBC				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	650	1,300	2,300	-
	A1260 Nene Parkway Junction 15				
208	Approved Project Costs	-	-	-	-
5,000	Subject to Approval	-	-	-	-
	A1260 Nene Parkway Junction 32-3				
239	Approved Project Costs	-	-	-	-
5,030	Subject to Approval	1,500	-	-	-
	A505 Corridor				
143	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	A605 Stanground - Whittlesea				
217	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	CAM SPV Running Costs				
2,000	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	CAM Business Case Development				
250	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Care Home Retrofit Programme				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	1,000	1,000	-	-
	Coldhams Lane roundabout improvements				
234	Approved Project Costs	-	-	-	-
2,200	Subject to Approval	-	-	-	-
	Development of sustainable Cultural Services for the City of Cambridge and the Region - Capital				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	183	153	30	-
	Digital Connectivity Infrastructure Programme				
3,139	Approved Project Costs	-	-	-	-
-	Subject to Approval	1,500	1,500	1,500	-
	Ely Area Capacity Enhancements				
326	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Fengate Access Studies Phase 1				
327	Approved Project Costs	-	-	-	-
1,330	Subject to Approval	4,200	-	-	-
	Fengate Access Studies Phase 2 (University Access)				
161	Approved Project Costs	-	-	-	-
660	Subject to Approval	1,280	-	-	-

	Greater Cambridge Chalk Stream Project - Capital				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	100	100	100	-
	Highways Maintenance and Pothole funding (with PCC and CCC)				
27,695	Approved Project Costs	27,695	27,695	27,695	27,695
-	Subject to Approval	-	-	-	-
	Huntingdonshire Biodiversity for all - Capital				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	400	400	400	-
	King's Dyke				
7,588	Approved Project Costs	-	-	-	-
2,100	Subject to Approval	-	-	-	-
	Lancaster Way				
500	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Logan's Meadow Local Nature Reserve wetland extension				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	250	30	-	-
	March Area Transport Strategy				
2,114	Approved Project Costs	-	-	-	-
2,738	Subject to Approval	-	-	-	-
	Meanwhile at Core Site, North East Cambridge				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	1,000	-	-
	Nature and Environment Investment Fund				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	1,000	-	-	-
	Net Zero Villages Programme				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	1,000	-	-	-
	Regeneration of Fenland Railway Stations				
2,610	Approved Project Costs	-	-	-	-
674	Subject to Approval	-	-	-	-
	Snailwell Loop				
-	Approved Project Costs	-	-	-	-
500	Subject to Approval	-	-	-	-
	Soham Station				
9,244	Approved Project Costs	4,000	-	-	-
-	Subject to Approval	-	-	-	-
	St. Ives (SOBC, OBC & FBC)				
-	Approved Project Costs	-	-	-	-
500	Subject to Approval	1,000	1,400	1,500	-
	Transport Modelling				
750	Approved Project Costs	-	-	-	-
-	Subject to Approval	-	-	-	-
	Waterbeach Depot Solar PV Smart-grid Project for electronic Refuse Collection Vehicles				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	2,000	700	-	-
	Wisbech Access Strategy				
859	Approved Project Costs	-	-	-	-
1,880	Subject to Approval	-	-	-	-
	Wisbech Rail				
306	Approved Project Costs	-	-	-	-
2,688	Subject to Approval	3,000	5,000	-	-
	ZEBRA				
-	Approved Project Costs	-	-	-	-
-	Subject to Approval	1,693	-	-	-
61,535	Total Delivery and Strategy Approved Capital Projects	31,695	27,695	27,695	27,695
25,720	Total Delivery and Strategy Projects Subject to Approval	32,756	12,583	5,830	-
87,255	Total Delivery and Strategy Capital Projects	64,451	40,278	33,525	27,695

Appendix 4d – Housing Capital Programme

2021/22		2022/23	2023/24	2024/25	2025/6
£,000		£,000	£,000	£,000	£,000
	Affordable Housing Grant Programme				
19,039	Approved Project Costs	21,934	15,674	3,965	-
-	Subject to Approval	-	-	-	-
	Housing Investment (revolving) Fund				
11,170	Approved Project Costs	6,456	-	-	-
-	Subject to Approval	-	-	-	-
30,208	Total Housing Approved Capital Projects	28,389	15,674	3,965	-
-	Total Housing Project Costs Subject to Approval	-	-	-	-
30,208	Total Housing Capital Projects	28,389	15,674	3,965	-

Appendix 5– Summary of Consultation Feedback and Responses

The Combined Authority received 198 responses to the by the deadline date, a substantial increase on the 9 received in the previous year.

24 of the 29 responses received via the consultation microsite included an answer in response to the budget and MTFP. While most responses made points unique to each respondent, 7 of the respondents reflected on the lack of detail in the budget and MTFP or specifically commented that the budget does not make clear how the CPCA will be assigning funding against the 6 themes.

The Business Board had a workshop session on the draft budget and their discussions focussed on the strategic aspects of the SGAS and how these may be interpreted by Business rather than queries or comments on the draft budget and MTFP. Given the Business Board's role as a key link between local business and local politics, and the ending of the Business Board's devolved Local Growth Funding, an opportunity for the Business Board and the Combined Authority Board to meet to exchange views around growth and skills is being discussed against the backdrop of the developing Economic Growth Strategy.

E-mail responses

The Combined Authority received 174 e-mail responses, representing 180 individuals which were direct requests from constituents that the Combined Authority include funding for the Whittlesea Southern Relief Road's Strategic Outline Business Case in its budget.

Fenland District Council submitted the Whittlesea Multi-Modal Access Strategy as one of their project proposals as part of the call for projects in November and December, this includes the Whittlesea Southern Relief Road.

As such the project is on the Combined Authority's longlist of potential transport projects and will be considered for inclusion when the Local Transport and Connectivity Plan is complete later in the year.

Microsite responses

The responses, and the draft responses provided by Combined Authority officers, are summarised below:

Consultation Response	Combined Authority Officer Response
Like the rest of the document it is good on the grand scheme of things but woefully short on detail, and its the detail which gives credibility.	The draft budget includes a line-by-line breakdown of planned expenditure. If the respondent refers to the decision not to include new projects, this was a deliberate decision awaiting development of the Combined Authority's strategic framework as set out in the consultation documentation.

<p>I and my colleagues on March Town Council are in agreement with more housing, however the infrastructure needs to be there first to support the people already here & those coming, quite apart from the flooding issues & schools we need more doctors and dentists, there are only 3 surgeries in March and the waiting time is and has been 2 weeks or more.</p>	<p>The response is noted, however the provision of local services such as schools, doctors and dentists, and the contributions towards them by housing developers, is not the responsibility of the Combined Authority.</p>
<p>It's much too high level to be able to add meaningful comment - i.e. what specific types of expenditure will be undertaken</p>	<p>The draft budget includes a line-by-line breakdown of planned expenditure. If the respondent refers to the decision not to include new projects, this was a deliberate decision awaiting development of the Combined Authority's strategic framework as set out in the consultation.</p>
<p>My only comment is that you are an unnecessary additional tier of local government.</p>	<p>The response is noted</p>
<p>I would be interested to know more about children's services and care for the elderly and how this is managed depending on increasing need</p>	<p>The response is noted but Social Care is not a responsibility of the Combined Authority.</p>
<p>I see where the document is trying to take forward your Sustainability Planning. But importantly, unless I'm missing something here, it does NOT identify the funds to be allocated or ring fenced towards the six actions on the Sustainability Planning page - Health and Skills; Climate and Nature; Innovation; Infrastructure; Tackling Inequalities; Finance & Systems.</p>	<p>The response is noted and the respondent is correct and, for future allocations, the rationale for not allocating funding at this stage in development of the strategic framework was set out in the consultation documentation.</p>
<p>Very soft and fluffy</p>	<p>The response is noted</p>
<p>You need to engage with local Councils and CO2 reduction better</p>	<p>The Combined Authority will continue to improve it's engagement with the Constituent Authorities in line with the Mayor's commitment to Cooperation. The work in response to the Independent Commission on Climate change is ongoing and a revised version of the Local Assurance Framework will require that the climate impact of all projects is considered.</p>

<p>Too much money being spent on building houses on flood plains with no additional facilities or transport infrastructure. I believe 80% of new housing is being built in Ramsey but our roads are full of potholes and it's impossible to get through the town safely. Too many lorries coming through and not enough safe parking. No additional road infrastructure is planned and the new estates are putting more burden on already difficult to pass roads. Equally, where are the school places, dentists and doctors to support these new residents? The existing residents are not serviced fully. Public transport in Ramsey is appalling. How will people be able to access Peterborough for the new university and job opportunities? Digital infrastructure needs to improve. Poor wi-fi connection, and lack of mobile phone signal in many parts of the town. It's very hard to work from home in those conditions.</p>	<p>While development planning, schools, dentists and doctors are outside of the Combined Authority's control, digital and transport connectivity are key parts of the Combined Authority's responsibilities and further details of the Digital Connectivity programme are being presented to the Combined Authority Board in January.</p> <p>The Combined Authority has recently submitted a Bus Service Improvement Plan to government in a bid for a £100m+ to deliver transformational change to the region's public transport. We are also building the business case to establish whether franchising or enhanced partnership arrangements will provide a better public transport service for the area and are committed to delivering on the appropriate course.</p> <p>The Local Transport and Connectivity Plan is currently in development and will establish the current baseline of transport and digital connectivity and set out objectives and timelines to deliver improvements against the current baseline across the Combined Authority area.</p>
<p>I support strategies that address</p> <ul style="list-style-type: none"> * reducing inequalities in living, access to education & employment and housing. *improving the public transport network - achieving an effective and affordable network * addressing Climate Change <p>I think public funds should be spent with measurable impact . In C&P alignment and ACCOUNTABILITY across local authorities and the Greater Cambridge Partnership MUST be improved. There is too much overlap.</p>	<p>The response is noted, and the Combined Authority works closely to align and enhance what can be delivered with other public sector organisations including the Greater Cambridge Partnership – for example we have recently developed a joint bid with GCP which has successfully secured funds for new Zero Emission Buses in Cambridge.</p>

<p>You haven't told us anything you will spend on, so vague as to be meaningless.</p>	<p>As the draft MTFP did not include new budget lines the individual projects included would already have been included in the 2021-22 Business Plan, and have had their budgets approved based on individual items presented to the Combined Authority Board. The response is noted but, for future allocations, the rationale for not allocate funding at this stage in development of the strategic framework was set out in the documentation.</p>
<p>I have read the documents, and generally agree. I am however always concerned that project costs are often underestimated.</p>	<p>The response is noted, and our business case development is in line with HMT's Green Book requirements on optimism bias.</p>
<p>How have these been chosen</p>	<p>Not clear what this response referred to, assuming it relates to the projects included in the draft MTFP then: where a project is not a statutory duty projects are assessed following the processes set out in the Combined Authority's Local Assurance Framework and new budgets must be approved by the Combined Authority Board.</p>
<p>Less wages for the CEO and directors or justify the amount they receive</p>	<p>The CEO's salary range was set based on advice from an external recruitment agency. As part of our ongoing HR Transformation work, we will be reviewing pay policy and considering any changes we need to adopt.</p>
<p>That it's an absolute joke for you to including any kind of positive approach to Climate and Nature when Chatteris town council is doing everything it can to destroy one of the only local biodiverse areas in our town by allowing houses to be built on it.</p>	<p>The response is noted.</p>
<p>Re the Adult Education Budget, worth planning to put in a bid for funding from the Department for Education for a new Adult Education College on the edge of Cambridge by a transport interchange that also has its own playing fields & sports centre. That or move Hills Road Sixth Form College out to Cambourne by the new railway station, and convert the existing buildings into an adult education college there, reducing the pressure of so many 16-19 year olds in such a small part of the county.</p>	<p>This response has been passed on to the Adult Education team for follow-up</p>

<p>Overall I would support the budget and medium term financial plan, but I wonder whether there's scope to be more ambitious in joining up activities across the six capitals. For example, a key theme is shifting from a narrow focus on doubling GVA to a focus on good growth. Given this focus could we look at projects - at the detailed level - and seek integration across them. In the region we need more sustainable and affordable housing. Could we be asking the Business Board to support initiatives and/or run programmes that will develop the local supply chain to support the creation of sustainable, affordable housing. Can we look at whether we are supporting education programmes to ensure people have the right skills, etc. The high level vision works, but the detailed budget allocated to projects does not easily map onto the high level vision.</p>	<p>This response has been noted and will form part of the discussion when the Business Board and Combined Authority Board meet to discuss the growth and skills agenda.</p>
<p>The climate assessment is too weak and will not lead to net zero.</p>	<p>In response to the report from the Cambridge and Peterborough Independent Commission on Climate the Combined Authority has committed to a raft of measures aimed at improving the climate impact of its project portfolio. More details can be found at this link.</p>
<p>The budget seems to be full of ambition, but very little in how the ambition will be reflected in actual spending. There are no major initiatives. I would have expected a commitment to spend some of the funds on "green projects".</p> <p>There are many mentions of targets, but no mention of how the base lines will be defined and how the targets will then be measured, nor who will be responsible for measuring and reporting the data. Significantly what will happen if the targets are not met?</p> <p>We are in the midst of a climate crisis and this budget does not reflect that reality.</p>	<p>The decision not to include significant new investments in the draft budget was deliberate, as set out in the consultation documentation.</p> <p>Following the report from the Cambridge and Peterborough Independent Commission on Climate, the Combined Authority has established a Climate Working Group and will be engaging local private and public representatives to establish what interventions are available in the area.</p> <p>The Combined Authority is reviewing it's own performance indicators, to bring them in line with the themes set out in the Sustainable Growth Ambition Statement and will be finalised following the formal adoption of the sustainable growth ambition statement. Performance against these indicators are regularly reported to the Board.</p>

<p>Draft 2022/23 Budget</p> <p>The Larkfleet Group and Allison Homes (LGAH) supports the need for sufficient staff resources to be dedicated to progressing the strategies in the following areas:</p> <ul style="list-style-type: none">• Business and Skills: in particular, skills, education (e.g. university at Peterborough), innovation and the economic review by CPIER;• Transport: the review & implementation of the Local Transport Plan focusing on quick, reliable and cheap public transport and active travel modes;• Strategy: developing an overall spatial and climate change framework for the CPCA area that enables its partner councils to approve new homes quicker;• Housing: developing a new housing strategy for beyond March 2022 that is focused on delivering new affordable housing through a community housing approach working with a range of new providers such as LGAH. <p>In common with our approach to creating communities and with the CPCA emphasis on community housing, we would suggest that some of the future capital funding is used to fund social housing for local families and some is deployed into a Community Fund to progress stewardship projects that help communities fund the future maintenance of public realm and buildings.</p> <p>We recognise that CPCA will not have sufficient capital resources to be able to support the level of new affordable house building that the area needs but believes that it does have a pivotal role to play in acting as an efficient and effective facilitator between developers like ourselves and Homes England to access funding (e.g. Continuous Market Engagement programme, Home Building Fund). In addition, it is possible that CPCA may have a role to play in distributing any future Government post Levelling Up White Paper funding initiatives.</p>	<p>The support for our existing programmes in Business and Skills and Transport are appreciated; the Combined Authority is part of the OxCam Arc, a sub-national body tasked with developing a statutory spatial plan that will have to be considered when planning authorities develop their Local Plans. As a representative of the area the Combined Authority will continue to champion the region's interests and ensure these are taken into account in the development of the statutory spatial plan.</p> <p>The Combined Authority will continue to engage with the Department for Levelling Up, Homes and Communities to ensure cohesion with our existing affordable housing programme and those being administered via Homes England.</p> <p>As set out in the report, the Combined Authority is developing its forward-looking housing strategy in the first half of 2022, and these suggestions will be passed to the Housing directorate for consideration as part of this.</p>
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<p>The Draft Capital Budget for 2022-23 should include the Whittlesey Multi-Modal Access Study PID, which incorporates the funding of a Strategic Outline Business Case for the Whittlesey Southern Relief Road.</p> <p>If we are to reduce inequalities within the Combined Authority area, and if we are to address the health issues generated by inappropriately high traffic levels within our towns, then schemes such as the Whittlesey Southern Relief Road need to be progressed to ensure that economic, health and equity goals may be at least partially met through infrastructure improvements to help 'level up' the northern part of Cambridgeshire.</p>	<p>See response to e-mails regarding the same project.</p>
<p>An aim of Natural Cambridgeshire is to ensure that considerations of nature and the natural environment are at the heart of decision-making across Cambridgeshire and Peterborough. That the Budget is so high level makes it difficult to comment on the extent to which the amounts identified will be spent in a way that enhances, protects and restores our nature depleted landscape, supports climate mitigation and adaptation measures, and encourages nature-based solutions.</p>	<p>The budget and MTFP seek to provide an overarching view of the entirety of the Combined Authority's expenditure plans. Covering the detail of every individual intervention in a single place would require a vast amount of documentation and would represent a barrier to effective public engagement.</p> <p>Individual project funding decisions are made at public meetings of the Combined Authority Board and the detail behind the project is presented – the public are able to scrutinise the detail of projects at this point.</p>
<p>Since much of the discretionary expenditure is unallocated due to "changing circumstances" it is hard to judge whether or not the budget is a good use of available resources. Given the flurry of funding announcements late 2021 from HMG, many of which might charitably be called aspirational, the central government financing landscape for CAs is hard to predict, so I can see the utility in remaining flexible at this point in time.</p>	<p>The discretionary expenditure still to be allocated will be awarded at subsequent Combined Authority Board meetings where individual project business cases will be presented setting out the vision for each project and it's value for money considerations.</p>

Appendix 6 – Summary of New Projects

The new projects included within the proposed budget and MTFP have been highlighted in blue throughout appendices 3 and 4, below are brief descriptions of each project proposed for 'subject to approval' funding.

Care Home Retrofit Programme

The Independent Commission on Climate highlights the increasing risks to the area from climate changes that are already built into the system. This includes extreme heat events in summers and surface water flooding. Property owners will need to adapt to these risks. There are over 170 care homes in the area, purpose-built or converted. Given that older people are at more risk from the effects of overheating the proposed program is to support climate change audits and provide capital grants to reduce climate impacts and risks in care homes. This can include nature-based solutions such as green roofs or tree shading that will have wider benefits. The projects funded would be demonstrator projects to encourage a wider range of property owners to undertake similar measures.

Community Land Trust Pre-Development Grant

N.B. this is included within the existing 'CLT' budget in appendix 3.

Through the Devolution Deal the Combined Authority agreed to work with CLTs to deliver new schemes.

ECDC currently has a start up grant fund of up to £5,000 per community group to enable them become legally incorporated and begin their work to bring forward community led development in their area. To date the Council has supported 9 CLTs through this grant process.

The ability to access funds between start up and commencement on site is limited for a CLT. In 2021/22 Homes England made funding available, however, this was a national scheme with a limited time to bid for funds. Two CLTs in the ECDC area were successful. The scheme was oversubscribed and is now closed. The grants enabled CLTs to bridge the funding gap between start-up and commencement of development.

ECDC is requesting funding from the CPCA of £100,000 that will enable ECDC to introduce a new grant fund for CLTs that need pre-development finance support for independent advice on rent policies, viability assessments and community engagement support (not exhaustive). Additionally, for a CLT to provide affordable rent it must become a registered provider. This fund would support grant application to assist CLTs through the Registered Provider registration process.

Development of sustainable Cultural Services for the City of Cambridge and the Region

This bid will enable Cambridge to access new potential for income generation, develop the Region's economic growth, and promote sustainable business models via two specific projects:

The refurbishment of the Guildhall Halls and Corn Exchange will allow us to develop new and existing income streams to support Cultural Services and venues that serve the region. Through increased business we will also be increasing footfall, spend, and dwell time for the City Centre economy.

Providing seed funding for a Cambridge City Council managed event site to deliver accessible concerts. This will contribute to decarbonisation, create income for Cultural Services, and provide employment and cultural services in partnership with commercial business. It will ensure Cultural activity is accessible to disadvantaged residents through price, place and programme. It will be supported by investment in a permanent mains power supply on site to reduce the carbon footprint of multiple promoters.

Doubling Nature Metrics

The proposal is to develop robust habitat information for Cambridgeshire and Peterborough. Existing information is based on a patchwork of surveys that are significantly out of date (1990's). There is no funding or existing officer time dedicated to keeping this up to date. National data does not indicate the quality of green infrastructure or its value to wildlife. The proposal would establish a robust new baseline, from which progress on the Doubling Nature ambition can be managed.

The project would vastly improve accuracy of the dataset by: (a) ground survey work of a significant number of sites with professional surveyors (b) desk-based GIS work. It would provide detailed mapping for each district (excluding urbanised areas) for use in developing local plans; to support the design of strategy to improve the natural environment; and provide public understanding and accountability through the release of the work as open data. Without this baseline information, it will be extremely difficult to track performance against our doubling nature objective.

Greater Cambridge Chalk Stream Project

The chalk streams of Greater Cambridge are of international importance and their restoration is fundamental to addressing both Cambridge City and South Cambridgeshire District Councils declared Biodiversity and Climate emergencies. The chalk aquifer which feeds these unique watercourses also supply the regions drinking water and therefore their health is directly related to viability of future planned housing and economic growth.

A 2020 BCN Wildlife Trust and Wild Trout Trust audit report identified the key threats and opportunities for 17 key chalk streams in the area. Whilst recognising that future alternative water supply provision was crucial to reinstate more natural flow regimes, in the interim over 100 projects were identified that would make the chalk streams and the species they support more resilient to lower flows.

Proposed projects range from specified physical restoration, offering management advice to landowners and further feasibly work such as removal of weirs to aid fish passage.

Huntingdonshire Biodiversity for all

Huntingdonshire District Council have over the last three years been investing in nature, experimenting with planting of wildflower areas in parks and open spaces, starting in one park and have now scaled it up to at least one major area in all four towns. The expertise is also being shared with parish councils and community groups. The ambition now is to move onto verges, smaller areas of open spaces and footpaths, and to broaden the scope to include habitat creation specifically through tree planting (in one of the least treed areas of the country) and rewilding (supporting the thriving nature, growing green spaces theme in the Cambridgeshire & Peterborough Independent Climate Commission).

The bid will meet the additional costs of materials (equipment, seeds and plants), to acquire (and transfer to local community ownership) redundant or orphaned sites and allow for a role to be created to engage with landowners, volunteers and developers to do something similar.

“Lifebelt” city portrait to inform Cambridge’s sustainable & inclusive growth & recovery

Achieving the Combined Authority’s GVA target will require Cambridge’s economy to see sustained and sustainable growth.

Cambridge’s draft recovery strategy (for a greener and fairer city) notes how an imbalanced jobs market and lack of appropriate skills had already seen sections of Cambridge’s population disengaged from the Cambridge Phenomenon, reliant on food banks and benefits, and experiencing a ten-year gap in life expectancy. These inequalities deepened during the pandemic as the knowledge-based sectors thrived, and lower-wage sectors struggled.

To help inform the strategies and interventions that will ensure sustainable economic growth and an inclusive recovery, we propose working in partnership with the Combined Authority, County Council and community groups to commission external capacity to develop a city portrait that will identify strengths and weaknesses against the six capitals, UNSDGs and doughnut components, and provide an evidence base for high-return interventions that underpin economic growth with social justice within environmental limits.

Logan’s Meadow Local Nature Reserve wetland extension

Proposed delivery of community supported habitat creation on riverside land in East Chesterton / Abbey ward, as part of the Cambridge City Council commitment to the Local Nature Partnerships ‘Doubling Nature’ vision, Biodiversity Net Gain and the Cambridge Nature Network. The proposed project delivers new wetland habitat for priority species such as water voles and enhances the existing recreational offer for the community. The site has an active Friends Group with over 150 volunteers recently engaged with the first phase of tree planting. Over 460 consultation responses were received for the outline design principles. Detailed designs have been drawn up for a second consultation in January 2022 to inform a planning application. The Council is seeking to deliver by March 2023.

Meanwhile at Core Site, North East Cambridge

Meanwhile will champion new systems of environmental and social sustainability by offering organisations and citizens a chance to grow together, specifically:

- An affordable workspace for local SME businesses fighting the Climate Emergency.
- Twin food hubs distributing healthy, organic and wasted food for all across Greater Cambridge and helping SME food enterprises through incubator kitchens.
- A Modern Methods of Construction factory enabling training and patient employment for disadvantaged young people in the city.
- Further educational and volunteer opportunities afforded by a mix of community uses, including dedicated community space, food growing and gardens.

The food distribution hub will establish a number of part time jobs, training opportunities and learning development schemes. Cookery classes and projects that spin out from the kitchen will create lasting and sustained change; contributing to improved healthy choices, improved skills for life, local growing projects and supporting a sustainable local food network.

Natural Cambridgeshire

Revenue funding to support the work of Natural Cambridgeshire. Natural Cambridgeshire was initially set up as a response to DeFRA's call for Local Nature Partnerships to be established across the country. It brings together many of the nature and environmental organisations active in the area, and includes representatives of academia, business and the development industry. It led the creation of Doubling Nature ambition, works with local authorities and most recently the Independent Commission on Climate. It has produced toolkits for Community Nature Recovery and Developing with Nature. It is a charity but it does not yet have sustainable income. It employs a part-time co-ordinator. Natural Cambridgeshire is developing the proposal on the Nature and Environment Fund and draws together significant expertise that will be highly beneficial in support the Combined Authority's work on the climate and nature theme of wealth economics, plus future development of a Local Nature Recovery Strategy.

Nature and Environment Investment Fund

A capital fund to pump-prime investment into nature-based projects across the CPCA area to deliver multiple benefits. Nature projects can restore biodiversity, increase residents health and wellbeing, mitigate climate change and help the area adapt to the risks and opportunities of a changing climate. This will implement the Combined Authority's Doubling Nature ambition, starting to address the relative lack of rich wildlife and green areas, and is a recommendation of the Independent Commission on climate. Natural Cambridgeshire (the Local Nature Partnership) would be the strategic delivery partner and the fund would leverage in private sector investment and test different revenue streams to create further investment and a rolling Fund. Government policy is to support new 'markets' in natural capital and the Fund would position the Combined Authority to take advantage of that agenda. It can also link to the ambition of 20% biodiversity net gain on Combined Authority projects.

Net Zero Villages Programme

Reducing greenhouse gas emissions and adapting to climate risks will require action in every community. Using the model of the Market Towns Programme that supported local communities in delivering appropriate local interventions to support their economies, the Net Zero Villages Programme would encourage villages (likely through parish councils) to come forward with demonstration projects to move toward the net zero emissions target or tackle climate risks, whilst also delivering co-benefits on other Combined Authority themes. This programme would work alongside any extension of the Market Towns programme to villages, and complement existing schemes tackling climate issues, such as the tree planting grants available in a number of council areas or the energy work of the Energy Hub.

Rewilding Programme

Rewilding is the restoration of ecosystems to the point where nature is allowed and is able to take care of itself. Rewilding seeks to reinstate natural processes (for example, grazing, flooding, natural woodland regeneration) and, where appropriate, missing species – allowing them to shape the landscape and the habitats within. This programme is to encourage small-scale projects that will pilot different approaches relevant to the CPCA area. This will link with the requirement in the Environment Act for the area to have a Local Nature Recovery Strategy. There is the potential to also link with natural flood risk reduction, such as woodland, hedges or reedbeds in appropriate locations. Developing best practice will put the area in a good position to draw down funding for larger-scale projects in the future.

Waterbeach Depot Solar PV Smart-grid Project for electronic Refuse Collection Vehicles

The Waterbeach Waste Services Depot's local electricity network has insufficient capacity to meet the charging requirements of the Councils' fleet; there is an urgent need for on-site renewable energy supply to enable charging of electric RCVs (refuse collection vehicles).

Objective: Provision of electrical infrastructure and renewable energy generation system to enable charging of electric RCVs.

Overview: innovative, exemplar and commercial project entailing:

- Solar PV plant (circa 1MWp)
- Battery storage (circa 1MWh / 500kW)
- RCV Chargers
- Smart Microgrid and Energy centre
- Site infrastructure – cabling, charging islands, civil works
- Network connection

Phase 1 – Renewable energy smart microgrid to cater for first batch of eRCVs; Phase 2 – Microgrid expansion to enable additional energy import

Status: detailed feasibility stage - expected outcomes include:

- Production and self-consumption of green electricity at a cheaper rate than the grid
- Local jobs creation – construction, system operation and maintenance
- Security of renewable energy supply and price
- Exemplar solution for fleet decarbonisation