

Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: Wednesday 8th September 2021

Time: 10.00am – 11:34am

Present: Nik Johnson (Mayor and Chairman), Councillors Neil Gough, Peter Hiller, Jon Neish, Chris Seaton, Neil Shailer and Katie Thornburrow.

Apologies: Councillors Joshua Schumann and Jocelynn Scutt, substituted by Councillor Katie Thornburrow.

13. Apologies and declarations of interest

Apologies were received by Councillors Joshua Schumann and Jocelynn Scutt, substituted by Councillor Katie Thornburrow.

There were no declarations of interest.

14. Minutes – 14th July 2021 and Action Log

The minutes of the meeting on 14th July 2021 were approved as an accurate record and signed by the Mayor.

The action log was noted. Item 11 – Bus Reform – A Councillor reported that district council officers had not been contacted for full consultation. The officer stated that a report would be sent to district council officers by Friday. **Action.**

15. Combined Authority Forward Plan

The Combined Authority Forward Plan was noted.

16. Public questions

One public question was received from Sarah Lambert regarding the increased risk for vulnerable road users that has arisen from the construction of the A10/A142 BP roundabout scheme.

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

17. Performance and Finance Report

The Committee received the September Performance and Finance report which presented the progress to date made against budgets set in January 2021. It included the summary of the year to date transport revenue budget; the RAG risk rating; statistics from the Five-Year Gateway Review results; and an expenditure timetable for the 2021-22 budget.

The officer noted that the budget had a strong baseline, sound reserves, and an outturn forecast that was in line with the business plan. Some project delivery was occurring ahead of schedule. The capital programme showed a £5.2 mill favourable variance against approved budget, but officered were prepared for slippage.

The officer explained that some funding was expected to end March 2021, including the Local Growth and Transforming Cities Fund. The Cambridgeshire Autonomous Metro (CAM) was currently on hold pending review from the Combined Authority Board. The outcome of this could positively affect capital reserves.

The officer explained that the balanced budget would need to be approved in January following a consultation with the public, and the Combined Authority Business Board and Overview and Scrutiny Committee.

In future, the budget would be affected by: Local Transport Plan developments; the Mayor's priorities; the Environment Plan; the Health Plan; unknown developments, such as the LEP review. As a result of the potential for unexpected circumstances, a light touch would be used in the formation of the Medium-Term Financial Plan. A comprehensive spending review was also expected in the future, pending discussions with national government.

During discussion of the report, the officer explained that:

- Connectivity Programme: Development of the connectivity programme, of which Wisbech rail was part, continued and a report would be produced for it end-October, early November. Part of this development was the Finance Funding Strategy.
- Cross Cambridge Connections Capital Programme: The officer explained that collaboration with the GCP regarding the Local Transport Plan and the Bus Improvement Plan was ongoing. The Coldhams Lane developments associated with the programme were paused following insufficient funding, but would remain a part of future City Access discussions.
- A10 Dualling: That the Department for Transport had been applied to for £4 million funding for the A10 dualling programme, with the estimated overall cost reaching £6 million. Full dualling would be considered in future if funding allowed and the long-term impact of the pandemic did not reduce the requirement for full dualling.

A business case would be developed in collaboration with Cambridgeshire County Council, Public Health and would consider how to maintain active travel despite dualling through crossings.

Members noted, and officers agreed, that the minutes needed to be amended to show consistency around terminology used for the A10 dualling. **Action?**

In response to Member's questions, officers offered to include an explanation of variance in future reports.

During the discussion, Members:

- Emphasised support for: the Wisbech rail programme; the Cambridge South Railway programme, which would provide better access to the biomedical campus; and the Soham Transport Programme, which was currently ahead of schedule and would reduce emissions from freight transport.
- Expressed the need to ensure district councils and transport schemes were collaborating to prevent 'reinventing the wheel'.
- The Chair concluded that a prioritisation plan considering all district requirements was being produced, with an emphasis on devolution.

It was resolved to:

- a) Note the September Budget and Performance Monitoring Update.
- b) Note the current Medium-Term Financial Plan and consider whether there are any recommendations they wish to make to the Combined Authority Board in November.

18. A505 Royston to Granta Park Strategic Growth and Transport Study Stage 1

The Committee received a report that had been developed in collaboration with the County Council and Greater Cambridge Partnership which stated the outcomes of Stage 1 of the Pre-Strategic Outline Business Case for the A505 Royston to Granta Park and detailed the next steps for developing Stage 2 of the study. This report had received recommendations from Cambridgeshire County Council the day prior, 7 September 2021.

The officer explained that Stage 1 had acted as a pre-strategic business case to understand the network's growth aspirations. It had identified a strong strategic case regarding development of the corridor; suggested potential packages to enhance sustainable travel options; and listed required highway junction and safety improvements including for the M11/A11 junction.

The next step would be developing a strategic business case which would be reviewed by the County Council/Committee. This case would need to consider the recent development of the biomedical campus.

Access to more detailed reports could be granted by the presenting officer.

In response to Members' discussion, officers:

- Clarified that the study was part of the Integrated Transport Solution with a public health and the growth agenda.

During discussion of the report Members:

- Expressed concern that the Government had provided parking estimations for the South Station development which did not consider growth of use or links to the Biomedical Campus and Babraham.

The officer explained that the study contained a growth projection, but that the project had begun two years ago and circumstances had changed since. However, there were benefits to reduced parking such as a reduction in car transit.

- Highlighted problems regarding Biomedical Campus signage.

It was resolved unanimously to

Note the progress of the Strategic Outline Business Case and the close partnership work required with Cambridgeshire County Council and the Greater Cambridge Partnership to develop the scope for stage 2 of the study.

19. E-Bikes and E-Scooter Trial

The Committee received a report which established the outcome of the Department for Transport (DfT) e-scooter trial operating in Cambridge City Centre since October 2020, and the potential for extending the trial to March 2022. Peterborough also had e-transport provision through the deployment of e-bikes. This trial acted as a green starter for public transport in the UK, but was already being employed in other European Countries.

The officer reported that there were 7,000 e-scooters with 36,000 users signed up. Peterborough had received additional hubs and vehicles due to particularly high demand.

Challenges presented by the trial included:

- Pavement riding. Mitigations applied in other authorities included improved riding detection and a strike and ban policy. Nationally, conversations with the Department for Transport considered the employment of a Transport Scheme to provide legalisation for e-scooter use on roads.
- Illegal use of private E-Scooters. The Combined Authority was working with police, the DfT and commercial suppliers to prevent this.
- Parking clutter. Mandatory parking zones had been considered, as had the implementation of parking infrastructure to reduce this.

The officer noted that further work in Cambridge would concentrate on ensuring community needs were met by gathering additional data regarding user behaviours and networking with the County Council, District Councils and cycle groups. This would be prioritised over additional vehicle provision. However, the report also set out the potential to expand the e-bike network region-wide and to investigate possible market town locations.

During the course of the discussion, Members:

- Emphasised the positive impact of the trial: A 66 tonne reduction in carbon emissions; spearheading environmental change; allowing people to try before investing in e-transport themselves; and promoting social inclusion.
- Expressed Peterborough's desire to be part of an initial trial to expand e-bikes, but not e-scooters, into villages near Peterborough that had safe cycle routes.
- Expressed desire to increase the use of cycling routes in rural areas of Fenland by those both in the district and outside it. Provision of e-bikes in these rural areas would encourage that.
- Suggested introducing a charge to allow people in rural areas to take the bikes home in a commercially viable way. A similar technique was being employed in Bristol.
- Expressed serious concern for the shared cycle/pedestrian paths in and around Cambridge. In London, this had resulted in a death. The Member expected dual purpose pavements also increased the expectation that scooters can drive on pavements alongside pedestrians.
- Requested more granule data on specific area advantages, including on the use of e-vehicular transport to work from north of the city.

It was proposed by the Chair, seconded by Councillor Hiller and resolved unanimously to:

- a) Note the results of the e-scooter trials.
- b) Recommend to the CA Board the extension of the e-scooter trial from October 2021 to March 2022 to continue our learning.
- c) Recommend expanding the current E-bike network region wide and to work with officers in constituent authorities and cycle groups to agree the exact location for the installation of the electric bike sites.

20. Local Transport and Connectivity Plan

The Committee received a report that provided an update on the Local Transport and Connectivity Plan which had provided the baseline for sustainable transport from February/March 2020. The plan set out objectives, timelines and funding bids for local transport provision in line with the vision statement and significant world changes such as the pandemic and climate crisis.

The officer explained that the evidence base was being updated and a soft launch consultation programme developed. This would gather public response and advise strategies for January 2022. In January, lead Members would have an opportunity to ensure a clear strategy was developed for next year that aligned with their priorities.

In response to Members' questions, officers:

- Explained the importance of using Member feedback from the Transport Plan to enable advances in hybrid working and transportation networks throughout the districts.
- Emphasised the tight timeframe that was being worked with:

November/December – Six week public consultation.

January – Strategy document released for review by all constituent parts.

March – Product released.

During discussion, Members raised the following points:

- In the light of the Government's ICC climate report, encouraged the Combined Authority to continue to lead on transport decarbonisation. For example, by considering application of the community electric car sharing scheme being trialled in Cambridge City.
- Encouraged people to consider the impact that 'substituting' rather than providing additional transportation methods may have on workers for whom transport substitution was not yet viable. The Member expressed concern the Authority might be 'putting the horse before the cart'.

It was resolved unanimously to:

- a) Note progress on the LTP refresh and to provide feedback on the development of the LTCP programme, outlining key areas to be addressed in relation to challenges, opportunities and local policy levers; and
- b) Invite officers to review the LTP: CAM Sub Strategy and to report back to a future in a Transport & Infrastructure Committee future paper.

10. Zebra Phase 2 Business Case submission

Members received a report that presented the progress against the ZEBRA (Zero Emission Bus Regional Area) Phase 2 Application. The Authority was one of six fast tracked into Phase 2 of the Transport Commission's bid, following an application to improve bus routes to regional areas. Should the bid be successful, the officers would need to act urgently and would require funding contribution from the Combined Authority.

The bid would finance replacing 30 Cambridge City diesel buses (8% of Cambridgeshire and Peterborough buses) with electric ones, and exchanging older buses elsewhere in the County with the replaced City buses. Charging points exist in the bus depo and the biomedical campus and would also be available for commercial bus/coach travel use. The project end was forecast early 2022.

The officer had worked with transport leads and bus services to form a mitigation strategy for inner city air quality by improving inner city travel. The bus replacement strategy would comply with recommendations made by the climate change commission to ensure all buses ran on alternative fuels by 2030. The officer emphasised the importance of reducing emissions – it was estimated 100 early deaths a year were related to poor air quality.

The officer informed the Committee of a minor technical change to the report recommendations that were circulated to the Committee.

In response to Members' questions, the officer:

- Expressed hope the scheme would be expanded region-wide in future.
- Stated that, to meet the 2030 environmental objective, schemes like this would need to be devised annually.

During discussion of the report Members:

- Requested data on the percentage of buses that would be environmentally friendly in Cambridge. The officer stated that he would provide Councillor Shailer with that information at a later date, but he knew all park and ride buses would be replaced. **Action.**
- Suggested considering starting an e-bus manufacturing industry as this would provide export potential and aid the economy.

It was proposed by Councillor Shailer, seconded by Councillor Hiller and resolved unanimously to:

- a) Recommend the CA Board approve allocation of £1.963m for the delivery of ZEBRA buses, subject to funds being available following a review of existing Transforming Cities Fund commitments.
- b) Recommend the CA Board delegate authority to the Head of Transport, in consultation of the Mayor, authority to deliver the ZEBRA buses. This is subject to the DfT application being approved.

21. Transforming Cities Fund

Members received a report that informed the Committee that a reprofiling exercise was being undertaken as part of the Medium Term Financial Plan (MTFP) and Project Prioritisation exercise across the current portfolio of projects. It also identified efficiencies that would be presented to a board in future for consideration of reprofiling

spend as a principle for the delivery of £95 million of capital schemes prior to 31 March 2023.

The annual report was still under review but would identify possible operational capital delivery schemes and inform the Committee of:

- Projects;
- Existing efficiencies;
- Savings;
- Early delivery;
- Future funding;
- How savings could be refocussed on improving safety for active travel;
- Alternative transport and infrastructure developments, such as the ZEBRA project;
- Increasing connectivity through improved bus transport.

During the course of the discussion, a Member urged officers to improve pavements around areas housing individuals with limited mobility, such as care homes. A larger percentage of the population was older and this would encourage walking travel amongst that percentile.

It was resolved by to:

To note the contents of the report.

12. Date of next meeting

It was resolved to note the date of the next Transport and Infrastructure Committee would be 8th November 2021.

Mayor

Public Question

Mrs Sarah Lambert's Question:

What will the CPCA/CCC do to rectify the dangerous situation it has created by funding/designing/constructing the A10/A142 BP roundabout scheme last year, despite all three road safety audit which made it clear that this would make it harder and more dangerous for pedestrians and cyclists to cross the A10?

Were the increased risks to vulnerable road users highlighted to Members/Cllrs of CPCA/CCC when decisions were made about the scheme through the political process? If not why not? How are the CPCA/CCC going to resolve the dangerous situation in the short term?

Given that it is over a year since Local Transport Note LTN (1/20) was published, why have neither CPCA/CCC adopted this note and make it clear that all schemes need to meet this standard? It is noted that other Local Authorities have adopted this and that this guidance would prevent similar situations arising again.

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

The BP scheme was a historic developer planning obligation, which the CA/CCC supported the delivery of. Due process was followed in terms of (i) safety audit to identify all potential risks, (ii) review of how risks could be practically addressed within the parameters of the project, (iii) designers response agreed. In this case it was not possible to incorporate NMU measures, though it was recognised that capacity and NMU permeability should be revisited as part of the strategic solution work.

There was a commitment at the 14 July Transport and Infrastructure Committee for Combined Authority and Cambridgeshire County Council officers to work collaboratively on this very location and this is underway, a report as promised will follow.

The Combined Authority is challenging all its current Transport and Infrastructure schemes to meet the LTN 120 and Gearchange policy standards and in fact the Lancaster Way roundabout which followed the A10/A142 Roundabout did following consultation have additional pedestrian and cycling facility incorporated in the final design and build.