



CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY TRANSPORT AND INFRASTRUCTURE COMMITTEE: MINUTES

Date: Thursday 9th January 2020

Time: 14.00pm – 15.29pm

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

Apologies: Councillor Nicky Massey (Councillor Mike Sargeant substituting)

48. APOLOGIES AND DECLARATIONS OF INTERESTS

None received.

49. MINUTES – 7 NOVEMBER 2019

The minutes of the meeting held on 7 November 2019 were agreed as a correct record and signed by the Chairman.

50. PUBLIC QUESTIONS

None received.

51. COMBINED AUTHORITY FORWARD PLAN – 6 DECEMBER 2019

It was resolved to note the Forward Plan.

52. BUDGET AND PERFORMANCE UPDATE

The Committee considered the Budget and Performance Update.

The Committee noted that there had been no change to the budget position since the November iteration of the report. Attention was drawn to the capital budget which reported limited spend to date primarily due to suppliers having not yet invoiced for services provided or where commissioned activities were in progress. The most significant variances of forecast outturn against the revised 2019/20 budget were highlighted.

A Member drew the Committee's attention to the decrease in the number of passenger journeys on local bus services in Cambridgeshire and Peterborough and clarified the bus subsidy arrangements. Officers commented that the decline in passenger numbers was reflected nationally and a strategy had been developed in order to tackle the decline.

It was resolved unanimously to:

note the January budget and performance monitoring update

53. LOCAL TRANSPORT PLAN

The Committee received a report that presented the Local Transport Plan (LTP). The report summarised the key points of the LTP and highlighted the changes made to the document following the public consultation that took place during the summer of 2019. Members were informed that the LTP would be subject to continuous monitoring and review. The CPCA Board would also re-direct the LTP when appropriate.

During discussion:

- The disappointment of Wansford Parish Council was relayed to the Committee that their comments were not included within the LTP. Officers undertook to review the comments and incorporate within the LTP. **ACTION**
- Members welcomed the vision and in particular the focus on access to rural areas. A Member commented further that the number of responses to the consultation had been relatively low. However, the geographic spread of the responses was interesting as it was possible to identify orchestrated responses.
- Attention was drawn to climate change and air quality as priorities for the LTP and emphasised the difficulties in achieving 'Dutch-style' infrastructure for cycling and pedestrians.
- A Member highlighted and welcomed the commitment to achieve net zero carbon by 2050. Attention was drawn to the South Cambridgeshire and Cambridge City joint Local Plan and the ambition to ensure they complimented the LTP.
- A Member commented that there was a need to view cars holistically as technology developed and they became less polluting.
- Attention was drawn to the distinct rural and urban areas found within Cambridgeshire and commented that encouraging people out of their cars was much more difficult in rural areas.
- The importance of Stansted Airport and the associated tourism and businesses was highlighted by a Member. Officers undertook to ensure such links were incorporated within the LTP.
- The Mayor drew attention to the considerable investment being made in public transport by the Combined Authority. The LTP recognised the car and its usage within Cambridgeshire as it had to respond to the needs of residents of urban and rural areas which were very different. The LTP demonstrated the Combined Authority was taking transport seriously and was as ambitious as any in the country.

The Mayor concluded by encouraging manufacturers to drive down the cost of zero emissions vehicles in order to make them a viable alternative for people.

It was resolved to:

- a) Note the Public Consultation Report and Final Local Transport Plan; and
- b) Recommend the approval of the Local Transport Plan to the CPCA Board.

54. COLDHAMS LANE ROUNDABOUT PROGRESS REPORT

The Committee received a report that provided an update to the Committee on the Coldhams Lane Roundabout project and outlined next steps.

The presenting officer drew attention to the main drivers for the project including, improving safety for all road users and an improved environment for pedestrians and cyclists that did not adversely affect traffic flows.

Studies to date provided four options for consideration that were set out at paragraph 3.3 of the report. The value for money assessments contained at paragraph 5.2 that showed all four options achieved at least medium value for money score.

During the course of discussion Members:

- Noted the concerns of Cambridgeshire County Council regarding the safety of the current roundabout and the support offered to achieve the best solution.
- Commented that safety should be the overriding priority for any proposed scheme which was not clear from the report. Officers informed the Committee that it would form part of the next stage of consultation.
- Noted the work of Cambridge City Council in relation to a development north of Cherry Hinton that would impact on the flow of pedestrians and cyclists to the roundabout and emphasised the importance of working together on projects.

It was resolved to:

- a) note the progress report
- b) approve the release of £100,000 from design phase budget agreed previously by the CPCA Board at its meetings in October 2017 and March 2018; and
- c) Comment on the emerging Coldhams Lane Roundabout proposals

55. THE CAMBRIDGESHIRE AUTONOMOUS METRO PUBLIC CONSULTATION

Members considered a report that sought the agreement of the Transport Committee for a non-statutory public consultation in early 2020 to inform the Cambridgeshire Autonomous Metro (CAM) programme Outline Business Case.

Officers were engaged in developing consultation material and a report would be presented to the January meeting of the Combined Authority Board with greater detail on the content.

In discussing the report Members:

- Noted that two other consultations were due to take place in Cambridge in the next months and commented that it was essential that that as many people as possible were reached in the consultation.
- Clarified the deadline for the draft Outline Business Case. Officers informed Members that the deadline was towards the end of July 2020 and work was currently on schedule to meet that deadline.
- Welcomed the ambition and the proposed engagement of the public. Remind me of the timings of the consultation period and the elements that will be in there, it will generate a huge amount of scrutiny in a short period of time. – Officers informed Members that a full 6 week consultation was planned for the CAM. The consultation would look at the needs and the benefits of the overall network including several route options within the city and potential portals and station locations. Feedback and comments would be needed by April 2020 in order to incorporate the comments into the concept design. Areas of Cambridge were being identified that would be directly influenced by the CAM and social media and the local press would be utilised to disseminate information.
- Noted the ambition to capture the wider aspiration for the CAM and the intention to hold events were commuters were going to be in order to capture the views of regions as well as the views of Cambridge residents.
- Emphasised the importance of capturing as wide a cross-section of the county as possible.

It was resolved unanimously to:

- a) Agree in principle that a non-statutory public consultation on the CAM should be undertaken in the early part of the New Year; and
- b) Note that further details of the consultation will be provided to the CPCA Board for approval at its meeting on 29 January 2020.

56. THE CAMBRIDGESHIRE AUTONOMOUS METRO (CAM) – REGIONAL ARMS STRATEGIC OUTLINE BUSINESS CASE TENDER DOCUMENT PREPARATION

Members considered a report that sought approval and funding to commence with the development of the Strategic Outline Business Case (SOBC) brief and tender documents for the regional arms of the network. To achieve this the report sought approval for £100,000 drawn from uncommitted contingency within the CAM Outline

Business Case (OBC) project to fund the early development of the regional arms SOBC tender documents.

In discussing the report Members:

- Sought clarification regarding the reasons for preparing SOBCs for routes to St Neots, Haverhill and Haverhill at this stage. Officers explained that the intention was for development work for the SOBC would be undertaken over the course of the next two years. The routes represented a series of aims and would not be delivered as one scheme.
- Requested further detail regarding the proposed timing of the SOBCs. Officers informed the Committee that the work was scheduled to take two years. While the timescale was ambitious, it was based upon learning and experience of the core CAM SOBC. Governance arrangements would develop as part of the planned activities and it was possible that the existing governance structures for the CAM may be utilised.
- Highlighted the relationship between the core CAM OBC and the Regional Arms OBC and questioned how it was ensured that they work together as it was possible that the SOBC for the Regional Arms could negatively impact the core CAM. Officers informed Members that an area that had not been effectively modelled was detailed projections of whole network demand. Consultants would be requested therefore to model demand for the next 25 years together with reviewing high level route options. The work would begin the development of a fully integrated network.

It was resolved unanimously to:

Recommend to the CPCA Board the approval of early development of the CAM regional arms SOBC tender documents as part of the wider CAM programme and for £100,000 to be utilised from uncommitted contingency within the current 19/20 CAM OBC budget to fund the early development of these documents.

57. DELEGATION OF PASSENGER TRANSPORT POWERS AND THE TRANSPORT LEVY FOR 2020-21

Members were presented a report regarding the delegation of passenger transport powers and the Transport Levy for 2020-21. In presenting the report officers highlighted the key responsibilities of the Combined Authority set out at paragraph 2.8 of the report.

Members noted that following discussion with officers at Peterborough City Council there would be a minor alteration made to the figure of £3,849,906 Transport Levy contained at paragraph 2.13 of the report and would be revised in advance of its presentation to the Combined Authority Board.

In discussing the report Members:

- Requested detail on the level of funding provided for concessionary fares. Officers confirmed that for Cambridgeshire County Council the level of concessionary fares was £5.7m. Officers undertook to provide details for Peterborough City Council following the meeting. **ACTION**
- Emphasised the value of effective communication to prevent incorrect messages reaching the public.
- Confirmed that of the 8,497,7333 levy amount proposed at paragraph 2.13 of the report for Cambridgeshire County Council consisted of £2.2m of subsidy, £5.7m for concessionary fares, £189k for community transport and £189k staff and support costs.
- Confirmed that existing arrangements for routes subsidised by the Combined Authority would remain in place.

It was resolved to:

- a) Recommend to the CPCA Board the delegation of the role of Travel Concessionaire Authority and other powers set out in paragraph 2.8 to Cambridgeshire County Council (CCC) and Peterborough City Council (CCC) for the 2020/21 financial year.
- b) Recommend the amount and apportionment of the Transport Levy (2020/21 financial year) set out in paragraph 2.13 of the report for agreement by the Combined Authority.

Upon the conclusion of the item, the Mayor informed the Committee of the intention for a meeting, including Cambridgeshire County Council and Peterborough City Council in order to move the function of the Travel Concessionaire and other roles set out in paragraph 2.8 of the report to the Combined Authority from April 2021.

58. HUNTINGDON TRANSPORT STRATEGIC STUDY

Members considered a report that sought the Committee's approval to changes to the scope of the A141 Huntingdon Capacity Improvements study and St Ives Area Study to consider the impact of a third river crossing at Huntingdon.

In discussing the report Members:

- Drew attention to the potential impact on strategic development sites within the Huntingdon area and emphasised the need to ensure the strategic links with Huntingdonshire District Council were maintained. Officers explained that the expansion of the study to include a third river crossing was designed to ensure that its outcomes were as robust as possible to prevent delay in scrutiny of the eventual proposals. It was anticipated that potential outcomes of the study would be delivered by the end of April 2020 for a report to be presented to Committee in July 2020.

It was resolved to:

- a) Approve scope change on the A141 Huntingdon Capacity Improvements Study and St Ives Area Study to consider the impact of a Third River Crossing at Huntingdon
- b) To approve the drawdown of budget of £150,000 from the previously approved Huntingdon Third River Crossing budget within the MTFs; and
- c) Advise on any issues requiring consideration within these proposals.

59. DATE OF NEXT MEETING

Friday 6th March 2020, Incubator 2, Alconbury Weald Enterprise Campus, Huntingdon.

Chairman