



Agenda Item No: 1.2

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

Date: Thursday 7th November 2019

Time: 14.00pm – 15.33pm

Present: James Palmer (Mayor and Chairman), Councillors Ian Bates, David Brown, Nicky Massey, Chris Seaton and Aidan Van de Weyer

Apologies: Councillors Ryan Fuller, Peter Hiller (Councillor John Holdich substituting) and Josh Schumann (Councillor David Brown substituting).

32. APOLOGIES AND DECLARATIONS OF INTERESTS

Apologies were received from Councillors Ryan Fuller, Peter Hiller and Josh Schumann. No declarations of interest were received.

33. MINUTES – 26 JUNE 2019

The minutes of the meeting held on 26 June 2019 were agreed as a correct record and signed by the Chairman.

34. PUBLIC QUESTIONS

None received.

35. TRANSPORT AND INFRASTRUCTURE COMMITTEE TERMS OF REFERENCE

The Committee received a report that set out the new terms of reference for the Committee.

Members noted at its September 2019 meeting the Combined Authority Board agreed amendments to the constitution which created new governance arrangements for the Combined Authority. The new arrangements included significant delegation of decision making to the Transport and Infrastructure Committee which the report set out.

It was resolved unanimously to note the new governance arrangements for the Committee.

36. BUDGET AND PERFORMANCE UPDATE

The Committee considered the Budget and Performance Update. The presenting officer drew the Committee's attention to the recommendations of the report and the position relating to revenue and capital.

Members noted the performance element of the report and the 4 schemes that were red rated including the Wisbech Access Strategy, A605 King's Dyke Crossing, Ely Area Capacity Enhancements and Eastern Industries Access Phase 1.

In discussing the report Members:

- Sought clarity regarding the revenue table at paragraph 3.1, in particular the A10 Strategic Outline Business Case. Officers explained that the project was formerly a Cambridgeshire County Council project that was now being progressed by the Combined Authority and the figure contained in the table represented revenue that had been brought forward.
- Requested that commentary be improved in order to facilitate tracking of spending against budgets. **ACTION**

It was resolved unanimously to:

- a) note the November budget and performance monitoring update
- b) Agree to take reports in the format proposed for future meetings.

37. COLDHAMS LANE ROUNDABOUT PROGRESS REPORT

The Mayor proposed with the agreement of the Committee to defer the item because it did not contain a recommendation for action. A funding request would need to be made in the near future. Therefore a single paper with a substantive recommendation and more detail on would be presented to the January Committee meeting.

It was resolved unanimously to defer the item

38. CAM PROGRAMME OUTLINE BUSINESS CASE

The Committee received a report that provided an update to the Committee on the CAM Outline Business Case stage tasks that had been completed and provide the range of planned activities up to January 2020.

Members noted the level of engagement that had been taking place and the 2 meetings that had taken place of the CAM OBC Sub-Committees relating to finance and technology.

During the course of discussion Members:

- Noted the planned consultations due to begin in early 2020, documentation for which would be made available in advance.
- Highlighted the timetable associated with the Outline Business Case and sought assurance that it was achievable. Officers informed Members that the timescales were challenging but targets were being met.

It was resolved to:

- a) Note the update provided
- b) Provide officers with any comments members may have on the update.

39. A1260 J15 OUTLINE BUSINESS CASE

Members considered a report that recommended the Committee approve drawdown of £140,000 from the allocation in the Medium Term Financial Plan and proceed with outline business case for improvements to be made to Junction 15 of the A1260. The junction currently suffered from severe congestion and was a significant arterial route in the city that provided access to one of only three river crossings within Peterborough and provided access to a major employment centre at Thorpe Wood.

Members noted the constraints associated to the delivery of any solution which included environmental and topographical constraints.

Attention was drawn to the Benefit Cost Ratio based on the current cost estimate had been assessed as scoring 8 which demonstrated very high value for money.

In discussing the report Members:

- Questioned whether the proposed scheme would reduce traffic rather than only increase capacity. Officers explained that the scheme was designed to release congestion which had occurred due to the level of development in the area. There was a desire to enable modal shift in transport and officers undertook to consider how it could be achieved.
- Noted that the junction had been a problem for many years and was a key route that serviced new developments at Hampton and the current congestion levels were impeding emergency services.
- Noted that a business case relating to a rapid transport system for Peterborough would be presented to the Committee in due course.
- Highlighted the Benefit Cost Ratio score of 8 which was exceptionally high. Members encouraged the Combined Authority to continue to lobby Highways England for improvement to the A47. The Mayor informed the Committee that he would be meeting Highways England regarding the development of the A47 and would seek to address the concerns of Members with the Chief Executive.

It was resolved unanimously to:

- a) Approve the drawdown of £140,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

40. A1260 J32-3 OUTLINE BUSINESS CASE

Members considered a report that sought the approval for the draw-down of £130,000 from the allocation in the Medium Term Financial Plan in order to proceed with the development of the Outline Business Case.

The presenting officer described the location of the junction and its strategic importance in the Parkway Network, connecting the A1139 Fletton Parkway and the A1260 Nene Parkway. The key issues identified with the junction as part of the Strategic Outline Business Case included, significant queueing on a number of approaches to the junction, conflicts occurring and poor collision statistics.

Attention was drawn to the Benefit Cost Ratio of the proposed scheme which had been assessed as 3.26. Members noted that a score above 2 was considered as demonstrating high value for money.

In discussing the report Members:

- Questioned whether options had been tested with improvements to public transport. Officers explained that the purpose of the proposed scheme was to address congestion. However, the Outline Business Case would be expanded to include the public transport model.
- Noted the level of hazardous queuing that occurred on the route and the resulting 'rat-running' that took place in order to avoid the congestion.
- Noted the ambition to a rapid transport system for Peterborough. In order to do so it was essential that public transport was reliable and not delayed in traffic congestion. Improving public transport was intrinsically linked to improvements to the road network.

It was resolved unanimously to:

- a) Approve the drawdown of £130,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

41. CAMBRIDGE SOUTH STATION PROGRESS UPDATE

Members considered a report that provided an update on the interim Cambridge south station.

The presenting officer drew the Committee's attention to paragraph 2.6 of the report that detailed the scope of the further work that had commenced. In particular Members noted a review with Network Rail and the train operator to ensure a service from the station and the interim design which would be for pedestrian and cycle access only.

In discussing the report Members:

- Welcomed the intended lack of provision for car parking and requested that cycle parking be made as secure as possible.
- Questioned whether the proposed station would have a detrimental impact upon timetabling. Officers explained that a sensitivity analysis had been undertaken and the next phase would identify interventions that would address issues.
- Commented that local bus services also required consideration as part of the scheme.
- Noted that through working with Network Rail's permanent team assurance could be given that the site would remain the same for a permanent station solution.
- Questioned whether there would be sufficient land for a 4 track solution to be established in the future. Officers explained that a 4 track solution would require additional land and additional work would need to be undertaken to deliver the land necessary.
- Highlighted that not all trains stopped at Cambridge North Station and that it was essential that discussions with train operators took place in order to ensure the trains stopped at the new station within the timetable.
- Noted the comments of the Mayor that there was currently no indication of when east-west rail would be realised. It was therefore not possible to wait any longer as the station was needed for the area.
- Noted the support of Network Rail for a permanent station solution at the site and the cross-party political support for the project.
- Emphasised the importance of the station for the local area and the wider county as it would enable staff to commute much more easily to the Addenbrooke's campus.

It was resolved to:

- a) Agree to continue with the interim station options within the allocated budget

- b) Mandate officers to request the Department for Transport to permit their supplier, Network Rail, to release details of the permanent station layout.

42. BUS REFORM TASK GROUP PROGRESS REPORT

Members considered a report that provided a summary of the work undertaken by the Bus Reform Officer Task Group that had been established in April 2019 to date and outlined the next steps and decision points that were planned.

The presenting officer informed the Committee of the key principal work-streams that were currently being undertaken. Attention was drawn to the second principal work-stream that was intended to make tangible improvements in bus services that could be implemented in the short term. As part of that work there were 5 priority schemes that were being scoped including: longer minimum contracts for contracted services, optimisation of the contracted services network, improved information for the public, improved bus stop signage and infrastructure and improved marketing.

Members noted that the first meeting of the Mayoral Bus Reform Task Force was planned to take place on 3rd December 2019.

In discussing the report Members:

- Commented that improved signage at bus stops needed to aspire to be like the London Underground which listed the stops on a particular route.
- Emphasised the need for simpler ticketing that was transferable across operators. Officers explained that issues regarding ticketing had been explored and there were barriers relating to systems compatibility and persuading operators to allow passengers to travel on their services with tickets purchased through other operators. Regular meetings with operators took place at which ticketing was addressed.
- Highlighted the importance of attracting residents of rural communities to using the bus rather than their cars. Officers commented that while improving signage and information would improve the service there was also a wider question of whether rural communities were best serviced by the current routes and was part of the Strategic Outline Business Case.
- Drew attention to the role of subsidies in attracting passengers such as students to use the bus network which could assist in achieving modal shift in transport.
- Noted the comments of the Mayor that the bus service was not an easy problem to tackle as the public wanted a service that was convenient to them which was difficult to provide. Stagecoach had been encouraged to improve their mobile phone app and attention was drawn to the 15% ticket price reduction for NHS staff in Cambridge which was planned to be expanded to include Hinchingbrooke and Peterborough Hospitals. It had also been requested of bus operators to reinstate certain rural route. The Bus Reform Task Force would provide a further forum

through which to influence the service. Work would continue regarding the potential franchising of the bus network if services did not improve.

It was resolved to:

- a) Note the progress report
- b) Comment on the update in the progress report, including identifying issues the Bus Reform Task Group might consider

43. ELY AREA CAPACITY ENHANCEMENT PROGRESS REPORT

Members considered a report that presented a summary of the work undertaken on the Ely Area Capacity Enhancement project to date and outlined the next steps and decision points that were planned.

In discussing the report Members:

- Emphasised the importance of the improvements for residents and questioned the level of integration between Network Rail and the wider road network. Officers explained that there were wider regional collaborations taking place with Midlands Connect and Transport East. It was noted that that rail and road conflicts were one of the biggest issues.
- Noted the impact of moving freight to rail and the associated benefits to carbon emissions.
- Drew attention to a newly formed group in Norfolk and Suffolk that were seeking to improve freight movements from the port of Felixstowe that were keen to join the ongoing work.
- Noted the comments of the Mayor that there was an understanding beyond Cambridgeshire of the strategic importance of the junction. The improvements were essential to the delivery of Wisbech rail, improving services through Fenland and the proposed Cambridge South Station.
- Noted the campaign with the Jockey Club in Newmarket to re-open the loop as a means of pressure relief and the discussions regarding double-tracking at Soham.

It was resolved to:

- a) Note the progress report
- b) Advise on any issues requiring escalation to the Ely Area Capacity Enhancement Programme Board

44. A605 OUNDLE ROAD WIDENING – ALWALTON – LYNCH WOOD

Members considered a report that sought to proceed to Board a decision on funding the additional £795k required to progress with construction of the A605 Oundle Road Widening – Alwalton – Lynch Wood scheme to proceed to completion in 2020, following the conclusion of the detailed design.

In presenting the report officers highlighted paragraph 2.4 of the report that set out the options for the scheme considered before determining that the first option, of adding an additional lane eastbound from the entrance of Alwalton to the junction of Oundle Road and Lynchwood should be progressed through design.

In discussing the report Members:

- Confirmed that the old Walton turn would be closed.
- Drew attention to the level of development taking place in the area, in particular at the Peterborough Show Ground where planning permission had been granted for 600 homes and it was likely more would follow.

It was resolved unanimously to agree to proceed to Board to take a decision on funding the additional £795,000 required to progress with construction

45. UNIVERSITY ACCESS STRATEGIC OUTLINE BUSINESS CASE

Members considered a report that provided a summary of why the University Access project should be commenced and requested approval to proceed with the Strategic Outline Business Case. The aim of the project was to identify and assess highway improvements to bring a series of decongestion benefits and enhance access to the University.

In discussing the report Members emphasised the importance of planning and building infrastructure ahead of major developments. Members highlighted that students would mainly travel by bicycle and therefore should be given careful consideration.

It was resolved unanimously to:

- a) Approve the drawdown of £200,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

46. A16 NORWOOD STRATEGIC OUTLINE BUSINESS CASE

Members considered a report that summarised the reasons for commencement of the A16 Norwood project and to request approval to proceed with the Strategic Outline Business Case.

In presenting the report officers drew attention to the location of the of the Norwood development and would comprise of 2,000 new homes. The project sought to dual a small section of the A16 and improve the roundabout with the A47.

In discussing the report Members:

- Noted that the site had planning permission for over 10 years. However, due to poor access development had been prevented. The proposed scheme unlocked 2,000 houses, 3 schools and significant employment for the area.
- Questioned whether the Combined Authority (CA) would be able to seek financial recompense from developers which had benefited from increased land values and development opportunities following. Officers undertook to look into further and noted the comments of the Mayor that the CA would seek to claw back financially where possible and reminded the Committee that part of the reason the CA was established was to facilitate such projects in order to enable development and growth for the area.

It was resolved to: Holdich brown unanimous.

- a) Approve the drawdown of £130,000 form the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

47. DATE OF NEXT MEETING

Thursday 9th January 2020, Incubator 2, Alconbury Weald Enterprise Campus, Huntingdon.

Chairman