

Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: Wednesday 14th July 2021

Time: 10.00am - 11.22am

Present: Nik Johnson (Mayor and Chairman), Councillors David Brown (substituting for Joshua Schumann), Neil Gough, Peter Hiller, Jon Neish, Katie Thornburrow (substituting for Jocelynne Scutt), Chris Seaton, and Neil Shailer.

Apologies: Councillors Joshua Schumann and Jocelynne Scutt.

1. Notification of Chair

The Committee noted the appointment of the Mayor as the Chair of the Committee.

2. Apologies and declarations of interest

Apologies received from Councillor Joshua Schumann, Councillor David Brown attending as substitute and Councillor Jocelynne Scutt, Councillor Katie Thornburrow attending as substitute.

3. Minutes – 10th March 2021

The minutes of the meeting on 10th March 2021 were approved as an accurate record and signed by the Mayor.

4. Combined authority forward plan

The Combined Authority Forward Plan was noted.

5. Public questions

Two public questions were received and a copy of the response can be found at appendix 1 of the minutes.

6. Performance and Finance Report

The Committee received the July Performance and Finance report. The presenting officer explained that it was too early in the year to report on any variances in the revenue budget. Officers explained that there was however a variance in relation to the CAM Programme and a saving had been put forward due to the current position of the programme. Officers highlighted that a report on the position of the programme would be going to the next board meeting. Officers drew Members attention to variances in the Capital programme and explained that the A10 Junctions and Dualling report, which was later on in the agenda highlighted a reduction in forecasts as it would now be completed over two years. Members noted that the Soham Station programme had an overspend, and that this was due to the programme being ahead of schedule and the Coldham's Lane programme was currently on pause. Members noted the performance dashboard.

During discussion of the report Members:

- Queried whether the recommendations from Baroness Brown would be taken into consideration when reviewing highways maintenance including the resilience of roads in relation to the impact of climate change. The Director of Delivery and Strategy confirmed that an action plan was being drawn up which would include Baroness Brown's recommendations.

It was resolved to:

Note the July Budget and Performance Monitoring Update

7. A10 Junctions and Dualling Outline Business Case

The Committee received a report that outlined the next steps involved for developing the Outline Business Case (OBC) for dualling and junction improvements on the A10 between Ely and Milton following funding approval of £2.0 million from the Department for Transport (DfT). The presenting officer drew Members attention to the strong public support of the scheme through the public consultation exercise and highlighted the funding options including the working up of a low-cost option alongside the preferred option.

During discussion of the report Members:

- Highlighted that early on in the process, an off-road Cambridge to Ely cycle route had been included in the plans, but this seemed to have disappeared in the current papers. Officers clarified that walking and cycling options were included in the current stage of the process and the ongoing conversations and that the importance of a Cambridge to Ely cycle route was noted by officers.
- Questioned whether the link between connectivity via superfast broadband and travel was being made which could see less people needing to travel. The Mayor highlighted the importance of recognising digital connectivity and the change that the pandemic had brought to society regarding our working lives.

The Director of Delivery and Strategy stated that digital connectivity was reported to the Housing and Communities Committee and that digital connectivity, delivered with the County Council, would be picked up in the Local Transport Plan. He stated that he would bring an update to Committee on bringing together digital connectivity and transport. **ACTION**

- Drew attention to the need to understand the changes in retail due to the pandemic and connectivity regarding bus services. The Director of Delivery and Strategy explained that monitoring on bus services would be picked up as there was a return to towns and cities.
- Highlighted the need to tackle the safety at the BP roundabout as part of this project.
- Requested that the lateral impacts of the project on surrounding villages should be taken into account as part of the project. Officers explained that they would consult across a broad area and focus on secondary impacts.

It was proposed by Councillor Seaton and seconded by Councillor Brown that the recommendation be put to the vote

It was resolved unanimously to:

- a) Note the Department for Transport's decision to fund the A10 dualling and junctions Outline Business Case, including the department's conditions.
- b) Agree the proposed programme to progress the development of the Outline Business Case, noting the delegation for procurement of external support for this project made in September 2020 by the Board.

8. A141 Strategic Outline Business Case

The Committee received a report that updated Members on the A141 Strategic Outline Business Case.

Introducing the report officers gave an update on the public engagement that had taken place and explained that the majority of responses had been received from Huntingdon and the local areas. Officers explained that the most favoured option was for a bypass and highlighted the main concerns from respondents were around issues relating to HGVs, air quality, congestion, road safety and journey time as shown in Figure 1 of the report. Officers stated that the Options Assessment Report and the Strategic Outline Business Case were programmed to be completed and submitted to the Combined Authority Board in October. They would then be reported to the Transport and Infrastructure Committee in November.

During the course of discussion Members:

- Welcomed the report and were pleased with the speed that the Combined Authority had moved the project along.

- Highlighted the importance of the project in relation to growth and its importance in Huntingdonshire to reduce congestion and improve the environment.
- Queried how air quality would be prioritised throughout the project. Officers explained that air quality would be taken into consideration through all aspects of the project.

It was resolved to:

Note and comment on this update on progress with the Strategic Outline Business Case and the outcome of public engagement

9. Cambridge South Station Update

The Committee received a report that provided an update on the Cambridge South Station. The presenting officer highlighted the progress of the project and explained that it was part of the accelerated delivery programme PACE that had been rolled out across Network Rail projects and that the project remained on programme to open in 2025. Officers drew members attention to the Network Rail underspent on the previous phase of the project by £1.3 million. The Combined Authority, as part-funder, was entitled to the return of £217,000 as a result. Network Rail had requested that the Combined Authority instead commit that underspend to support the next phase of the project. The next phase of the project had been fully budgeted for by DfT. Officers stated that in principle, the project was fully funded by DfT. However, a Combined Authority contribution would demonstrate the Authority's commitment to the project. Other funding partners had agreed this request. The Committee would therefore need to take a view on whether the Combined Authority should do the same; if the Committee did not wish to do so, that will form a recommendation to the Board.

During discussion, Members raised the following points:

- Concern was expressed around how people currently moved around the Cambridge Biomedical Campus and that issues around this needed to be resolved. The campus was of international importance and the existing problems regarding walking and cycling needed to be resolved ahead of the opening of the station. A member queried whether the extra funding could be used towards resolving the current issues. The Mayor stated that the site had developed over the years into an international asset and that development had run at a pace and that transport links had not kept up and that the CA needed to link into the work of the Greater Cambridge Partnership, the City Council and South Cambridgeshire District Council, to ensure that these issues were addressed.
- Queried who the other funding partners in the project were, that had agreed to roll the funding over. Officers clarified that the other partners were Astra Zeneca and the Greater Cambridge Partnership.
- Questioned whether there would be potential delays to the project. Officers explained that in the early stages of the project it was recognised that there were interdependencies with the Cambridge South Station and East West Rail. The

Combined Authority had worked to de-couple the project so that it was stand alone.

Concluding the debate, the Mayor stated that from the discussion, the view of the Committee was to return the underspend and to do so on terms that made it clear this reflected a commitment on both sides to collaborative working on Cambridge South station with the wider group of local partners with an interest in transport services to the Cambridge Biomedical Campus.

It was proposed by Councillor Thornburrow and seconded by Councillor Hiller that the recommendation be put to the vote.

It was resolved unanimously to:

- a) Note the progress of Cambridge South Station detailed within this paper
- b) to recommend to the Board that Network Rail should be allowed to retain the underspend on the previous planning phase in order to support future work.

10. Soham Station Update

Members received a report that updated them on the progress made to date on the construction of Soham South Station.

During discussion of the report Members:

- Welcomed the update on the project and noted that the programme of work was slightly ahead with the new platform installed and the footbridge foundations in place and the bridge being transported earlier than planned.

It was resolved to:

Note the progress of Soham Station

11. Bus Reform

Members received a report that updated them regarding the Bus Reform report that was presented to the June meeting of the Combined Authority Board. The presenting officer explained that the bus franchising work had been set back due to the Covid pandemic and that work was ongoing to look at transition funding with the DfT and how it was going to be applied. Officers stated that the Prime Minister had set out a national strategy including initiatives for zero emission buses. The government had invited expressions of interest by 21 May in a grant fund for introducing zero-emission buses over the next 18 months (the zero emission bus regional area fund, or ZEBRA). The Combined Authority, working in partnership with GCP, the Regional Energy Hub, councils, UKPN and bus operators, developed a submission to the fund which the government is now considering. This is a very strongly competed bidding process. The

next step, if the EOI was accepted by the government, would be the development of a full business case during the summer.

During the course of discussion, Members:

- Queried how some of the District Councils would be involved as it was clear that the GCP, Cambridge City and South Cambridgeshire were already involved. Officers stated that they were keen to support all Districts and had just met with officers in Fenland. The Director of Delivery and Strategy said that the evidence base being taken into account included a study undertaken by East Cambridgeshire District Council.
- Sought clarity on whether work was being done on active travel and could buses be considered hand in hand with this including facilities to be able to take bikes on buses. A Member stated that there were models of buses in Europe with no seats where you could stand for short distances and be able to take your bike.
- Highlighted the difficulties Greater Manchester had faced with bus franchising and queried the timings in relation to the consultation process. The Director of Delivery and Strategy explained that the delay in Greater Manchester was in relation to litigation from the bus companies. The Mayor stated that he would be working closely with the Greater Manchester Metro Mayor to understand the issues and lessons learnt. Officers explained that there would be a public consultation in the Autumn and then a drafting of final assessments that would be brought to the CA Board by March 2022.
- Queried whether there had been a full consultation with the district councils in relation to the Demand Responsive Transport trial. Officers explained that there was extensive consultation on the trial at the moment and officers would liaise with the Huntingdonshire District Council to ensure that they were involved in the consultation process.

It was resolved by to:

To note the decisions taken at Combined Authority Board on 30 June 2021

12. Date of next meeting

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

Mayor