



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

Date: Wednesday 8th July 2020

Time: 10.00am – pm

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

Apologies: None

88. APOLOGIES AND DECLARATIONS OF INTERESTS

None received.

89. MINUTES – 15TH MAY 2020

The minutes of the meeting held on 15th May 2020 were agreed as a correct record.

The Mayor provided updates relating to the following items:

Coldhams Lane Roundabout

The Committee was informed at its April meeting that the more attractive options for the Coldhams Lane roundabout were not affordable within the available budget. Rather than immediately decide to back a cheaper option, officers were asked to explore the scope for funding contributions from the Greater Cambridge Partnership or councils.

Initial discussions with partners had taken place and other possible sources of contributions had been investigated. The Cambridgeshire County Council team had continued to work on the design of the roundabout. Additional traffic modelling to determine the full transport user benefits was also being undertaken to inform the decision. Cost estimates had been updated for all options and were currently being independently reviewed by a Quantity Surveyor.

Funding discussions with partners cannot be completed until this further work had been completed. The outcome would be brought back to the next Transport and Infrastructure Committee.

A10 Dualling

A virtual public information event was taking place to complement the development of the Strategic Outline Business Case (SOBC) for dualling the A10 between Cambridge and Ely. This would continue until 14 July 2020. To date, after two weeks, some 6,000

people had visited the information site and around 250 residents and businesses had provided detailed comments on seven options for the future road.

The SOBC would be finalised in the light of that feedback and presented to the Combined Authority Board on 5 August. A briefing on the SOBC would be arranged for members of the Transport and Infrastructure Committee before the Board meeting.

Cambourne to Cambridge Bus Routes

Following the Mayor's decision to improve bus services on the Cambourne corridor, two new services were being procured.

A tender exercise had been conducted by Cambridgeshire County Council at the Mayor's request for a new service from Huntingdon to the Cambridge Biomedical Campus and had produced a successful bid that represented good value for money. Although it had not proved possible to conclude the process in time for a report to be presented to the Committee, it was intended for the service to be in place for the new school term in September. The Mayor, would therefore be consulting members of the Committee in the next week before making a funding decision using Mayoral powers in line with the constitution.

90. COMBINED AUTHORITY FORWARD PLAN

It was resolved to note the Combined Authority's forward plan.

91. PUBLIC QUESTIONS

There were five public questions received relating to minute 93, CAM Cambridgeshire and Peterborough Combined Authority Cambridge to Cambourne Review against Sub-Strategy. The questions and responses are published here: [T&I Public Questions and Reponses](#)

92. BUDGET AND PERFORMANCE UPDATE

The Committee received the Budget and Performance Update Report. In presenting the report officers highlighted a favourable variance of £99k following the procurement for the A10 Strategic Outline Business Case (SOBC) that was managed internally and therefore reduced external costs.

Attention was drawn to the capital budget and the reductions in the capital forecast, including the Wisbech Access Strategy, Fengate Access Study Phase 1 and the A505 Corridor – Royston to Granta Park.

Members noted Section 4 of the report that provided an update regarding the CAM and the suggested company structure that would benefit the project as a whole. A report would therefore be presented to the Transport and Infrastructure Committee at a future meeting.

In response to Member questions officers:

- Undertook to seek an update from the CAM Team regarding the current timescales for an Outline Business Case for the CAM. **ACTION**
- Undertook to report on the rationale for the colour schemes used within Appendix 1 of the report. **ACTION**

It was resolved to:

Note the July budget and performance monitoring update

93. CAM CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY CAMBRIDGE TO CAMBOURNE REVIEW AGAINST CAM SUB-STRATEGY

The Committee received a report that presented the findings, conclusions and recommendations from the review of the Greater Cambridge Partnership (GCP) Cambridge to Cambourne project against the Local Transport Plan (LTP): CAM Sub-Strategy. Introducing the report the Chief Executive, highlighted the wider context of the report, to review how the first arm was developing as a St Neots to Haverhill arm of the CAM. The Chief Executive emphasised the importance of the LTP document and that the Combined Authority (CA) reviewed proposed schemes against it as the Combined Authority was responsible for the transport strategy of its all area.

During discussion of the report:

- A Member queried the rationale for asking Jacobs to undertake the review and questioned whether they were completely independent. The Chief Executive explained that Jacobs were chosen because there was recognition that time was limited in order to conduct a review against the sub-strategy. It was therefore considered advantageous to select a contractor that had experience of the scheme. Jacobs insisted that the review be undertaken independently of any CA officer and advised that they may report findings that were not palatable. Jacobs were selected in accordance with the CA's constitution and procurement rules.
- The range of assumptions based on unknowns was highlighted as a concern by a Member. In particular, the route for East-West Rail and questioned when details would be finalised. Officers explained that route options, vent shaft locations, portal locations and station locations were currently being finalised. The Outline Business Case period had been extended following discussions at the CAM partnership Board and the impacts of COVID-19. The opportunity was being taken to reassess the direction of the project and to take a view of how the network would link as a whole.
- In welcoming the report a Member highlighted its benefits in focussing the debate and the importance of sustained dialogue in order to progress. Commenting further, the report recommendations made it difficult for Cambridge to Cambourne to progress in its current form. Therefore it was essential for an open and robust review of route options to take place in public with the public.

- The Mayor, in response to concerns regarding timescales, suggested a single governance structure to bring forward a unified vision for the route.
- A Member highlighted paragraph 2.4 of the report and that noted some of the potential amendments had already been incorporated within the Cambridge to Cambourne scheme. Commenting further, the Member sought further information regarding the amendments and question whether the Jacobs report would be amended as a result. Officers explained that the CAM route from St Neots to Haverhill was being considered as a whole. No timetable had been developed regarding potential alternative routes. Officers undertook to provide in writing regarding amendments made in the proposals to the Cambridge to Cambourne scheme. **ACTION**
- Noted that a meeting had taken place between the Mayor and the chief officer in charge of the delivery of East-West Rail. There were two options being considered for hubs at Cambourne and the location north of Cambourne was the preferred option for the CA and was being lobbied for.
- Members noted that construction of CAM remained 2023 - 29. Discussions had been taking place with the developers of Bourne Airfield to better understand the phasing of the development in order to link with the development of the CAM.
- Reiterated the importance of looking at the CAM project as a whole to link all areas of the county as there have been many major transport deficits in the past.

It was resolved to:

- (a) Note the findings, conclusions and recommendations as outlined in the CPCA report on the review of the current C2C project, and
- (b) Approve the release of the CPCA report to GCP for their review and consideration

94. A1260 NENE PARKWAY JUNCTION 15 OUTLINE BUSINESS CASE

The Committee was presented a report that summarised the work undertaken to date and requested approval to proceed with producing the Full Business Case and detailed design for the project.

During the course of discussion:

- A Member identified that the paramount issue was that traffic volumes were increasing and questioned what action could be taken to reduce traffic volumes in a co-ordinated way.
- Members noted the comments of Peterborough City Councillor Peter Hiller, who reminded the Committee of the city's rapid growth. The scheme would greatly

enhance the connectivity of the city and highlighted the fast commuting times enjoyed by commuters in the city. The scheme was essential to ensuring that the city was able to work and attracting investment.

- The Benefit – Cost Ratio was noted by the Committee.
- The Mayor drew attention to the ongoing investment made by the Combined Authority responding to the growth of the city. There were not only improvements to major junctions, but also enhancements to walking and cycling in the city centre. Peterborough had the most advanced cycling network of anywhere in the country. In conclusion it was essential that a well-rounded, balanced transport policy looked at all modes of transport.

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

It was resolved unanimously to:

- a) Note this progress report
- b) Approve the outline business case outcomes
- c) Recommended to the CPCA Board the approval for the drawdown of £470,000 from the Medium-Term Financial Plan to produce the Full Business Case and detailed design.

95. A1260 NENE PARKWAY JUNCTION 32-33 OUTLINE BUSINESS CASE

Members received a report that summarised the work undertaken to date and requested approval to proceed to a Full Business Case and detailed design for the A1260 Junction 32-33 project. The presenting officer drew attention to the Benefit Cost Ratio of the project and commented that there were potential savings that could be achieved during the construction phase. Members noted that the Junction 15 would be completed before work would commence on Junction 32-33 owing to the excessive disruption to the highway network that would occur if they were not staggered.

Members noted the comments of Peterborough City Councillor Peter Hiller. In supporting the scheme, Councillor Hiller highlighted the age of the Parkway highway system and that improvements to it were essential for the continued growth of the city.

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

It was unanimously resolved to:

- a) Note this progress report
- b) Approve the outline business case outcomes

- c) Recommended to the CPCA Board the approval for the drawdown of £500,000 from the Medium-Term Financial Plan to produce the Full Business Case and detailed design.

96. M11 JUNCTION 8

Members received a report regarding Junction 8 of the M11. The Committee noted the current situation in relation to the scheme. The Combined Authority (CA) had contributed funding to Essex County Council for reengineering of Junction 8 of the M11. Following a tender process it had become evident that there would be a significant funding gap that could not be closed. Essex County Council notified the CA that the project was therefore on hold and as a result, the funding allocated to the project would no longer be spent during financial year 2020-21 and a report would be presented to the Business Board for the funding to be reallocated.

It was resolved to:

Note that the M11 Junction 8 project is no longer proceeding.

97. MARCH AREA TRANSPORT STRATEGY PROGRESS REPORT

The Committee received a report that provided an update regarding the March Area Transport Strategy and provided an update on the outcome of the virtual public consultation. The presenting officer drew attention to the virtual consultation that had taken place due to the outbreak of COVID-19. Response to the consultation had been positive with over 4,000 visits to the site and over 100 responses received.

With regard to the programme of 'quick-wins' that had been identified, many were on track to be delivered before the end of the budget period. One such scheme was the completion of the Cycling and Walking Strategy the work on which had identified further potential 'quick-wins' that could be developed further. An updated list that incorporates the walking and cycling interventions will be brought back to the Transport and Infrastructure Committee when available.

During discussion Members:

- Welcomed the report that was vital to the March and wider Fenland area.
- Noted that it was not possible to identify the engagement from local businesses in the virtual consultation. E-mail communication were undertaken to key stakeholders and there was a spike in activity following them being sent.
- Noted that to date there had been approximately 120 responses to the survey which was much improved when compared with a previous consultation a year ago that attracted one response.

It was proposed by Councillor Seaton and seconded by Councillor Neish that the recommendations be put to the vote.

It was resolved unanimously to:

- a) Note this progress report
- b) Note the outcomes of the virtual public consultation
- c) Note the updated programme for the Quick Wins programme
- d) Recommend to the CPCA Board the commencement of the Outline Business Case and preliminary design
- e) Recommend to the CPCA Board that it approve the drawdown of £1.0m for production of the Outline Business Case and preliminary design.

98. WISBECH RAIL

The Committee received a report that presented the final version of the Full Business Case for Wisbech rail and sought its approval. The report also outlined the next steps in the development of Wisbech Rail.

Before inviting officers to introduce the report, the Mayor updated the Committee regarding recently held discussions with the Transport Minister, Chris Heaton – Harris to highlight the importance of Wisbech Rail for the prosperity and growth of the north Cambridgeshire area. The Mayor was due to meet the Minister again, following the Department for Transport's review of the business case, in which the Mayor hoped a route could be agreed to progress the project further. Officers have already met with the Department for Transport, the Office of Rail and Road (ORR) and Network Rail with further engagement planned later in the month. The Mayor was encouraged by recent engagement with central government departments and the Combined Authority would continue to work with them to progress the scheme into the next stages.

During the course of discussion Members:

- Welcomed the report noting the development of Wisbech Rail was essential for the growth and future of Wisbech and the wider Fenland area. Members noted and expressed concern regarding Ely Junction as it represented a significant pinch point for the rail network. The Mayor noted the comments regarding Ely Junction and informed the Committee that when he met the Transport Minister he had spent a significant amount of time highlighting the issues at Ely. The junction was a hugely important hub and due to the issues at the junction, freight from Felixstowe port was travelling to the West Midlands via London rather than directly using Ely Junction,
- Noted the comments of the representative of East Cambridgeshire District Council, Councillor Joshua Schumann regarding the commitment to residents of Queen Addelaide and Prickwillow in relation to Ely Junction.
- Welcomed the proposed connectivity to Cambridge with a direct link and highlighted the favourable Benefit Cost Ratio of the proposals.

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

It was resolved unanimously to:

- a) Note the key conclusions of the Full Business Case that restoring a heavy rail link between Wisbech and Cambridge would be practicable and provide value for money;
- b) Agree the final version of the Full Business Case.

The Mayor concluded the item by reiterating the commitment to rail and public transport from the Combined Authority. There had been investment made in stations and improving the experience of passengers at Fenland stations and had been successful in securing funding for the new Cambridge station.

87. DATE OF NEXT MEETING

It was resolved to note the date of the next meeting of the Combined Authority Transport and Infrastructure Committee – Wednesday 9th September 2020

Chairman