



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

**JAMES PALMER**  
CAMBRIDGESHIRE &  
PETERBOROUGH MAYOR

Agenda Item: 1.2

## Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: Wednesday 6<sup>th</sup> January 2021

Time: 10.00am – 12.16pm

Present: James Palmer (Mayor and Chairman), Councillors David Brown, Peter Hiller, Mark Howell, Jon Neish, Nicky Massey, Chris Seaton, and Aidan Van de Weyer

Apologies: None

### 126. Apologies and declarations of interest

Councillor Joshua Schumann (Councillor David Brown substituting).

### 127. Minutes – 4<sup>th</sup> November 2020

The minutes of the meeting on 4<sup>th</sup> November 2020 were approved as an accurate record. A copy would be signed by the Mayor when it was practical to do so.

A Member questioned when the Environmental Impact Assessment (EIA) would be provided as requested as part of the Cambridgeshire Autonomous Metro (CAM) Update report. As there was an item on the agenda relating to the CAM, the matter would be discussed as part of that item.

### 128. Combined authority forward plan

The Combined Authority Forward Plan was noted.

### 129. Public questions

None.

Two questions had been received from the Overview and Scrutiny Committee and these were heard under the relevant agenda items. A copy of the questions and responses is attached at Appendix 1.

There were no petitions

## 130. Budget and performance update

The Committee received the monthly budget and performance update. The presenting officers drew members' attention to revenue and capital projects up to end of November which provided a variance. Members noted that the Kings Dyke Level Crossing project was currently running ahead of schedule and therefore the forecast had been amended to reflect this. The Committee noted the performance dashboard that showed no red indicators, 3 amber and the remaining indicators were all green.

During discussion of the report Members:

- Confirmed that work on the Outline Business Case (OBC) for the Cambridgeshire Autonomous Metro (CAM) would begin in the spring and be completed towards the end of the year. Financial information regarding the funding of the CAM project to date was publicly available.
- Noted that with regard to paragraph 3.9 of the report, the word 'funding' was missing from the sentence.
- Highlighted that many projects were being delivered on or under budget which was positive. The Committee noted the comments of the Mayor regarding the vital importance of considering the county as a whole when considering individual schemes.

It was unanimously resolved to:

Note the January budget and performance monitoring update.

## 131. A16 Norwood Improvements

The Committee received a report that provides a summary of the outcome of the Strategic Outline Business Case (SOBC) and requested approval to proceed to Outline Business Case (OBC) for the A16 Norwood Improvement. Introducing the report, the presenting officer highlighted the Peterborough Local Plan (adopted July 2019) that would provide significant levels of additional housing and therefore a package of highway interventions was required in order to meet increased demand.

During the course of discussion:

- The report was highlighted as a clear example of ensuring that necessary infrastructure was in place prior to the commencement of residential development.
- The necessity of the scheme to enable housing was noted and therefore supported by a Member. However, it needed to be set within a sustainable travel plan which the report did not do. The road network was a barrier to active travel and it needed to be clearer how it could be improved.

- The importance of the route and how it would improve traffic flow and reduce congestion and emissions was noted.
- Attention was drawn to Car Dyke which was a Roman path, highlighting a feasibility study regarding opening it as a useable path that would enhance active travel in the area.
- Welcomed the stretch of dual carriageway that formed part of the proposal and expressed hope that it would form part of something much larger in the future.

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

It was unanimously resolved to:

- a) Approve the Strategic Outline Business Case; and
- b) Recommend to the Combined Authority Board the drawdown of £630,000 from the Medium Term Financial Plan to produce the Outline Business Case. This includes £320,000 carry forward from the current financial year subject to approval budget.

## 132. A141 Huntingdon Strategic Outline Business Case

The Committee received a report that provided the aims and programme of the Strategic Outline Business Case (SOBC) for the A141. The presenting officer reminded Members of the work that had been completed to date and informed them of the appointment of Atkins to prepare the SOBC. Engagement was of utmost importance with partners and communities alike. There would be virtual public engagement events commencing in February 2021. Options presented at the events would inform the SOBC. It was anticipated that the SOBC would be submitted during 2021 in readiness for the next stage of the process.

During the course of discussion Members:

- Commented that consultations usually only attract a small number of participants and therefore questioned how officers would ensure that disability groups were able to participate. Officers explained that the COVID-19 pandemic had provided a great opportunity to consult more widely using virtual events. Other consultations the Combined Authority had undertaken virtually had attracted significantly increased interest and attendance. Officers were assessing the various media streams that could be used to enable and promote the consultation and how best to engage with specific groups. Officers were also working closely with partners at Huntingdonshire District Council (HDC) and Cambridgeshire County Council in order to reach as many people as possible.
- Noted the comments of Councillor Jon Neish (Deputy Executive Leader, HDC) welcoming the SOBC and informing the Committee of planned consultation with local Members and Parishes.

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

It was resolved unanimously to:

Note the update on the aims of the Strategic Outline Business Case

### 133. Cambridge South East Transport Better Public Transport and Active Travel Consultation

Members received a report that outlined the Combined Authority's response to the Greater Cambridge Partnership's (GCP) Cambridge South East Transport (CSET) Environmental Impact Assessment (EIA) consultation. The presenting officer highlighted the key critical issues the response focussed on as set out at paragraph 2.11 of the report.

It was resolved to:

Note the response from the Combined Authority in relation to the Greater Cambridge Partnership's Cambridge South East Transport (CSET) consultation following the delegation agreed at the November meeting of the Committee and Board.

### 134. GCP Consultations (Waterbeach to Cambridge and Eastern Access)

Members received a report that outline the Combined Authority's response to the Greater Cambridge Partnership's (GCP) Waterbeach to Cambridge and Cambridge Eastern Access consultations.

During discussion of the report:

- Congestion along the eastern access was highlighted by a Member and noted the work of the GCP in addressing those issues.
- Concern was expressed by a Member that the work being undertaken by the GCP did not appear to consider essential road users such as carers and delivery drivers. It was essential safeguards were implemented for those living just outside the GCP area that required access to a car and therefore would welcome reference to be made in the response to the value of such individuals and their work.
- Members noted that the GCP were assessing the potential for last mile deliver to reduce the number of vehicles entering the city from the east and deliver goods in a more sustainable manner. If traffic flow was improved, then carers and trades people would be able to move more freely.
- Concern was expressed regarding the proposals for Waterbeach with particular reference to the proposed busway from Cambridge North Station to Waterbeach Station when rail capacity had been increased. Short-term investment should be

focussed more towards the railway than construction of a busway. It was essential that consideration of the wider area be given otherwise the problem would not be solved.

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

It was resolved unanimously to:

- a) Submit to the Combined Authority Board the proposed consultation response commentary in relation to the Greater Cambridge Partnership's Waterbeach to Cambridge proposals, with a recommendation that they are issued on behalf of the Combined Authority;
- b) Submit to the Combined Authority Board the proposed consultation response commentary in relation to the Greater Cambridge Partnership's Greater Cambridge Partnership's Eastern Access proposals, with a recommendation that they are issued on behalf of the Combined Authority.

### 135. Cambridgeshire Autonomous Metro Update

The Committee received a report that highlighted the role of the Combined Authority as the Local Transport Authority and proposed a more active role for the Committee in supporting the Mayor as a non-voting attendee at meetings of the Greater Cambridge Partnership (GPC) Executive Board.

The Committee noted the requirement for minor procedural amendment relating to recommendation b) of the report that required recommendation be made to the Combined Authority Board for alteration of the Constitution.

The presenting officer reminded the Committee of the discussions that had taken place at the November 2020 meeting of the Committee and highlighted the request for the GPC to consider the route corridor (Appendix 1 to the report) alongside the southern route before reaching a decision.

During discussion, Members raised the following points:

- Concern was expressed that the initial assessment work had not been shared with the Committee which resulted in it being difficult to reach a decision on the report's recommendations. The decision would not be without financial implications and therefore it was essential for Members to have assurance that it was a reasonable course of action. The Committee was informed that no further work had been undertaken on the proposals since the presentation to the Committee at its November 2020 meeting. The purpose of the report was to request that the GPC consider the northern route as an option in order to provide the fullest transparency for the public.
- There appeared to be insufficient evidence to support the required amendment of the Constitution as the GPC was already working well as partnership.

- Attention was drawn to the decision of the GPC to undertake an independent audit of the Cambridge to Cambourne route.
- Attention was drawn to the proposed route for East/West Rail and it was therefore appropriate that the route be considered in light of that route.
- Concern was expressed that the technical report and Environmental Impact Assessment (EIA) had not been provided. There would be additional cost associated to the alternative route in terms of bridges and road crossings. It was therefore essential that the information be provided before a decision was made. In response the Mayor reiterated that the purpose of the report was to request the GPC assess a northern route as an option because the Combined Authority did not have confidence in the southern route or that the full weight of East/West rail had been fully considered. The route represented an 8-mile section of what was a 140-mile network. There were a considerable number of objections to the proposed Cambridge to Cambourne route. It was essential that all options be considered.
- Noted that the analysis work undertaken so far indicated that the northern route was slightly less preferred in terms of cost and environmental impacts that would require mitigation work to be carried out.
- Concern was expressed regarding the considerable work that would be required to develop the alternative route to a similar standard of the Cambridge to Cambourne route, in order that it could be considered by the GPC on a like for like basis. Members were informed that the work so far had been undertaken in order to seek out whether an alternative northern route was feasible. The Combined Authority would request the GPC continue the work as they would have the required baseline data for an accurate comparison to be made.
- There was greater clarity in the report than the one presented to the November meeting of the Committee. Concerns remained regarding the report and additional costs, however, despite those concerns, having route options was worthwhile.
- There had been no indication from the GPC that a northern route had been ruled out and therefore it was appropriate that the GPC be asked to consider an alternative northern route. If such a route had been considered, the GPC would be able to provide evidence quickly that it had been considered and why it could not be delivered.
- It was important to remember that the Cambridge to Cambourne route represented one small element of a much larger county-wide transport system.
- Clarified that the Jacobs report had been commissioned by the Combined Authority and consulted on at office level with the GPC.

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

It was resolved by majority to:

- a) Support the Mayor in his representative role on the Greater Cambridge Partnership Executive Board by recommending that the Combined Authority Transport and Infrastructure Committee take an active role in advising the Mayor on CAM metro matters prior to his attendance at the GCP Executive Board;
- b) To facilitate (a); **recommend to the Combined Authority Board**, the amendment of Chapter 8 of the Combined Authority's Constitution (Transport and Infrastructure Committee), Section 3, to include:3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters; and
- c) To support the Mayor in his attendance at the Greater Cambridge Partnership Executive Board by reviewing and commenting upon the proposal for a route north of the A428 (Appendix 1) and request that it be considered by the GCP in addition to the southern route before making a decision on a preferred Cambourne to Cambridge route.

### 136. London Luton Airport Air Space (Stack) Consultation

The Committee received a report that sought the views from Members of the Transport and Infrastructure Committee on the consultation being undertaken by London Luton Airport (LLA) and the National Air Traffic Services (NATS) into the proposed changes to the arrivals flightpaths and stacking arrangements for Luton.

During the course of discussion, Members:

- Sought greater clarity regarding the negative impact resulting from the proposed changes including whether the changes increased the impact on residents in Cambridgeshire. Spreading the burden of stacking appeared to be sensible, however, it was important to be mindful of whether it impacted on areas of high population density. Officers confirmed that planes stacked over Essex and Bedfordshire and not Cambridgeshire. Officers confirmed that they would undertake further analysis of the impact on residents.
- Noted that the proposed high-level stacking heights were at such an altitude that it was unlikely to have a severe impact, however, there was limited information regarding lower-level stacking. Officers confirmed that it was difficult to understand from the consultation and would include the feedback in the response.
- Noted that the consultation was based on air travel growth at pre-pandemic levels and therefore there would be an increase in overall air traffic.
- Requested that comment be made in the consultation response regarding the equine industry and the importance of consulting with it.

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

It was resolved unanimously to:

- a) Discuss a potential response from the Authority to NATS' consultation into the proposed changes to the arrivals at London Luton Airport; and
- b) Delegate responsibility to the Director of Delivery and Strategy, in consultation with the Chair, to respond to the consultation, reflecting the discussion, on behalf of the Transport & Infrastructure Committee following agreement at the Board.

### 137. A605 Kings Dyke Project

The Committee received a report that summarised the progress to date of the construction of the A605 Kings Dyke level crossing replacement scheme. Members viewed drone footage of the project that provided an aerial view of the work completed. (Video available here [Kings Dyke October drone footage - YouTube](#))

During the course of discussion, Members:

- Commented that the drone footage provided insight into what civil engineering projects involved. The scheme represented a vital improvement to the network and referenced the long history to scheme.
- Drew attention to the impact of flooding on the local area together with the Kings Dyke crossing gates becoming jammed last week, that caused severe traffic congestion. The improvements were long overdue and represented one element of the ambition for Whittlesey.

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

It was resolved unanimously to:

Note progress of the construction phase of this scheme.

### 138. Buses Strategy Update

The Committee received a report that provided an update to Members on developments in the bus reform programme.

The Committee noted the comments of the Mayor who sought to clarify that Demand Responsive Transport (DRT) was not Dial a Ride which it had been described as in the media. DRT had the ability to transform the use of buses in rural areas of Cambridgeshire.

The presenting officer drew attention to the severe impact of COVID-19 on the bus reform project and discussions continued between the Mayor and the Buses Minister. The Combined Authority would be able to conclude its work on the delivery of new models when the required national policy decisions had been taken.



During discussion of the report:

- A Member emphasised the importance of Dial a Ride services that represented a vital link for vulnerable groups. The Committee noted the contribution of £150k from the Business Board to Cambridge Dial a Ride to enable the procurement of zero-emissions vehicles.
- The importance of the partnership franchise work was emphasised by a Member.
- A Member requested, with regard to the trial bus service in Fenland and Huntingdonshire, the times be reviewed in order to better link with Addenbrooke's Hospital.

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

It was resolved unanimously to:

Note the progress of the work to date

### 139. Soham Station Update

The Committee received a report that updated the Committee on progress of the construction phase of Soham station. The Committee noted that Soham had been without a rail connection for almost 55 years and the station would provide a direct link to Ely and Ipswich, together with sustainable transport benefits.

It was resolved to:

- a) Note the progress of work on site at Soham Railway Station; and
- b) Note that Network Rail is predicting a December 2021 opening date.

### 140. Date of next meeting

It was resolved to note the date of the next meeting of the Combined Authority Transport and Infrastructure Committee – Wednesday 10<sup>th</sup> March 2021

Councillor Seaton requested an update regarding the A47 dualling project. The Mayor confirmed that he would be discussing the matter with the responsible Government Minister and would provide an update following the meeting.

Mayor