



Transport & Infrastructure Committee Draft Minutes

Wednesday 18 September 2024

Venue:	Assembly Room, Huntingdon Town Hall, Market Hill, Huntingdon PE29 3PJ	
Time:	10.00am	
Present:	Councillor Anna Smith Councillor Alan Sharp Councillor Angus Ellis Councillor Neil Shailer Councillor Sam Wakeford Councillor Chris Seaton Councillor Peter McDonald Mr Andy Williams Ms Rebecca Stephens	Chair and Member for Cambridge City Council East Cambridgeshire District Council Peterborough City Council Cambridgeshire County Council Huntingdonshire District Council Fenland District Council South Cambridgeshire District Council Business Board Representative Business Board Representative
Apologies	Mayor Dr Nik Johnson	CPCA Mayor

Minutes:

1.	Announcements and Apologies for Absence
1.1	The Chair welcomed Cllr Angus Ellis to his first meeting as the Peterborough City Council representative on the Committee.
1.2	Apologies were received from the Mayor, Dr Nik Johnson
2.	Declarations of Interest
2.1	Cllr Seaton declared an interest as he was a trustee of FACT Community Transport.
2.2	The Chair and Cllr Shailer both declared an interest as they were among a large number of Cambridge residents who had received a letter from the East West Rail Company asking about their land holdings.
2.3	The Monitoring Officer had deemed that these interests should be declared but that they did not affect the members' participation in the meeting.
3.	Minutes of the Previous Meeting and Action Log
3.1	The minutes of the meeting of 22 July 2024 were approved as an accurate record.
3.3	Members queried the action regarding Soham Station usage and were assured by officers that the Office of Rail and Road (OOR) figures would be circulated to Members. In addition, the CA would undertake its own 'on the ground' survey to compare its own count with that of the ORR.

3.4	Officers undertook to check the action logged from 17 January 2024 regarding Bus Services figures and report back to the Committee.
3.5	The Chair thanked Members for raising their queries and the Action Log was duly noted.
4.	Public Questions
4.1	Two public questions had been received. These had been circulated to the Committee prior to the meeting and were published as part of the meeting documents. Please see here: Public Questions.pdf (cambridgeshirepeterborough-ca.gov.uk)
4.2	The first question was asked by Dr Harold who joined the meeting remotely. As a supplementary question Dr Harrold asked the Chair whether she felt it was surprising that the assumed East West Rail dependant housing would end up putting many more cars on the road than would be taken off with the new line. The Chair responded that it was important to have the final information and would refrain from specific comment until the final consultation documents had been seen but would be happy to discuss with Dr Harrold offline.
4.3	The second question from Mr Simon Martin was read out by the Governance Manager and a response was given by the Chair.
4.4	The responses to the questions would be appended to the minutes and published on the CPCA website.
5.	Combined Authority Forward Plan
5.1	<u>RESOLVED</u> A. That the Combined Authority Forward Plan be noted.
6	Director's Highlight Report
6.1	The Executive Director, Place and Connectivity introduced the report which provided the Committee with a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which were not covered in other reports to this meeting.
6.2	During discussion, the following points were noted: <ul style="list-style-type: none"> a) The Chair congratulated the team on the achievement of the Authority being promoted to Active Travel Level 3, making it the only authority promoted this time. There were no authorities at Level 4, and only a few at Level 3. b) Phase 1 of the Peterborough Station Quarter project was already addressing integration, and further improvement was planned with phases 2,3 and 4 which would focus on enhancing bus and rail connections. c) The Authority was carefully considering the interrelationship between the new Investment Committee and the thematic committees. Officers clarified that the Investment Committee only reviewed forward-looking investments, and previously approved funding that had already gone through the necessary processes would not need to be re-evaluated. However, future projects that had not yet been approved or needed adjustments would need to go through the standard process. d) The Ely/Cambridge corridor project was being reviewed to ensure alignment with the Department for Transport (DfT)'s strategic priorities. Given that potential funding would likely come from the DfT, the project was being re-evaluated to ensure that proposals fitted within the current strategic framework. e) Discussions were ongoing with National Highways and other stakeholders to advance improvements on the A47 junctions and bring them forward as soon as possible. f) There would be discussions with Fenland District Council to review the options for Wisbech Rail in light of National Rail's report.

- g) The active travel initiatives were to be welcomed but members emphasised the need for them to expand beyond Cambridge and urged for a more region-wide rollout. Officers explained that the team were working on practical solutions to improve active travel routes, particularly in rural areas and that they were always mindful of the importance of providing better access and infrastructure to enable residents to choose alternative forms of transportation.
- h) The Committee was reassured by officers that the Wisbech Access Strategy was being maintained in a ready state for when funding became available. The team was working closely with Cambridgeshire County Council to ensure the strategy was prepared for timely implementation.

6.3

RESOLVED

A. That the Transport and Infrastructure Committee note the report.

ACTION:

- 1. Officers to hold a workshop for councillors to provide further updates on the A10, bus franchising, and other relevant projects.

7

Connecting Cambridgeshire Digital Connectivity Strategy 2021-25 Progress Update and overview of the proposed 2025-29 Digital Connectivity Strategy

7.1

Ceren Clulow, Programme Director of Connecting Cambridgeshire introduced the report which provided an update on the progress of the current Cambridgeshire and Peterborough Digital Connectivity Strategy delivery between April 2023 and March 2024 and sought approval of the revised Digital Connectivity Strategy covering the period from 2025 to 2029.

7.2

During discussion, the following points were noted:

- a) The officer highlighted that the Strategy aligned with the broader goals of economic growth Net Zero commitments, and local priorities such as the Government’s “levelling up” agenda.
- b) Members praised the progress of the strategy but emphasised the importance of continued focus on digital connectivity for economic growth and the issue of mobile connectivity in rural areas.
- c) The challenges in reaching the ‘very hard to reach areas’ were acknowledged but the Strategy included measures to address this.
- d) The inclusion of social housing in the 85% full fibre target was being reviewed and more information on this would follow.
- e) Project Gigabit’s social value outcomes included digital skills training and job creation and there was close monitoring of contract fulfilment.
- f) Business cases for pilot projects would be developed to ensure commercialisation and scalability.
- g) The resilience of digital infrastructure remained an important consideration, and central government policies would guide this aspect.
- h) There was ongoing collaboration with transport teams to ensure that both transport and digital connectivity strategies were aligned and this included such things as public Wi-Fi services on buses.

7.3

RESOLVED (Unanimous)

On being proposed by the Chair and seconded by Cllr Wakeford, the Transport and Infrastructure Committee unanimously resolved to:

- A. To note the contents of the report and Appendix A.
- B. To recommend to the Combined Authority Board to approve the new Digital Connectivity Strategy 2025-2029

8.	<p>Electric Vehicles Strategy and Funding</p>
8.1	<p>The Acting Transport Strategy and Policy Manager introduced the report which sought approval for the Cambridgeshire and Peterborough Electric Vehicle (EV) Infrastructure Strategy and provided an update on the work on Cambridgeshire and Peterborough Electric Vehicles and Charging Infrastructure.</p>
8.2	<p>During discussion, the following points were noted:</p> <ul style="list-style-type: none"> a) In respect to the challenges of EV development in rural and urban areas, Members were informed that the LEVI fund prioritised addressing residential charging for those without driveways in both rural and urban areas. The £4.5 million in funding could also be leveraged with charge point operators to ensure rural areas received the necessary infrastructure. There were ongoing trials and collaborative work with Local authorities to find effective solutions. b) The shift to electric vehicles for emergency services and buses in rural area was a key issue under consideration and the authority, in collaboration with the NHS and other emergency services, was working on integrating EV infrastructure for emergency fleets as part of a broader strategy. c) Officers also provided insights into the alternative fuel strategies being explored, including the use of hydrogenated vegetable oil (HVO) for public transport, particularly in rural areas. Considering alternative fuels could help avoid dependence on limited charging infrastructure.
8.3	<p><u>RESOLVED</u> (Unanimous)</p> <p>On being proposed by the Chair and seconded by Cllr Ellis, the Transport and Infrastructure Committee unanimously resolved to:</p> <ul style="list-style-type: none"> A. Recommend to the CPCA Board to approve the Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy B. Take notice of the progress on Electric Vehicles (EVs) and Local Electric Vehicle Infrastructure (LEVI) business case
9.	<p>English National Concessionary Travel Scheme (ENCTS) – Local Concession Proposal for pre 09.30 Bus Travel.</p>
9.1	<p>The Executive Director introduced the report which asked Members to consider enabling eligible English National Concessionary Travel Scheme (ENCTS) passholders to travel using their pass at any time of the day. This would require a local concession to agree pre-09:30 travel. The local concession would apply only to local residents who were passholders, when travelling within the Combined Authority’s area. The Public Transport Manager joined the discussion virtually to help answer Members’ questions.</p> <p style="text-align: center;">-o0o-</p> <p>At this point Cllr Sharp declared an interest, as he was a concessionary pass holder, and recused himself from voting on this item.</p> <p style="text-align: center;">-o0o-</p>
9.2	<p>During discussion, the following points were noted:</p> <ul style="list-style-type: none"> a) The new scheme would allow pre-9:30am concessionary travel for pass holders across Cambridge and Peterborough, expanding access for individuals needing to travel during peak times. b) The Chair expressed excitement about the proposal, noting the positive impact it would have on concessionary pass users, including those with disabilities. The current scheme's assumption that people with disabilities did not need to travel at peak times for work or education had been a longstanding frustration for many users. The Chair went on to emphasize the importance of empowering the authority to engage in negotiations with bus operators as this was a critical step toward the implementation of the scheme.

9.3	<p><u>RESOLVED:</u></p> <p>On being proposed by the Chair and seconded by Cllr the Committee (excluding Cllr Sharp) resolved to:</p> <ul style="list-style-type: none"> c) Recommend that the Combined Authority Board uses its powers as a local Travel Concession Authority to introduce a local concession allowing pre 9:30 travel for all passholders within the Cambridgeshire & Peterborough Travel Concession Area from May 2025 Recommend to the Combined Authority Board to approve the MATS Full Business Case 2 (FBC 2). d) Recommend the Combined Authority Board delegate authority to the Assistant Director for Transport (Public Transport Services) to engage with local operators from the date of decision through to May 2025 to ensure the new local concession is implemented for that date, providing updates to this committee.
<p>10.</p> <p>10.1</p> <p>10.2</p> <p>10.3</p>	<p>East West Rail Update</p> <p>The Assistant Director introduced the report which offered an update on the ongoing collaboration between the Combined Authority and the East West Rail Company (EWRC). In particular, the report detailed plans for a forthcoming public consultation exercise, which would provide a vital opportunity for stakeholders and the wider community to contribute feedback and influence the evolving design and implementation of the East West Rail (EWR) project.</p> <p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) Members expressed concerns about the timeline and potential significant effects on local communities, highlighting the need for proper engagement with local authorities. b) In response to an enquiry about the responsibility for integrating a new station into the existing public transport network, the officer clarified that the East West Rail Company would handle station design, while local authorities would manage transportation links. c) There was a strong consensus by members on the importance of rail electrification and ensuring connectivity between East West Rail and local areas, particularly given significant housing growth. d) The Business Board member confirmed the Board's support for the East West Rail project and would welcome further consultation to ensure that local business concerns and community impacts were fully considered. e) Adequate infrastructure, e.g. bus services, was needed to support the new station and address connectivity issues across the region. <p><u>RESOLVED:</u> (Unanimous)</p> <p>On being proposed by the Chair and seconded by Cllr Shailer the Committee unanimously resolved to:</p> <ul style="list-style-type: none"> A. Note the contents of the report B. Delegate authority to the Assistant Director for Transport to coordinate a timely response to the East West Rail consultation, in collaboration with the Chair of the Transport and Infrastructure Committee, should the consultation timeline preclude further discussion at the November meeting.
<p>11.</p> <p>11.1</p>	<p>Local Transport & Connectivity Plan and Associated Strategies</p> <p>The Acting Transport Strategy and Policy Manager introduced the report which provided an update on the sub strategies to the Local Transport and Connectivity Plan (LTCP) and sought a delegation to the Associate Director for Transport to enter contracts to continue the development of the LTCP sub strategies.</p> <p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) The Committee noted that accessibility, although not currently included in the scopes, should be a key aspect in future sub-strategy developments. b) Officers confirmed that the soil-affected roads work was being scoped and would be presented at a future committee meeting.

	<p>c) The Assistant Director would be attending a meeting with the Secretary of State in November to discuss accessibility needs and the Access Charter</p> <p><u>RESOLVED:</u> (Unanimous)</p> <p>On being proposed by the Chair and seconded by Cllr Seaton the Committee unanimously resolved to:</p> <p>A. Note the update on the Local Transport and Connectivity Plan (LTCP) associated strategies and welcome comment on scopes and work stream.</p> <p>B. Recommend to the Combined Authority Board to delegate authority to the Assistant Director for Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into one or more contracts with the relevant delivery body, as needed to continue the development of the LTCP sub strategies.</p>
<p>12.</p> <p>12.1</p> <p>12.2</p>	<p>Vision Zero – Road Harm Reduction Programme Update</p> <p>The Transport Programme Manager introduced the report which sought to provide an update on progress of the Vision Zero programme.</p> <p>During discussion, the following points were noted:</p> <p>a) The Chair commended the leadership of the Mayor and recognised his role in bringing Vision Zero to the forefront. The Chair also cited a productive discussion with Louise Haigh, Secretary of State for Transport, who had expressed strong support for the programme.</p> <p>b) Step changes in road safety could be achieved through measures such as 20mph zones and village-specific actions.</p> <p>c) Mobile Vehicle Activated Signs (MVAS) were highly effective in changing driver behaviour and reducing speed violations and Members encouraged their wider deployment in parishes.</p> <p>d) The importance of cross-agency collaboration, especially involving the Police and Crime Commissioner (PCC) was emphasised by Members who also encouraged the inclusion of young voices in public consultations and road safety discussions.</p> <p>e) Officers confirmed that the PCC was actively involved in the strategic board and the workstream leaders’ board, ensuring communication with road safety officers in Peterborough and other regions.</p> <p>f) The significance of satellite navigation in the ongoing Freight Strategy and the need to guide vehicles onto appropriate roads to improve junction safety and speed limits was noted</p> <p><u>RESOLVED:</u></p> <p>The Committee resolved to:</p> <p>a) Take note of the progress on the Vision Zero (VZ) programme and raise any feedback or queries to the transport team.</p>
<p>13.</p> <p>13.1</p> <p>13.2</p>	<p>Bus Network Update</p> <p>The Executive Director introduced the report which updated Members on the work to date to improve the bus network, since the decision to approve an uplift in the Mayoral precept at the CPCA board in late January 2024. The report also updated Members on the progress of the Tiger pass, since the scheme launched in May 2024.</p> <p>During discussion, the following points were noted:</p> <p>a) The primary focus had been on ensuring proper procurement for the new routes but there would be an increased focus on the communications strategy to ensure that as many residents as possible were fully informed about the new bus routes.</p> <p>b) A dynamic chart proposal would be considered to provide real-time updates on bus routes.</p> <p>c) The challenge in keeping physical bus stop information up to date was acknowledged. While operators preferred online updates, many passengers still relied on physical timetables.</p>

13.3	<p>d) Further discussions would be held to explore additional ways of disseminating information, possibly through local newsletters and parish councils.</p> <p>e) There would be ongoing engagement with school, community and private transport providers to explore potential for integrated services.</p> <p><u>RESOLVED:</u></p> <p>The Committee resolved to</p> <p>A. To note the progress on the improvements funded via the precept to the bus network, via increased and new bus services</p> <p>B. To note the progress of the Tiger pass, £1 fares for Under 25s in the region</p> <p><u>ACTIONS:</u></p> <ol style="list-style-type: none"> 1. Officers to explore the possibility of creating a dynamic online chart for bus route updates. 2. Councillor Ellis, Peterborough City Council Member, to be invited to discuss the specifics of the status of procurement for the Peterborough Orbital Route. The details were deemed sensitive and therefore could not be shared in public.
<p>14.</p> <p>14.1</p> <p>14.2</p> <p>14.3</p>	<p>Budget and Performance Report</p> <p>The Finance Manager introduced the report which provided an update of the financial position for 2024/25 and gave the Committee an opportunity to review the multi-year budgets within their remit.</p> <p>During discussion the following points were noted:</p> <ol style="list-style-type: none"> a) Concerns were raised about how the precept routes could affect future budget monitoring reports, as many of the routes would not start until November. The Chair reassured members that this issue had already been raised and was being closely monitored by the team. b) The Chair suggested scheduling an informal meeting that could be used to further discuss budget priorities as well as to discuss responses to the East West Rail consultation. <p><u>RESOLVED:</u></p> <p>The Committee resolved to:</p> <p>A. Note the financial position of the Transport Division for the financial year 24/25 to July 2024.</p> <p>B. Review and comment on the current Transport budgets within the Combined Authority's Medium-Term Financial Plan and Capital Programme.</p> <p><u>ACTION:</u></p> <ol style="list-style-type: none"> 1. Officers to organise an informal meeting to discuss the budget priorities and the East-West Rail consultation.
<p>15.</p> <p>15.1</p> <p>15.2</p>	<p>Work Programme</p> <ol style="list-style-type: none"> a) The oversight of the A141 not appearing in the Forward Plan was acknowledged but officers confirmed that it would be included in the reports for the November meeting. b) The East-West Rail consultation would remain as a priority on future agendas as it was crucial to monitor both the consultation response and the progress of the consultation at the national government level. The importance of having the discussion in a public forum whenever possible, to promote community engagement and for the benefit of transparency, was emphasised. <p><u>RESOLVED:</u></p> <p>That the Transport and Infrastructure Committee Work Programme be noted.</p>

	<u>ACTION:</u> 1. An update on the progress of the A141 to be scheduled for the November meeting of the Committee.
16 16.1	Date of Next Meeting The date of the next meeting was confirmed as Monday, 4 November 2024.

Meeting Ended: 12.37pm