



## **CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY: MINUTES**

**Date:** Wednesday, 28th February 2018

**Time:** 10.30a.m. – 11.25a.m.

**Present:** J Palmer (Mayor)

G Bull – Huntingdonshire District Council, L Herbert – Cambridge City Council, R Hickford (substituting for S Count – Cambridgeshire County Council), C Roberts – East Cambridgeshire District Council, C Seaton – Fenland District Council, and P Topping – South Cambridgeshire District Council

**Observers:** R Bisby (substituting for J Ablewhite (Police and Crime Commissioner)), G Howsam (substituting for J Bawden (Clinical Commissioning Group)), and K Reynolds (Chairman, Cambridgeshire and Peterborough Fire Authority)

### **144. APOLOGIES AND DECLARATIONS OF INTERESTS**

Apologies received from Councillors S Count and J Holdich, and J Ablewhite and J Bawden.

### **145. MINUTES – 14TH FEBRUARY 2018**

The minutes of the meeting held on 14th February 2018 were agreed as a correct record and signed by the Mayor subject to the deletion of “Huntingdonshire” on the first page, third sentence, of the Mayor’s announcement.

### **146. PETITIONS**

No petitions were received.

### **147. PUBLIC QUESTIONS**

The Mayor invited Councillors Kevin Price and Terry Hayward to address the Board. *(The questions and the response to the second question are published at the following link: [Cambridgeshire and Peterborough Combined Authority meeting 28/02/2018](#) and attached at **Appendix A**).*

In introducing his question, Councillor Price reported that the Mayor had accepted an invitation to see the work carried out by officers in Cambridge City in relation to rough sleeping and homelessness. He drew attention to his second question, commenting that he had been very put out by the Mayor’s comments regarding an individual local authority on national television.

In response, the Mayor reported that homelessness was not acceptable in the 21st century in the United Kingdom particularly in the wealthiest cities and districts. The issue was of particular concern to the Mayor and he was proud of the work which had taken place in East Cambridgeshire District Council when he had been Leader. He acknowledged that everyone on the Combined Authority was working hard to get people off the streets, and it was important that they worked together. He thanked Jimmy's Nightshelter and Street Aid for their hard work and, in particular, for identifying a further 30 additional places.

The Mayor reminded the Board that the local MP for Cambridge had been the one to make a political point on national television, which he had felt the need to qualify at the time. Dealing with homelessness was the responsibility of local councils and the Mayor welcomed the opportunity to visit them to see what they were doing. He highlighted the fact that more could be achieved by working together. As Mayor, he reported that he would do all that he could to get people off the streets.

In introducing his question, Councillor Hayward reported that he would have raised it at the Overview and Scrutiny Committee if it had not been cancelled. He thanked the Mayor for writing to the Secretary of State regarding the A1. He drew attention to a recent consultation document "Proposals for the creation of a Major Road Network – Consultation" and queried whether the Combined Authority intended to respond and, in particular, whether it would make representations regarding the failure to mention level crossings.

The Mayor reported that he had accepted an invitation from Councillor Bull to undertake a tour of projects in Huntingdonshire. He informed the Board that he had met with Jim O'Sullivan from Highways England to discuss improvements on the A1 and A428, and he would continue to lobby for all parts of Cambridgeshire including level crossings. Improvements to the A428 were scheduled and he would make sure they did not slip. The situation regarding the A1 was more complicated as it needed re-routing. He reported that he personally favoured it being re-routed east of Biggleswade and Sandy and west of St Neots but that the decision would lie with Highways England.

The Mayor reported that the Combined Authority was considering the Major Road Network consultation document and would be submitting a formal response. The Interim Transport and Infrastructure Director added that he had reviewed the consultation document and noted that it focused on key local roads. As the route of the level crossing did not meet the criteria set out in this document it was very unlikely that it could secure future funding from this source.

#### **148. FORWARD PLAN**

The Board noted the Forward Plan of Executive Decisions dated to be published on 26 February 2018. The Mayor reported that there would be no meeting in April, unless an urgent decision was required, due to the elections taking place in May.

It was resolved unanimously to approve the Forward Plan of Executive Decisions dated to be published on 26 February 2018.

#### **149. MEMBERSHIP OF THE COMBINED AUTHORITY AND COMMITTEES - AMENDMENTS**

The Board was advised of amendments to its membership and committees which had been notified by Fenland District Council. The District Council had appointed Councillor Chris Seaton to replace Councillor John Clark as its Member on the Combined Authority

with Councillor Mike Cornwell appointed as substitute. Councillors Chris Boden and Anne Hay had been appointed to the Overview and Scrutiny Committee and Audit Committee respectively. Members were reminded that the Monitoring Officer had delegated authority to accept changes to membership of committees notified by constituent councils.

It was resolved unanimously to:

- (a) note the appointment of Councillor Chris Seaton made by Fenland District Council to replace Councillor John Clark as its Member to the Combined Authority for the remainder of the municipal year 2017/2018 and Councillor Mike Cornwell as substitute.
- (b) note the changes in membership of the Overview and Scrutiny Committee and the Audit and Governance Committee made by Fenland District Council – Councillor Chris Boden appointed to the former and Councillor Anne Hay to the latter.

#### **150. CAMBRIDGESHIRE & PETERBOROUGH 2030 PROSPECTUS**

The Mayor informed the Board that following publication of the draft prospectus on the website he had received a number of comments about the document. He reminded Members that Leaders had raised comments at a recent meeting. It was important to note that the prospectus was still draft. He was therefore proposing to withdraw the report and bring it back to a future meeting.

It was resolved unanimously to agree to withdraw this report and bring it back to a future meeting.

#### **151. A10 CORRIDOR – KEY FINDINGS AND NEXT STEPS**

The Mayor drew attention to the fact that the representative from Peterborough City Council had been unable to make the meeting due to the inclement weather. He therefore proposed, with the agreement of the Board, to amend recommendation b), as follows, in order to address the voting arrangements which required that representative to be present:

Delete recommendation b) and replace with

- (b) agree to delegate authority to the Chief Executive to approve this spend and update the Board at the March meeting.

The Mayor reported on the next steps in improving the A10 corridor, which were needed to bring forward 6,500, 3,000 and 1,500 new homes in Waterbeach, Ely and Littleport respectively. He drew attention to the fact that 55% of journeys using this route south went from east to west rather than to Cambridge. Whilst there was regular public transport, rail passengers were often required to stand between Ely and Cambridge. The Combined Authority therefore needed to take significant action in order to address the worsening congestion on the A10.

At the request of the Mayor, the Interim Director of Transport and Infrastructure outlined the six transport mitigation packages identified by the feasibility study. He reported that, in considering the study's recommendations, the Combined Authority did have questions. It was noted that this included the phasing and whether or not junction improvements would provide value for money if a dualling solution was accelerated. The study, understandably, had also not been able to take account of the findings from

the mass transit study. It was therefore proposed to develop the Strategic Outline Business Case and to commence the procurement of the Options Appraisal Report. The Board would be asked to approve the contract being made at a future meeting before an appointment was made.

The Portfolio Holder for Strategic Planning highlighted the importance of the A10 from both a Cambridge and east/west perspective. He underlined the value of the links with the Cam Metro and stressed the cost benefit ratio of modal shift. He reported that it was important to enable traffic to move east to west to access the A14 as not all traffic wanted to come into Cambridge. He therefore stressed the need to have a high quality public transport offer north of the Milton interchange. He reminded the Board that the Greater Cambridge Partnership was committed to bringing forward easier opportunities. The development of Waterbeach would require rail improvements and a public transport offer. The A10 improvements would take place before the Cam Metro so there was therefore an opportunity to provide high quality transport before then, which could include a whole function roundabout to take traffic off, as well as dualling.

The Portfolio Holder for New Homes and Communities reported that the A10 was an unsafe and inefficient road in desperate need of attention. He drew attention to Section 2.20 which summed up the scale of the work needed, which was not a small undertaking. He highlighted the radical nature of the proposals in relation to parking constraints and the investment in public transport. He stressed the importance of convincing people of the benefit of public transport. Many villages along the A10 had experienced rat-running. If the A10 proposals were to be fully supported by these settlements, they had to be convinced that their transport requirements had been addressed. It was important that this proposal was future proofed and ran parallel with the Cam Metro. He reported that he had pressed the County Council who had undertaken this work for a critical path in order to see progress. It was important that this was addressed before money was invested in a Business Case, as both the Combined Authority and the Treasury needed to judge its effectiveness.

It was resolved unanimously to

- (a) note the findings of the Cambridge to Ely Transport Feasibility Study and the strong case for dualling the A10.
- (b) agree to delegate authority to the Chief Executive to approve this spend and update the Board at the March meeting.
- (c) delegate authority to the Director of Transport to award the contract for the development of the Strategic Outline Business Case.
- (d) authorise the Director of Transport to commence procurement for the Options Appraisal Report subject to approval of the contract being made at a future meeting of the Board before an appointment was made.

## **152. SENIOR STAFFING STRUCTURE – COMBINED AUTHORITY AND LOCAL ENTERPRISE PARTNERSHIP**

The Chief Executive reminded the Board that it had agreed to share a Chief Executive with a new Local Enterprise Partnership (LEP), and that the Combined Authority should become the employer of a single staffing team. The Board received a report detailing the senior staffing structure which would be able to support both the Board and its work programme, and the new Business Board and the activities required of the new LEP. Members were reminded of the key functions of the Combined Authority which had been used as a framework to develop the proposed senior staffing structure. The Chief

Executive also reminded the Board that it was not a delivery organisation and would continue to rely on public and private sector partners.

There were five Directors proposed and attention was drawn to the core area of focus for each Director. It was noted that, if approved, a meeting of the Employment Committee would be called to approve the job descriptions and salary grades and to recruit into the roles and agree the full staffing structure. The Chief Executive added that the full costs of the posts and the new organisation would be brought to the Employment Committee in the first instance. The costs would be met from a combination of funding made available to the Combined Authority through the "single pot". The core funding for the LEP would be used to fund the Business and Skills Director post and other roles in this Directorate. The Mayoral Capacity Fund would be used to finance specific roles associated with the delivery of major programmes.

In welcoming the proposals which provided strong strategic leadership, one Member highlighted the pressure at Director level associated with commissioning. He raised the risk that people being commissioned would not tell the Combined Authority the whole story. The Authority therefore need resources for monitoring as the public expected it to deliver. He hoped that the Director posts, particularly the post relating to housing, would be full-time, as the Authority needed a top housing professional to maximise the £100m allocated for housing. He also drew the need for a number of posts under the Infrastructure Director to be full-time. In noting that the Strategy and Planning Director would be a full-time post funded from the Mayor Capacity Fund, he stressed the need for the Assistant Director Planning to also be full-time in order to attract the best person. He was of the view that there was no value in a two-year placement if the Authority wanted to meet its long term ambition. He hoped that the Employment Committee would support the proposals.

The Chief Executive acknowledged the importance of providing assurance back to the Board and, as such, it was proposed to appoint a Programme Manager who would provide in depth assurance regarding the appropriate use of funding, the way it delivered, and the need to deliver of time. He also acknowledged the need for the roles identified by the Member to be full-time in order to meet a substantial and growing agenda.

It was resolved unanimously to:

- (a) Approve the proposals in respect of the senior officer structure as set out in the report;
- (b) approve the following posts creating the Chief Officer structure of the Combined Authority:
  - 1)Legal Counsel
  - 2)Director of Infrastructure
  - 3)Director of Business and Skills
  - 4)Director of Strategy and Planning
  - 5)Director of Finance
- (c) Note the intention to agree the job descriptions, salary grades for the posts and to proceed to recruit to the posts through the Employment Committee.

### 153. HIGHWAYS AND TRANSPORT CAPITAL GRANTS – SUPPLEMENTARY ALLOCATIONS

The Interim Director of Transport and Infrastructure reported that the Authority had been granted additional funds totalling £974,047 from the Pothole Action Fund. It was proposed to allocate this funding on a formula basis to Cambridgeshire County Council and Peterborough City Council in line with the Department for Transport (DoT) formula. It was noted that this funding was in addition to the £1,395,000 previously paid to the Authority. Members were informed that this funding would be used prevent the formation of potholes as well as for repair.

It was resolved unanimously to consult the Combined Authority Board regarding the Mayor's intention to allocate Pothole Action Fund grants totalling £974,047 to Cambridgeshire County Council and Peterborough City Council in line with the Department for Transport formula as set out in the table below.

<b>Constituent Council</b>	<b>Allocation £'s</b>
Peterborough City Council	£167,536
Cambridgeshire County Council	£806,511
Total	£974,047

### 154. STATUTORY INSTRUMENT FOR BORROWING

Members received an update on the development of the Statutory Instrument which would enable the Combined Authority to borrow as specified in regulations under Section 23(5) of the Local Government Act 2003. The Board was reminded of the announcement in the Autumn Statement 2016 that the government would give mayoral combined authorities new powers to borrow. The Section 151 officer had been informed by government of approval of the Cambridgeshire and Peterborough Combined Authority Agreement and Debt Cap to 2019-20, which was based on the Authority's submitted financial plans, and had asked the Section 151 Officer to reply with consent to the agreement coming into effect. It was noted that a Statutory Instrument to allow borrowing required the consent of all constituent authorities by 2 March 2018. However, it did not require constituent councils to underwrite any borrowing of the Combined Authority. It was noted that whilst the Authority had no existing debt or any immediate borrowing requirement, significant investment would be needed for major infrastructure works from financial year 2020/21.

It was resolved unanimously to:

- (1) note the agreement of the Interim Chief Finance Officer (s.151 officer) to the Cambridgeshire and Peterborough Combined Authority Agreement and Debt Cap to 2019-20.
- (2) agree to a Statutory Instrument permitting the Combined Authority to extend its borrowing powers on condition that the Statutory Instrument did not require constituent councils to underwrite any borrowing of the Combined Authority
- (3) note that the Combined Authority would be requesting consent from its constituent councils to the making of the Statutory Instrument.

## **155. GREATER SOUTH EAST LOCAL ENERGY HUB (THE 'HUB')**

The Portfolio Holder Strategic Planning highlighted significant issues regarding the supply of energy with the electricity grid at breaking point. It was noted that the high tech sector was a major energy load. If the Combined Authority was going to encourage business to invest, it needed to assist in the improvement of the network. The Authority had the opportunity to establish and pioneer one of only five Local Energy Hubs in England, and it would be the accountable body for the Greater South East Local Energy Hub. A grant would be awarded in advance for two years, and be used to staff a new team of eight to manage the Hub. In order to be successful, projects needed to be rolled out rapidly to address the major obstacles to increasing energy capacity.

The Portfolio Holder Strategic Planning proposed an amendment to recommendation (a) to reflect the fact that the Combined Authority would be holding funds for this project with immediate effect. The Board agreed to add "with immediate effect" to recommendation (a).

The Mayor welcomed the exciting proposal from the Portfolio Holder and the involvement of the Combined Authority which was key in making sure the County's energy needs were covered for the next 40 years.

It was resolved unanimously to:

- (a) Agree that with immediate effect the Combined Authority becomes the Accountable Body for the Greater South East Local Energy Hub.
- (b) Authorise the Chief Executive to employ staff as required to meet the administrative and technical requirements of administering the Greater South East Local Energy Hub.
- (c) Note the consent of the LEPs and their local authorities within the Greater South East Local Energy Hub area to the Combined Authority acting as the Accountable Body on its behalf.

## **156. DATE OF NEXT MEETING**

It was resolved to note the date of the next meeting – Wednesday, 28 March 2018, Peterborough City Council, Town Hall, Bridge Street, Peterborough, PE1 1HF

Mayor

**PUBLIC QUESTIONS**

No.	Question from:	Question to:	Question
1.	<p>Councillor Kevin Price</p> <p>Councillor for King's Hedges Deputy Leader &amp; Executive Councillor for Housing Cambridge City Council</p>	<p>Mayor James Palmer</p>	<p>I wrote to you on 29th January 2018 and extended an invitation to you to come to Cambridge and see for yourself what the City Council does to alleviate homelessness in Cambridge. This was as a direct result of your comments on the BBC programme The Big Questions. There has been no response to date. The letter details the many different strands of work from officers and our partner agencies in relation to rough sleeping and homelessness as well as the delivery of new council homes in Cambridge by the Council of which to date there have been over 240 since 2015.</p> <ol style="list-style-type: none"> <li>1. Will you be accepting our invitation to see the excellent work done by our officers and partners?</li> <li>2. What steps will you take to ensure you are better informed before commenting on any aspects of the work done by any of the constituent local authorities in the Combined Authority?</li> </ol>
	<b>Response from:</b>	<b>Response to:</b>	<b>Response</b>
	<p>Mayor James Palmer</p>	<p>Councillor Kevin Price</p> <p>Councillor for King's Hedges Deputy Leader &amp; Executive Councillor for Housing Cambridge City Council</p>	<p>See minutes for Mayor's response.</p>

No.	Question from:	Question to:	Question
2.	Councillor Terry Hayward Buckden Ward, Huntingdonshire District Council Vice Chairman Combined Authority Overview and Scrutiny Committee	Mayor James Palmer	I have read with interest the proposed Prospectus published at Item 2.1 and am disturbed and disappointed that no mention is made of possible solutions to the current difficulties on the A1 and Main Line level crossings in the South West of the County. At his first presentation to the Overview and Scrutiny Committee last year the Mayor assured us that this area would not be neglected. Can the Mayor please detail what work he intends to do to ensure the future update to the A1, especially where it passes St Neots and the villages between there and Huntingdon and what efforts he intends to make to solve the current and future difficulties experienced by drivers at the Offord/Buckden railway level crossing?
	<b>Response from:</b>	<b>Response to:</b>	<b>Response</b>
	Mayor James Palmer	Councillor Terry Hayward Buckden Ward, Huntingdonshire District Council Vice Chairman Combined Authority Overview and Scrutiny Committee	<p>The projects and interventions described in this Board paper represent only a small sample of the work being progressed by the Combined Authority. The Combined Authority is committed to investing in all areas, including Huntingdonshire. Funding has already been committed for St Neots Masterplan and transport studies on the A141 around Huntingdon and a third river crossing.</p> <p>Whilst the A1 is not expressly mentioned, Highways England is currently undertaking a strategic study of the A1 between the M25 and Peterborough and we will be lobbying to ensure the best outcomes for Cambridgeshire and Peterborough. The Mayor has already written to Jesse Norman, the Roads Minister, on this issue following a meeting with Cllr Hayward. We are seeking clarity from Highways England on the precise phasing of the study.</p> <p>We recognise the difficulties caused by the level crossing at Buckden/Offord but are not in a position to fund all projects. However, our list of funded projects is reviewed periodically.</p>