



# CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY BOARD

## Decision Statement

Meeting: 28th June 2017

<http://cambridgeshirepeterborough-ca.gov.uk/assets/Combined-Authority/Agenda-and-items.pdf>

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Item	Topic	Decision
	<b>Part 1 – Governance Items</b>	
1.1	<b>Apologies and Declarations of Interest</b>	Apologies received from Councillor Count, substituted by Councillor Hickford. There were no declarations of interest.
1.2	<b>Minutes – 31 May 2017</b>	The minutes of the meeting of 31st May 2017 were approved as a correct record.
1.3	<b>Petitions</b>	None received.
1.4	<b>Public Questions</b>	None received.

Item	Topic	Decision
1.5	<b>Independent Remuneration Panel (IRP) on Mayoral Remuneration Scheme and Independent Person Allowance</b>	<p><b>Mayoral Remuneration Scheme</b>  The Cambridgeshire and Peterborough Combined Authority Order 2017 enabled the Combined Authority to pay an allowance to the Mayor if the Combined Authority consider a report published by an independent remuneration panel established by one or more of the constituent councils. Cambridgeshire County Council's panel was appointed to consider the Mayor's allowance. The panel undertook its review in April and its report was considered by the Board. The Independent panel's report is attached at Appendix A on page 12 on the agenda (See link above) and agreed:</p> <p>(a) the scheme of Mayoral allowance as recommended by the Independent Panel for the municipal year 2017/18 and 2018/19;</p> <p>(b) that the Panel should undertake a further review no later than 24 months from the date of this decision;</p> <p><b>Independent Person's Allowance</b>  By law, the Board must appoint an independent person to sit on the Audit and Governance Committee for which an allowance may be paid. At its annual meeting the Board appointed John Pye as the independent person and appointed him as Chair. The Chair's position requires significantly more work and responsibility, and involves meetings in between meetings, such as meetings with the Internal and External Auditors, agenda briefings etc. Therefore the Board agreed to increase the allowance to £1534 to take account of his additional duties as Chair.</p>
1.6	<b>Appointment of Chief Executive</b>	<p>By law, the Combined Authority must appoint a Head of Paid Service. This officer also acts as Chief Executive. Following a recruitment campaign, 24 applications were received, a long list of 8 candidates were given a technical interview by Penna, the appointed recruitment consultants. 3 candidates attended a final selection process by a Member level appointments panel.</p> <p>The Board approved the appointment of Martin Whiteley to the post of Chief Executive as recommended by the Chair of the Appointments panel following the final interviews.</p>
1.7	<b>Arrangements for Appointment of Statutory</b>	<p>By law the Combined Authority must appoint a Monitoring Officer and Chief Finance Officer. These positions had been filled on an interim part time basis (2 days a week) by the Monitoring</p>

	<b>Officers</b>	<p>Officer and Chief Finance Officer at Peterborough City Council. Now that the Combined Authority's work was developing at apace, these roles needed to be filled on a full time basis. The City Council agreed to release Kim Sawyer, the interim Monitoring Officer, on a full time bases. The Board therefore agreed to appoint Kim Sawyer from 1 July on a full time basis until a permanent appointment was made.</p> <p>As the City Council were unable to release the interim Chief Finance Officer on a full time basis, the Board agreed to authorise the Chief Executive to source a full time interim Chief Finance officer until a permanent appoint was made.</p>
1.8	<b>Forward Plan</b>	<p>The board approve the Forward Plan of Executive Decisions dated 26 June 2017.  <a href="http://cambridgeshirepeterborough-ca.gov.uk/assets/Combined-Authority/Agenda-Item-1.8-Forward-Plan.pdf">http://cambridgeshirepeterborough-ca.gov.uk/assets/Combined-Authority/Agenda-Item-1.8-Forward-Plan.pdf</a></p>
<b>Part 2 – Key Decisions &amp; Policy</b>		
2.1	<b>Business Case for Phase 2 of the University of Peterborough</b>	<p>The creation of an independent University in Peterborough with its own degree awarding powers has been a long held desire of the leaders, employers and people of Peterborough and the surrounding area. The Constituent Councils of the Combined Authority expressed their intention to deliver a University for Peterborough in the devolution deal signed with Government in July 2016.</p> <p>The city is one of the largest conurbations in the UK without a university and contains six wards with the lowest higher education progress in the East of England. This restrains economic growth by perpetuating high end skills shortages, deters future investment by technology-based industries in the area and drives an outward migration of intellectual and skilled talent.</p> <p>The University Centre Peterborough was created as a joint venture in 2007 by Anglia Ruskin University and Peterborough Regional College and both organisations agreed to work together to establish an independent University in Peterborough.</p> <p>Phase one of the project involving an assessment of potential student demand and initial planning had been completed. The Greater Cambridge Greater Peterborough Enterprise Partnership (GCGPEP) Board supported the first phase and this phase demonstrated the</p>

		<p>potential to establish a viable self-sustaining university in Peterborough</p> <p>The board received a business case for phase 2 of the project (See page 39-89 of the agenda) comprises the following work streams:</p> <ul style="list-style-type: none"> <li>● Curriculum development - develop student base, confirm demand for courses and mode of delivery, recruit staff, raise aspirations and understanding</li> <li>● Marketing, engagement and widening participation strategy</li> <li>● Development of a robust business case for phase 3 – the design and build phase of the university campus</li> <li>● Developing student facilities/amenities to attract additional students who want a wider student experience</li> <li>● Securing/ refurbishing interim University building / premise</li> </ul> <p>The Board:</p> <ol style="list-style-type: none"> <li>1. Agreed to support Phase 2 of the University of Peterborough project and approved in principle, the overall funding request for £6.53m.</li> <li>2. Approved the initial draw down of £3.83m from the overall total subject to agreement of the grant conditions attaching to the funding.</li> <li>3. Note that the following would come to future meetings as indicated: <ol style="list-style-type: none"> <li>a. a further set of costed options for work streams 4 and 5 – improving student amenities and the securing and refurbishment of interim accommodation for the University (September 2017 meeting).</li> <li>b. reports timed around key milestones on the delivery of Phase 2 (on-going).</li> <li>c. a detailed Business Case and Investment Strategy for Phase 3 of the University “Design and build of a University campus” (December 2018).</li> </ol> </li> </ol>
2.2	<b>Interim Local Transport Plan</b>	Following devolution the directly-elected Mayor and the Combined Authority (CPCA) assumed certain transport functions under the Cambridgeshire and Peterborough Combined Authority

		<p>Order 2017. The Combined Authority is now the Local Transport Authority with strategic transport powers for the areas previously covered by Cambridgeshire County Council and Peterborough City Council.</p> <p>The Mayor and the Combined Authority are together responsible for:</p> <ul style="list-style-type: none"> <li>(a) Setting the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan;</li> <li>(b) A multi-year local transport budget for Cambridgeshire and Peterborough;</li> <li>(c) Management and maintenance of a Key Route Network of local authority roads when established; and</li> <li>(d) Passenger transport, including the ability to franchise bus services in the Cambridgeshire and Peterborough area.</li> </ul> <p>The Combined Authority must produce a Local Transport Plan. The report recommended that the previous Local Transport Plans of Cambridgeshire County Council and Peterborough City Council are adopted into a single Local Transport Plan. (See plan on page 94-135). This is an interim measure until a comprehensive statutory process can be undertaken to review the Combined Authority's strategic transport planning role to produce a long term Local Transport Plan for the Cambridgeshire and Peterborough area.</p> <p>It is proposed to bring forward a scheme to the Board meeting in July which will set out how it will undertake work to develop a new Local Transport Plan for the Cambridgeshire and Peterborough area. This will include consultation with residents and businesses, to ensure that the Local Transport Plan properly represents the needs of communities and stakeholders across the entire region.</p> <p>The Board agree the Interim Local Transport Plan for the Combined Authority and noted the intention to bring forward plans to commission a new Local Transport Plan for the Combined Authority.</p>
2.3	<b>Strategic Transport Infrastructure Schemes</b>	The Mayor and the Combined Authority are committed to addressing the historic deficit in transport investment and improving transport and the physical connections between communities

including cities, towns and rural areas. This will provide a means to deliver sustainable growth across the area, and support housing and economic development.

Devolution affords the Combined Authority the opportunity to consider bold and innovative solutions to overcome long-standing infrastructure needs across Cambridgeshire and Peterborough via a series of new initiatives together with work that is already underway and planned across the Combined Authority area.

The purpose of this report was to ask the Board to proceed with an initial set of interrelated business cases and feasibility studies for key strategic schemes across Cambridgeshire and Peterborough.

The Board agreed to Commission each of the following feasibility studies:

**Dualling of A47 Business Case between the A16 to the east of Peterborough and Walton Highway to the east of Wisbech.**

The terms of reference for the consultant's brief is set out in Appendix 1 (p144-154 of the agenda)

This scheme will:

- Improve connectivity between Norfolk, Fenland and Peterborough / the A1 and onward to national destinations, reducing journey times and improving journey reliability
- Help to boost economic prosperity, particularly in Peterborough and Wisbech, by reducing transport costs and improving accessibility to national markets for a large part of the east of England
- Support economic and housing growth in Peterborough, Fenland, Kings Lynn and West Norfolk and further east along the A47 corridor.

The benefits and aims are summarised in 3.2 of the report on page 137-138

**A47 extension to M11 Feasibility Study – aligned to upgrading of A10 Business Case** (For terms of reference for consultants – see Appendices 2 & 3 – pages 155-166)

**(a) Extending the A47 to the M11**

The Combined Authority wishes to understand the feasibility, viability, benefits and impacts of connecting the M11 in the Cambridge area to the A47 in the Guyhirn / Wisbech area.

In improving accessibility from the north of Cambridgeshire to the Strategic Road Network, Cambridge, Stansted Airport and London, a new or upgraded route would aim to:

- Provide conditions that encourage inward investment in higher value employment sectors in the north of Cambridgeshire
- Improve access from the north of Cambridgeshire to employment opportunities in the Greater Cambridge area
- Reduce spatial inequalities across Cambridgeshire and share and expand the benefits of the success of the Greater Cambridge area
- Support economic and housing growth in Fenland and East Cambridgeshire and in the Cambridge area.

The work to understand options for extending the A47 to the M11 is intrinsically linked to the existing work to upgrade the A10. It is therefore proposed that this initial work is undertaken and aligned with the stage that the A10 work has already reached at which point the Combined Authority can decide whether to proceed with a single route study north to south or two separate studies.

**(b) Upgrading the A10**

The A10 is a significant growth corridor linking Greater Cambridge to the wider Cambridgeshire area. There are currently a number of pieces of work underway and planned that could impact on the corridor between Kings Lynn, Ely, Cambridge and Royston.

Therefore, the feasibility study for extending the A47 into the M11 will be commissioned as an extension to the current Greater Cambridge City Deal / Cambridgeshire County Council commissioned Cambridge to Ely / Kings Lynn Studies / Business Case development. The feasibility study outputs will then be considered alongside the A10 improvements to determine the strategy and programme of work.

**Wisbech Garden Town Feasibility Study** (Appendix 4 pages 167-178)

		<p>The Combined Authority wishes to undertake feasibility work to continue to develop Wisbech Garden Town.</p> <p>The Wisbech Garden Town development aims to:</p> <ul style="list-style-type: none"> <li>● Enable regeneration of the town, tackling social, economic and deprivation challenges</li> <li>● Support economic and housing growth in Wisbech and Cambridgeshire, in particular ensuring a pipeline of good quality homes in the Wisbech area</li> <li>● Provide conditions that improve East-West connectivity and North-South links, improving connectivity and promoting Wisbech as a destination of choice for residents and businesses</li> <li>● Develop Wisbech as a location for economic growth and inward investment geared towards agri-tech, food research and development and food processing</li> </ul> <p>The feasibility work will test the viability of the proposed Garden Town and include a series of technical development and placemaking studies aimed at addressing challenges associated with flooding risk and water management, highway and transportation and housing completions.</p> <p>The Garden Town proposal will be submitted to DCLG in summer/autumn 2017 identifying the requirement for Government support for the project and inclusion in the Garden City prospectus.</p> <p>The Board agreed</p> <p>(a) a total budget allocation of £8.75 million for the delivery of the feasibility studies and business case.</p> <p>(b) delegated authority to the Interim Chief Executive, in consultation with the Portfolio Holder for Transport &amp; Infrastructure, to award a contract for each of the feasibility studies and business case provided that the collective value of the contracts does not exceed the approved budget allocation.</p> <p>The Board also noted the intention to bring forward proposals for a feasibility study with the City Deal Board into the rapid, mass transport options for Cambridge City and the surrounding travel to work area to the Board in July 2017. This will to assist in the development of City Deal's ambitions to provide rapid, mass transport in Cambridge City and the surrounding travel to work.</p>
2.4	<b>An Independent Economic</b>	The Combined Authority, local businesses and central government must share a collective



	<p><b>Commission</b></p>	<p>understanding of the size, importance, additionality, and rate of grow of the economy in Cambridgeshire and Peterborough. Creating a single view of the economy will allow political and business leaders to agree on economic priorities and to come together more effectively in pursuing them.</p> <p>The Combined Authority is committed, through its Assurance Framework, agreed in February 2017 with Government and by the shadow Combined Authority Board, to creating an independent Economic Commission. The Board agreed:</p> <ol style="list-style-type: none"> <li>1. to establish an independent Economic Commission; the proposed membership is set out in para 3.8 of the report p182, and the terms of reference is set out in Appendix 1(p185-186)</li> <li>2. that the independent Economic Commission undertake an economic review to be completed by 1 December 2017; (For Terms of Reference see Appendix 2 (p187-188)</li> <li>3. a budget of £145,000 to support the operation of the commission, undertake the economic review, and to promote its findings with Government and private sector investors.</li> </ol> <p>The establishment of the Commission will require partners to work collectively and to think differently about economic growth, investment and prosperity.</p>
<p><b>Part 3 – Decisions</b></p>		
3.1	<p><b>National Productivity Investment Fund</b></p>	<p>The Board agreed four schemes for submission to the National Productivity Investment Fund (NPIF), run by the Department for Transport.</p> <ol style="list-style-type: none"> <li>a. A47 Junction 18 Improvements</li> <li>b. March Junctions</li> <li>c. Wisbech Development Access Improvements</li> <li>d. A605 Whittlesey Access Phase 2 – Stanground Access</li> </ol> <p>Details of the scheme are set out in table 1 page 192-3 of the agenda. The four schemes have been approved and prioritised by the Highway Authorities –</p>

		<p>Cambridgeshire County Council and Peterborough City Council.</p> <p>If the bids are successful in securing funding, they will collectively support the delivery of:</p> <ul style="list-style-type: none"> <li>● approximately 7,000 new homes – identified in local plans;</li> <li>● approximately 3,000 new jobs – also identified in local plans; and</li> <li>● address traffic congestion at recognised bottlenecks.</li> </ul> <p>The Board noted</p> <ol style="list-style-type: none"> <li>1. the significant wider economic benefits they would deliver; and</li> <li>2. that if successful 30% of the costs of the March Junctions and the Wisbech Development Access Improvement schemes, £3.29m in total, would be met locally through Combined Authority funding, or other funding streams.</li> <li>3. that if successful 30% of the costs of the A47 Junction 18 improvements and the A605 Whittlesey Access scheme will be met locally, through the local Highway Authority block grant funding.</li> </ol> <p>Details will be incorporated within a budget update report to the Board in July.</p>
3.2	<p><b>Housing Programme: Modular Homes – Off Site Housing</b></p>	<p>The Board agreed to proceed with a feasibility study to consider the commercial opportunities that might exist for the Combined Authority in off-site housing manufacturing and to assess the wider benefits that might be available to the area including new skills and employment, and in accelerating housing delivery.</p> <p>The Combined Authority agreed to appoint a Consultant to provide expert independent advice in undertaking a Feasibility Study to consider how off-site construction methods can be used to speed up housing delivery and to determine the options and business case for establishing a production facility/commercial enterprise with the aim of:</p> <ul style="list-style-type: none"> <li>● Accelerating housing delivery – the Combined Authority’s ambition is to accelerate and sustain delivery of 100,000 new homes across the Combined Authority area;</li> <li>● Supporting economic growth - increasing the delivery of homes at prices people can afford</li> </ul>

- will help attract new workers into the area and encourage employers to locate here; and
- Advancing its ambitions to create a production facility, supporting economic growth and providing employment and training opportunities.

The feasibility study will:

- Prepare a technical paper setting out the necessary considerations in setting up an off-site housing manufacturing production plant. Details of the requirements for the technical paper are set out in Appendix 1 p202-207.
- Provide advice about the likely local market in Cambridgeshire and Peterborough for an off-site manufactured housing product, and undertake relevant local market research.
- Provide advice about the activities of potential local (regional and national) competitors that are currently operating in this market space or currently considering investing.
- Provide advice, based on examples from around the UK about the more effective business operating model. Set out the specific revenue and capital funding that would be required from the Combined Authority to progress these options.
- Provide advice about potential funding sources to support this work and assist in preparation of bids for appropriate available funding.
- Provide advice about the key risk issues that the Combined Authority would need to consider in developing this proposal.
- Prepare a strategic outline business case (in accordance with Government/ Treasury guidelines) for the proposal.

The Board also

- Noted the intention for the Combined Authority Interim Chief Executive in conjunction with the Portfolio Holder for Housing to determine the most appropriate means of procuring the feasibility study in accordance with procurement regulations.
- Agreed a budget allocation of £25,000 in 2017/18 to commission the proposed feasibility study and delegate authority to the Interim Chief Executive, in consultation with the Portfolio Holder, to award a contract for the feasibility study provided that the value of the contract does not exceed the approved budget allocation.

	<b>Part 4 – Financial Management &amp; Audit</b>	
4.1	<b>Budget Update</b>	<p>This report provided an update on the draft outturn position and draft Statement of Accounts of the Combined Authority for 2016/17 and of the 2017/18 budget together with the Medium Term Financial Forecast to 2020/21.</p> <p>The Board noted</p> <ol style="list-style-type: none"> <li>1. the re-profiling of the Housing Grant funds for the years 2016/17 to 2020/21 (para 3.1 page 209 of the agenda).</li> <li>2. the Outturn position for 2016/17. (para 3.1 page 209 210 of the agenda).</li> <li>3. the Statement of Accounts for the period ended 31 March 2017. (para 3.3 page 210 211) of the agenda</li> <li>4. the current VAT position of the Combined Authority and the steps being taken to address the issues caused by not having a Section 33 VAT Order in place (para 3.5 p 211-22)</li> <li>5. the budget updates as requested for approval <ol style="list-style-type: none"> <li>a) in other Board reports on this meeting’s agenda.</li> <li>b) as set out for approval in paragraph 3.13 p214 of the agenda</li> <li>c) to note the budget adjustments made via delegated Authority.</li> </ol> </li> <li>6. the updated budget and indicative resources for 2016/17, 2017/18 and Medium Term Financial Forecast for 2018/19 to 2020/21 as set out in Appendix A p215-273</li> </ol> <p>The Board also approve the external auditors fees for 2016/17 and 2017/18.</p>
	<b>Part 5 – Date of Next Meeting</b>	
5.1	<b>Date of Next Meeting</b>	<p>Wednesday 26 July 2017</p> <p><b>Post meeting note: The board will be now be held at 10am at Shire Hall.</b></p>