



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE

Date: Wednesday, 13 July 2022

Democratic Services

Robert Parkin Dip. LG.
Chief Legal Officer and Monitoring Officer

10:00 AM

72 Market Street
Ely
Cambridgeshire
CB7 4LS

**Huntingdonshire District Council
Civic Suite Room A, Pathfinder House, St Mary's Street,
Huntingdon, PE29 3TN**

AGENDA

Open to Public and Press

Part 1: Governance Items

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1.2 Declarations of Interest

1.3 Minutes - 14th March 2022

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2.9	Performance and Finance Report <i>To follow</i>	
Part3: Items for Information		
3.1	Date of next meeting: 14th September 2022 at Huntingdonshire District Council	

COVID-19

The legal provision for virtual meetings no longer exists and meetings of the Combined Authority therefore take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Combined Authority, please contact the Committee Clerk who will be able to advise you further.

The Transport & Infrastructure Committee comprises the following members:

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Mayor Dr Nik Johnson

Councillor Ian Bovingdon

Councillor Marco Cereste

Councillor Peter McDonald

Councillor Chris Seaton

Councillor Neil Shailer

Councillor Katie Thornburrow

Councillor Sam Wakeford

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	Daniel.Snowdon@cambridgeshire.gov.uk

Agenda Item 1.2

Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: Wednesday 14th March 2022

Time: 10.00am – 12:20pm

Present: Nik Johnson (Mayor and Chairman), Councillors Neil Gough, Jon Neish, Neil Shailer, Katie Thornburrow, Steve Tierney.

Apologies: Councillors Peter Hiller and Chris Seaton

24. Apologies and declarations of interest

Apologies were received by Councillors Peter Hiller and Chris Seaton, Councillor Steve Tierney attending as substitute.

There were no declarations of interest.

25. Minutes of the Transport and Infrastructure meeting on 12 January 2022

The minutes of the meeting on 12 January 2022 were approved as an accurate record and signed by the Mayor.

26. Combined Authority Forward Plan

It was resolved to note the Combined Authority Forward Plan.

27. Public Questions and Petitions

One public question was received from Anthony Carpen regarding the use of e-scooters and e-bikes.

The Mayor provided a verbal response, recorded in Appendix A.

28. A141 Huntingdon and St Ives Outline Business Case and St Ives Local Improvements

The Committee received a report which updated the progress of the St Ives Local Improvement; updated the progress on the A141 and St Ives Strategic Outline Business Case; and recommend the approval of the drawdown of £2.3 million for commencement

of the St Ives Local Improvement Schemes. These schemes would take place between April 2022 and August 2023.

The five proposed packages for the Local Improvement Study were:

1. Changes to speed limits, junctions and parking across St Ives Town Centre.
2. Silvacro West roundabout improvement (A1123 / B1040) and right turn ban Needingworth Road to A1123 Audrey Lane.
3. Bus stop improvements.
4. Walking and cycling signage improvements.
5. Non-Motorised User (NMU) Routes Development Study.

During discussion of the report, Members:

- Clarified that all Local Schemes would benefit St Ives regardless of whether the A141 Huntingdon and St Ives Outline Business Case was approved. The schemes were developed to be enacted independent to the Outline Business Case, but not divorced from it. This strategy was influenced by the March Area Transport Project and could be used to influence local authorities' and external bodies' own developments. In particular, Members stressed that packages 3&4 could be used as a framework for Cambridge City Council to aid accommodation for the elderly or people with hidden disabilities.
- Noted that Local Improvements had been identified through consultation in 2020 and therefore work progression would include an additional review, consultation and analysis to ensure it remained current. In line with this, an area discussion had occurred.
- Established that this request for financial procurement was to ensure expediency and security.
- It was proposed with the unanimous agreement of the Committee to amend Recommendation c to read:

Approve the drawdown of £2.3 million for the **consultation and** commencement of the St Ives Local Improvement Schemes; and

During the discussion, Members:

It was resolved unanimously to:

- a) Note the progress of the St Ives Local Improvements study;
- b) Note the progress of the A141 and St Ives Strategic Outline Business Case;
- c) Recommend to the CA Board that it:
 - i. Approve the drawdown of £2.3 million for **the consultation and** commencement of the St Ives Local Improvement Schemes; and

- ii. Delegate authority to the Head of Transport and Chief Finance Officer to agree a Grant Funding Agreement with Cambridgeshire County Council

29. Demand Responsive Transport update

The Committee received a report which detailed progress of the Demand Responsive Transport (DRT) project and sought approval for a three month extension. This was the maximum period allowed and would cost £120,000. Extending the trial would enable the service to review progress and consequently tender for a revised service to commence in July 2022 subject to a successful review. Objectives of the review included improving profitability of the *Ting* service by widening the passenger base through additional market research.

The DRT project had been rated five stars over the first ten weeks of service and serviced c.110 rides a day, with the West Huntingdonshire DRT bus increasing access from 52-92%.

During discussion of the report, Members:

- Noted that there was no update on the release of funding from National Government. Next steps would not be planned until that occurred.
- Understood that the extension period would consider possible evolution for *Ting*, the procurement process, and the expansion into other areas (with eight potential sites already identified).
- Suggested including data on the impact of the trial stopping to consultations.
Action.
- The Mayor noted that incorporating rural areas into travel plans helped mitigate area inequalities.
- Established that there had been less demand for 'add on' tickets from market towns into cities(priced £1), with a hundred bought in the last month.
- Agreed to receive trial data in a whole Committee forum/briefing throughout the trial.
Action.
- Suggested incorporating this in home to school transport, however, this was delegated out of the Cambridgeshire and Peterborough Combined Authority.
- Noted that the Cambridgeshire trial was the only trial occurring rurally as well as in urban areas. A Member showed concern about the expenditure versus demand for running the bus service in rural areas. The officer explained that uptake here was subsidised by increased uptake elsewhere. He stated that the rate of growth evidenced from trial data would determine to what extent provision was viable. Consequently, adaptations to ways of working could improve outcomes and more general planning. Current data allowed the officer to estimate that the DRT would be cost neutral or profiting in six months, not including set up cost.

The Mayor responded that the way in which the service allowed the community to flower by increasing access to education, healthcare and local businesses, would be considered by the Board as well as the financial cost of the service.

- Noted the benefit to residents following rising fuel costs.
- Expressed concerns about hidden costs.

It was resolved unanimously to:

- a) Note the performance of the “Ting” Demand Responsive Transport (DRT) trial; and
- b) Approve the extension of the DRT trial by a further 3 months

30. March Area Transport Study

The Committee received a report which summarised the work on the March Area Transport Study (MATS) and the March Future High Street Fund (FHSF) – schemes that were linked and must be built together. It recommended the re-purposing of £586,205 from the CPCA Future High Street Fund monies to undertake early phases of the MATS Broad Street construction stage and approval of the drawdown of £3,780,387 for construction of MATS Broad Street scheme. This money would then be retrieved following funding release.

The Mayor introduced an amendment to the recommendations, as a result of a typographical error. Recommendation b)i. would therefore read (deletions in strikethrough)

- i. Re-purpose £586,205 of CPCA Future High Street Fund monies to undertake the initial phases of the March Area Transport Study Broad Street construction (~~subject to the independent evaluation and sign-off of the Full Business Case~~);

During discussion of the report, Members:

- Expressed concern for the impact that the war in Ukraine and the pandemic would have on construction material availability and costs, and asked whether it would be pertinent to use local trades and include a longer lead in times to allow materials to be ordered in advance. The officer stated that a lot of supply would be UK based, but that the project team would consider these challenges, monitor supply chains and get advance buy of stock.
- Noted that the repurposing of resource would expedite the project and this would reduce cost.
- Clarified the process of governance. The March Area Transport Study would be approved by the Project Team, the Project Board and the Transport Project Board.

This would ensure risks were managed prior to an overspend. In accordance with the Assurance Framework, the business case would have an independent review prior to being seen by the Committee and Board. The loan would be enacted subject to approval of this.

- Were pleased with the collaboration with County Highways and suggested continued working with the Project Delivery Cycle Team.

It was resolved unanimously to:

- a) Note the progress of the March Area Transport Study and March Future High Street Fund;
- b) Recommend to the CA Board that it:
 - ii. Re-purpose £586,205 of CPCA Future High Street Fund monies to undertake the initial phases of the March Area Transport Study Broad Street construction ~~(subject to the independent evaluation and sign-off of the Full Business Case)~~;
 - iii. Approves the drawdown of £3,780,387 for the construction of March Area Transport Study Broad Street scheme, in full, (subject to the independent evaluation and sign off of the Full Business Case); and,
 - iv. Delegate authority to the Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Cambridgeshire County Council in relation to the March Area Transport Study.

31. E-Scooter Trial and E-Bike Update

The Committee received a report which detailed the e-scooter and e-bike trial occurring in Cambridgeshire and Peterborough. There were 900 scooters and 250 e-bikes in Cambridge. E-scooters had been reintroduced to Peterborough the week prior to the meeting. Danger mitigations in place included monitoring of safety levels, workshops, a strike system, and liaison with the DfT. The report sought approval for an extension to the e-scooter trial in Cambridge; and to undertake market engagement and procurement for expanding e-bikes into market towns. Market towns under consideration for e-bike expansion were: Ely, St Ives, Huntingdon, Wisbech, March and St Neots. A workshop on e-scooters and e-bikes had taken place with district councils and there would also be engagement with potential officers to ensure the operator model was sustainable.

Councillor Bailer submitted a question to the Committee, asking for a seminar on the positive and negative outcomes of regulated and unregulated e-scooter use. This was accepted by the officer. **Action.**

During discussion of the report, Members:

- Noted the actions of Voi to promote safe travel, such as: disabling bikes in pedestrianised areas; incentivising learning via the app; and suspensions for reported users. They expressed belief that the majority of incidences were therefore caused by privately owned scooters, control measures for which were being discussed with the Department for Transport and the Home Office.
- Requested that parking infrastructure was built sensitively in historic towns.
- Shared positive feedback for the service and expressed the benefits of easy data gathering from tracking, both regionally and globally. Specifically, Members awaited data from areas trialling overnight hire in rural areas.
- Noted previous and upcoming engagement workshops with Combined Authority constituent council Members and officers. Market engagement would help to formulate a sustainable model for growth, although the current proposal was for a wider market town roll-out with expansion possibilities. Members promoted scheme expansion within Soham, Littleport and Huntingdonshire.
- Were pleased that the scheme linked well with the Local Transport Strategy, Business and Skills Strategy and Bus Improvement Plan.
- Asked whether other companies would be considered following the trial in order to prevent a monopoly. The officer explained that the contract with Voi could be extended for up to five years, following which re-procurement would be required. The Department for Transport had yet to legalise private e-scooter rental. This would impact re-procurement options.

It was resolved unanimously to:

- a. Approve the extension of the e-scooter trial to 30 November 2022;
- b. Approve market engagement and a procurement process to enable the expansion of the e-bike service region wide; and,
- c. Delegate authority to the Head of Transport in consultation with the Chief Finance Officer and Chief Legal Officer to enter a contract with the successful tenderer.

32. Budget and Performance Report

The Committee received the January Budget and Performance Update report which presented the progress to date made against budgets set in January 2021. It included the summary of the year-to-date transport revenue budget; the RAG risk rating; statistics from the Five-Year Gateway Review results; and an expenditure timetable for the 2021-22 budget. The meeting report presentation had changed prior in line with comments from Committee and Board.

During discussion of the report, Members:

- Clarified that further engagement would be required with Cambridgeshire County Council and Suffolk in regard to funding for the A142 between Chatteris and Snailwell and the Snailwell loop. The former bid had not been progressed.
- Campaigned for the use of heavy rail in the Wisbech Rail and Access Strategy to improve connections between Wisbech and Cambridge, although this would result in large expenditure on road bridge crossings, impact delivery speed and affect connectivity. The Wisbech Rail and Access Strategy would be progressed when there was funding capability and dependent on the works at the Ely North junction. A draft report had been received for review from Network Rail for the Heavy Rail Business Case, following this a light rail business case would be required. National Highways had a Road Investment Strategy Programme that may accelerate the Strategy.
- The Mayor stated that collaborative work with the Clinical Commissioning Group and, in future, the Integrated Care System would highlight health data relating to transport pollution.
- Noted the significant ongoing work with the Fenland Regeneration Stations.
- Agreed the difficulties of having current data but pressed the importance of accurate data.

It was resolved to:

Note the January Budget and Performance Monitoring Update

33. Date of the Next Meeting - 25 April 2022.

Mayor

Public Question

Mr Anthony Carpen's Question:

I have regularly raised this issue on social media. Please can you give more details on how Combined Authority officers will be working with local councils and communities to ensure docking bays are located in places that demonstrate sound urban design and have the consent of local residents, and are not simply 'painted areas' (paint is not infrastructure). Consultation methods could include residents going online and dropping icons on maps indicating the type of docking station best suited for each location.

Thank you.

Response from Mayor Dr Nik Johnson on behalf of the Combined Authority:

The Combined Authority officer for e-scooters and e-bikes regularly meets with officers from Cambridge City Council and Cambridgeshire County Council, and with the operator Voi to address feedback received, including about parking hubs. Next week (21 March), if the Committee paper is approved, the same group have planned to be in Cambridge Market square area reviewing e-scooter parking and considering the most appropriate type of parking infrastructure for that area. The parking hubs will continue to be reviewed, including identifying key locations where parking infrastructure or painted bays would have the most effect.

Thank you for your suggestion about how better to work with communities and this is something that the team will consider.

Cambridgeshire and Peterborough Combined Authority Forward Plan of Executive Decisions

Published 1 June 2022

The Forward Plan is an indication of future decisions. It is subject to continual review and may be changed in line with any revisions to the priorities and plans of the CPCA. It is re-published on a monthly basis to reflect such changes.

Purpose

The Forward Plan sets out all of the decisions to be taken by the Combined Authority Board, Executive Committees or by way of a Mayoral Decision Notice in the coming months. This makes sure that local residents and organisations know what decisions are due to be taken and when.

The Forward Plan is a live document which is updated regularly and published on the [Combined Authority website](#) (click the Forward Plan' button to view). At least 28 clear days' notice will be given of any key decisions to be taken.

What is a key decision?

A key decision is one which, in the view of the Overview and Scrutiny Committee, is likely to:

- i. result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to (usually £500,000 or more); or
- ii. have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

Non-key decisions and update reports

For transparency, the Forward Plan also includes all non-key decisions and update reports to be considered by the Combined Authority Board and Executive Committees.

Access to reports

A report will be available to view online one week before a decision is taken. You are entitled to view any documents listed on the Forward Plan after publication, or obtain extracts from any documents listed, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on this notice can be requested from [Robert Parkin](#), Chief Legal Officer and Monitoring Officer for the Combined Authority.

The Forward Plan will state if any reports or appendices are likely to be exempt from publication or confidential and may be discussed in private. If you want to make representations that a decision which it is proposed will be taken in private should instead be taken in public please contact [Robert Parkin](#), Chief Legal Officer and Monitoring Officer at least five working days before the decision is due to be made.

An accessible version of the Forward Plan is available on request from [Democratic Services](#).

Notice of decisions

Notice of the Combined Authority Board's decisions and Executive Committee decisions will be published online within three days of a public meeting taking place.

Standing items at Executive Committee meetings

The following reports are standing items and will be considered by at each meeting of the relevant committee. The most recently published Forward Plan will also be included on the agenda for each Executive Committee meeting:

Housing and Communities Committee

1. Affordable Housing Programme Loans Update
2. Affordable Housing Programme – Update on Implementation

Skills Committee

1. Budget and Performance Report
2. Employment and Skills Board Update

Transport and Infrastructure Committee

1. Performance and Finance Report

Combined Authority Board – Extraordinary Meeting – Adjourned 20 May 2022 – To be resumed 8 June 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Documents relevant to the decision submitted to the decision maker
1.	Motion on Notice	Cambridgeshire and Peterborough Combined Authority Board	20 May 2022	Decision	To consider a motion on notice.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	It is not anticipated that there will be any documents other than the report and relevant appendices.
2.	Transition Planning <i>This report is exempt from publication under Part 1 of Schedule 12A of the Local Government Act 1972, as amended, in that it would not be in the public interest for this information to be disclosed: information relating to an individual,</i>	Cambridgeshire and Peterborough Combined Authority Board	20 May 2022	Decision	To consider transition planning proposals.	Relevant internal and external stakeholders	Karen Grave Assistant Director, Human Resources	It is not anticipated that there will be any documents other than the report and relevant appendices.

	<i>information which is likely to reveal the identity of an individual, the financial or business affairs of any particular person (including the authority holding that information).</i>							
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Combined Authority Board Annual Meeting – 8 June 2022

Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
3.	Minutes of the meeting on 30 March 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									and relevant appendices.
4.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
5.	Membership of the Combined Authority 2022-23	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To note the appointment of Members of Constituent Councils and a representative of the Business Board for 2022/23 (and their Substitute Members) and to appoint any Non-	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					Constituent Members or Co-opted Members.				
6.	Appointments to Executive Committees, Committee Chairs and Lead Members	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To note and agree the Mayor's nominations to Lead Member responsibilities and the membership of the Executive Committees, including the Chairs of the Executive Committees for 2022/23.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
7.	Appointment of the Overview and Scrutiny Committee	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To appoint the Overview and Scrutiny Committee and confirm its terms of reference, size and allocation of	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					seats to political parties in accordance with political balance requirements, according to the nominations received from constituent councils.				and relevant appendices.
8.	Appointment of the Audit and Governance Committee	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To appoint the Audit and Governance Committee and Independent Person and confirm its terms of reference, size and allocation of seats to political parties in accordance with political balance requirements, according to the nominations	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					received from constituent councils.				
9.	Calendar of Meetings 2022/23	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To approve the calendar of meetings for 2022/23.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
10.	Independent Remuneration Panel Report	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To consider the recommendations of the Independent Remuneration Panel in relation to the Mayor's allowance.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
11.	Audit and Governance Committee Annual Report	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To present the Audit and Governance Committee's annual report.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
12.	Overview and Scrutiny Committee Annual Report	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To present the Overview and Scrutiny Committee's annual report.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
13.	Annual Report and Business Plan 2022/23	Cambridgeshire and Peterborough	8 June 2022	Decision	To approve the 2022/23 Business Plan.	Relevant internal and	Paul Raynes	Mayor Dr Nik Johnson	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
		Combined Authority Board				external stakeholders	Director of Delivery and Strategy		will be any documents other than the report and relevant appendices to be published.

Mayoral Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
14.	Local Highways Maintenance Grant Allocation 2022/23	Mayor Dr Nik Johnson	8 June 2022	Key Decision 2022/016	To approve the Local Highways Maintenance Grant allocations to Cambridgeshire County Council	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					and Peterborough City Council for 2022/23.				and relevant appendices to be published.
15.	Mayoral Decision Notice 24-2020: X3 Bus Service between Huntingdon and Addenbrookes and Mayoral Decision Notice 32-2021: Change to the Officer Delegated Authority under MDN 28-2020	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To note Mayoral Decision Notice 24-2020 on 16 July 2020 and Mayoral Decision Notice 32-2021 on 26 March 2021.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

Combined Authority Board Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
16.	Future Combined Authority Housing Purpose and Function beyond March 2022	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Key Decision 2021/070	To consider the likely activities and options for the future of the Combined Authority Housing activity and programme beyond March 2022.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Lewis Herbert Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices.
17.	Climate and Strategy Business Cases	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Key Decision 2022/015	To approve the Business Cases and funding from the Subject to Approval line in the Medium-Term Financial Plan for the following projects: - Care Homes Retrofit Programme. - Logan's Meadow Local Nature Reserve wetland extension.	Relevant internal and external stakeholders	Paul Raynes Director of Delivery and Strategy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					<ul style="list-style-type: none"> - Natural Cambridgeshire. - Nature and Environment Investment Fund. - Net Zero Villages Programme. - Doubling Nature Metrics. - City Lifebelt economics portrait. 				
18.	Levelling Up Fund 2 – Submission [Contains exempt appendices]	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To present the proposed submissions for the Levelling Up Fund 2 to DHLUC, as presented by the various eligible districts, and seek approval for the recommended submission.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
	LAD 2 (Green Homes Grant) Recovery Plan	Cambridgeshire and Peterborough	8 June 2022	Key Decision 2022/018	To approve the LAD 2 (Green Homes Grant) Recovery	Relevant internal and	Alan Downton	Mayor Dr Nik Johnson	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Removed	Combined Authority Board			Plan 2 and note the forecast underspend and corresponding grant repayment to BEIS after June 2022.	external stakeholders	Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy		will be any documents other than the report and relevant appendices.
19.	Active Travel (Peterborough)	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Key Decision 2022/020	<p>To approve funding release for the development of Active Travel Schemes in Peterborough. To include:</p> <ul style="list-style-type: none"> - Fletton Quays footbridge, Peterborough - Peterborough Green Wheel, Peterborough 	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
20.	Expansion of Careers Hub	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To accept and allocate Careers and Enterprise Company grant funding for an extended Careers Hub in 2022-23 and recruit for two new positions of Operations Manager and Administrative Assistant, employed by the Combined Authority.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices.
21.	Multiply Local Investment Plan	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Key Decision 2022/024	To approve the Local Investment Plan for the Multiply Programme and its submission to the Department for Education.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices.

Recommendations from the Business Board

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
22.	Economic Growth Strategy	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Decision	To approve the Economic Growth Strategy.	Relevant internal and external stakeholders including the Skills Committee	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Professor Andy Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
23.	Local Growth Fund Recycled Funding Proposals [Contains exempt appendices]	Cambridgeshire and Peterborough Combined Authority Board	8 June 2022	Key Decision 2022/011	To consider and approve Local Growth Fund Recycled Funding Proposals received under the funding call.	Relevant internal and external stakeholders including	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth	Professor Andy Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
							Service/ Energy		to be published

Mayoral Decision

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Recycled Local Growth Fund Project Funding Awards [May contain exempt appendices] New item	Mayor Dr Nik Johnson	On or after 28 June 2022	Key Decision 2022/026	To award recycled Local Growth Funds (LGF) to the projects recommended by the Business Board.	Relevant internal and external stakeholders including the Business Board	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Professor Andy Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

Skills Committee 4 July 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
24.	Adult Education Budget Contract Awards for 2022-23 and Multi-year Funding allocations for Grant-holders	Skills Committee	4 July 2022	Decision	To consider recommendations to approve Adult Education Budget Contract Awards for 2022-23 and Multi-year Funding allocations for Grant-holders and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
25.	Growth Works Management Review – July 2022	Skills Committee	4 July 2022	Decision	To monitor and review programme delivery and performance.	Relevant internal and external stakeholders including	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth	Professor Andy Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
							Service/ Energy		
26.	Economic Growth Strategy	Skills Committee	4 July 2022	Decision	To note the Economic Growth Strategy.	Relevant internal and external stakeholders including the Business Board	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Professor Andy Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
27.	Shared Prosperity Fund Investment Plan	Skills Committee	4 July 2022	Decision	To consider and endorse the Cambridgeshire and Peterborough Shared Prosperity Fund Investment Plan and make recommendations	Relevant internal and external stakeholders including the Skills Committee	Alan Downton Deputy Chief Officer Business Board and Senior Responsible	Mayor Dr Nik Johnson Professor Andy Neely Acting Chair of the	It is not anticipated that there will be any documents other than the report and relevant

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					to the Combined Authority Board.		Officer for the Business Growth Service/ Energy	Business Board	appendices to be published
28.	Employment and Skills Strategy: Delivery Plan and Gainshare Skills Projects	Skills Committee	4 July 2022	Decision	To approve the Employment and Skills Strategy Delivery Plan and Gainshare Skills Projects.	Relevant internal and external stakeholders	Fliess Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
29.	Multiply Local Investment Plan: Update New item	Skills Committee	4 July 2022	Decision	To note the Multiply Local Investment Plan submitted to the Department for Education.	Relevant internal and external stakeholders	Fliess Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									relevant appendices to be published
30.	Expansion of Careers Hub New item	Skills Committee	4 July 2022	Decision	To note the Careers and Enterprise Company grant funding for an extended Careers Hub in 2022-23 and the recruitment for two new positions, employed by the Combined Authority.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
31.	Skills Bootcamps New item	Skills Committee	4 July 2022	Decision	To note the successful proposal for the delivery of Skills Bootcamps Wave 3.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									to be published

Housing and Communities Committee – 11 July 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
32.	Future Combined Authority Housing Purpose and Function beyond March 2022 New item	Housing and Communities Committee	11 July 2022	Decision	To consider the likely activities and options for the future of the Combined Authority Housing activity and programme beyond March 2022.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Lewis Herbert Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices.

Transport and Infrastructure Committee - 13 July 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
33.	Alternative Fuel Strategy	Transport and Infrastructure Committee	13 July 2022	Decision	To receive an update on the East Anglian Alternative Fuels Strategy (EAAFS), specifically in relation to work undertaken with Element Energy and the Norfolk and Suffolk LEP to develop the Strategy.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
34.	A141 St Ives Outline Business Case	Transport and Infrastructure Committee	13 July 2022	Decision	To provide an update on the A141 and St Ives Outline Business Case and St Ives Local Improvement Study.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
35.	A10 Outline Business Case Update	Transport and Infrastructure Committee	13 July 2022	Decision	To provide an update on the progress towards the A10 Outline Business Case.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
36.	Active Travel (Cambridgeshire)	Transport and Infrastructure Committee	13 July 2022	Decision	To consider proposals for the development of Active Travel Schemes in Cambridgeshire and make recommendations to the Combined Authority Board. To include the A10/A142 BP Roundabout footbridge, Ely	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
37.	Transport Model Replacement	Transport and Infrastructure Committee	13 July 2022	Decision	To consider proposals to develop a transport model to cover the entire Cambridgeshire and Peterborough Combined Authority and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
38.	Snailwell Loop (Newmarket Curve)	Transport and Infrastructure Committee	13 July 2022	Decision	To consider proposals for the release of funds to develop a business case for options to re-open Snailwell Loop (Newmarket Curve) and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
39.	Wisbech Rail Next Steps	Transport and Infrastructure Committee	13 July 2022	Key Decision 2022/014	To consider an update on the progress of Wisbech Rail and a funding request for next steps and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
40.	Peterborough Electric Bus Depot	Transport and Infrastructure Committee	13 July 2022	Decision	To consider proposals for the release of funding to develop the options appraisal report and business case for bus depot locations and zero emission vehicle conversion and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
41.	Kings Dyke: Request to draw down Subject to Approval Funding New item	Transport and Infrastructure Committee	13 July 2022	Decision	To receive an update on the progress of the Kings Dyke project, consider recommendations to approve the draw down of subject to approval funding and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
42.	Levelling Up Fund Round 2: Update New item	Transport and Infrastructure Committee	13 July 2022	Decision	To update the Transport and Infrastructure Committee on the Levelling Up Round 2 Fund application the outcome of the Combined Authority Board meeting on 8 June 2022.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

Combined Authority Board 27 July 2022

Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
43.	Minutes of Annual Meeting on 1 June 2022 and the Extraordinary meeting on 20 May 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
44.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
45.	Membership of the Combined Authority 2022-23: Update	Cambridgeshire and Peterborough	27 July 2022	Decision	To appoint the non-voting co-opted member of the Board	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and	Mayor Dr Nik Johnson	It is not anticipated that there will be any

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	New item	Combined Authority Board			nominated by the Fire Authority and any other appointments required.	including the Audit and Governance Committee	Monitoring Officer		documents other than the report and relevant appendices.
46.	Budget Monitor Report July 2022	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/017	To provide an update on the revenue and capital budgets for the year to date and approve the carry forward of budget underspends to increase the 2022/23 budget.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
47.	OneCAM Ltd Audit Report Deferred from June	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To present the OneCAM Ltd audit report.	Relevant internal and external stakeholders, including the Audit and Governance Committee	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									relevant appendices.
48.	Cambridgeshire and Peterborough Combined Authority Constitution	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To review and approve a series of proposed changes to the Constitution.	Relevant internal and external stakeholders including the Audit and Governance Committee	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

Mayoral Decision

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Recycled Local Growth	Cambridgeshire and Peterborough	27 July 2022	Decision	To report the award by way of Mayoral Decision of recycled	Relevant internal and external	Alan Downton	Professor Andy Neely	It is not anticipated that there

	Fund Project Funding Awards [May contain exempt appendices] New item	Combined Authority Board			Local Growth Funds (LGF) to projects recommended by the Business Board.	stakeholders including	Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Acting Chair of the Business Board	will be any documents other than the report and relevant appendices to be published
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Combined Authority Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
49.	Approval of Procurement Policy	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the Combined Authority's procurement policy	Relevant internal and external stakeholders including the Audit and Governance Committee	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
50.	Shared Prosperity Fund Investment Plan	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/010	To consider and approve the Cambridgeshire and Peterborough Shared Prosperity Fund Investment Plan. which includes the Multiply Adult Basic Skills Programme.	Relevant internal and external stakeholders including the Skills Committee	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
51.	Sustainable Warmth Programme 22/23 Deferred from June	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/019	To approve the delivery plan for the Sustainable Warmth programme 22/23 and approve repayment of the forecast unspent grant funds to BEIS.	Relevant internal and external stakeholders	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
							Growth Service/ Energy		

Recommendations from the Transport and Infrastructure Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
52.	Active Travel (Cambridgeshire)	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/023	To consider proposals for the development of Active Travel Schemes in Cambridgeshire and make recommendations to the Combined Authority Board. To include the A10/A142 BP Roundabout footbridge, Ely	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
53.	Transport Model Replacement	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/021	To develop a transport model to cover the entire Cambridgeshire and Peterborough Combined Authority.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
54.	Snailwell Loop (Newmarket Curve)	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the release of funds to develop a business case for options to re-open Snailwell Loop (Newmarket Curve).	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
55.	Wisbech Rail Next Steps	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/014	To provide an update on the progress of Wisbech Rail and seek funding approval for next steps.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
							Head of Transport		and relevant appendices.
56.	Peterborough Electric Bus Depot	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve release of funding to develop the options appraisal report and business case for bus depot locations and zero emission vehicle conversion.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
57.	Kings Dyke: Request to draw down Subject to Approval Funding New item	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/025	To receive an update on the progress of the Kings Dyke project and consider recommendations to approve the draw down of subject to approval funding.	Relevant internal and external stakeholders	Steve Cox Associate Director and Tim Bellamy Interim Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

Recommendations from the Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
58.	Adult Education Budget Contract Awards for 2022-23 and Multi-year Funding allocations for Grant-holders	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/013	To approve Adult Education Budget Contract Awards for 2022-23 and Multi-year Funding allocations for Grant-holders.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

Recommendations from the Business Board

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
59.	Growth Works Management Review – July 2022	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To monitor and review programme delivery and performance.	Relevant internal and external stakeholders including Skills Committee	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Professor Andy Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
60.	Recycled Local Growth Fund (LGF) Project Proposals – Category 2 Call	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Key Decision 2022/022	To approve LGF Recycled Funding Proposals received under the Category 2 funding call.	Relevant internal and external stakeholders including Skills Committee	Alan Downton Deputy Chief Officer Business Board and Senior Responsible	Professor Any Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
							Officer for the Business Growth Service/ Energy		appendices to be published
61.	Local Enterprise Partnership (LEP) Review and LEP Integration Plan	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To consider the outcomes of the LEP Review and the Combined Authority's LEP Integration Plan as required for submission to Government.	Relevant internal and external stakeholders including Skills Committee	Alan Downton Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Professor Any Neely Acting Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
62.	Profile of Investments	Cambridgeshire and Peterborough	27 July 2022	Decision	To note the profile of investments	Relevant internal and external	Alan Downton	Professor Andy Neely	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
		Combined Authority Board			made by the Business Board.	stakeholders including Skills Committee	Deputy Chief Officer Business Board and Senior Responsible Officer for the Business Growth Service/ Energy	Acting Chair of the Business Board	will be any documents other than the report and relevant appendices to be published

Skills Committee – 5 September 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
63.	University of Peterborough Programme	Skills Committee	5 September 2022	Decision	To consider the Programme Business Case for	Relevant internal and	Fliss Miller Interim Associate	Councillor Lucy Nethsingha	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Business Case				the University of Peterborough and make recommendations to the Combined Authority Board.	external stakeholders	Skills Director	Lead Member for Skills	will be any documents other than the report and relevant appendices to be published

Combined Authority Board – 28 September 2022

Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
64.	Minutes of the meeting on 27 July 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	28 September 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
65.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	28 September 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
66.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	28 September 2022	Decision	To provide an update on the revenue and capital budgets for the year to date.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

Recommendations from Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
67.	University of Peterborough – Programme Business Case	Cambridgeshire and Peterborough Combined Authority Board	28 September 2022	Decision	To approve the Programme Business Case for the University for Peterborough.	Relevant internal and external stakeholders	Fliss Miller Interim Associate Skills Director	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

FP/06/22

Comments or queries about the Cambridgeshire and Peterborough Combined Authority Forward Plan

Please send any comments or queries about the Forward Plan to [Robert Parkin](#), Chief Legal Officer and Monitoring Officer. We need to know:

1. Your comment or query.
2. How we can contact you with a response (please include your name, a telephone number and your email address).
3. Who you would like to respond to your query (if you are unsure, please leave this blank and it will be passed to the person best placed to reply).



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.2

Local Bus Service Assessment Framework

To: Transport and Infrastructure Committee

Meeting Date: 13 July 2022

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Tim Bellamy, Interim Head of Transport

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Provide feedback on the need for and purpose of Local Bus Service Assessment Framework; and
- b) Agree for officers to continue finalise an appropriate assessment framework for subsequent approval by the Combined Authority Board members.

Voting arrangements: A simple majority of all Members present and voting

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1. Purpose

- 1.1 The purpose of this paper is to set out the financial pressures on the bus network brought about by the reduction in support from central government and the potential impacts on the region's bus network.

2. Background

- 2.1 The Combined Authority needs to direct the resource available as best possible to help through this period and a Local Bus Service Assessment Framework is proposed to assess services and assist with this allocation of funds.
- 2.2 Over the course of the next two-three months, there are a number of elements that are coming together and need to be addressed in short order with regards socially necessary contracted bus services.

Engagement with Operators

- 2.3 The Combined Authority will continue to liaise with the operators to understand the full details behind their decisions and strategic direction of travel. Part of this process is and will continue to be challenge their position to understand their Service Plans.

Engagement with Government

- 2.4 The mayor will engage with central government to outline the impact that the removal of Bus Recovery Grant and the likelihood that this would result in a car-based recovery whilst increasing social exclusion across the region. An urgent meeting with Ministers will be sought.

3. Significant Implications

Within Confidential Appendix

4. Financial Implications

Within Confidential Appendix

4. Legal Implications

- 4.1 See Appendix 2 for guidance.

5. Public Health Implications

- 5.1 If bus services are reduced and/or changed in their nature, the impact on public health will form part of the LBSAF to minimise the negative implications (especially social exclusion).

6. Environmental and Climate Change Implications

- 6.1 If bus services are reduced and/or changed in their nature, the impact on the local environment and climate change will form part of the LBSAF. A potential reduction in bus service may lead to an increase in car usage that has could have a detrimental effect on the region's environment and climate change.

7. Other Significant Implications

- 7.1 None

8. Background Papers

- 8.1 Confidential Appendix (Circulated separately)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.3

East Anglian Alternative Fuels Strategy (EAAFS)

To:	Transport and Infrastructure Committee
Meeting Date:	13 July 2022
Public report:	Public Report
Lead Member:	Mayor Dr Nik Johnson
From:	Emma White, Transport Programme Manager
Key decision:	No
Forward Plan ref:	Not applicable
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">a) Note the progress on the EAAFS; andb) Recommend that the Combined Authority Board approve a six-week public consultation on the EAAFS.
Voting arrangements:	<p>Recommendation a): no vote is required as this item is for noting only. Recommendation b): A simple majority of all Members present and voting</p>

1. Purpose

- 1.1 This report provides an update on the East Anglian Alternative Fuels Strategy (EAAFS). This was undertaken by Element Energy, in partnership with the Norfolk & Suffolk LEP. The paper seeks the Member feedback on the Strategy and approval for the Combined Authority to go out for public consultation.

2. Background

- 2.1 The transport sector accounts for the highest share of national CO2 emissions (~25%), and therefore, will need to undergo deep transformation to meet the UK's 2050 net zero target. To successfully reduce transport emissions a two-fold approach is needed; switching to Alternative Fuels Vehicles (AFVs) and changing consumers' transport behaviour through incentivising modal shift.
- 2.2 The government have set three key objects to support transport decarbonisation which include:
- Accelerating the shift to AFVs by funding charging infrastructure and trialling zero emission Heavy Commercial Vehicles (HCVs);
 - Investing in green public transport, including the electrification of railways and bus routes; and
 - 'Phase out' of internal combustion engine (ICE) vehicles through possible sales bans. These include the phase out of ICE cars and vans by 2030, diesel buses by 2030 and diesel HCVs by 2035-2040.
- 2.3 Government have confirmed in a letter to the mayor that they have now published their Electric Vehicle Infrastructure Strategy. This sets out our vision for charging infrastructure in this country and defines the roles for key stakeholders, in delivering this vision. Government will also publish its response to the Future of Transport Regulatory Review consultation later this year, including measures on zero emission vehicles that are relevant to the roles of Local Authorities, and fuel retailers. The Combined Authority will respond to this consultation and the draft submissions will be subjected to a future Leaders Strategy Meeting, Transport Infrastructure Committee and Board.
- 2.4 The Combined Authority will be meeting with central government officials in the Office for Zero Emission Vehicles to discuss our emerging strategy (EAAFS) and plans for reducing carbon emissions from transport and the private car. These discussions will include the potential for the mayor to enact the powers outlined within the Automated and Electric Vehicles Act 2018. This Act allows for the mayor to designate places where large fuel retailers and service area operators must provide public charging points.
- 2.5 The CPCA and New Anglia LEP have undertaken the work to allow for a framework to be established through which informed action can be made to mitigate and adapt to climate change. A key component of this is to establish an integrated and sustainable transport network that supports local growth. Therefore, the CPCA and the New Anglia LEP require an Alternative Fuel Strategy (AFS) for East Anglia.

2.6 The EAAFS aimed to:

- Support clean growth by providing the necessary infrastructure for businesses, residents, and commuters;
- Support the decarbonisation aims of Local Authorities that have declared climate emergencies;
- Accelerate the uptake of EVs and hydrogen vehicles in the region which has historically been behind the national average;
- Improve air quality through uptake of zero emissions vehicles;
- Provide a combined vision across the region to result in greater impact; and
- Support the creation of commercial opportunities and develop an innovative supply chain.

2.7 The key objectives of the EAAFS and accompanying action plan are to provide:

- An understanding of the current policy and funding landscape for alternative fuels at local and national level;
- An evidence base of likely alternative fuel uptake and best practice policy for supporting this uptake; and
- A costed and deliverable programme of measures to address barriers to uptake, which reflects the specific challenges and opportunities of the region.

2.8 The area covered by the EAAFS includes the 18 Local Authorities that together comprise Norfolk, Suffolk, Peterborough, and Cambridgeshire.

3. Summary of EAAFS

Phase 1 – Work Package 1 Review of current situation

- 3.1 Transport policy is set at national, regional, and local level. Nationally, Net Zero by 2050 details the transport decarbonisation that has been set out in the 10-Point Plan, Energy White Paper, and Transport Decarbonisation Plan.
- 3.2 Regionally, two subnational transport bodies are active in East Anglia. Both of which have developed strategies that provide a good basis for transport decarbonisation. In addition, the Combined Authority's Independent Commission on Climate set targets for decarbonising regional transport.
- 3.3 All County Councils and most Local Authorities have set net zero dates by 2050 at the latest, with many being as soon as 2030. Subnational transport bodies have set out strategies for decarbonising transport in their respective areas, with England's Economic Heartland aspiration to reach net zero carbon by 2040 using a five-point action plan. The Cambridgeshire and Peterborough Independent Commission on Climate made specific recommendations that can lead to a sustainable transport system. Below is a summary of the targets within the constituent Council in relation to transport associated indicators.

Council	Active travel targets	Public transport targets	Freight targets	Decarbonisation targets	EV charging targets/strategy
<i>County/Unitary Authority level</i>					
Cambridgeshire	Targeted increase in walking and cycling routes (specified routes)	Improving links between rural towns and large urban centres	Shift towards rail freight; re-routing of road freight to minimise traffic	Net zero 2050	Supporting EVCP roll out but with unquantified targets
Peterborough	Use of AT to alleviate City Centre and linkage with villages	Improve PT; new developments must prioritise bus access		Net zero 2030	Encourage incorporation of charge points at car parks
Norfolk	Dedicated cycling lanes in urban areas; prioritising funding for cycle and walking route upkeep	Dedicated bus lanes; improvements of specific rail links e.g. Kings Lynn to Cambridge		Net zero 2030	Have proposed a county wide EV strategy which includes specific EVCP deployment targets
Suffolk	Targeted improvements in walking and cycling infrastructure	Targeted improvements in bus and rail infrastructure	Expansion of rail freight capacity	Net zero 2030	Plug in Suffolk project to create charging network throughout Suffolk

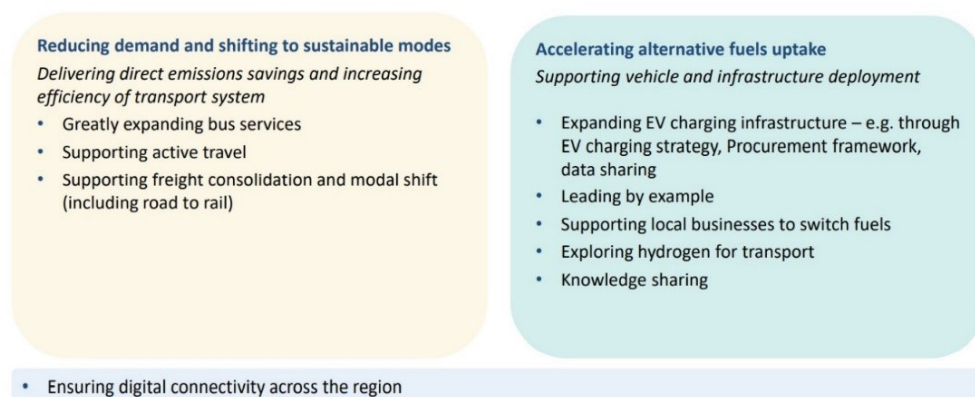
● = specific targets backed with actions
● = unspecific targets/no supporting actions
● = no targets or actions

Phase 1 – Work Package 2 Alternative Fuels Uptake

- 3.4 Transport contributes towards 33% of emissions in the region. 95% of transport emissions are due to road transport, with a 76% of road transport emissions due to cars and vans; more than 99% of vehicles have conventional fossil fuel engines (less than 0.5% of cars and vans are plug-in hybrids or battery electric). Although active travel (walking and cycling) makes up 30% of all trips, it accounts for only 3% of the average distance travelled per passenger
- 3.5 Currently the uptake in electric cars in the region is below the national average (uptake of electric cars and vans in Cambridgeshire and Peterborough region is mostly above average for the UK). There is also limited EV charging infrastructure in East Anglia outside of the major towns and local variation with charging infrastructure. There is limited uptake of alternative fuel vehicles among buses and HCVs, but upcoming opportunities will improve this.
- 3.6 With regards green gas infrastructure, there are very limited existing refuelling options for (bio)methane in the region and no current hydrogen refuelling stations.

Phase 1 – Work Package 3 Opportunities and Actions

- 3.7 The diagram below outlines the opportunities and actions required to decarbonise the transport network.



3.8 A number of stakeholder engagement exercises have been undertaken, including with the private and public sector throughout the development of this Strategy.

3.9 Phase 2 of the study built on the evidence base, with a focus on developing and refining the recommended actions. Utilising the input from local stakeholders, the evidence from the modelling and policy reviews was used to generate a preliminary long list of actions that need to be taken to boost AFV uptake. The long list was refined based on cost, deliverability, co-benefits, and CO₂ impact, with further input from local stakeholders, and has consequently been developed into the action plan and summarised in the roadmap for action.

1. Actions to expand electric vehicle charging infrastructure;
2. Actions to encourage AFV uptake; and
3. Actions to deliver a modal shift and encourage behavioural change.

[illegible]

4.1 The key next step is to socialise the EAAFS more widely through a public consultation. This needs to be carried out across the whole of the East Anglia region (inclusive of Norfolk and Suffolk). This engagement will provide essential feedback on the overarching direction of travel, the Strategy itself, and what stakeholders and the public wish to see within its associated action plan. Following the public consultation, the Strategy will be subjected to due governance and will form a key component of the Local Transport and Connectivity Plan's policy documentation suite.

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order to maintain momentum and take the strategy forward, the Combined Authority will continue to actively be engage with interested parties to continue to develop and refine an associated action/implementation plan for Cambridgeshire and Peterborough. This plan will be directly influenced by the feedback received from the public consultation.

- 4.3 Finally, the Combined Authority are establishing an Electric Vehicle Steering Group to develop a way forward from the EAFS to gear up for funding of the government's Local Electric Vehicle Infrastructure (LEVI) scheme which is due later in the year 2022.

5. Significant Implications

- 5.1 None.

6. Financial Implications

- 6.1 The cost of the consultation will be £1000 to cover all costs.

7. Legal Implications

- 7.1 None.

8. Public Health Implications

- 8.1 The implementation of the EAFS will result in an improvement in public health through better air quality in the medium-longer term.

9. Environmental and Climate Change Implications

- 9.1 The implementation of the EAFS will result in an improvement in the quality of the environment and have a positive effect on climate change in the medium-longer term.

10. Other Significant Implications

- 10.1 None

11. Background Papers

Appendix A – East Anglian Alternative Fuels Strategy



East Anglian Alternative Fuels Strategy

March 2022

1 INTRODUCTION

1.1 Action needs to be taken now

Emissions from human activity has caused approximately 1°C of warming since pre-industrial levels. The effects of this are already being felt globally with more frequent extreme weather events, sea level rise and loss of habitats.

In 2019 the UK became the first major economy to pass a net zero emissions law which requires the UK to bring greenhouse gas emissions to net zero by 2050. Collaborative efforts between national and local government is vital in order to meet the national net zero ambition.

The transport sector accounts for the highest share of national CO₂ emissions (~25%), and therefore will need to undergo deep transformation in order to meet the UK's 2050 net zero target. In order to successfully reduce transport emissions a two-fold approach is needed; **switching to Alternative Fuels Vehicles (AFVs)** and **changing consumers transport behaviour** through incentivising modal shift.

The UK government have set three key objects to support transport decarbonisation which include:

- Accelerating the shift to AFVs by funding charging infrastructure and trialling zero emission Heavy Goods Vehicles (HGVs)
- Investing in green public transport, including the electrification of railways and bus routes
- 'Phase out' of internal combustion engine (ICE) vehicles through possible sales bans. These include the phase out of ICE cars and vans by 2030, diesel buses by 2030 and diesel HGVs by 2035-2040

Degrees of Impact

The IPCC has estimated that global warming of 1.5°C and 2°C will be exceeded this century unless deep reductions in greenhouse gas emissions occur in the coming decades.

We have already started to experience climate related impacts and risks to health, livelihoods, food security, water supply, human security, and economic growth.

The magnitude of these impacts varies a lot depending on the amount of warming. Changes in several climatic drivers will be more widespread at 2°C compared to 1.5°C of warming and even more pronounced for higher warming levels.



1 INTRODUCTION



1.2 Objectives of the Alternative Fuels Strategy

The Cambridgeshire and Peterborough Combined Authority (CPCA) and New Anglia LEP are undertaking work to decide informed action to mitigate and adapt to climate change. A key component of this is to establish an integrated and sustainable transport network that supports local growth.

The Combined Authority and New Anglia LEP have commissioned an Alternative Fuels Strategy (AFS) for East Anglia, being developed alongside The Combined Authority's Local Transport and Connectivity Plan and the work conducted by the Norfolk and Suffolk Clean Growth Taskforce. The key aims of the AFS are to:

1. **Support clean growth**
2. **Support the decarbonisation aims of Local Authorities**
3. **Accelerate the uptake of AFVs in the region**
4. **Improve air quality**
5. **Provide a combined collaborative vision**
6. **Support the creation of commercial opportunities**

1.3 Scope of the Alternative Fuels Strategy

This strategy focuses on how the **uptake of alternatively fuelled land vehicles** can be boosted across East Anglia, **what and how much infrastructure** (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. The AFVs covered in this strategy include battery electric, hydrogen fuel cell and renewable natural gas vehicles, in each case the study considers the emissions of the production and use of the fuels but not the production of the vehicles.

1 INTRODUCTION

1.4 AFS focus area overview and review of the current transport system

1.4.1 AFS focus area overview

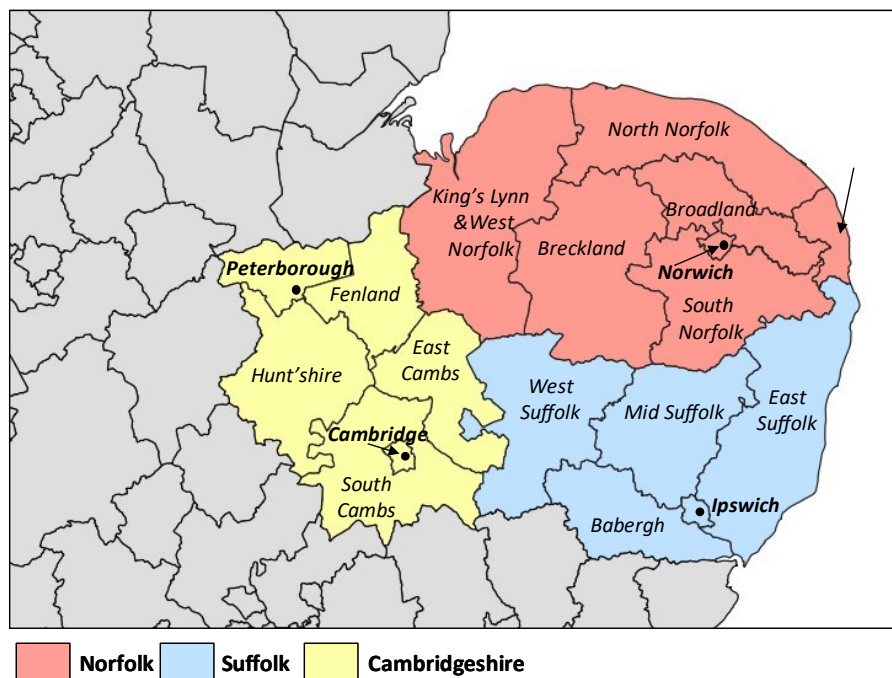


Figure 1: Map of the in-scope study region

The area covered by the East Anglia AFS includes the 18 local authorities that together comprise Norfolk, Suffolk and Cambridgeshire.

From a transport perspective, the area is also governed by two sub-national transport bodies: Transport East in Norfolk and Suffolk (also Essex, Southend-on-Sea and Thurrock) and England's Economic Heartlands in Cambridgeshire and Peterborough.

Spatially, East Anglia is predominately rural, with rural areas making up 88% of landmass¹. However, the region also includes the 4 major settlements of Norwich, Cambridge, Peterborough and Ipswich. Moreover, the majority of residents live in urban cities or towns, which together host over half of the population. There are therefore significant variations in the requirements of both people and places across the region.

Many solutions that could deliver a decarbonised transport system in urban areas will be less effective in a rural setting, and vice-versa. This AFS has hence sought to cater to regional variations, by suggesting solutions that can be applied flexibly with a place-based approach.

1.4.2 Where we are now: Transport modal share and emissions

Cars remain the mode of choice for passenger transport in East Anglia. Nearly two-thirds of all journeys in the region are made by car, making car dependence much higher than England as a whole, a difference reflective of the area's rurality. Car trips equate to an even higher proportion of the distance travelled per person, and proportion of transport emissions.

Active travel (walking and cycling) is the next most popular form of passenger transport across the region, if popularity is measured by the proportion of trips. Just under a third of all trips are either walked or cycled, however this inevitably translates to a much smaller proportion of the distance travelled per person, due to the relative shortness of active travel journeys.

Public transport (PT) makes up less than a tenth of trips in East Anglia. However, PT journeys (in particular rail) tend to be longer. This means that a fifth of the distance travelled per person is by bus, rail, coach or minibuses.

¹ Office for National Statistics. 57% of the population of the region live in urban cities or towns.

1 INTRODUCTION

Freight transport by rail, HGV and vans has also been considered in this strategy. Freight moved by these modes contributes two-fifths of the emissions of the East Anglian transport system as a whole, clearly indicating that decarbonising passenger transport can only get us part of the way to net zero transport. Actions to decarbonise freight have hence been recommended as part of the AFS.

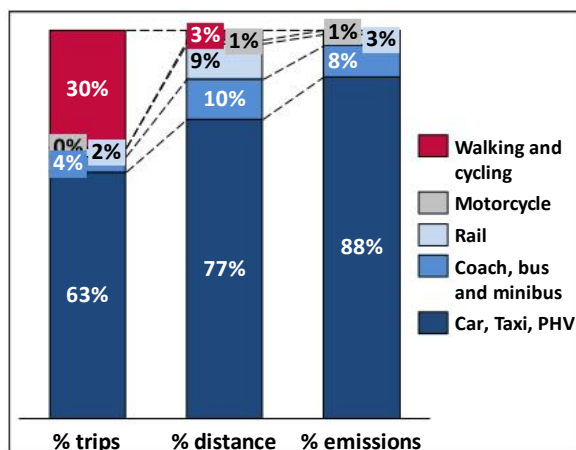


Figure 2: Breakdown of passenger trips, distance and emissions by mode

1.4.3 Where we are now: AFV uptake and supporting infrastructure

AFV uptake and the roll-out of supporting infrastructure in East Anglia remains low. **Less than one percent of private cars and vans in the region are currently EVs.** There is significant variation in uptake across the 18 present local authorities - Peterborough and Cambridge have the highest uptake, while Fenland and Great Yarmouth have the lowest.

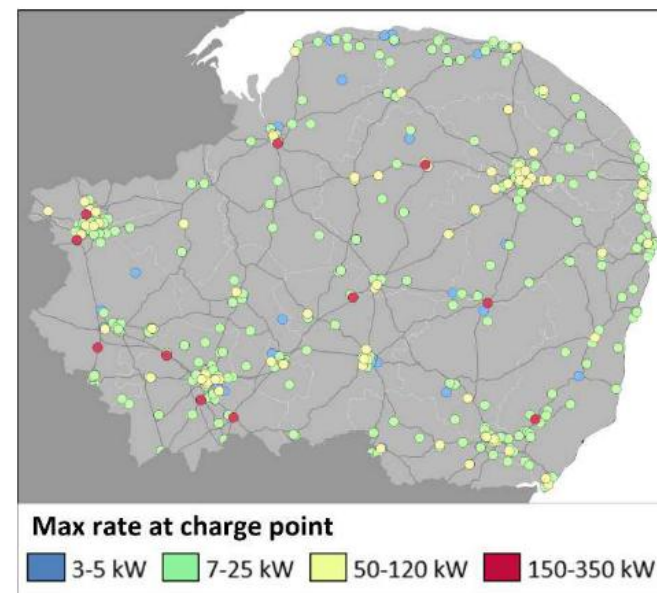


Figure 3: Map of the East Anglian public charging network

The public charging network across East Anglia is also at a relatively early stage of development. Figure 3 shows the current sites of public electric vehicle charge points, as well as the major roads connecting the region. The majority of charge points are clustered around key settlements, or distributed along the road network, with relatively few charge points found in between. The focus of the charge point network is expected to shift away from en-route charging as BEV range improves.

Uptake of alternative fuels heavy duty vehicles is also low. Of the over 5,000 buses in East Anglia, just two are electric (in Cambridge)². In addition, of the over 24,000 HGVs registered in the region, less than fifty are known to run on natural gas. There are just two semi-private gas stations in East Anglia, and no known plans for a hydrogen refuelling station.

² This is due to increase however, following the successful applications of CPCA and Norfolk County Council to the ZEBRA funding scheme, who will deliver 30 double-decker and 15 single-decker electric buses respectively.

2 UNDERSTANDING THE FUTURE OF TRANSPORT IN EAST ANGLIA

The East Anglian transport system will need to transform in the coming decades to meet the climate targets. To achieve a decarbonised transport system, changes to the types of vehicles, the fuels used for transport, the supporting infrastructure and the way in which we interact with all of these are needed. Crucial to smoothly navigating this is a quantification of the exact extent of changes needed and expected, especially in terms of:

- The number and type of different AFVs that could enter the transport system in the coming years
- The infrastructure that will be needed to support these AFVs and also deliver economic growth
- The future demand for energy vectors that are currently in relatively low use for transport, including electricity, hydrogen and renewable natural gas
- The level of behavioural change needed to achieve a decarbonised transport system in time to avoid significant levels of global warming

To that effect, the development of this strategy has included quantitative modelling of a variety of scenarios leading to the decarbonisation of the East Anglian transport system, which have been used to inform the development of the AFS. Figure 4 from the modelling, which highlight the difference in timescales expected for the decarbonisation of the light and heavy-duty sectors in East Anglia.

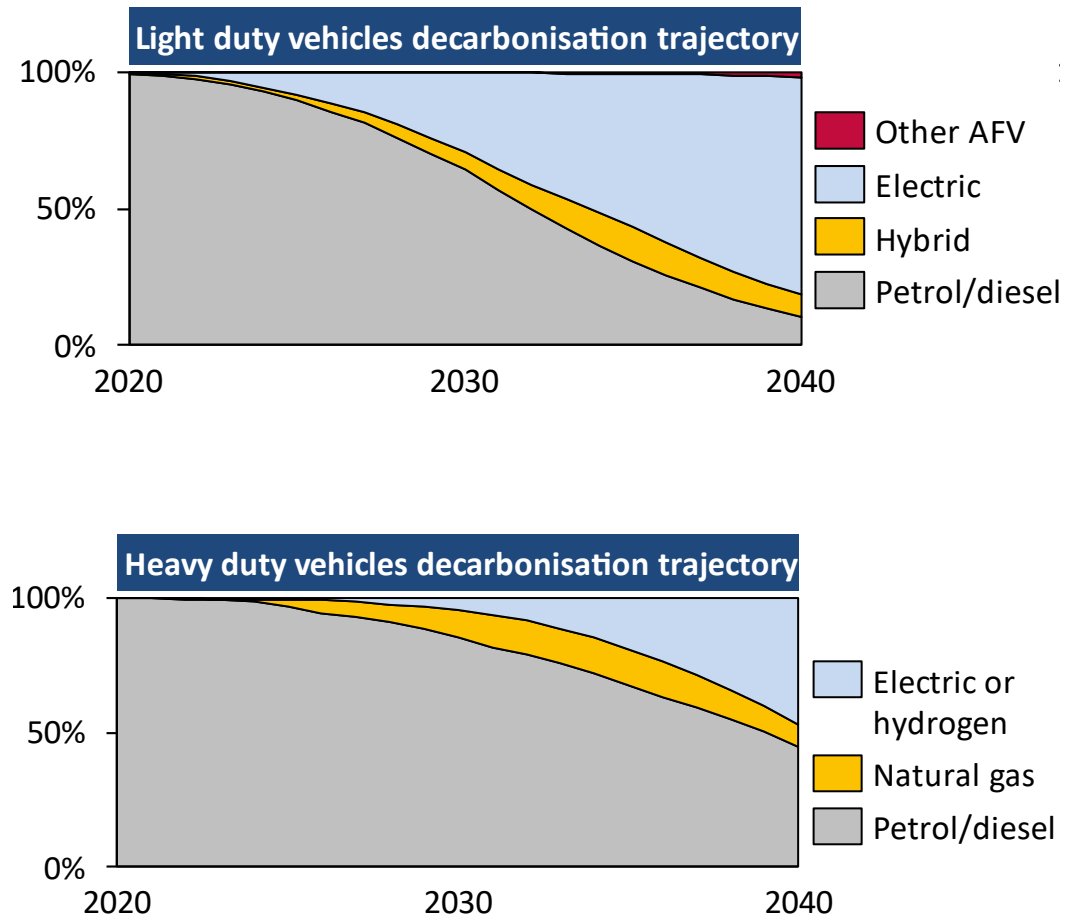


Figure 4: Forecasts for the decarbonisation trajectories of the light and heavy-duty vehicle stock in East Anglia out to 2040

3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

The purpose of the AFS is to chart a course that can be taken to boost AFV uptake in East Anglia and ultimately achieve a decarbonised transport system.

Therefore, an action plan and roadmap for action have been developed, and summarised in this document. The process for developing the action plan and roadmap is shown in Figure 5. Figure 5 illustrates how the evidence base generated has been converted into the final action plan and roadmap, in collaboration with local stakeholders such as local authorities and key representatives of the private sector such as the Cambridge Norwich Tech Corridor.

With input from local stakeholders, the evidence base from the modelling and policy review was used to generate a preliminary long-list of actions that need to be taken to boost AFV uptake. This long-list was then refined based on cost, deliverability, co-benefits and CO₂ impact, with further input from local stakeholders, and has consequently been developed into the action plan and summarised in the roadmap for action.

The actions are split into the three broad categories below, which are explained in more detail in the ensuing sections.

1. Actions to expand electric vehicle charging infrastructure
2. Actions to encourage AFV uptake
3. Actions to deliver a modal shift and encourage behavioural change

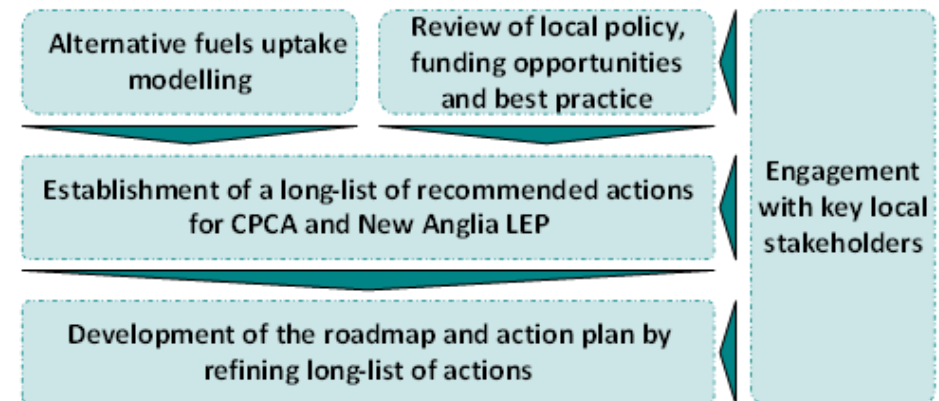


Figure 5: Forecast public EVCPs required in East Anglia in key years

3.1 Transitioning to alternative fuels: Expanding EV charging infrastructure

Access to charging infrastructure is a key enabler of electric vehicle uptake. Current EV owners do the majority (~75%)³ of their charging privately, at their home driveway or garage. Public infrastructure is then used to occasionally supplement this when EV owners are parking at a destination or travelling long distances and charging en-route. As EV uptake grows the demand for public charging infrastructure will grow significantly⁴. In part this will be due to the increased number of EVs, but the problem will be exacerbated by the fact that **later EV adopters are more likely not to have access to off-street parking** (driveways/garages), and so will be more reliant on public charging infrastructure

For public charging infrastructure to fully enable EV uptake, charge points need to be equitably distributed, and a suitable number and

³ Electric Vehicle Charging Behaviour National Grid ESO

⁴ Element Energy modelling based on UKPN Consumer Transformation scenario

3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

technology type need to be available. In addition, to avoid slowing EV adoption charging infrastructure needs to be deployed ahead of charging demand.

To achieve the successful deployment of a public charging network across East Anglia:

- There should be a unified vision and approach to charging infrastructure deployment to ensure interoperability.
- The deployment of public charging infrastructure by private sector players should prioritise regions with low off-street parking access.
- The deployment of charging infrastructure needs supporting in more challenging/ uncommercial areas to ensure there is an equitable distribution of charge points across the region.
- Wider public infrastructure could be supported by co-locating public transport services (bus, rail, park and ride), cycling infrastructure, freight consolidation centres and refuelling stations alongside charging infrastructure.

Continued and regular communication between all players is needed. This includes between public sector members such as; the Combined

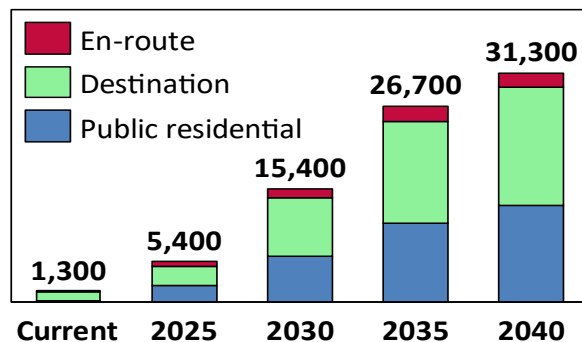


Figure 6: Forecast public EVCPs required in East Anglia in key years

Authority, New Anglia LEP, Local Authorities, and local transport bodies, and private sector players such as; local businesses, the electricity supplier, charge point operators and private land owners.

3.2 Transitioning to alternative fuels: Wider action

In recent years there has been an increase in the uptake of electric light duty vehicles such as battery electric and plug-in hybrid cars and vans, but uptake remains low across the stock as a whole. Uptake has started to accelerate due to support from government policy, an improvement in EV products and a decrease in the upfront purchase price. AFV uptake in lorries has also started to increase at a national level, however, uptake greatly lags behind cars and vans

Significant support remains essential to the uptake of AFV's, to achieve local and regional transport decarbonisation targets. This is particularly important for fleets and harder to decarbonise market segments (such as the heaviest HGVs). Key actions needed to accelerate the uptake of AFVs should especially focus on high emitting groups, including:

High mileage vehicles: User groups such as taxi's, private hire vehicles (PHVs) and shared car fleets contribute a significantly higher proportion of emissions per vehicle than an average car or van due to their high mileages. Greater emissions savings are therefore achieved by converting each of these vehicles to an EV early.

Business fleets: Businesses have influence over a high number of vehicles, such as company cars, service fleets or even employees' personal cars being used for work ('grey fleets'). Local government should try to support local businesses to transition their fleets to ZEVs and address grey fleet emissions. To help their employees switch to an EV, businesses need to make EVs an option and ensure access to sufficient charging infrastructure at work and home.

HGVs: Hydrogen and battery electric HGVs are currently undergoing government funded trials. Local government can advertise trial opportunities to local fleets and support a local plan for a connected refuelling/recharging network across the region.

3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

Bus operators: Local operators should try to set concrete decarbonisation targets to work towards. Local government can support these efforts through their enhanced partnerships. Financial and logistical barriers need to be removed to allow targets to be met for example through leveraging national grants and sharing best practice advice.

Alongside directly encouraging AFV uptake, AFVs need to be made a more attractive option than using a petrol or diesel vehicles. This includes prioritising EVs over higher emission vehicles when implementing regulations and licencing conditions.

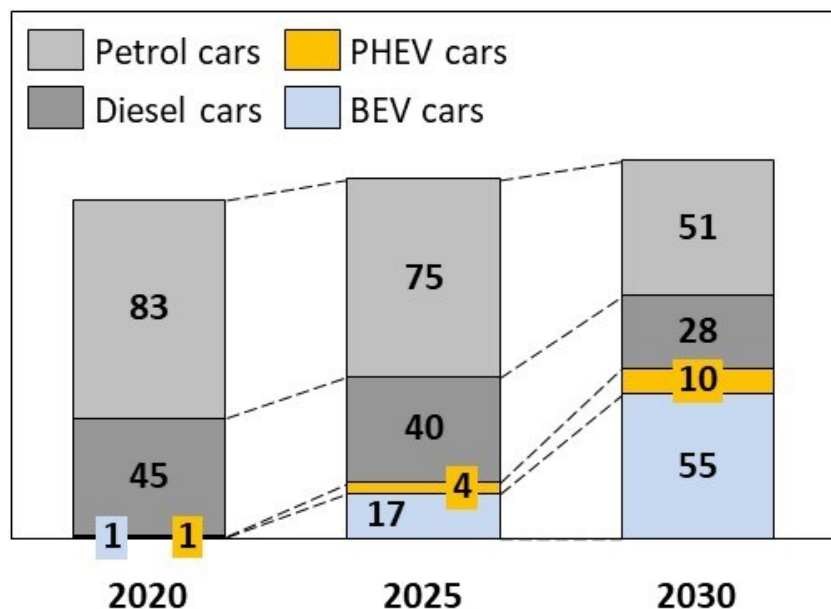


Figure 7: Potential breakdown by fuel type of car stock across East Anglia (tens of thousands)



3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

3.3 Delivering a modal shift and encouraging behaviour change

3.3.1 The need for actions which target modal shift and behaviour change

Relying on the uptake of AFV technologies alone, however, can only go so far in achieving decarbonisation. Moreover, to ensure that global warming targets are not exceeded, it is paramount that significant emissions reductions are achieved **before 2030**, this means relying on AFV and behaviour change together. In such a scenario **East Anglia transport emissions could be reduced to almost half current levels by 2030**.

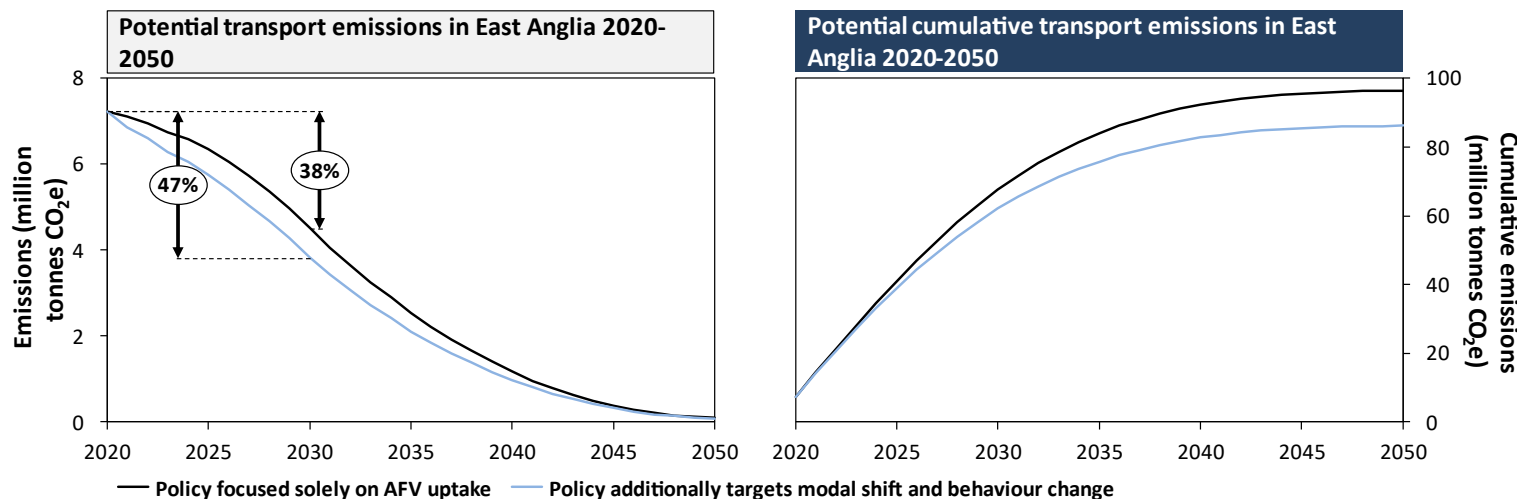


Figure 8: Year-on-year and cumulative emissions profiles for the East Anglia transport system in two different scenarios, highlighting the importance of policy that focuses on modal shift and behaviour change ahead of 2030⁵

⁵ Note that the value of all emissions has been calculated on a well-to-wheel basis (considering all emissions related to fuel production, processing, distribution, and end use).

3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

3.4 Actions to deliver a modal shift and behaviour change

Actions to achieve emissions reductions of this scale and in the given timescale should target both passenger and freight transport.

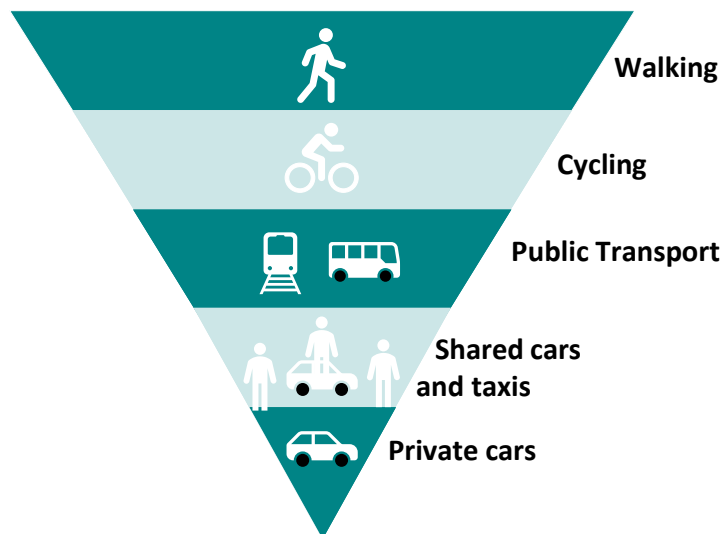


Figure 9: Travel hierarchy for passenger transport

Passenger:

When it comes to passenger transport the aim should be to move as many journeys as possible up the travel hierarchy which is shown in Figure 9.

To achieve this there are two main themes to actions that should be taken. Firstly, alternatives to private cars should be strongly incentivised. This includes making public transport cheaper and more efficient as well as making active travel safer and more attractive. There will always be some journeys that need to be made by car – and for these, car clubs

offer a more sustainable option. Secondly, private car use should be made a less attractive option for certain journeys, and in some instances disincentivised. This could include measures such as limiting new road building and establishing pedestrianised zones in urban areas.

Clearly, there is variation in private car dependence between rural and urban communities, and any disincentives may impact low-income households to a greater extent than others. It is therefore essential to achieving a **just transition** that all action is taken coherently. Where private cars are disincentivised, a cheaper and better alternative transport option always needs to be offered.

Freight:

A modal shift is also vital with respect to freight movements. There are a few key actions, which if taken would significantly contribute to reducing emissions.

- **Shifting freight from HGVs to rail** – moving more goods onto railways is more sustainable than moving goods by road. In East Anglia a key way to achieve this would be increasing the capacity at bottlenecks such as along the route from Felixstowe to the midlands.
- **Consolidation** – Establishing consolidation centres for freight is an essential step to having fewer HGV and van journeys across the region.
- **Last mile delivery** - Cargo bikes are a more sustainable option than vans for 'last mile' delivery services, and should be used in place where possible.

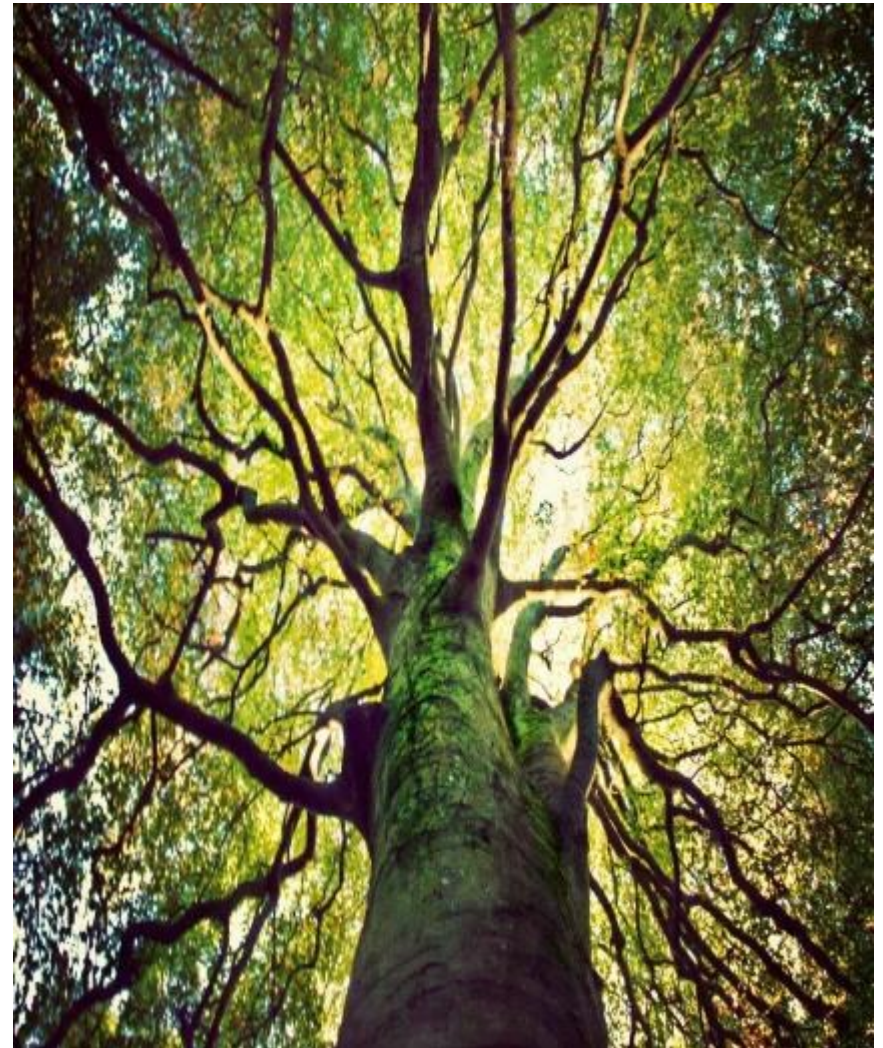
3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

3.5 Roadmap for action

The roadmap for action is shown in Figure 9 overleaf. The roadmap summarises key recommended actions and also includes target milestones for transport decarbonisation by 2030 and 2040. The actions included are those considered most essential from the accompanying action plan, while the milestones are outputs from the technical modelling conducted as part of the earlier development of the strategy.

The roadmap is broken down into three main categories. The categories are the same as the themes described in Section 4 of this document. The categories displayed on the roadmap are as follows:

- **AFV uptake (EV charging)** – the actions and milestones relevant to deploying EV charging infrastructure. The milestones are an estimated upper bound for the number of public EVCPs that could be needed in that year (both public and private sector), split by en-route, destination and public residential charge points
- **AFV uptake (wider-action)** – the actions and milestones that will either directly or indirectly lead to the uptake of AFVs. The milestones in this category focus on the percentage of the regional vehicle stock that could be AFVs at the given date, split out by mode
- **Modal shift** – these are the actions and milestones related to shifting both passenger and freight transport onto more sustainable modes. The milestones are an indication of the shift modelled as achievable in the given year.



3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

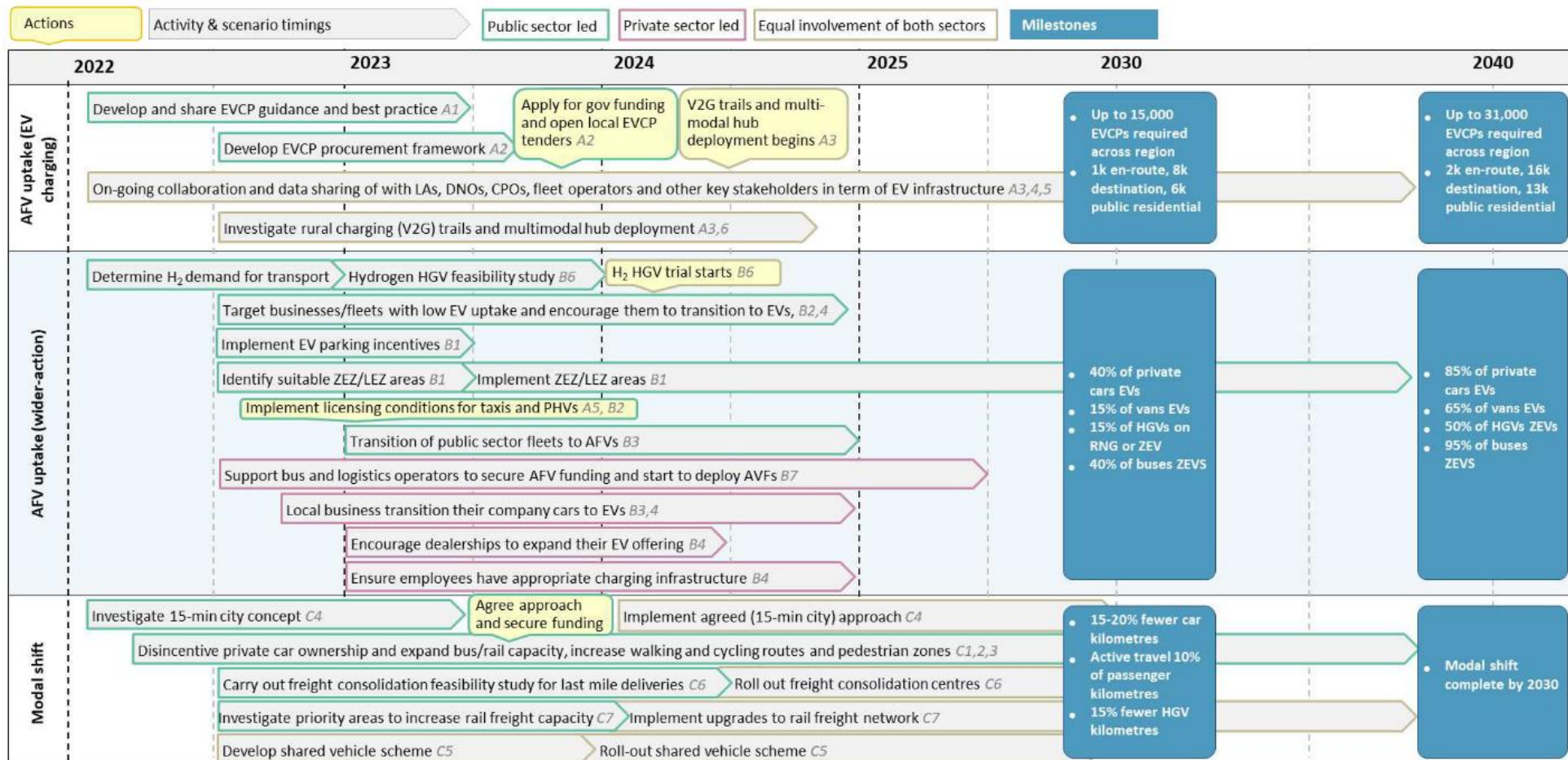


Figure 10: Roadmap summarising key actions set-out in the action plan as well as milestone targets

3 ACTION PLAN FOR DECARBONISING EAST ANGLIAN TRANSPORT

The East Anglia Alternative Fuels Strategy was developed by Element Energy on behalf of the Cambridgeshire and Peterborough Combined Authority (CPCA) and the New Anglia Local Enterprise Partnership (New Anglia LEP). This document is one of three core reports underpinning the strategy. A technical report compiling all evidence used, and a detailed action plan are also in the ownership of The Combined Authority and New Anglia LEP.

All work undertaken for the Alternative Fuels Strategy was done so with input from local stakeholders. Many attended multiple workshops, providing key data and insights that have been vital in developing the study. The authors would like to thank the following groups:

- Babergh District Council
- Breckland District Council
- Cambridge City Council
- Cambridge Norwich Tech Corridor (private sector focused)
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- East Cambridgeshire District Council
- East Suffolk Council
- Fenland District Council
- Great Yarmouth Borough Council
- Greater South East Energy Hub
- New Anglia Local Enterprise Partnership
- Norfolk and Suffolk Clean Growth Taskforce
- Norfolk and Suffolk Transport Board
- Norfolk Broads Authority
- Norfolk County Council
- North Norfolk District Council
- Norwich City Council
- Peterborough City Council
- South Cambridgeshire District Council
- South Norfolk and Broadland District Council
- Suffolk County Council



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.4

Active Travel – Cambridgeshire

To: Transport and Infrastructure Committee

Meeting Date: 13 July 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Tim Bellamy, Interim Head of Transport

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Recommend to the Combined Authority Board the drawdown of £753,000 of Active Travel Funding from the Medium -Term Financial Plan to complete a programme of active travel improvements in Cambridgeshire; and
- b) Recommend to the Combined Authority Board the delegation of authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer, to conclude a Grant Funding Agreement with Cambridgeshire County Council to enable work to progress.

Voting arrangements: For Item a) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members

For Item b) a simple majority of all Members present and voting
To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1. Purpose

- 1.1 To seek the Transport and Infrastructure Committee's recommendation to the Combined Authority Board to drawdown funding for the completion of a programme of active travel measures in Cambridgeshire.
- 1.2 Additionally, to enable the funding to be granted to Cambridgeshire County Council by the Combined Authority a recommendation to the Combined Authority Board is sought to delegate authority to the Interim Head of Transport to conclude a Grant Funding Agreement in consultation with the Chief Finance Officer and Monitoring Officer.

2. Background

- 2.1 In May 2020 the government announced funding to enable Local Authorities to implement emergency active travel measures. Later in July 2020 a second round of funding from the Active Travel Fund was announced. Tranche 2 was for the implementation of long-term measures to benefit walking and cycling. The County Council working with the Greater Cambridgeshire Partnership and District Councils compiled a list of active travel measures.
- 2.2 The list of active travel measures was assessed against the government criteria and consultation was carried out to create a shortlist of interventions. Whilst government granted funding for the programme to £1.2 million in 2021, a cost review has demonstrated that further funding is required to complete the programme.
- 2.3 At its meeting on 30 March 2022, the Combined Authority Board approved a short list of projects which have cross-region impact, fit within the headroom within the current Medium-Term Financial Plan (MTFP), align with emerging strategy and are likely to represent good value for money. The shortlist included ringfenced funding for active travel improvements for Cambridgeshire and Peterborough.
- 2.4 Cambridgeshire County Council has sought funding from the Combined Authority to complete the existing programme of active travel measures.
- 2.5 The additional funding, to the £1.2 million received by County from government, is due to higher-than-expected construction estimates. Many of the sites are in constrained locations with restricted working hours leading to more complex traffic management.
- 2.6 A total of 32 projects are within the active travel programme, 17 are due to be constructed by Cambridgeshire County Council by the end of the calendar year. The remaining 15 are aligned with the Greater Cambridgeshire Partnership's City Access Strategy and will be developed and delivered by them. A list of the interventions and their locations are contained within Appendix 1.

3. Financial Implications

- 3.1 A full financial review of the programme of active travel measures was undertaken by Cambridgeshire County Council in January 2022 and additional funding of £753,000 is sought to enable the completion of the active travel measures.

4. Legal Implications

- 4.1 The Combined Authority will enter into a Grant Funding Agreement after confirmation as fit for purpose by the Combined Authority's Legal Services. The recommendations accord with CPCA's powers under Part 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251)

5. Public Health Implications

- 5.1 These improvements seek to improve walking and cycling infrastructure, providing improved and safe routes to encourage more people to walk and cycle. Increasing those walking and cycling as the subsequent health and wellbeing benefits of exercise.

6. Environmental and Climate Change Implications

- 6.1 Improving walking and cycling infrastructure is expected to encourage more active travel and mode shift.

7. Appendices

- 7.1 Appendix 1 – Schedule of Projects

8. Background Papers

- 8.1 [Budget Monitoring Report March 2022](#)

Appendix 1 – Active Travel Measures – Cambridgeshire

<i>schemes to be delivered by Cambridgeshire County Council subject to final costing and ETRO process</i>	<i>Scheme Type/Description</i>
A505/A1301 roundabout near Pampisford - crossing improvements	Roundabout treatment - kerbs to be widened out by the use of 'wands' (flexible traffic posts) on the north arm and on the exits of the east and west arms. This will reduce crossing distances for pedestrians and cyclists and slow vehicle speeds.
Bassingbourn - Brook Road and High Street	Speed reduction and traffic calming - reduced speed limit between Litlington and Bassingbourn and 20mph speed limit on Brook Rd, High St, The Causeway and adjoining streets Chicanes (vehicles give way in one direction): one on South End and one on High St
Buckden - High Street near St Hugh's Road junction	Speed reduction - chicane with cycle bypass on High St near A1 junction (just north of St Hugh's Rd)
Church Street, Chesterton, Cambridge - between Chapel Street and Lynfield Lane	Modal filter - no through access for motor vehicles on Church St between Lynfield Lane and Chapel St (planters/removable bollards)
Junction of A1303 Maddingley Road and Cambridge Road, Maddingley	Modal filter - access only into Cambridge Rd (towards Maddingley village). No exit for motor vehicles from Cambridge Rd onto A1303 Maddingley Rd (alternative route via Church Lane). Speed limit reduced from 60 to 40mph on Cambridge Rd. Reduction in the width of the Maddingley Rd/ Cambridge Rd, Coton junction to improve safety of the crossing point. New crossing island for pedestrians & cyclists on A1303 Maddingley Rd. Bus stop near Maddingley Hall gates to be relocated round the corner on High St
Cowley Road, Cambridge between Jane Coston Bridge and Milton Road (near Science Park junction)	Cycle link - removal of car parking on east side of Cowley Rd, between Jane Coston Bridge and Milton Rd, to create new bidirectional cycle lane, protected by 'wands' (flexible traffic posts). Improving cycle link between Milton village and Science/Business Parks/Cambridge North rail station. Priority crossings over side access roads and improved crossing points over Cowley Rd.

<i>East Road, Cambridge between Anglia Ruskin and Newmarket Road roundabout</i>	<p><i>Cycle link - removal of a traffic lane on a section of East Rd (east of Burleigh Street) to improve cycle lanes or provide new ones. These cycle lanes will be protected by 'wands' (flexible traffic posts).</i></p> <p><i>Cycle priority crossings over side access roads.</i></p> <p><i>Updated/refreshed lining, markings and signage.</i></p>
<i>Fallowfield, Chesterton, Cambridge between Water Street and Frank's Lane/Green End Road</i>	<i>Access improvement - Re-location of bollards and reshaping island to increase space for cyclists</i>
<i>Granta Place Gate, Cambridge - access point between Coe Fen and Mill Lane junction</i>	<i>Access improvement - Replacement of vehicular access gate with cattlegrids and removable bollard. Additional pedestrian gate to match existing.</i>
<i>Ambury Road, Huntingdon, southern section between the Ring Road and Avenue Road</i>	<i>Cycle link - providing a contra-flow cycle lane at the southern end of Ambury Rd with a small protective island at the start of the lane and moving the parking to the west side of the road. Signage of the cycle route via Priory Rd and Cowper Rd.</i>
<i>Newmarket Road / Barnwell Drive (McDonalds) roundabout, Cambridge</i>	<i>Roundabout treatment - widening of footway on eastern side of the roundabout to reduce vehicle speeds and crossing distances for pedestrians. Widening of the central islands on Barnwell Rd and Wadloes Rd to improve crossings.</i>
<i>Junction of Silver Street/Kings Parade, Cambridge</i>	<i>Making temporary scheme changing the priority, permanent with additional dropped kerbs and tactile paving to improve pedestrian crossing movement</i>
<i>Trumpington Street/Lensfield Road/Fen Causeway Mini Roundabouts, Cambridge</i>	<i>Roundabout treatment - reducing the number of approach lanes from 3 to 2 and from 2 to 1 between the roundabouts to reduce conflicts. Increasing island widths for pedestrians at the Lensfield Rd & Trumpington St junctions and providing some protected space for cyclists using wands (flexible traffic posts).</i>
<i>Vinery Road, Cambridge (Coldham's Lane end)</i>	<i>Modal Filter - installation of planter to prevent through-vehicular movements just south of St Philip's Primary School</i>
<i>Wisbech Cycle Lockers</i>	<i>Secure cycle parking in Bus Station area</i>
<i>Eastgate, Cambourne - between Jeavon's Lane and Lancaster Gate (Cambourne Church, Jeavon's Wood Primary School, Cambourne Pre-School)</i>	<i>Cycle link - making Eastgate one-way eastbound from the Church car park to just before the junction with Lancaster Gate to allow for a two-way cycle lane protected with wands (flexible traffic posts).</i>

	<i>The paths either end to be made shared use to link to existing crossing points and widened if budget allows.</i>
<i>The Broadway, St Ives between the Norris Museum and Queen Victoria Jubilee Fountain</i>	<p><i>Layout changes using bolt down kerbs to increase pedestrian space and improve crossings.</i></p> <p><i>Chicane with Give Way for eastbound vehicles on The Waits, near the museum.</i></p> <p><i>Additional disability parking bays but reduction in overall parking provision.</i></p>

15 schemes that are being considered by the Greater Cambridge Partnership following consultation on Cambridge Network Hierarchy Review in Summer 2022+A28:B43	Scheme Type
Arbury Road, Cambridge, west of Ley's Road	Modal filter - no through access for motor vehicles
Barton Road/Fen Causeway Roundabout, Cambridge	Roundabout treatment - reduce approach lanes & widen pedestrian islands to improve crossings/enlarge roundabout to slow speeds
Chesterton Road/Elizabeth Way Roundabout, Cambridge	Roundabout treatment - widen pedestrian islands to improve crossings & segregated cycle lanes around sections of roundabout
Coldhams Lane, Cambridge between Cromwell Road and railway bridge	Modal filter - no through access for motor vehicles
Newmarket Road/East Rd roundabout, Cambridge	Roundabout treatment - reduce traffic lanes around roundabout/segregated cycle lanes at entry & exit to Newmarket Rd
Elizabeth Way Bridge, Cambridge	Cycle link - bidirectional cycleway between St Andrew's Rd & Newmarket Rd
A603 Barton Road/M11 overbridge, between Cambridge and Barton	Cycle link - remove traffic lane/ new protected bidirectional cycle lane between two roundabouts
Milton Road / Elizabeth Way roundabout, Cambridge	Roundabout treatment - see GCP Milton Rd scheme plans
Milton Road, Cambridge	Cycle link - see GCP Milton Rd scheme plans
Mitchams Corner gyratory, Cambridge	Cycle link - reduce traffic lanes to provide new protected cycle lanes
Newmarket Road, Cambridge, between Elizabeth Way and McDonalds roundabout	Cycle link - see GCP Eastern Access scheme plans
Newmarket Road, Cambridge: Swanns Lane to Leper Chapel	Cycle link - see GCP Eastern Access scheme plans
Queens Road / Northampton Street / Madingley Road roundabout - Inner Ring Road, Cambridge	Roundabout treatment - reduce entry lanes & widen pedestrian islands
St Neots Road, Hardwick - Madingley Mulch/Long Road section	Modal filter - no through access for motor vehicles

Union Lane, Cambridge, just east of Milton Road junction	Modal filter - no through access for motor vehicles
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Agenda Item No: 2.5

Transport Modelling for Cambridgeshire and Peterborough

To:	Transport and Infrastructure Committee
Meeting Date:	13 July 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Michael Soper, Analysis and Evaluation Manager
Key decision:	No
Forward Plan ref:	n/a
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">a) Agree the change in delivery for a new transport model with Cambridgeshire County Council being commissioned to lead the delivery of the model on behalf of all partners;b) Recommend the Combined Authority Board agree the changes to the spending objectives for the initial transport model budget. Previously approved budget will now be committed to modelling activities of:<ul style="list-style-type: none">i. Collection of data to populate current and future transport models.ii. Preparation of a full business case for the design and build of a new transport model; andc) Note the future arrangements for the review of the model, full business case, and sign-off of MTFP funds (subject to approval) at a future date.
Voting arrangements:	Recommendation a) and b) requires a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the

Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

Recommendation c) is for noting only: no vote required.

1. Purpose

- 1.1 The purpose of the report is to inform the Transport and Infrastructure Committee (TIC) about a variation to the proposed approach to develop a transport model for the Cambridgeshire and Peterborough area. Under the DfT framework for taking forward transport schemes, a compliant transport model is mandatory to test options and demonstrate benefits.
- 1.2 The TIC and CA Board were previously informed that the Combined Authority would take forward the development of a cloud based 'data layer' to store transport movement data. With data collection and transport modelling being commissioned at a later stage, however the timelines of the Combined Authority and other partner's schemes require a swifter approach.

2. Background

- 2.1 During the assessment of recent studies, the DfT have suggested that the use of the existing suite of models will not be suitable going forward for use in scheme business cases due to the age of the data and the area of coverage. The issue of data age has been addressed by the recent creation of a '2019 Present Year Validation' which indicates that the model validates well within the core area of the model, but this does not address the issues with the coverage of the modelled area.
- 2.2 There is currently a significant number of Combined Authority's and other organisation's transport schemes that are either at the proposal stage or in early business case stage. These require a valid transport model to test the scheme impact and benefits. The proposed new model of the whole Combined Authority area will enable the testing of multiple schemes for a wide range of end users, including (but not limited to):
 - The Combined Authority;
 - CCC;
 - GCP;
 - Local Plans: and
 - Developers.
- 2.3 Schemes that might benefit from the provision of the proposed model are listed in full in appendix one. The advantage of building a single model covering the whole of the region instead of a range of smaller scheme specific models is that the larger model will be more efficient to build and use and will ensure consistency of results across all schemes that would not be possible if the current model system continued.
- 2.4 In addition, the use of a single large model will enable the true level of benefits from a package of schemes to be assessed and will also enable an accurate assessment of where the benefits sit. It is important to note that without a fully TAG compliant model it will be harder for identified Combined Authority transport interventions to prove their impact and benefits.
- 2.5 The proposed model will also facilitate the testing of the impact of a wide range of modes of Transport and will also facilitate the testing of the interchange between modes. Making a significant contribution to testing policies aimed at achieving change in mode share, increasing sustainable modes of travel, and tackling climate change.

3. Delivering the model

- 3.1 The Combined Authority Board previously approved a £750k budget for 2021-22 to commission and build a data layer, to hold transport data in a cloud-based storage system. £10k of this was used in year (for a stake-holder engagement exercise and scoping document), creating a £740k underspend. Whilst the principles behind establishing the data layer were appropriate at the time, the capacity to take the project forward was limited by staff vacancies. The Combined Authority is faced with a pressing need to commission a core transport model. Spending prioritisation as part of the MTFP process showed that there were a considerable number of other partner transport projects that could be taken forward therefore repurposing the £740k underspend to the model and creation of the FBC will free up budget capacity elsewhere compared to taking both projects forward.
- 3.2 Cambridgeshire County Council (CCC) has the capacity and expertise to commission a model and manage it once it has been built. In line with almost all other authorities they do not have the inhouse skills to build a model of this scale therefore the model build will be undertaken by consultants, but the project management will be undertaken by CCC on behalf of all partners. This approach is more in line with the new partnership model that the combined authority is focusing on compared to leading all delivery itself.
- 3.3 It is envisaged that the model build will be procured via an existing procurement framework (JPSF) managed by CCC. The experience of the teams employed by the parties on the JPSF are best placed to provide the strategic model build in the first instance with the smaller more detailed models following on utilising the same data used in the strategic model. The consultants on the JSPF are market leaders in transport modelling and therefore have the necessary expertise, in addition the use of the JPSF will speed up the procurement process as the pre checks have already been completed.
- 3.4 The Combined Authority commissioned a piece of work to prioritise the uses that stakeholders might want from a transport model. As part of the scoping exercise this list of requirements will be collated and evaluated to determine what elements can be accommodated. The results of this exercise will be shared with stakeholders. Partnership working will be an important part of delivery with an officer management board being set-up to ensure that all local partners can be involved in the detail of the model specification.

4. Financial Implications

- 4.1 The current budget profile for spending on transport modelling within the MTFP is shown below.

	2021-22	2022-23	2023-24	2024-25	2025-26
Approved	£750k Only £10k spent	Carry forward of £740k			
Subject to approval		£1.136m	£585k	£215k	£215k

- 4.2 The proposed expenditure plan is to commit the £740k approved expenditure that has been carried forward from 2021-22 to data collection (the bulk of the sum) and to the preparation of a full business case / model specification by consultants, commissioned through CCC's framework.

5. Legal Implications

5.1 None.

6. Public Health Implications

6.1 Neutral implications for public health.

7. Environmental and Climate Change Implications

7.1 Neutral implications for the environment and climate change.

8. Other Significant Implications

8.1 None.

9. Appendices

9.1 None.

10. Background Papers

10.1 None.

Kings Dyke Levelling Crossing Closure

To:	Transport and Infrastructure Committee
Meeting Date:	13 July 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Anna Graham, Transport Programme Manager
Key decision:	No
Forward Plan ref:	Not applicable
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">a) Note the progress of the Kings Dyke levelling crossing closure; andb) Recommend that the Combined Authority Board approve the drawdown of £2.1 million of subject to approval funding for Kings Dyke levelling crossing closure from the Medium-Term Financial Plan.
Voting arrangements:	<p>For Item a) a simple majority of all Members present and voting and Item b) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members</p> <p>To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.</p>

1. Purpose

- 1.1 To provide an update on the progress of the Kings Dyke level crossing closure and to seek approval from the Combined Authority Board for the drawdown of subject to approval funding from the Medium-Term Financial Plan.

2. Background

- 2.1 The A605 is an important east-west route between the Fens and Peterborough, providing connections to the A1(M) and the A47 via the Peterborough Parkway Network. It currently suffers significant congestion during closures at the level crossing which services approximately 120 daily train movements. The scheme's objective is to remove this road-rail conflict.
- 2.2 At its meeting in October 2018 the Combined Authority Board approved funding of up to £16.4m from the Medium-Term Financial Plan and the apportionment of 40 / 60 as a split of any under / overspend against the budget between Cambridgeshire County Council (40%) and the Combined Authority (60%).
- 2.3 The main contractor, Jones Bros Civil Engineering UK, was appointed for the construction phase which commenced on 15 June 2020. The scheme is forecast to complete in December 2022 and the project remains on programme to achieve this.
- 2.4 The total scheme budget of £29.98 million is made up of £5.58 million from the County Council (Local Transport Bodies and residual capital), £8 million Growth Deal funding approved by the former Local Enterprise Partnership and £16.4 million from the Cambridgeshire and Peterborough Combined Authority's Gainshare.
- 2.5 In April 2020 the County Council's Economy and Environment Committee recommended to the General Purposes Committee that additional funding of £2.018 million be allocated to the scheme to cover the value of the risk register as outlined in the County Council's Economy and Environment Committee paper, Annex 1. In addition to the £2.018 Million the committee recommended £1.5 million Covid-19 risk contingency be created. The General Purposes Committee approved both recommendations April 2020.
- 2.6 Following approval of the October 2018 Board paper in which it was agreed that funding more than the £29.98 million budget would be apportioned between the Combined Authority and the County Council. The Combined Authority is responsible for 60% of the total value of the funding approved by the County Council's General Purposes Committee in April 2020. The total value was £3.5 million therefore, the Combined Authority portion is £2.1 million.
- 2.7 The County Council has received and spent the £8 million Local Growth Funding and the £16.4 million from the Transforming Cities Funding.
- 2.8 Whilst construction progresses well, a key activity was the requirement to part fill the Star Pit to support the embankment for the bridge. This was a complex engineering challenge and has needed additional work than originally envisaged. This is being worked through collaboratively between the County Council and their contractor. The project, however, remains on target to complete in December 2022.

- 2.9 The latest site photos are included below to show the progress that has been made since the last update to the Transport and Infrastructure Committee in January 2021.



Left, Western Roundabout, Right, Eastern Roundabout, Bottom, section 1 and underpass

3. Financial Implications

- 3.1 The Medium-Term Financial Plan has a subject to approval amount of £2.1m for Kings Dyke levelling crossing closure and if approved, the funding will be spent in the current financial year.

4. Legal Implications

- 4.1 The Kings Dyke level crossing project has a signed Grant Funding Agreement in place between the Combined Authority and the County Council.
- 4.2 The Grant Funding Agreement includes the approved apportionment of 40 / 60 as a split of any under / overspend against the budget between Cambridgeshire County Council (40%) and the Combined Authority (60%).

5. Public Health Implications

- 5.1 The £1.5 million contingency was used to enable safe working on site throughout the Covid – 19 pandemic and suitable precautions remained onsite enabling teams to continue to work.

6. Environmental and Climate Change Implications

- 6.1 The project is in construction and includes areas of landscaping.

7. Other Significant Implications

7.1 None

8. Appendices

8.1 Appendix 1 – County Council's 23 April 2020 Economy and Environment Committee Paper

8.2 Appendix 2 – County Council's 23 April 2020 General Purposes Committee Paper.

9. Background Papers

9.1 [October 2018 Combined Authority Board Paper](#)

9.2 [January 2021 Transport and Infrastructure Paper](#)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.7

Peterborough Bus Depot Relocation

To: Transport and Infrastructure Committee

Meeting Date: 13 July 2022

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Oliver Howarth, Bus Strategy Manager

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Note the current position in relation to the Peterborough Bus Depot Relocation; and
- b) Support the proposal to investigate alternative options for the provision of a bus depot in Peterborough
- c) Recommend the Combined Authority Board agree for the £40,000 drawdown from the Bus Reform budget to progress this project in a timely manner.

Voting arrangements: A simple majority of all Members present and voting

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1. Purpose

- 1.1 This report summaries the current position in relation to development of the Peterborough Bus Depot Relocation and agree the drawdown of £40,000 from the Bus Reform budget.

2. Background

- 2.1 The object of this project is to deliver an evaluation paper for a new bus depot facility for Peterborough-based bus services. This will be based on a specification drafted by Officers which will include key requirements such as the need for electrification, to provide additional overnight parking capacity and maintenance facilities for buses; and create a level playing field for bus operators who are bidding to operate bus services around the city.
- 2.2 The report will consider how best to finance, acquire, build, and maintain a bus garage that has the potential to be multi-operator, with capacity to expand, if necessary, at a later date to meet future market needs.
- 2.3 Lincoln Road bus depot in Peterborough is approximately 100 years old. It is surrounded on three sides by the back gardens of neighbouring residential properties, and on the fourth side it fronts on to a busy retail area. It has insufficient capacity for electric buses because each electricity charger will need barriers to protect it from parking accidents, taking up floor space.
- 2.4 There are also difficulties with bringing high voltages into such a residential area. Therefore, there is a need to create a new depot that has flexibility to fulfil future needs including the potential for multi-operators.
- 2.5 There are no other significant bus depots in the greater Peterborough area.

Key Issues

- 2.6 This stage of work is anticipated to equate to a maximum cost of £40,000 of the £150,000 revenue expenditure allocated to this work stream, via the CPCA Bus Reform budget. One of the tasks of the report will be to look at best ways to finance a land acquisition, where ownership will sit and ongoing financial implications of the operation. This is an investigation into the financial possibilities and hence is de-risking any wider follow up project.
- 2.7 The project will enable Peterborough's bus services are decarbonised with consequential benefits for public health and the city's environment and will allow officers to move more quickly should a suitable depot site be found.

3. Significant Implications

- 3.1 There are no other significant implications to this report

4. Financial Implications

- 4.1 The £40,000 to complete the work will be allocated from the agreed Bus Reform budget.

5. Legal Implications

- 5.1 None.

6. Public Health Implications

- 6.1 The implementation of the EAAFS will result in an improvement in public health through better air quality in the medium-longer term.

7. Environmental and Climate Change Implications

- 7.1 The implementation of the EAAFS will result in an improvement in the quality of the environment and have a positive effect on climate change in the medium-longer term.

8. Other Significant Implications

- 8.1 None

9. Appendices

- 9.1 None

10. Background Papers

- 10.1 None

A141 St Ives Improvements

To:	Transport and Infrastructure Committee
Meeting Date:	13 July 2022
Public report:	Public Report
Lead Member:	Mayor Dr Nik Johnson
From:	Emma White, Transport Programme Manager
Key decision:	No
Forward Plan ref:	Not applicable
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">a) Note the progress on the A141 St Ives Improvements scheme;b) Recommend the Combined Authority Board approve the release of £6m funding for the delivery of the Outline Business Case; andc) Recommend the Combined Authority Board delegate authority to the Interim Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.
Voting arrangements:	<p>Point a) is for noting only: no vote required, Points b) requires a vote in favour, by at least two-thirds of all Members (or their Substitute Members) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members and c) a simple majority of all Members present and voting</p>

1. Purpose

- 1.1 This report summaries the work on the A141 and St Ives Improvements scheme including a recommendation for approval of budget to progress the Outline Business Case. The report also requests to delegate authority to the Interim Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.

2. Background

- 2.1 In April 2018, the A141 Huntingdon Capacity Study (commissioned by Cambridgeshire and Peterborough Combined Authority) and the St Ives Area Transport Study (commissioned by Cambridgeshire County Council [CCC]) commenced as a joint delivery study to consider the capacity challenges in the area
- 2.2 In March 2019, the Combined Authority subsequently approved the commissioning of a Huntingdon Third River Crossing feasibility study to also consider how that proposal might address the capacity challenges in the area.
- 2.3 Emerging findings from the A141 Huntingdon Capacity Study and St Ives Area Transport Study suggested that they needed to consider the wider growth issues in the Huntingdon and St Ives area. It was therefore agreed by the January 2020 Transport and Infrastructure Committee and Combined Authority Board that this work be extended to include the Huntingdon Third River Crossing work.
- 2.4 The change to the study scope meant that it was necessary to compare the performance of the wider road network as a result of both schemes. The proposal for a Huntingdon Third River Crossing was therefore included within the traffic modelling and a high-level environmental desktop study for the area. The options compared included a bypass route for the A141 North of Huntingdon as well as the river crossing.
- 2.5 The outcomes of the study were reported at the August 2020 Combined Authority Board. Evidence demonstrated that an A141 bypass was the better performing option for addressing current and future congestion and growth and the Combined Authority Board decided to commission a Strategic Outline Business Case for that option. Atkins were subsequently engaged through a procurement exercise to undertake a Strategic Outline Business Case for that option.
- 2.6 In March 2021 the Combined Authority Board were presented with the St Ives Strategic Outline Business Case paper. This detailed that in August 2020 at the Combined Authority Board a decision was taken that £500,000 from the capital budget will be allocated for developing a Strategic Outline Business Case for St Ives. This was to be spent and progressed by the CCC. Following discussions with the County Council it was agreed that the Combined Authority would be able to directly commission the work. The project team identified new and improved ways of working that resulted in efficiencies savings that are to be used to fund the St Ives study.
- 2.7 In June 2021 the Transport and Infrastructure Committee and the Combined Authority Board were presented with the latest update on the A141 Huntingdon Strategic Outline Business Case (SOBC) including a description of the SOBC and results on the public and stakeholder engagement.

- 2.8 In January 2022 the Transport and Infrastructure Committee and the Combined Authority Board were presented with the St Ives study results including public engagement and the findings of the A141 and St Ives joint SOBC. Approval was given for the next stage of the study, to develop cost programmes and proposals for the OBC and St Ives Local Improvement Study. In March 2022 the Combined Authority Board gave approval for £2.3 million for the St Ives Local Improvements.

3. A141 St Ives Improvements Scheme (Outline Business Case - OBC)

- 3.1 The A141 and St Ives Improvements scheme is designed to progress the completed SOBC to meet the potential future requirements of any grant funding from the Department for Transport (DfT). This proposes the preparation of an Outline Business Case (OBC) to DfT Green Book, as well as the Combined Authority's and CCC's assurance requirements, including a preferred route accompanied by robust costs and a preliminary design with full supporting information.
- 3.2 A key early stage of the scheme is to revalidate the outcomes of the SOBC in the context of updated guidance, e.g., Local Transport Note 120, the requirement to assess the carbon implications of schemes and requirement for net increase in biodiversity to be at least 20%. Once the SOBC has been revalidated and any implications of this work established, the scheme can move into the OBC stage.
- 3.3 The initial expectation is that the work will cost £6 million and will be completed across the two financial years 2022/23 and 2023/24.
- 3.4 The resources required from the County Council teams to support delivery are being assessed and engaged so that they will be available to meet the demands of the scheme when required.
- 3.5 CCC and the Combined Authority will look to minimise costs and maximise efficiencies wherever possible to reduce the burden on budgets. This will be kept under constant review and reinvested within the programme – especially when further information becomes available an update will be provided in a timely manner.

4. Significant Implications

- 4.1 None.

5. Financial Implications

£,000	Financial Year	2021-22	2022-23	2023-24	2024-25	2025-26
A141 OBC & FBC	<i>MTFP (Subject to Approval)</i>			1300	2300	

	MTFP (Approved to Spend)		650			
St Ives OBC & FBC	MTFP (Subject to Approval)			1400	1500	
	MTFP (Approved to Spend)	500	1000			
Total		500	1,650	2,700	3,800	0

5.1 £2.3 million has already been approved for the St Ives Local Improvements study from the MTFP.

5.2 The request is for a further £6 million, therefore some of the 2024-2025 budget will be re-profiled to be used in 2023-24.

6. Legal Implications

6.1 None.

7. Public Health Implications

7.1 The delivery of the scheme will have a positive impact on public health through the improvement to the local environment.

8. Environmental and Climate Change Implications

8.1 The delivery of the scheme will have a positive impact on the local environment through the delivery of place-improvement measures.

9. Other Significant Implications

9.1 None

10. Background Papers

[Combined Authority Board reports 14 March 2022](#)

[Combined Authority Board reports 26 Jan 2022](#)

