



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE

Date: Wednesday, 14 June 2023

Democratic Services

Edwina Adefehinti
Interim Chief Officer Legal and Governance
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

1 Apologies for Absence & Declarations of Interest

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest in any of the items on the agenda, unless it is already entered in the register of members' interests.

2 Appointment of a Vice-Chair

To elect a Vice-Chair of the Committee

3 Draft Minutes of the Previous Meeting - 15 March 2023

1 - 6

4 Public Questions

Arrangements for asking a public question can be viewed here
- [Public Questions - Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://www.cambridgeshirepeterborough-ca.gov.uk/public-questions)

- | | | |
|----|---|---------|
| 5 | Place & Connectivity Directorate Monthly Highlight Report - May 2023 | 7 - 14 |
| 6 | E-Scooter Update | 15 - 17 |
| 7 | Active Travel Update | 18 - 28 |
| 8 | Regional Transport Model | 29 - 31 |
| 9 | Transport & Infrastructure Committee Agenda Plan | 32 - 37 |
| 10 | Date of next meeting: Monday, 12 July 2023. | |

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

Rebecca Stephens

Dr Andy Williams

Mayor Dr Nik Johnson

Councillor Peter McDonald

Councillor Chris Seaton

Councillor Neil Shailer

Councillor Alan Sharp

Cllr Nigel Simons

Councillor Sam Wakeford

| | |
|------------------|--|
| Clerk Name: | Joanna Morley |
| Clerk Telephone: | |
| Clerk Email: | joanna.morley@cambridgeshirepeterborough-ca.gov.uk |



Cambridgeshire and Peterborough Combined Authority
Transport and Infrastructure Committee: Minutes

Date: 15 March 2023

Time: 10.00a.m. - 12.32 p.m.

Present: Councillor A Smith (Deputy Mayor and Chair), Councillors Davenport-Ray, McDonald, Seaton, Shailer, Thornburrow and Wakeford

71. Apologies for Absence

Apologies were received from Mayor Dr Nik Johnson (Councillor Anna Smith substituting), Councillor Sam Wakeford (Councillor Lara Davenport-Ray substituting and Councillor Marco Cereste

Owing to the apologies received from Peterborough City Council's representative, and the special voting arrangements that required the votes of both Cambridgeshire County Council and Peterborough City Council for each agenda item, the Committee was unable to formally take decisions. The Chair therefore, took a non-binding vote after each item to indicate the level of support for each item.

72. Declarations of interest

There were no declarations of interest.

73. Minutes – 18 January 2023

The minutes of the meeting on 18 January 2023 were approved as an accurate record and signed by the Deputy Mayor.

74. Combined Authority Forward Plan

The Combined Authority Forward Plan was noted.

75. Public Questions

Several public questions were received, attached at Appendix A to these minutes together with the responses.

76. Local Transport Connectivity Plan

The Committee received a report that presented the Local Transport Connectivity Plan (LTCP) specifically in relation to the updated draft following public consultation and how the CPCA was continuing to progress the plan in absence of Department for Transport guidance. The report also provided the Committee with an update on progress on associated themes and work-streams.

During discussion, individual Members:

- Drew attention to the table of interventions contained at paragraph 2.14 of the report and encouraged officers to engage robustly with government to speed up major infrastructure projects and achieve quick wins.
- Commented that the target of reducing vehicle mileage by 15% from a 2019 baseline was ambitious given the increase in traffic since then and questioned whether it was planned to overachieve in urban areas to compensate for rural areas where it was more difficult to achieve. Members noted that the vehicle journeys were being looked at, irrespective of location.
- Emphasised that connectivity was not simply a matter of installing cabling, but that it was essential to understand the needs of residents also.
- Commented that there was no reference to the Cambridge Dial-a-ride service that was a lifeline for residents of north Cambridge.
- Drew attention to a community car sharing scheme that operated in Cambridge and highlighted the importance of supporting residents to moving toward a shared car ownership model.
- Highlighted the importance of Cambridge in terms of connectivity owing to its road and rail connections to the wider area.
- Welcomed the progress made on the LTCP, however, expressed concern that government guidance from the Department for Transport had not been released despite it being expected in the latter half of 2022. As a result there was a risk that funding could be lost due to not meeting criteria set by the Department for Transport. Officers explained that advice from the Department for Transport stated that submissions should continue within the timeframe. Upon the release of the guidance officers would thoroughly review the plan and refresh it as necessary.
- Noted that the target of a 15% traffic reduction from 2019 would run up to 2028. Beyond that date, further mechanisms would be required.
- Requested that terminology within the plan be amended to replace the word accidents with collisions.
- Drew attention to soil affected roads throughout the county, commenting that many were not able to handle the weight of vehicles travelling along them.

- Highlighted the underrepresentation of accidents and injuries that occur from active travel.
- With reference to the proposed digital policy, expressed concern regarding the patchy nature of connectivity in parts of the county, noting that the rollout of 5g was slower compared to fibre optic broadband.
- Questioned whether it would be possible to support and subsidise businesses in local communities to be able to provide facilities such as pharmacies close to rural centres.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

77. Bus Strategy

The Committee received a report that presented the bus strategy to the Committee. The Bus Strategy featured within the Local Transport and Connectivity Plan (LTCP) and set out the policies and high-level approach to transform the bus network and passenger experience.

During discussion, individual Members:

- Commented that innovative solutions such as TING were important in terms of learning and shared experience.
- Drew attention to the ambition contained within the report that travel by bus should be pleasant and comfortable, and suggested that reliability should be a higher priority, especially in response to the climate emergency and cost of living crisis.
- Requested that greater emphasis was placed on transport hubs.
- Welcomed the subsidy of night-time routes, commenting that they were essential from a safety point of view.
- Highlighted the importance of cross-border connectivity with neighbouring counties and the wider East Anglia region.
- We have some routes that need re-rendering what happens if that doesn't happen what is the impact on the people using those routes?
- Noted the comments of officers that confirmed points raised by members would be incorporated within the bus service improvement plan, together with cross-border connectivity.
- Noted that the decision on the routes would fall to the CPCA Board following concern expressed regarding routes in the greater Peterborough area.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

78. Alternative Fuel Strategy

The Committee received an update on the East Anglian Alternative Fuel Strategy (EAAFS) following consultation together with the Digital Policy to recommend to the CPCA Board for approval.

During discussion, individual Members:

- Commented on the provision of hydrogen power, noting that production requires significant quantities of water and therefore provision of a reliable source that did not adversely affect the environment was being sought.
- Noted that the report was high-level. Commenting further, there was a need for standardisation of charging equipment, and attention was drawn to the number of houses that did not have off-street parking. Members urged that charging provision in such areas did not impact on pedestrians.
- Noted Mayoral powers in relation to the installation of EV charging points on petrol filling station forecourts and encouraged expansion of the network.
- Commented that the volume of water required for hydrogen fuel was a potential issue, however, that had to be balanced against the production of batteries and their disposal. There was a future for hydrogen as a fuel and it was essential that vehicle manufacturers continued to develop the technology.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

79. Active Travel Fund 4

The Committee received a report that provided an overview of the Active Travel Fund 4 (2022/23) bid submitted in February 2023.

During discussion, individual Members:

- Welcomed the number of examples related to Huntingdonshire, both rural and urban and encouraged the CPCA Board to support the recommendations.
- Highlighted residents' parking schemes and the needs to incorporate street furniture and facilities within them. However, the design of schemes did not allow for this.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

80. Transforming Cities Fund

The Committee received a report that sought endorsement for the CPCA Board to drawdown funds for Centre of Green Technology and Transforming Cities Fund Capital Replacement Schemes. Together with the transfer of funds from Fengate Access Study to A1260 Junction 23/3 project.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

81. Peterborough Station Quarter

The Committee received a report that provided an update on the Peterborough Station Quarter project.

During discussion, individual Members:

- Drew attention to the lessons to be learned from the Huntingdon Station project the volume of embedded carbon within the proposed scheme. Members noted that the embedded carbon would be assessed.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

82. BP Roundabout Non-Motorised User Crossing

The Committee received a report that presented an update on the BP Roundabout Non-Motorised User Crossing.

During discussion, individual Members:

- Drew attention to the significant local support for the scheme and noted that the project was separate to the project undertaken with Cambridgeshire County Council and was an evolution to improve provision for non-motorised users at the BP roundabout.

The Committee, through a non-binding vote, indicated it was in support of the recommendations as set out in the report.

Date of next meeting

It was resolved to note the date of the next Transport and Infrastructure Committee would be 14 June 2023.

Item 3

Chair



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| Transport & Infrastructure Committee | | Agenda Item |
| 14 June 2023 | | 5 |
| Title: | Place & Connectivity Directorate Monthly Highlight Report: May 2023 | |
| Report of: | Steve Cox, Interim Executive Director – Place & Connectivity | |
| Lead Member: | Deputy Mayor, Cllr Anna Smith | |
| Public Report: | Yes | |
| Key Decision: | No | |
| Voting Arrangements: | No vote required | |

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| Recommendations: | |
| A | Note the content of this report. |

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| Strategic Objective(s): | |
| The proposals within this report fit under the following strategic objective(s): | |
| | Achieving ambitious skills and employment opportunities |
| | Achieving good growth |
| x | Increased connectivity |
| | Enabling resilient communities |

1. Purpose

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| 1.1 | This report provides a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which are not covered in other reports to this meeting. It also provides information on some key developments, risks and opportunities that have emerged. |
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2. Recent and Forthcoming Events

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| 2.1 | <p>ZEBRA Bus Launch – 12 May 2023</p> <p>The launch of the ZEBRA buses took place on Friday 12 May, signifying a major milestone in the commitment to a rolling bus replacement programme to replace 30 vehicles a year across the Combined Authority area, with an ambition to convert the region's entire bus fleet to zero emission vehicles by 2030.</p> <p>The launch event saw invited guests from across the region come together at the Trumpington Park and Ride to take one of the new buses to the Duxford Imperial War Museum, where they were welcomed at the main hangar where more of the buses were on display. After the launch event, the exhibition remained open to members of the public to find out more about the ZEBRA buses and how they will benefit residents and commuters.</p> <p>The state-of-the-art Volvo BZL buses are full battery electric vehicles which offer zero tailpipe emissions, enhancing the passenger experience by enabling a quieter and smoother journey. The electric vehicles also emit 72% less well-to-wheel CO2 emissions than an equivalent size diesel bus. They can travel on average 200 miles between a full charge, which takes approximately 5 hours, and uses around 1.2 kWh of electricity per kilometre. The buses also use state-of-the-art batteries that use regenerative braking to recharge every time the bus slows down.</p> <p>Each vehicle costs close to £500,000 and has been funded by the Cambridgeshire & Peterborough Combined Authority, Greater Cambridge Partnership (GCP), Stagecoach East and the Department for Transport following a successful bid to the Zero Emission Bus Regional Areas (ZEBRA) scheme. To accommodate their expanding fleet, Stagecoach East is also investing £2 million into charging infrastructure for its Cambridge depot, to provide smart charging overnight.</p> <p>CPCA is working closely with PCC to explore options for a new bus depot in Peterborough that can support a future fleet of electric buses. CPCA has already secured £4m towards this project. Further funding is expected to be necessary as the project develops. It is a key priority within the draft LTCP which, once approved, will provide a strong and vital up to date policy framework to support future funding bids for the project.</p> |
| 2.2 | <p>Active Travel England visit – 21 June 2023</p> <p>Of the local authorities outside London, Cambridgeshire & Peterborough has scored among the highest for its 'strong local leadership' and 'clear plans' to make walking, wheeling and cycling attractive travel options within the region.</p> <p>In this first ever review by the Department for Transport's agency, Active Travel England, the Combined Authority was one of 30 authorities to be ranked highly at 2, with many authorities scoring only 1.</p> <p>Rating 2 is for 'strong local leadership with clear plans that form the basis of an emerging network' with elements already in place.</p> <p>Cambridgeshire & Peterborough has secured £3,896,590 from Active Travel Fund 4.</p> <p>Active Travel England announced that the Combined Authority's highly ambitious bid – £1m above the £2.9 million suggested by ATE as the ceiling for this area – has scooped funding to construct three key projects and to develop six others.</p> <p>The construction projects are Girton to Eddington, Buckden to Brampton, and the Thorpe Wood Cycleway, between them winning £2.7million. Six early-stage schemes have also won funding to establish feasibility and design – together pocketing a total of nearly £1.2million.</p> |

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| | <p>The Combined Authority, with its active travel delivery partners, therefore pitched for both show-ready schemes and for a clutch of development projects which could form a pipeline, keeping up the impetus of walking-wheeling-cycling infrastructure delivery over time.</p> <p>ATE will be coming to the region to discuss the development in the active travel programme, our shared vision and to understand areas of concerns whereby their assistance would ensure the CPCA meets its aims and aspirations for cycling and walking.</p> |
| 2.3 | <p>Rail Summit – 7 July 2023</p> <p>The Importance of Rail for the South-East and East of England Summit organised by the CPCA will explore the future of rail in the region. The event is to be chaired by Norman Baker and will be an opportunity for key decision makers from the region to discuss the importance of rail to the regional and local economy and to raise the profile at a national level. The event will look to make the case for greater rail investment into the region.</p> |
| 2.4 | <p>Meeting with National Highways Chief Executive</p> <p>The Mayor and senior CPCA officers will be meeting National Highways (NH) Chief Executive, Neil Harris. The Mayor will discuss the CPCA's transport priorities for Cambridgeshire and Peterborough, reflecting on the importance of the LTCP in shaping strategic direction and securing future funding, as well as seeking reassurance that action will be taken on littering along the A14 and wider NH network. The Mayor will also be ensuring that NH's plans to replant 160,000 trees on the A14 are on schedule in response to the concerns expressed by many residents and councillors about the high failure rate of initial planting.</p> |

3. Combined Authority scheme updates

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| 4.1 | <p>Peterborough Station Quarter</p> <p>Peterborough Station Quarter aims to regenerate the station area. With Levelling Up Funding Round 2 monies supporting the Peterborough Station Enhancements, creating a new western entrance, a wider footbridge over the train lines, alleviating pressure on the city centre roads and making it safer and more accessible for cyclists and pedestrians. Peterborough City Council are leading on the tendering and is in the final stages of commissioning, for a multi- disciplinary consultancy to take forward the Station Quarter redevelopment scheme. The Combined Authority, PCC and DfT met to initiate the start of this phase of the project. Additionally, the first round of monitoring from the government has been completed. The scheme is an integral part of the draft LTCP which will provide strong policy platform for delivering the project and the shared growth ambitions for Peterborough.</p> |
| 4.2 | <p>LEVI funding</p> <p>The East Anglian Alternative Fuel Strategy was approved at the Combined Authority Board in March 2023 and the draft Electric Vehicle Strategy went to Transport and Infrastructure Committee and Combined Authority Board in March 2023 for comment also.</p> <p>In March 2023 the Combined Authority was awarded £88,560 Local Electric Vehicle Infrastructure (LEVI) Capability Fund. In collaboration with Peterborough City Council (PCC) and Cambridgeshire County Council (CCC) the money was split for a designated separate resource in the role of an Electric Vehicle officer to undertake the following tasks:</p> |



Since this funding the Combined Authority have been invited to bid for an indicative allocation of up to £5,437,000 capital and £403,440 capability funding under the LEVI Fund (for between 2023/24 and 2024/25). The deadline to apply for the funding is 26th May and a collaborative application with the Highway Authorities has been drafted. The bid includes further resource to support in the above tasks as well as budget for training, procurement, consultation and any consultancy support needed. In terms of the capital funding an expression of interest will be submitted with a preference of Tranche 2 (2024/25) for the funding.

4.3 Soham Station

CA Board Action 315 - Officers undertook to provide the Board with a copy of the information on the usage of Soham Station which had been requested by the Transport and Infrastructure Committee.

In November 2022, the Office for Road and Rail (ORR) published its annual *Estimates of station usage 1 April 2021 to 31 March 2022* report. This report provides data on Great Britain’s 2,570 stations. ORR states that as the estimates of station usage are primarily based on ticket sales, there are a number of limitations that users should be aware of:

- Some ticket sales are not included, which may mean that usage at some stations is underestimated.
- Journeys with no associated ticket sales such as staff travel, and particularly fare evaders, are not included.
- Ticket sales data does not always specify precise journey origins and/or destinations, so these are estimated using alternative data sources.
- Methodology improvements e.g., inclusion of ticket sales previously not available means that estimates are not always comparable over time.
- Assumptions are made about the number of journeys made with multi-use tickets e.g. that each weekly season ticket will be used to make 10.3 journeys.
- Passengers may purchase tickets from/to different stations to the ones they use in practice.

| Station name | Apr 2021 to Mar 2022 Entries and exits: Full ticket | Apr 2021 to Mar 2022 Entries and exits: Reduced ticket | Apr 2021 to Mar 2022 Entries and exits: Season ticket | Apr 2021 to Mar 2022 Entries and exits: Total | Apr 2021 to Mar 2022 Entries and exits: Rank |
|--------------|---|--|---|---|--|
| Soham | 5,072 | 7,664 | 1,460 | 14,196 | 2,229 |

The Combined Authority will continue to liaise with Network Rail, ORR and the train operating company to ensure more granular information is made available in a timely manner.

4.4 A10 Update

Various studies have been undertaken on the A10 corridor between 2017 and 2022 to explore opportunities to address existing and future traffic and transport capacity and road safety issues along and around the A10 corridor. With a high-level aim of keeping communities connected, the objectives of the studies not only focused on addressing the problems along the A10 corridor, but also aimed to facilitate planned employment growth and deliver new affordable housing, in particular the development of Waterbeach New Town. Recent safety schemes include improvements to the Car Dyke junction near Waterbeach, the location of a tragic road traffic accident in January 2021.

The Combined Authority completed a Strategic Outline Business Case (SOBC) for dualling of the A10 and improvements to junctions on the route in 2020 and gained approval to progress to an Outline Business Case (OBC), which would identify a preferred option and undertake preliminary design. The OBC would be submitted to the Department for Transport (DfT) for consideration for further funding from its Major Road Network programme.

In 2022, an exercise commenced to revalidate the findings of the A10 Junctions and Dualling SOBC. This reflects the following changes:

- An increased adoption of home working, hybrid working, and flexible working in response to the COVID-19 pandemic
- New / emerging committed developments that may not have been fully considered in the A10 Junctions and Dualling SOBC
- Significant changes in policy and government guidance, including the release of CPCA's emerging Local Transport and Connectivity Plan (LTCP), which was not available when the A10 Junctions and Dualling SOBC was prepared, and the Treasury Green Book
- Outcomes from the Cambridgeshire and Peterborough Independent Commission on Climate (dated October 2021) provide recommendations on how carbon reduction targets could be met in Cambridgeshire and Peterborough, including a series of recommendations and targets relating to transport, which are now available
- Taking into account non-highway options, which were previously proposed to be delivered by a separate workstream and included the Waterbeach Railway Station relocation and Cambridge Autonomous Metro (Cambridge to Waterbeach) projects. Since the preparation of the A10 Junctions and Dualling SOBC, work on the Cambridge Autonomous Metro has stopped, with work instead diverted to focus on alternatives for an integrated transport network for the whole of Cambridgeshire. This includes the Cambridge to Waterbeach Busway project that predates work on the Cambridge Autonomous Metro
- There is a need to align with national, regional, and local carbon reduction targets
- New technologies that offer new ways to travel.

The resulting A10 to A14 Ely Improvements Study will therefore take a more carbon-led approach, driven by local targets offering a starting point for option sifting and appraisal. In addition to the seven existing road-based options, this work will consider a range of sustainable / lower cost options. The options will be appraised using a bespoke Multicriteria Assessment Framework (MCAF) to deliver a shortlist to take forward as a part of the OBC. This approach recognises that the consideration of carbon impacts at the early stage offers the opportunity to maximise sustainability in the option sifting and selection process. It also considers opportunities to bring in future mobility solutions.

Overall, a best practice carbon-led approach is being followed, which considers new working patterns following the COVID-19 pandemic and is consistent with current and emerging policies applicable to the study area (including the LTP, LTCP and BSIP).

The project is currently completing the preparation of an Outline Business Case (OBC) to Green Book, and the Combined Authority's and Cambridgeshire County Council's (CCC) assurance requirements. As a key initial OBC task, we are finalising the review (and validation when necessary) of the 2020 SOBC to meet the requirements of grant funding from the DfT. The SOBC refresh will be completed by 29 June 2023, and this will ensure recent changes in standards/ guidelines and data are considered – in particular we have been focussed on safety and environmental considerations. The project deliverables will include a preferred route or package of proposals accompanied by robust costs and a preliminary design with full supporting business case.

The project over the summer of 2023 will enter a focused period of stakeholder engagement with a Stakeholder Engagement Plan being agreed between CCC and the Combined Authority alongside a joint proposal to support communications across several workstreams. Engagement with several key stakeholders including DfT and Lucy Frazer MP has already taken place and will continue throughout the rest of the project.

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| 4.5 | <p>Bus Retendering</p> <p style="text-align: right;">Item 5</p> <p>Last summer Stagecoach-East, our biggest operator, conducted a post-lockdown review of all their commercial (unsubsidised) services in the Combined Authority area and in consequence announced the withdrawal of 23 services. CPCA went out to the market and replaced nearly every withdrawn service at an overall cost of just over £4M. The shortfall was covered by a Mayoral precept.</p> <p>Currently our bus network is again facing significant withdrawals. The current position is as follows:</p> <p><u>Standard retendering changes</u></p> <p>From 1 April 2023 new contracts commenced for services 17, 101, 199, 16A, 68, Zipper 1</p> <p><u>Replacement buses now running</u></p> <p>Service 61 St Neots town service transferred from Whippet Coaches (who surrendered their service as they were incurring a significant loss) to Dews Coaches on 20 March 2023. The latter operate with a reduced service frequency but supplemented by Ting. Initial contract runs until 12th August 2023. To align with the timescales for the Network Review, outlined in the draft bus service improvement plan and bus strategy update paper, a further contract period until 31st March 2024 will be needed at a spend of £93,060.</p> <p><u>Services out to tender (at the time of preparing this report)</u></p> <ul style="list-style-type: none"> • Service 8 Cambridge to Papworth Everard (currently run by Myalls) is out to tender with a new contract due to takeover on 26 June, to align with the timescales for the Network Review, outlined in the draft bus service improvement plan and bus strategy update paper, at a spend of £91,628.85. • Service 15 Haslingfield – Royston, currently run by A2B, is out to tender with a new tender due to takeover on 12 June. • Service 46 Newmarket to Linton, currently run by A2B, is out to tender with a new tender due to takeover on 12 June. Surrendered by A2B due to insufficient revenue. <p><u>Further service cuts notified in May 2023</u></p> <p>A further operator has given us the statutory 70 days' notice of service cancellation to three services in the northern part of the Authority area. These are currently in commercial confidence so not listed here. The operator's reason for surrendering the contracts is that they are receiving insufficient Bus Sector Operating Grant (BSOG) from the DfT. The Combined Authority intends to procure replacement bus services until 31st March 2024, which will align with the timescales for the Network Review, outlined in the draft bus service improvement plan and bus strategy update paper, at a cost of approximately £308,000.</p> |
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| 4. Strategic Partner scheme updates | |
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| 5.1 | <p>A428</p> <p>On Thursday 18 May National Highways (NH) reported that the Court of Appeal refused Transport Action Network's (TAN) application to appeal the refusal of permission for a judicial review of the Secretary of State's decision to grant the A428 Black Cat to Caxton Gibbet improvements a Development Consent Order (formal planning permission).</p> <p>This means that the legal process is now over, and work can start towards full construction although the start of work has been delayed. Preparatory works will continue including archaeology, environmental surveys, and diverting utilities as NH get ready for full construction.</p> <p>NH plan to move into full construction by the end of the year and expect the road to open in 2027.</p> |
| 5.2 | <p>East West Rail Announcement</p> |

On Friday 26th May the preferred route for the part of the East West Rail project that will connect Oxford to Cambridge was announced. The route will include new stations at Tempsford and Cambourne, and enter Cambridge via the south of the city. Giving his reaction to the route announcement, Mayor Dr Nik Johnson welcomed the announcement but challenged Government to go one step further and finally approve and progress the Ely area capacity enhancement (EACE) programme to unlock the full potential of East West Rail. The Mayor also expressed his disappointment that the announcement did not confirm that the route would be fully electric and will be looking to further lobbying for reassurances over electrification of the preferred route.

5.3 Making Connections

WSP were commissioned by the Greater Cambridge Partnership (GCP) to undertake analysis and report on the results of the 2022 public consultation for the Making Connections proposals. This consultation report presents:

- A detailed examination of the data collected through multiple engagement channels.
- The main points and issues raised by respondents, stakeholders, and statutory consultees.
- A summary of the key findings.

The objective of the report was to provide a barometer of public and stakeholder opinion on the Making Connections proposals. Furthermore, the findings serve to help GCP scope and refine the proposals to maximise potential benefits and minimise any adverse impacts, particularly on protected characteristic groups. The report will help to inform the decision-making process within the GCP and the County Council, as the Highways Authority.

5. Monthly Transport Statistics

| | | <i>Jan 23</i> | <i>Feb 23</i> | <i>Mar 23</i> | <i>Apr 23</i> | <i>May 23</i> | <i>YTD</i> |
|--|---------------------------|---------------|------------------|------------------|---------------|-------------------------------|------------|
| Passenger numbers on subsidised routes | | 90,593 | 97,960 | 112,011 | | | |
| Real time passenger information | Total signs | 439 | 439 | 439 | 439 | 439 | |
| | Faults reported and fixed | 11 | 5 | 8 | 3 | 2 | |
| Taxi cards – customers in, in 2023/23 to date | | | | | | | 29 |
| Bus passes issued | | 1,706 | Data unavailable | Data unavailable | 1,873 | 578 (to 12 th May) | |
| Love to ride miles | | | | | | | 395,667m |
| Rides on scooters | | 75.5k | 85.2k | 89.8k | 85.6k | | 336,100 |

Bus Pass call centre update:

- Performance for bus passes was excellent in April, finishing the month at **98.2%**.
- Calls have **decreased** from 979 in March to 799 for April.
- The average wait time for calls has **improved to** 0:31, compared to 01:29 in March.
- Non-phone contacts were 3,751 in April, a **decrease** from 5,164 in March.
- **93.61%** of contacts were resolved at the first point of contact in April.

6. Implications

Item 5

Financial Implications

5.1 None

Legal Implications

6.1 None

Public Health Implications

7.1 None

Environmental & Climate Change Implications

8.1 Neutral

Other Significant Implications

9.1 None

Background Papers

10.1 None



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| Transport & Infrastructure Committee | | Agenda Item |
| 14 June 2023 | | 6 |
| Title: | E-Scooter Update | |
| Report of: | Anna Graham, Transport Programme Manager | |
| Lead Member: | Cllr Anna Smith, Chair of Transport and Infrastructure Committee | |
| Public Report: | Yes | |
| Key Decision: | No | |
| Voting Arrangements: | Recommendation (a) no vote is required | |

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| Recommendations: | |
| A | Note the developing e-scooter legislation |

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| Strategic Objective(s): | |
| The proposals within this report fit under the following strategic objective(s): | |
| | Achieving ambitious skills and employment opportunities |
| | Achieving good growth |
| X | Increased connectivity |
| | Enabling resilient communities |
| Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24 Sustainable transport is a key priority for improving connectivity and enabling resilient communities. Within the draft Local Transport and Connectivity plan there is a commitment to reduce road traffic by 15%. To achieve the ambitions within the LTCP and the Combined Authority's Strategy and Business Plan 2023/24 will require the Combined Authority to offer a choice of sustainable modes of transport. | |

1. Purpose

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| 1.1 | To provide an update on the developing legislation for e-scooters for Members to note |
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2. Proposal

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| 2.1 | When parliamentary time allows, government intends to introduce a new vehicle category of 'Low Speed Zero Emission Vehicles' (LZEVs) to sit alongside other existing vehicle categories. Therefore, creating a new flexible regulatory space for micromobility. Secondary legislation will enable government to decide which vehicles are placed in this category on a case-by-case basis. Government intends to re-classify e-scooters as LZEVs first, subject to consultation. |
| 2.2 | In addition to creating a new vehicle class further legislation will look to introduce a new licencing framework. The licencing framework would cover shared cycles, e-cycles, e-scooters as well as future LZEVs. |
| 2.3 | Any business above a certain size wanting to run a public rental scheme will need a licence to do so from their local authority. Currently the thinking is that licencing issuing powers will be granted to the Strategic Transport Authority. The Strategic Transport Authority will have discretion over how many licences they grant and to which operators. |
| 2.4 | Government's current view is that the licencing framework will contain standardised licence conditions, bespoke licence conditions, application and appeals processes and enforcement powers. |
| 2.5 | The standardised conditions could include minimum vehicle compliance, technical and safety standards, and data sharing. Bespoke conditions provide the Transport Authority with the flexibility to determine and set specific conditions for the area, which could include fleet size, operating area, approach to bike/e-scooter parking and potentially introduce a fee to operate. |
| 2.6 | The DfT aims to ensure that the application process for licences is competitive, coherent and sector specific and is expected to be accompanied by an appeals process. |
| 2.7 | It is intended under the licencing framework to make it a criminal offence to operate a rental scheme without a licence. Additionally, subject to engagement and through secondary legislation the DfT hope to introduce civil enforcement powers to tackle non-compliance by operators within the framework, such as financial penalties and warning notices. |
| 2.8 | Currently, no timeframe has been set for the introduction of legislation for the creation of the new vehicle category or licencing framework. However, for the Combined Authority there is a number of areas to consider with the potential for shared rental schemes to be licenced. The Combined Authority would need to agree its bespoke requirements, such as number of licences, locations of operation and fleet size. |
| 2.9 | Additionally, with the potential granting of licencing powers comes the responsibility of not only issuing licence(s) but ensuring that the requirement of the licence(s) is being met and how this work may be funded. It may be that it is funded through a profit-sharing requirement with any licensee – but further work would be needed to determine the best way forward. |
| 2.10 | In the meantime, the current trial continues to the end of May 2024 and the next steps for the trials is not yet known. |

3. Background

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|-----|---|
| 3.1 | In the summer of 2020, the Department for Transport (DfT) fast tracked the introduction of trials for e-scooters to support a green restart of local transport. The Combined Authority with its partners and operator VOI, launched in October 2020 the e-scooter trial in Cambridge. |
| 3.2 | At its meeting on 19 October the Combined Authority Board approved the extension of the e-scooter trial in Cambridge to 31 May 2024. |

| | |
|-----|---|
| 3.3 | In the May 2022 Queens Speech, the government announced its intention to introduce legislation on the future of transport, including a new vehicle category, as part of a Transport Bill. |
|-----|---|

4. Appendices

| | |
|-----|------|
| 4.1 | None |
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5. Implications

Financial Implications

| | |
|-----|-------------------|
| 5.1 | None at this time |
|-----|-------------------|

Legal Implications

| | |
|-----|---|
| 6.1 | A concession contract between the Combined Authority and e-scooter operator VOI has been in place since October 2020 and can be extended up to five years. Currently the concession contract is agreed until 31 May 2024. |
|-----|---|

Public Health Implications

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|-----|--|
| 7.1 | DfT undertook a National Evaluation of Rental E-scooter Trials and found that rental e-scooters were most likely to replace walking journeys followed by car or taxi journeys. However, over time fewer e-scooter journeys were replacing walking trips, while mode shift from private vehicles increased. |
|-----|--|

Environmental & Climate Change Implications

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|-----|---|
| 8.1 | E-scooters and e-bikes provide a convenient alternative to using the private car for the first and last mile trips. |
| 8.2 | In addition, within Cambridge City VOI uses electric vans and e-cargo bikes to carry out its operations. |

Other Significant Implications

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|-----|-----|
| 9.1 | N/A |
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Background Papers

| | |
|------|---|
| 10.1 | 19 October Combined Authority Board Paper |
|------|---|



| | | |
|---|---|-------------|
| Transport & Infrastructure Committee | | Agenda Item |
| 14 June 2023 | | 7 |
| Title: | Active Travel Update | |
| Report of: | Anna Graham, Transport Programme Manager | |
| Lead Member: | Cllr Anna Smith, Chair of Transport and Infrastructure Committee | |
| Public Report: | Yes | |
| Key Decision: | No | |
| Voting Arrangements: | Item a) and c) a simple majority of all Members present and voting, for 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 | |

| Recommendations: | |
|-------------------------|--|
| A | To note the outcome of the Active Travel 4 bid and recent programmes of work |
| B | To recommend the Combined Authority approve the drawdown of £55,485 subject to approval funding in the Medium-Term Financial Plan to approved budget, to enable the continuation of the Love to Ride behavioural change programme for a further year across the Combined Authority area and to drawdown £12,000 for Living Streets Walk to School Wow programme in Peterborough. |
| C | To recommend to the Combined Authority Board that it delegate's authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council and Peterborough City Council. |

| Strategic Objective(s): | |
|--|---|
| The proposals within this report fit under the following strategic objective(s): | |
| | Achieving ambitious skills and employment opportunities |
| | Achieving good growth |
| x | Increased connectivity |
| | Enabling resilient communities |

[Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24](#)

Sustainable transport is a key priority for improving connectivity and enabling resilient communities. Within the Local Transport and Connectivity Plan (LTCP) there is a commitment to reduce road traffic by 15%. To achieve the ambitions within the LTCP and the Combined Authority's Strategy and Business Plan 2023/24 will require the Combined Authority to continue to attract funding to enable investment in both infrastructure and behavioural change projects.

In addition, government's Cycling and Walking Investment Strategy (CWIS 2) sets out key objectives of:

- 50% of short urban trips in England to be walked, wheeled, or cycled by 2030;
- Increase active travel from 41% in 2018 to 46% of short urban trips by 2025;
- Increase walking to 365 stages per person per year by 2025;
- Increase cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; and

- 55% of primary school-aged children to walk to school by 2025.

Item 7

The active travel update provides an overview of the work that has been undertaken to attract investment, to build the Combined Authority's engagement with Active Travel England (ATE) and to support behavioural change programmes to encourage individuals to use active modes for transport in line with the Combined Authority's and government's strategic objectives.

1. Purpose

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| 1.1 | The paper provides an update on Active Travel Fund 4 and upcoming visit from Active Travel England. It also seeks approval to drawdown subject to approval funding from the Medium-Term Financial Plan (MTFP) to continue the 'Love to Ride' behaviour change programme across the Combined Authority area and initiate Living Streets Walk to School Wow programme in Peterborough. |
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2. Proposal

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| 2.1 | On the 19 th May ATE announced the outcome of the Active Travel Fund 4 bids. The Combined Authority working with its partners Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) were successful in securing £3,896,590. Exceeding the indicative allocation set by ATE for bidding of £2,996,590. |
| 2.2 | The funded projects include 3 construction schemes, Girton to Eddington, Buckden to Brampton, and the Thorpe Wood Cycleway totalling £2.7 million and 6 projects have been funded to establish feasibility and design with a total value of £1.2 million. |
| 2.3 | <p>The drawdown of £55,485 of subject to approval funding from the MTFP for the continuation of the Combined Authority areawide Love to Ride behaviour change programme. The programme would run between September 2023 to August 2024 and will include 4 campaigns within a rolling 12-month programme cycle. The budget includes:</p> <ul style="list-style-type: none"> - Love to Ride web platform, app, and promotional campaigns; - Social media targeted engagement; - Project Management; - 60 days of dedicated Community Engagement Manager; and - Monitoring, research, and evaluation. <p>The Love to Ride web platform allows users to register their rides, with riders being encouraged and incentivised to ride through participation in the challenges. The site is also designed to help new cyclists or those that cycle occasionally to ride more by providing useful online training, including hints and tips, as well as being encouraged by the Love to Ride online community.</p> |
| 2.4 | The purpose of continuing the Love to Ride Programme is to build on the current programme particularly focussing on closer working with District Councils to promote participation and cycle routes and developing the Love to Ride presence in Market Towns to support people to cycle. |
| 2.5 | <p>The drawdown of £12,000 of subject to approval funding from the MTFP for PCC to initiate a trial of the Living Streets Walk to School Programme for one year. The funding would enable 8 primary schools, targeting between 4,500 to 5,000 pupils across the city, to run the Living Streets Wow programme. The project includes,</p> <ul style="list-style-type: none"> - Baseline data for existing school travel patterns; - 1 academic year of delivery of the Living Streets WOW programme in 4 schools with no school streets initiative which have ongoing traffic issues and 4 schools with a school street initiative established; - Support to schools delivering the programme, including support with assemblies and communications; - Regular meetings with the schools to discuss the programme, issues, and feedback on the delivery of the programme; - Surveys undertaken at 6-months and 1-year after start of delivery to understand the impact of the programme; and |

| | | |
|-----|--|--------|
| | <ul style="list-style-type: none"> - Report detailing the impact of the programme. <p>The project would start with the new academic term in September 2023.</p> | Item 7 |
| 2.6 | <p>ATE's Chief Executive Officer, Danny Williams, is due to meet with the Combined Authority, its partners and stakeholders on Wednesday 21 June. Officers are working collaboratively with ATE, member councils and stakeholders to develop the agenda. At the time of writing, the agenda is expected to focus on,</p> <ul style="list-style-type: none"> - Rural Accessibility; - Urban Environment; health and its role in Active Travel; - Access for All; and - Influencing Travel Behaviour. <p>In addition, a significant proportion of time has been allocated for questions, answers, and feedback. A further visit by ATE and its Commissioner Chris Boardman is also expected in August.</p> | |
| 2.7 | <p>Since receiving the Capability and Ambition Funding from ATE the Combined Authority has been able to employ an Active Travel Lead who started in April, increasing the Combined Authority's ability to engage with its partners and stakeholders. CCC has also been able to fill Active Travel Manager, Principal Active Travel Officer – Active Travel Audit, Principal Active Travel Officer – Pipeline and Projects and an Active Travel Officer posts and will be starting in the coming weeks.</p> | |
| 2.8 | <p>In addition to leading on the ATE visits in June and August, the CA Active Travel Lead will also consider the approach for appointing an Active Travel advocate to identify ways for the Combined Authority's Capability Level to increase from its current good level of 2 to the higher level of 3.</p> | |

3. Background

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| 3.1 | <p>Working with its partners, CCC, PCC and the Combined Authority submitted its Active Travel Fund 4 bid on 24 February 2023. The funding is capital with indicative funding ranges based on levels of capability. The guidance encouraged bids for up to 300% of this indicative allocation.</p> |
| 3.2 | <p>Authorities were invited to bid for either scheme construction, for schemes to be built over the next 12 months, or project development for schemes for construction in later years. There is also, 5% revenue funding in proportion to agreed capital schemes – this is within the total indicative allocation rather than in addition to it.</p> |
| 3.3 | <p>The total value of the bid submitted was £7,873,590, a total for Cambridgeshire of £3,187,000 and for Peterborough £4,686,590. Whilst the indicative allocation was apportioned between Cambridgeshire and Peterborough based on the Integrated Transport Block percentages, following both highway authorities putting forward their projects there remained headroom within the overall threshold. In agreement between the parties an additional Peterborough City Council Scheme was added to the bid.</p> |
| 3.4 | <p>The Transport and Infrastructure Committee noted the submission of the Active Travel Fund 4 bid on 15 March 2023 and later by the Combined Authority Board on 22 March 2023.</p> |
| 3.5 | <p>Love to Ride is a behaviour change programme that seeks to increase the numbers of people cycling and to make a sustained behaviour change. It looks to encourage non cyclists to ride and to get those already cycling for leisure to do so for transport. Three promotional campaigns have taken place so far with 956 people riding, 494,909 miles ridden and 218 workplaces getting involved (data up to 30 April).</p> |
| 3.6 | <p>The main highlights from the first campaign, Biketober, are encouraging with,</p> <ul style="list-style-type: none"> - 49% of respondents noted an increase in the number of days they were physically active after the Challenge; - 50% of those classed as new riders at baseline, increased how often they were riding seven months after the Challenge; - 25% of new riders reported they were riding once a week or more seven months after the Challenge; - 50% of occasional riders reported riding regularly seven months after the Challenge; and - 25% of new riders had ridden to work at least once, seven months after the Challenge and 25% had ridden for transport purposes. |

| | |
|-----|---|
| | May was Bike Month Challenge which has seen significant increase in the numbers of people registering to Love to Ride, after the Challenge further analysis will be undertaken. |
| 3.7 | Living Streets Walk to School Programme is a pupil-led initiative where children self-report how they get to school every day using the interactive WOW Travel Tracker. If they travel sustainably (walk/wheel, cycle, or scoot) once a week for a month, they get rewarded with a badge. Data from Living Streets suggests that on average, WOW schools see a 30% reduction in car journeys taken to the school gate and a 23% increase in walking rates. |
| 3.8 | Over the past 10 years, PCC has engaged in the Bike It programme to help encourage a travel behaviour change in schools and is due to end in July at the end of the academic year. The Living Streets Walk to School Programme offers a fresh approach in Peterborough targeting schools which are currently experiencing traffic and parking concerns. 8 schools are to benefit from the programme, four of the schools will have 'school streets' in operation and four schools without 'schools streets' giving the opportunity for PCC to analyse the benefits of the Living Streets Wow programme with differing travel circumstances. |
| 3.9 | Invitations to save the date of ATE's visit have been sent out in preparation with the agenda and further details to follow. |

4. Appendices

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| 4.1 | Appendix A - List of funded Active Travel Fund 4 schemes. |
| 4.2 | Appendix B - Love to Ride Cambridgeshire and Peterborough |

5. Implications

Financial Implications

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| 5.1 | The MTFP has £100,000 of revenue funding for Active Travel. A total of £67,485 is being sought for Love to Ride and Living Streets Walk to School Programme. Both projects are expected to run for 12 months. |
| 5.2 | The remaining £32,515 should remain as subject to approval funding and may be required for future active travel programmes. |

Legal Implications

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| 6.1 | The Combined Authority will enter into Grant Funding Agreements with the two Highway Authorities. Whilst the Love to Ride is a Combined Authority wide programme it is administered through the County Council and the Living Streets Walk to School funding will be managed by Peterborough City Council. |
|-----|--|

Public Health Implications

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|-----|---|
| 7.1 | ATE's 2030 vision, for half of journeys in towns and cities to be walked, wheeled, or cycled. Love to Ride and Living Streets seek to encourage adults and children to undertake active modes of transport which has wellbeing, physical health and environmental benefits. |
|-----|---|

Environmental & Climate Change Implications

| | |
|-----|----------|
| 8.1 | As above |
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Other Significant Implications

| | |
|-----|-----|
| 9.1 | N/A |
|-----|-----|

Background Papers

| | |
|------|-----|
| 10.1 | N/A |
|------|-----|

Appendix A: Active Travel Fund 4 List

| Scheme Name | Grant Value | Type | Delivery Partner |
|---|------------------|--------------|------------------|
| Girton to Eddington | 400,000 | Construction | CCC |
| Buckden to Brampton | 300,000 | Construction | CCC |
| Alconbury-little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station | 90,000 | Development | CCC |
| Godmanchester - Huntingdon Centre | 60,000 | Development | CCC |
| Granta park - A505 Roundabout | 60,000 | Development | CCC |
| Oundle Road - Ham Lane to Lynchwood | 400,000 | Development | PCC |
| Thorpe Road - Thorpe Meadows to new rail entrance | 300,000 | Development | PCC |
| Bourges Boulevard/Lincoln Road City Centre to Werrington | 286,590 | Development | PCC |
| Thorpe Wood Cycleway Phase 3 | 2,000,000 | Construction | PCC |
| Total CCC | 910,000 | | |
| Total PCC | 2,986,590 | | |
| Gand Total | 3,896,590 | | |



LOVE TO RIDE

Cambridgeshire and Peterborough

1 October 2022 – 30 April 2023,
with addition of The Bike Month Challenge.



956

People riding



43

New riders



68,600 lbs

CO2 saved



494,909

Miles ridden



218

Workplaces



38,755

Trips taken



18,361

Transport trips



Agnieszka K riding off into the sunset

"I think this is a great initiative. Not FORCING people to ride, but encouraging and being supportive."

- Emma at MRC Laboratory of Molecular Biology



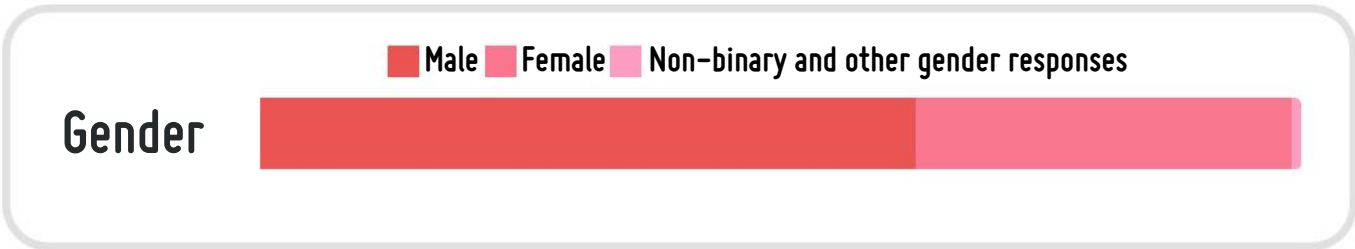
38%

of active new riders became occasional or regular riders

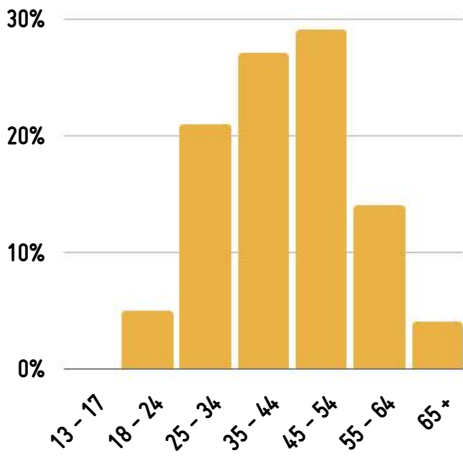


21%

of active occasional riders became regular riders

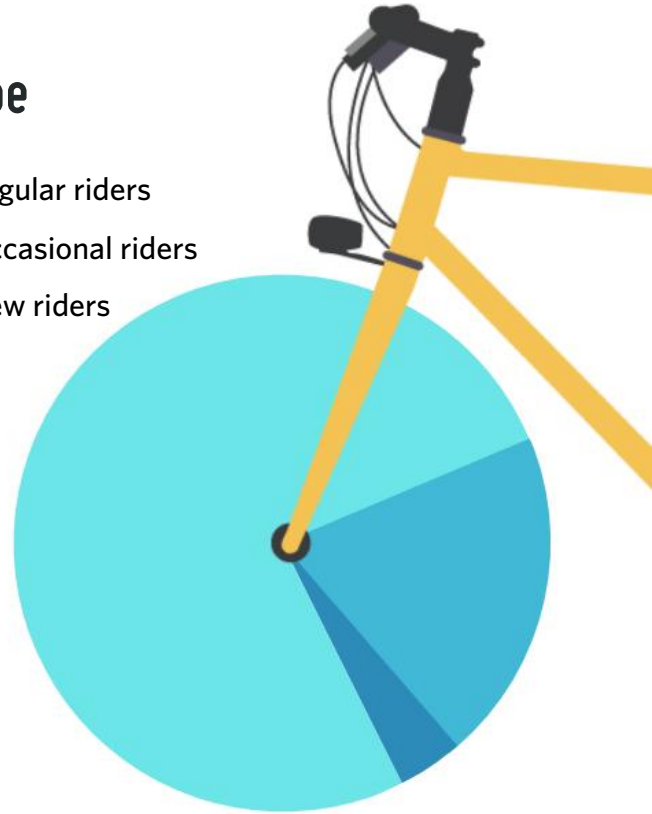


Age

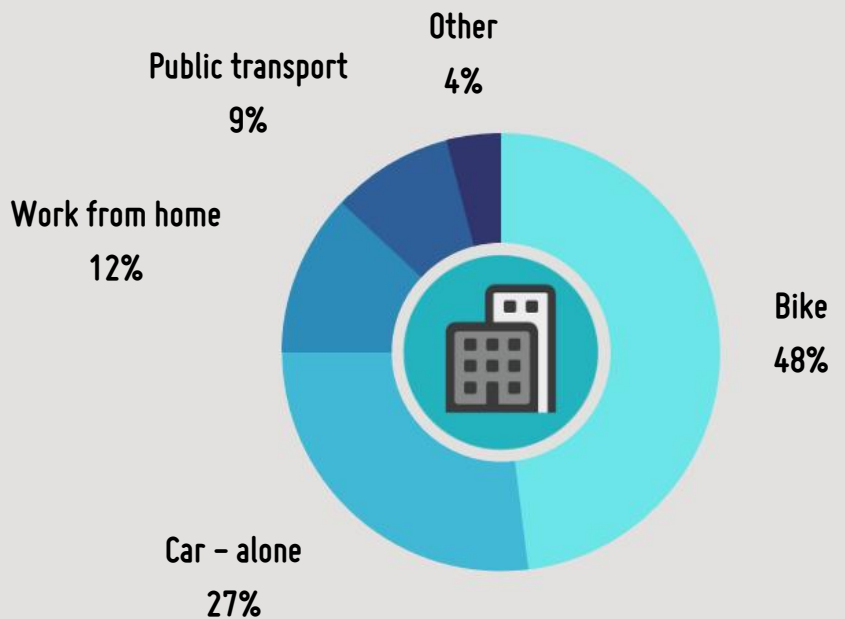


Rider type

- 76% Regular riders
- 20% Occasional riders
- 4% New riders

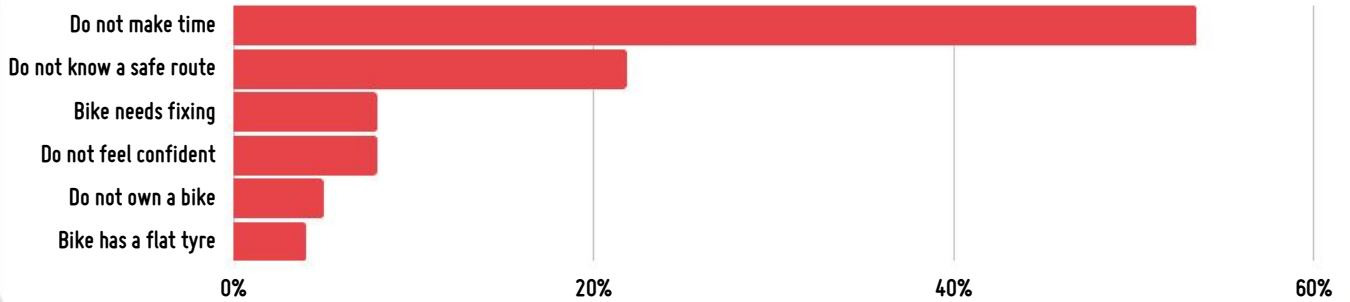


Usual mode of transport to work

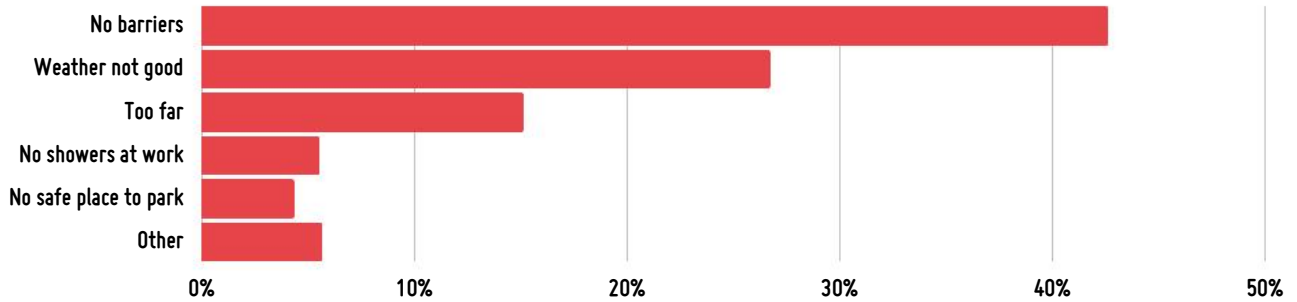


Barriers and motivators

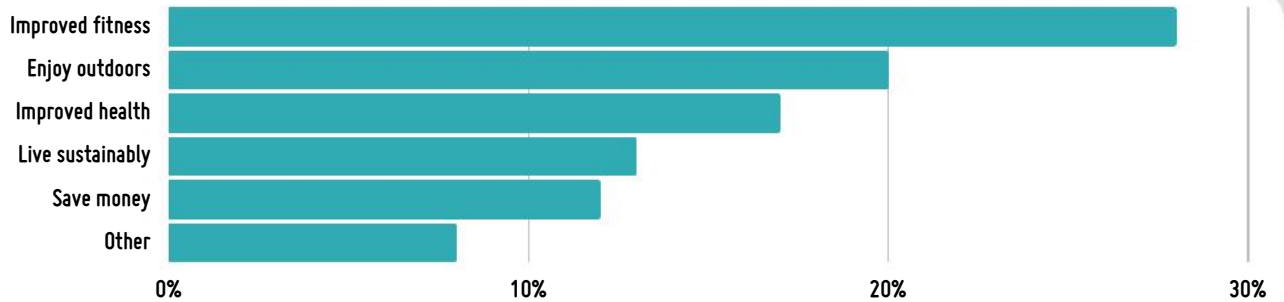
Barriers to riding more – new to occasional riders



Barriers to riding more – occasional to regular riders



Motivators for riding more – all riders



Biketober



149
Workplaces



544
People riding



78,538
Miles ridden



3,117
Transport trips

Winter Wheelers



366
People riding



28,471
Miles ridden



1,392
Transport trips

Spring Campaign



743
People riding



204,755
Miles ridden



6,787
Transport trips

Bike Month Challenge



211
Workplaces



893
People riding



153,061
Miles ridden



4,860
Transport trips



410

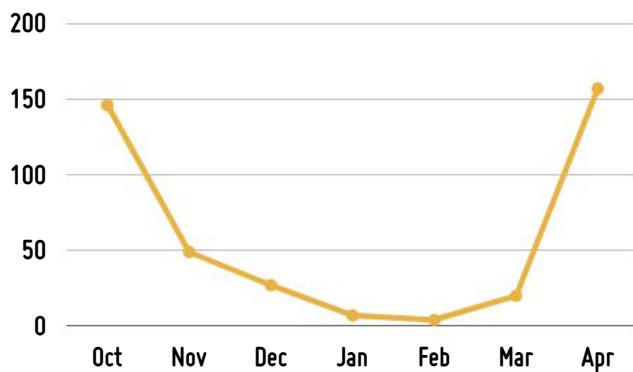
New users
joined the
platform



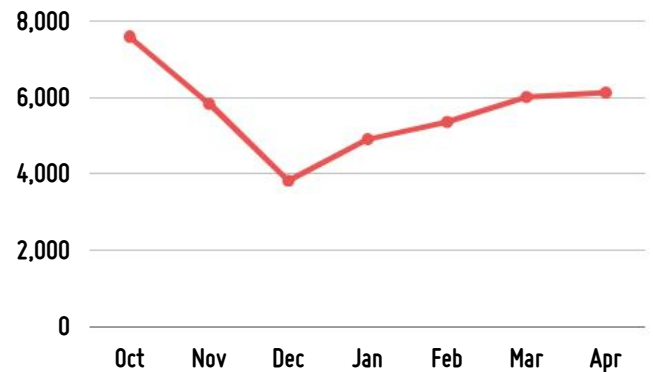
78

Of those users
were new to
riding

New users by month



Trips taken by month



Summary and general trends

Love to Ride Cambridgeshire and Peterborough started strongly with the Biketober campaign in October 2022. Jumping quickly into a new challenge, we saw positive results from the beginning. The Bike Month Challenge has had great results across all areas, with most numbers doubling compared to Biketober, especially the number of new rider registrations and new user accounts. This shows the growth of Love to Ride since the project started and the importance of running multiple campaigns a year. Outreach with the local community has been important for these results and promotion of Love to Ride across the combined authority has allowed us to grow the numbers well in the last 8 months. Engagement via webinars, presentations, press releases and the use of our Promo Packs have allowed us to establish relationships with community groups. Running Facebook advertisements has also been a huge success over the last couple of weeks with 56 new registrants in one weekend and over 1,000 clickthroughs. Using a mixture of engagement techniques alongside Gabriella building contacts with businesses across the region has seen a big uptake in more companies participating. Overall, a fantastic first year for the combined authority and we're looking forward to what the next few months bring!



| | |
|---|-------------|
| Transport & Infrastructure Committee | Agenda Item |
| 14 June 2023 | 8 |

| | |
|----------------------|--|
| Title: | Regional Transport Model |
| Report of: | Emma White Transport Programme Manager |
| Lead Member: | Cllr Anna Smith, Chair of Transport and Infrastructure Committee |
| Public Report: | Yes |
| Key Decision: | Yes KD2023/016 |
| Voting Arrangements: | A simple majority of voting Members |

| Recommendations: | |
|------------------|--|
| A | Note progress on the delivery of the Regional Transport Model |
| B | Recommend that the Transport and Infrastructure Committee approve the drawdown of £421,280 from 'subject to approval budget' to 'approved budget' for the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project. |
| C | Recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into a Grant Funding Agreement for the Transport Model Project with Peterborough City Council. |

| Strategic Objective(s): | |
|--|---|
| The proposals within this report fit under the following strategic objective(s): | |
| | Achieving ambitious skills and employment opportunities |
| X | Achieving good growth |
| X | Increased connectivity |
| X | Enabling resilient communities |
| <p>The Regional Transport Model scope fits under all the strategic objectives as it aims to</p> <ul style="list-style-type: none"> • Support with developing business cases for highway and public transport schemes that are consistent with the Department for Transport's TAG guidelines; • Support Local Plan development, testing both different land use scenarios, and the transport measures to support them; • Support the development and testing of transport and environmental strategies and policies to consider the growth predicted for the region and recommendations of the Independent Commission on Climate Change; • Provide evidence for scheme development and funding bids, and • Support undertaking quick high-level scheme tests. <p>Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24</p> | |

1. Purpose

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|-----|---|
| 1.1 | This paper seeks approval of the drawdown of £421,280 funds from 'subject to approval' to 'approved' for the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project. |
|-----|---|

2. Proposal

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| 2.1 | The proposal is the drawdown of £421,280 for the PTM4 as part of works for the Regional Transport Model project. |
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3. Background

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| 3.1 | During the assessment of recent transport 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. |
|-----|---|

| | |
|-----|--|
| 3.2 | <p>There is currently a significant number of CPCA and other organisation transport schemes either at the proposal stage or in early business case stage that require a valid transport model to test the scheme impact and benefits. The proposed new model of the whole CPCA area will enable the testing of multiple schemes for a wide range of end users, including (but not limited to):</p> |
|-----|--|

- CPCA;
- Peterborough City Council;
- Cambridgeshire County Council (CCC);
- Greater Cambridge Partnership;
- District Council Local Plans; and
- Developers.

| | |
|-----|---|
| 3.3 | <p>There are several advantages from building a single model covering the whole of the CPCA area instead of a range of smaller scheme specific models, namely:</p> <ul style="list-style-type: none"> • 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. |
|-----|---|

| | |
|-----|---|
| 3.4 | <p>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 transport interventions to demonstrate their impact and benefits and gain government funding.</p> <p>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.</p> |
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| 3.5 | <p>To reflect the coverage of the model the steering group have agreed to call it the Cambridgeshire and Peterborough Combined Authority Model or CaPCAM for short.</p> <p>The new model requires the collection of a wide range of data covering all travel modes. The highway data is due to be collected over the next few weeks with Peterborough surveys on site early May and Cambridgeshire surveys on site late May and early June. There will also be surveys of bus and rail passengers and usage. This data will be collected for the same periods as the highway data.</p> <p>The survey costs are now being finalised and are lower than budgeted for, therefore the Agent Based Model (ABM) covering the same area as CaPCAM was also commissioned within the existing agreed budget. ABMs simulate actions and interactions of individual agents with a view to assessing the</p> |
|-----|--|

| | emergent effects on the system as a whole. The use of an ABM would help highlight potentially unexpected consequences of a policy or other intervention. The ABM would not replace any of the existing model suite but instead would complement these existing models and would allow for more rapid testing of a wider range of interventions both physical and policy/strategy changes. | | | | | | | | | | |
|--------------------|---|------|-------|--------------------|--------|--------------------|---------|-----------------|---------|-------|---------|
| 3.6 | <p>Previously in the January 2023 Combined Authority board it was stated that Peterborough City Council will need funding to cover aligning the PTM4 with CaPCAM. The final cost for this work is £421,280.</p> <table border="1" data-bbox="539 392 1024 593"> <thead> <tr> <th>Task</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Project Management</td> <td>25,354</td> </tr> <tr> <td>Model Construction</td> <td>254,576</td> </tr> <tr> <td>Data Collection</td> <td>141,350</td> </tr> <tr> <td>Total</td> <td>421,280</td> </tr> </tbody> </table> <p>The PTM4 needs updating as it far more detailed than the CaPCAM model. The CaPCAM model is not intended to assess urban areas to the level of detail as increasing the level of detail would require a more detailed zoning system and network that would significantly increase processing time for CaPCAM model runs and economic appraisals. Both models will use the same data and be aligned.</p> | Task | Total | Project Management | 25,354 | Model Construction | 254,576 | Data Collection | 141,350 | Total | 421,280 |
| Task | Total | | | | | | | | | | |
| Project Management | 25,354 | | | | | | | | | | |
| Model Construction | 254,576 | | | | | | | | | | |
| Data Collection | 141,350 | | | | | | | | | | |
| Total | 421,280 | | | | | | | | | | |

4. Appendices

| | |
|-----|-----|
| 4.1 | N/A |
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5. Implications

Financial Implications

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| 5.1 | <p>Drawdown of £421,280 from 'subject to approval budget' to 'approved budget' for the delivery of works by Peterborough City Council on the PTM4 as part of works for the Regional Transport Model project. The current budget in "approved" for scoping and Cambridgeshire County Council is £1,895,822. The remaining subject to approval (after PCC costs) is £573,898 for 2024/2025 and 2025/2026.</p> |
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Legal Implications

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| 6.1 | The Combined Authority will enter into a Grant Funding Agreement for the Transport Model Project with Peterborough City Council |
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Public Health Implications

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| 7.1 | The Regional Transport Model will allow modelling of schemes and testing of transport and environmental policies and strategies that can improve public health. |
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Environmental & Climate Change Implications

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| 8.1 | The Regional Transport Model will allow modelling of schemes and testing of transport and environmental strategies and policies. |
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Other Significant Implications

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| 9.1 | N/A |
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Background Papers

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| 10.1 | Transport and Infrastructure Committee 18th Jan 2023 |
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**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE AGENDA PLAN

Updated May 2023

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in italics are TBC.

The definition of a key decision is set out in the Combined Authorities Constitution in Chapter 6 – Transparency Rules, Forward Plan and Key Decisions, Point 11 <http://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Constitution-.pdf>

* indicates items expected to be recommended for determination by Combined Authority Board

+ indicates items expected to be confidential, which would exclude the press and public.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.

The agenda dispatch date is five clear working days before the meeting.

Standing items are shaded blue and are considered at every Committee meeting:

| Committee date | | Agenda item | Report Purpose | Lead officer | Report to CA Board for decision | Reference if key decision | Agenda despatch date |
|----------------|----|--------------------------------|--|---|---------------------------------|---------------------------|----------------------|
| 14/06/23 | | Director's Highlight Report | | Steve Cox | No | n/a | 06.06.23 |
| | 1. | Bus Service Improvement Plan | To provide feedback on the draft Bus Service Improvement Plan (BSIP) and make recommendations to the Combined Authority Board. | Steve Cox Executive Director Place and Connectivity Tim Bellamy Interim Head of Transport | Yes | n/a | |
| | 2. | E-scooters | Update on DfT licensing legislation and future procurement | Tim Bellamy Interim Head of Transport | | | |
| | 3. | Active Travel Update | Update on recent bid outcomes and next steps | Tim Bellamy Interim Head of Transport | | | |
| | 4. | Regional Transport Model | Update on Regional Transport Model and approval of spend by Peterborough City Council | Tim Bellamy Interim Head of Transport | | | |
| | | Minutes of previous meeting | | Jo Morley | N/A | | |
| | | Public questions (if received) | | Jo Morley | N/A | | |
| | | TIC Agenda Plan | | Jo Morley | N/A | | |
| | | | | | | | |
| 12/07/23 | | Director's Highlight Report | | Steve Cox | No | | |

| Committee date | | Agenda item | Report Purpose | Lead officer | Report to CA Board for decision | Reference if key decision | Agenda despatch date |
|-----------------|----|---|----------------|--------------|---------------------------------|---------------------------|----------------------|
| | 1. | Roadside Bus Infrastructure | | Tim Bellamy | Yes | KD2023/020 | |
| | 2. | Future Role of Demand Responsive Transport in Cambridgeshire and Peterborough | | Steve Cox | Yes | KD2023/023 | |
| | 3. | | | | | | |
| | 4. | | | | | | |
| | | Minutes of previous meeting and Action Log | | Jo Morley | N/A | | |
| | | Public questions (if received) | | Jo Morley | N/A | | |
| | | TIC Agenda Plan | | Jo Morley | N/A | | |
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| 13/09/23 | | Director's Highlight Report | | Steve Cox | N/A | | |
| | 1. | | | | | | |
| | 2. | | | | | | |
| | 3. | | | | | | |
| | | Minutes of previous meeting and Action Log | | Jo Morley | N/A | | |

| Committee date | | Agenda item | Report Purpose | Lead officer | Report to CA Board for decision | Reference if key decision | Agenda despatch date |
|----------------|--|--|----------------|--------------|---------------------------------|---------------------------|----------------------|
| | | Public questions (if received) | | Jo Morley | N/A | | |
| | | TIC Agenda Plan | | Jo Morley | N/A | | |
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| 15/11/23 | | Director's Highlight Report | | Steve Cox | N/A | | |
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| | | Minutes of previous meeting and Action Log | | Jo Morley | N/A | | |
| | | Public questions (if received) | | Jo Morley | N/A | | |
| | | TIC Agenda Plan | | Jo Morley | N/A | | |
| | | | | | | | |
| 17/01/24 | | Director's Highlight Report | | Steve Cox | N/A | | |

| Committee date | | Agenda item | Report Purpose | Lead officer | Report to CA Board for decision | Reference if key decision | Agenda despatch date |
|----------------|--|--|----------------|--------------|---------------------------------|---------------------------|----------------------|
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| | | Minutes of previous meeting and Action Log | | Jo Morley | N/A | | |
| | | Public questions (if received) | | Jo Morley | N/A | | |
| | | TIC Agenda Plan | | Jo Morley | N/A | | |
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| 13/03/24 | | Director's Highlight Report | | Steve Cox | N/A | | |
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| | | Minutes of previous meeting and Action Log | | Jo Morley | N/A | | |

| Committee date | | Agenda item | Report Purpose | Lead officer | Report to CA Board for decision | Reference if key decision | Agenda despatch date |
|-----------------|----|--------------------------------|----------------|--------------|---------------------------------|---------------------------|----------------------|
| | | Public questions (if received) | | Jo Morley | N/A | | |
| | | TIC Agenda Plan | | Jo Morley | N/A | | |
| 19/06/24 | 1. | | | | | | |
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An accessible version of this information is available on request from democratic.services@cambridgeshirepeterborough-ca.gov.uk