



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

<b>Recommendations:</b>	
A	Note the content of this report.

<b>Strategic Objective(s):</b>	
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

- 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.

## 2. Recent and Forthcoming Events

### 2.1 ZEBRA Bus Launch – 12 May 2023

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.

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.

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.

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.

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.

### 2.2 Active Travel England visit – 21 June 2023

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.

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.

Rating 2 is for 'strong local leadership with clear plans that form the basis of an emerging network' with elements already in place.

Cambridgeshire & Peterborough has secured £3,896,590 from Active Travel Fund 4.

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.

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>The Combined Authority, with its active travel delivery partners, therefore pitched for both shovel-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><b>Rail Summit – 7 July 2023</b></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><b>Meeting with National Highways Chief Executive</b></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

4.1	<p><b>Peterborough Station Quarter</b></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><b>LEVI funding</b></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 <a href="#">Local Electric Vehicle Infrastructure</a> (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 26<sup>th</sup> 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.

4.5	<p><b>Bus Retendering</b></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"> <li>• 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.</li> <li>• Service 15 Haslingfield – Royston, currently run by A2B, is out to tender with a new tender due to takeover on 12 June.</li> <li>• 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.</li> </ul> <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>
-----	---

4. Strategic Partner scheme updates	
5.1	<p><b>A428</b></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><b>East West Rail Announcement</b></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>
<b>Passenger numbers on subsidised routes</b>		90,593	97,960	112,011			
<b>Real time passenger information</b>	Total signs	439	439	439	439	439	
	Faults reported and fixed	11	5	8	3	2	
<b>Taxi cards – customers in, in 2023/23 to date</b>							29
<b>Bus passes issued</b>		1,706	Data unavailable	Data unavailable	1,873	578 (to 12 <sup>th</sup> May)	
<b>Love to ride miles</b>							395,667m
<b>Rides on scooters</b>		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

### 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
------	------