



Transport & Infrastructure Committee		Agenda Item
12 July 2023		4
Title:	Place & Connectivity Directorate Monthly Highlight Report: June 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	

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):

X	Achieving good growth
X	Increased connectivity
X	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.
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2. Recent and Forthcoming Events

2.1	Active Travel England visit – 21 June 2023 On 21 st June, Active Travel England (ATE) attended a conference to showcase the ambitious work that is being undertaken in the region in relation to active travel. The Combined Authority have received positive feedback on the event and are looking forward to meeting with officers and the Mayor in August. The afternoon commenced with a welcome from Cllr Anna Smith and Mayor Dr Nik Johnson, followed by presentations from the Combined Authority, Cambridgeshire County Council, Peterborough City Council and Greater Cambridge Partnership. ATE were given a tour of Peterborough via Google Maps and the future plans for active travel infrastructure was shared by all parties.
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	<p>Following a networking break, the delegates heard from HealthWatch about the importance of designing for all users, followed by a review of the inspiring behavioral change work that has been undertaken over the past years in the region.</p> <p>CamCycle concluded the presentations by sharing their work with the cycling community and how that can complement the work of the constituent councils.</p> <p>Danny Williams (CEO) and Brian Deegan (Director of Inspections) from ATE then took questions from the audience. The overarching theme of these questions related to rural accessibility and the link between active travel and health. ATE encouraged the Combined Authority to work with them on several issues including; rural land use, severance issues, active travel routes along railways, and maintenance funding issues. ATE were positive about the work that is currently being undertaken and have promised support and advice for future infrastructure works.</p>
2.2	<p>East of England All Party Parliamentary Group – 19 June 2023 & Rail Summit – 7 July 2023</p> <p>The Interim Head of Transport attended East of England All Party Parliamentary Group meeting on 19th June where Ely Area Capacity Enhancements was discussed at great length. At the event cross-party, cross-industry and cross-country support for EACE was demonstrated as the East of England APPG hosted the launch of England’s Economic Heartland and Transport East’s brochure <i>Keeping Trade on Track</i>. Co-chairs Peter Aldous MP and Daniel Zeichner MP were joined by Iain Stewart MP, Chair of the Transport Select Committee, and Tan Dhesi MP, Labour Minister for Rail, who heard the case for investment into Ely Junction and supporting schemes from an expert panel. More than 40 MPs, Peers, rail, business, and regional stakeholders listened as the panellists set out clearly the national economic, social, and environmental case for funding the £466m upgrade to the rail network around Ely.</p> <p>In addition, the <i>Importance of Rail for the South-East and East of England Summit</i> organised by the Combined Authority will explore the future of rail in the region. The event is to be chaired by Rt. Hon. Norman Baker (Chair of the Campaign for Better Transport and former Parliamentary Under Secretary of State at the Department for Transport) 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. The agenda will include:</p> <ul style="list-style-type: none"> • Keeping Growth on Track • Maximising the potential of clusters • Transforming Transport: Integrating networks to simplify public transport • Linking people and places to match skills demand
2.3	<p>Meeting with National Highways Chief Executive</p> <p>The Mayor and senior Combined Authority officers are planning to meet 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 emerging Local Transport and Connectivity Plan in shaping strategic direction and securing future funding, as well as seeking reassurance 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

3.1	<p>Buses Update</p> <p>The bus plays an important part in Cambridgeshire and Peterborough’s overall transport system. As the most-used public transport mode, it enables people to get to and from work, shops and to education, health, and leisure facilities. As well as providing accessibility for all, buses have wider benefits to society by reducing congestion, improving air quality, enhancing health and well-being, and adding value to the economy.</p>
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This section provides an update on three important bus-related programmes of work which form part of the over-arching Bus Strategy. These programmes are the draft Bus Service Improvement Plan (BSIP), Bus Reform and the Network Review. The section provides an update on each of these topics in turn.

Bus Service Improvement Plan (BSIP)

CPCA officers are working closely with the mayor, local authority leaders, members of the TIC committee, officers, and bus operators to establish the priorities for the new BSIP. As part of this CPCA officers have recently spoken to all CPCA leaders to seek early feedback on the priorities. The themes of the feedback reflect the need to show the nuances between the different parts of the CPCA area and align the priorities to reflect the different needs. There is shared agreement on the need for the BSIP to be ambitious and also to reflect that the improvements in the plan need to consider the medium-term financial viability.

Work on drafting the BSIP will continue. While there is not a specific submission date set by Government, partners are keen to set out our priorities and engagement with Government on ways to fund and implement the plan. The committee will receive a future report which includes the draft BSIP document when it is ready for consideration.

Bus Network Review

The bus network review workstream has been established to assess and provide recommendations on the future investment in tendered services. The assessment of bus services is currently underway, and the initial findings will be shared with committee members and CPCA board members ahead of decision on the outcome of the review.

Bus Reform

The Combined Authority is considering making changes to how bus services are governed and managed in Cambridgeshire and Peterborough Combined Authority area. There are a number of challenges which need to be addressed, including: decreasing bus patronage, increasing operating costs, a contracting commercial network and traffic congestion in some parts of the CPCA. Alongside these challenges there is the opportunity to respond to a growing economy and provide a transformed bus service.

To enable a decision on a preferred way forward the Board has asked the CPCA to undertake an assessment of the options as part of an Outline Business Case. The draft assessment is currently being prepared to establish the case for taking forward either an enhanced partnership or bus franchising.

The draft assessment will evaluate the bus franchising an enhanced partnership in line with the Bus Act 2017 and using the HM Treasury Green Book methodology, including strategic, economic, financial, management, and commercial case assessments. The evaluation will provide evidence on which model is the most favourable option for governing bus services to achieve the broader ambitions of the Combined Authority.

The draft assessment is currently being developed. This will be a key milestone in the decision-making process for bus reform. Ahead of a recommendations or decision on a preferred option, the next step is to undertake an assessment of the business case by an independent and external auditor. Following this assessment and further work on the business case, a final business case and assessment of the options can be presented to the board for consideration.

The audit of the business case is planned to be undertaken over the summer, with the final outline business case and assessment by the auditor being presented to board to inform a decision on the preferred governance model and potential for a public consultation if franchising is the preferred model.

Bus Retendering

The June highlight report provided an update on the retendering of bus services. The report referred to three services being cancelled in the north of the region. These are services 50, 56 and 66, operated by Stagecoach, that were considered by the operator to be no longer viable and would end as commercial services on Saturday 22nd July. The Combined Authority has stepped in to retender each

	<p>of these services. Subject to the outcome of the tender process the new contracts are expected to run from 24th July to 31st March 2024. This allows the services to be reviewed as part of the wider network review currently being carried out.</p> <p>Stagecoach has also made CPCA aware of its intention to withdraw the 36 service and enhance the service provided by the 37. Both are services that are currently being run commercially by Stagecoach. These changes will result in there no longer being a service between Thorney and Eye. CPCA is working with other operators to look at options for addressing this. The on-going network review is looking at all services across Cambridgeshire and Peterborough and will come forward with affordable proposals in the Autumn for implementation in April 2024.</p>
3.2	<p>Six District Challenge</p> <p>On Monday 12th June 2023, Mayor Nik Johnson took part in the Six District Challenge, which involved getting around each of the six districts in Cambridgeshire, within 24 hours, using only public transport and active travel routes.</p> <p>With no prior plan on which routes to take, the Challenge was a unique opportunity to celebrate the progress made in delivering good public transport and identify challenges remaining in Cambridgeshire and Peterborough. Starting in Wisbech at 10am, the Mayor’s journey took him through the following locations and modes of transport before arriving back at Wisbech at 8.30pm.</p> <p>The Challenge was in support of Better Transport Week, which this year took place between 12th – 18th June 2023 and is a week-long celebration of sustainable transport. Pioneered by Campaign for Better Transport, it brings together industry partners, national and local government, sub-national transport authorities and NGO partners to highlight positive, innovative work being done across the transport sector.</p> <p>Insights gained from this experience will be used to inform the Cambridgeshire and Peterborough Combined Authorities plans to transform local public transport.</p>

4. Strategic Partner scheme updates

4.1	<p>Cambridge South Station</p> <p>On 5th June 2023, Huw Merriman, Minister of State for Rail, visited the site of Cambridge South, to announce £211 million from the Government to get the station into service by 2025. Work is already well under way on the Cambridge South Infrastructure Enhancements Cambridge scheme – CSIE – at the Cambridge Biomedical Campus. Serving the city’s southern fringe, the new station can potentially connect the Cambridge Biomedical Campus with destinations like central London, London Stansted Airport, Ely, Birmingham, and Europe, via London St Pancras.</p> <p>It will also widen direct access to a booming area of high-quality employment and do much to relieve local congestion by supporting environmentally sustainable transport in Cambridge. The Cambridge South station is necessary to embrace rapid economic and population growth centred around the biomedical campus, a hotspot for intensive development. Importantly, the station will plug into East West Rail and make possible a knowledge, innovation, and investment corridor between ‘Oxbridge’ – the UK’s two oldest universities – and the hot tech and cutting-edge research and pharma enterprises that cluster around them.</p> <p>With the East West Rail line expected to call at the new station, job and housing opportunities will extend far beyond the cities of Oxford and Cambridge, spreading growth opportunity across their whole area.</p>
4.2	<p>Making Connections</p> <p>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:</p> <ul style="list-style-type: none"> • 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. The outcome from the GCP Board meeting on 29th June will be known by the time of this Committee.

5. Monthly Transport Statistics

5.1		Jan 23	Feb 23	Mar 23	Apr 23	May 23	Jun 23	YTD
Passenger numbers on subsidised routes		90,593	97,960	112,011	<i>NB passenger numbers provided by 4 week period by all but one operator.</i> <i>Period 1 (2nd – 29th April) =</i> 78,152 <i>Plus April ridership separately recorded =</i> 22,051. <i>NB. Period 1 total is missing data from 3 small operators.</i>	<i>Incomplete as of 14/6/23</i>		
Real time passenger information	Total signs	439	439	439	439	439	439	
	Faults reported and fixed	11	5	8	3	6	2	
Taxi cards – customers in, in 2023/24 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

Financial Implications

6.1	None
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Legal Implications

7.1	None
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Public Health Implications

8.1	None
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Environmental & Climate Change Implications

9.1	Neutral
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Other Significant Implications

10.1	None
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Background Papers

11.1	None
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