



Transport & Infrastructure Committee	Agenda Item
13 March 2024	5

Title:	Director's Highlight Report: March 2024
Report of:	Judith Barker, Executive Director – Place & Connectivity
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:	
A	Note the content of this report.

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.

2 Recent and Forthcoming Events	
2.1	The Acting Assistant Director for Transport presented at the Sub-National Transport Conference to promote the importance of Ely Area Capacity Enhancement for the region and UK plc, especially in relation to the movement of freight nationally.
2.2	The Acting Assistant Director for Transport will be presenting at the Accessible Transport Policy Commission (House of Lords) to discuss the role of local government in shaping accessible transport on 5 th March. He will be part of the panel that will be chaired by Baroness Tanni Grey Thompson and include a representative from the West Midlands Combined Authority, Vernon Everitt from Greater Manchester Combined Authority and Seb Dance from the Greater London Authority. There will be senior local councillors and operational staff from around the country and representatives of disabled people's organisations at the meeting.

2.3	On 11 March 2024, the Acting Assistant Director will be attending a session in the House of Commons with Transport East and England's Economic Heartland to promote rail schemes (EACE, Snailwell Loop and Haughley Junction) and improvements to the rail timetables to enhance the offer to the people of Cambridgeshire, Peterborough, and the wider region.
2.4	<p><u>Future Events</u></p> <p>The Combined Authority have been invited to host one of Active Travel England's series of Ambition conferences with support from Landor LINKS. The one-day seminar will be aimed at technical officers from neighbouring Local Authorities and will be used to showcase work in the region. This event is expected to be scheduled for the summer this year.</p> <p>The Combined Authority are progressing work on the development of a Transport Summit for 14 June 2024. The aims for this Summit are to provide collaborative leadership and innovation, including:</p> <ul style="list-style-type: none"> • To formally launch the LTCP with stakeholders, businesses, and members; • To hear from experts within the transport industry on the future of transport within the region; • To demonstrate some of the innovative solutions we are looking to progress; and • To bring together key stakeholders, experts, and leaders from the transportation industry to discuss and address challenges, opportunities, and implementation.

3 Combined Authority scheme updates

3.1	<p><u>Centre of Green Technology update</u></p> <p>The Centre for Green Technology is a key project for Inspire Education Group (IEG) delivering green skills and student capacity for the future. A dedicated green curriculum, the only one of its kind within 50 miles, is needed within the local economy and will deliver skills which are sought after by local business across Peterborough and the wider region.</p> <p>The Project consists of a 3-storey new build, totalling 2,435 M2 of GIFA. The facility provides a mixture of large and medium workshop space, classrooms, staff room space and a lab. The space will be shared by electrical vehicle and other engineering and new construction technologies. The project will comply with BREAMM, will have several renewable energy initiatives and be gas free supporting the IEG's drive to Net Zero.</p> <p>After a change of contractor, project progress to date can be summarised below:</p> <ul style="list-style-type: none"> • Cleggs Construction appointed – June 2023 • VE Process reduced construction cost from £12m to £9.5m – July 2023 • Enabling works completed – August 2023 • IEG Board signed off on project budget and JCT Contract – September 2023 • Project broke Ground – October 2023 • Breaking Ground Event – 8 December 2023 • Project Completion – forecast 29 November 2024
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Progress



3.2	<p><u>Local Transport and Connectivity Plan (LTCP) and Key Performance Indicators (KPIs)</u></p> <p>Since the LTCP was approved in November 2023, work to develop how the plan is monitored has focused on ensuring that the plan is fully reflected in the refreshed Corporate Strategy 2023-25 deliverables and the 2024-25 Place and Connectivity Directorate Business Plan objectives and activities.</p> <p>The key performance indicators established in the LTCP will provide a robust basis for monitoring progress and outcomes. The Transport team will collaborate with the Policy, Insight and Performance team to agree a methodology for measuring these indicators. Once agreed, baseline data will be collected and reported to this Committee.</p>
3.3	<p><u>A10 Update</u></p> <p>CPCA are the sponsor and funder for this project business case development using funds from Department for Transport. Cambridgeshire County Council are contracted to present an OBC, to the Combined Authority. We are working through details of the governance and the communications plans as we move towards engagement and then consultation on the options for the scheme.</p> <p>To this end, a Transport and Infrastructure Committee (TIC) briefing will be scheduled to ensure that all members are informed on the proposals before this is brought formally to this Committee. It was hoped to do this in February but has been delayed allowing further work to be done. We do not yet have confirmation from the Government on the funding arrangements for the scheme, since it was included in the Autumn 2023 Network North announcement. Engagement is planned with National Highways to understand future works relating to the Milton Interchange which connects to the scheme.</p>
3.4	<p><u>Rail Update</u></p> <p><u>Wisbech Rail</u></p> <p>Network Rail continue to work on their engineering options appraisal report, which is due to be shared with Combined Authority officers by the end of March 2024. The economic analysis work which sits alongside the engineering report is then due to be shared with the Combined Authority by the end of April 2024.</p> <p>The Combined Authority and Fenland District Council (FDC) will host a briefing session in May for FDC members to update on progress and outputs of the Network Rail work.</p> <p>The Combined Authority is also commissioning an initial study into the viability of autonomous vehicles along the Wisbech-March line either as an interim solution or long-term alternative to rail.</p> <p>An update on all reports will be provided to TIC in June 2024.</p> <p><u>Peterborough Station Quarter (PSQ)</u></p> <ul style="list-style-type: none"> • An updated Outline Business Case (OBC) was submitted to the Department for Transport (DfT) in January. • A visit to the site by DfT officials was hosted by Peterborough City Council (PCC) and the Combined Authority in February 2024. • On 29 February, the Combined Authority and PCC officers presented at a DfT Investment Committee where central government approved funding to develop a Full Business Case for submission in the autumn. • DfT's Centres of Excellence have reviewed the OBC and provided comments to the Combined Authority and PCC. Officers are working with partners to respond to these points which will inform the DfT's Investment Committee paper. <p>The third-party value for money assessment has been completed, in compliance with the Combined Authority processes, and no significant issues raised.</p> <p><u>Ipswich to Cambridge Community Rail Partnership (ICCRP)</u></p> <p>The Combined Authority will be providing a financial contribution in 2024/25, to support the ICCRP. This partnership aims to bring together local groups and partners from the rail industry with industrial groups to deliver a wide range of rail improvements. These partnerships act as a bridge between the railway and local communities and across the country they have been instrumental in achieving significant increases in use of rail through innovative marketing, improved services, and better station facilities. The ICCRP is due to be launched later in the spring and as the work of the partnership is developed with partners, Combined Authority officers will ensure that the Transport and Infrastructure Committee receive regular updates.</p>

	<p><u>Ely Area Capacity Enhancement (EACE)</u></p> <p>The Network North announcement included confirmation of central government’s support for this project and the substantial benefits it will bring. Network Rail have developed the scheme to Outline Business Case stage; next steps will involve further investment case development and delivery planning. The Combined Authority and sub-national transport bodies (England’s Economic Heartland and Transport East) will continue to champion the need for EACE to be delivered in a timely and effect manner.</p> <p><u>East-West Rail</u></p> <p>The East-West Rail Company (EWRC) have developed a <i>Door-to-Door Connectivity Strategy</i> that has recently been shared with Combined Authority officers. This strategy was approved by central government (DfT) in February 2024 and aims to set out proposals to maximise the use of East West Rail as part of door-to-door journeys by ensuring that connectivity by all modes of transport to stations is maximised.</p> <p>EWRC have informed Combined Authority officers that they wish to work with partners, particularly Local Authorities, to understand and plan for improvements, and ensure that delivery of the core scheme does not preclude delivery of wider transport links to stations.</p> <p>The strategy is being developed in two stages. The first phase of work has been completed largely by EWRC with limited engagement with local partners, including the Combined Authority, constituent Councils and sub-national transport bodies.</p> <p>The initial stage of work has identified several principles that are seen as needed to guide more detailed planning. This includes principles on giving customer choice for travel to stations, building on best practice from elsewhere, mitigating the impact of any severance associated with the project, delivering value for money, and planning for futureproofing in the scheme.</p> <p>The first stage of work has been endorsed by EWRC Board and DfT’s internal client board. This formed the trigger for developing stage two which will consider in more detail the connectivity at stations along the whole route of EWR.</p> <p>The second phase of work is the key point for EWRC to strengthen engagement with local partners, including the Combined Authority and constituent Councils. It is important that the Combined Authority and Highways Authorities are provided assurance by EWRC, given the significant role that local transport authorities have in enabling integration, that the second stage of the project will be co-created. In parallel, the Combined Authority officers are seeking further assurance from EWRC that they will advocate the need for investment in local transport to ensure that the <i>Door-to-Door Connectivity Strategy</i> is truly realised and delivered in advance of the scheme being built.</p>
3.5	<p><u>A47 Study Update</u></p> <p>The high-level study, led by Norfolk County Council, was circulated to A47 Alliance members in February. Cambridgeshire County Council and the Combined Authority contributed funding to the study’s production alongside Norfolk and Suffolk County Councils.</p> <p>The study’s purpose was to consider the benefits of dualling the A47, updating a similar study that took place in 2014. In summary, whilst there are benefits for users, particularly for journey time and accident savings, these benefits are much less than the 2014 study. This is due to a reduction in traffic flows and forecast growth since the previous study.</p> <p>Additionally, the carbon assessment demonstrates that there is a ~3% increase in carbon emissions with dualling the scheme.</p> <p>The study throughout reiterates the high-level assessment undertaken and Benefit Cost Ratios have not been included. The study worked out the cost of construction per KM, which is £19.5m, this is 14% higher than in the 2014 study.</p> <p>The study suggests that further assessment is required. The A47 Alliance continues to be committed to dualling the entire A47. The Combined Authority’s current position is to continue to seek improvements to the A47, but all options should be considered whilst adhering to climate change commitments.</p>
3.6	<p><u>Active Travel</u></p> <p>DEFRA have awarded the Combined Authority £351,122 for an air quality active travel project. The details of the project were presented and approved by this Committee in <u>November 2023</u>. The objective of the Air Care Project is to reduce NO₂ emissions within Cambridge City’s AQMA and raise awareness of air quality issues. This will be done by launching an app in schools that provides options</p>

for reducing single occupancy journeys, maintaining, and providing refurbished bikes to residents in deprived areas and working with health practitioners to disseminate information about the risks of air pollution and how to avoid it. The three-year project will commence immediately, and the Committee will receive annual updates.

The Active Travel Specialist Advisory Board (SAB) met for the second time in February. At this meeting, the Terms of Reference document was reviewed. The design approval process was also discussed. It was agreed that the Board would provide feedback on the positive and negative elements of each project that meet the criteria and recommendations for the future.

Following the approval of the MTFP, the Active Travel Team are working towards creating an Active Travel Strategy to complement the work already undertaken by CCC and PCC.

Unfortunately, the eCargo bike bids with Sustainable Cities Mobility Challenge and DfT's *Transport Decarbonisation Demonstrators* were not successful and therefore we did not get the funding to roll out the eCargo bike project. The Combined Authority officers are seeking clarification as to why this bid was unsuccessful to learn lessons for future funding applications.

4 Passenger Numbers on Subsidised Routes (last updated 13/10/2023)

4.1

Jan-23	90,593
Feb-23	97,960
Mar-23	112,011
Apr-23	NB passenger numbers provided by 4-week period by all but two operators. Period 1 (2 – 29 April) = 145,646 (updated 9/2/24) Two operators record passenger numbers by month rather than by period. The April ridership for these two = 25,628
May-23	Period 2 (30 April to 27 May) = 154,863 (figure amended 9/2/24) Two operators record passenger numbers by month rather than by period. The May ridership for these two = 27,439
Jun-23	Period 3 (28 May to 24 June) = 143,653 (figure amended 9/2/24) Two operators record passenger numbers by month rather than by period. The June ridership for these two = 31,677
Jul-23	Period 4 (25 June to 22 July) = 156,986 (figure amended 9/2/24) Two operators record passenger numbers by month rather than by period. The July ridership for these two = 32,274
Aug-23	Period 5 (23 July to 19 August) = 138,312 (figure amended 9/2/24) Two operators record passenger numbers by month rather than by period. The August ridership for these two = 30,754
Sep-23	Period 6 (20 August to 16 September) = 136,027 (figure amended 9/2/24)
Oct-23	Period 7 (17 September to 14 October) = 132,491 (figure amended 9/2/24)
Nov-23	Period 8 (15 Oct to 11 Nov) = 161,678 (figure amended 9/2/24)
Dec-23	Period 9 (12 Nov to 9 Dec) = 122,538 (Total is missing data from 1 small operator)
YTD	Periods 1 to 9 (with missing data) = 1,292,194 April to August ridership separately recorded = 147,772

5 Wider Transport Updates

5.1	Real Time Passenger Information		Taxi Cards - customers, booklets issued	Bus Passes Issued	Library Assisted Bus Pass Applications	Love to Ride Miles	Rides on Escoters
	Total Signs	Faults reported and fixed					
	Jan-23	439	11	1,706			75.5k
	Feb-23	439	5	2,041			85.2k
	Mar-23	439	8	2,407			89.8k
	Apr-23	439	3	1,873	316 (Cambs) 96 (P'boro)		85.6k
	May-23	439	6	2,010	317 (Cambs) 92 (P'boro)		97.8k
	Jun-23	439	2	1,862	262 (Cambs) 96 (P'boro)		111.5k
	Jul-23	453	11	1,916	235 (Cambs) 92 (P'boro)		101.8k
	Aug-23	453	5	2,110	280 (Cambs) 116 (P'boro)		95.6k
	Sep-23	453	2	1,684	262 (Cambs) 70 (P'boro)		105.2k
	Oct-23	453	11	2,014	275 (Cambs) 87 (P'boro)		116k
	Nov-23	453	7	1,662	185 (Cambs) 66 (P'boro)		110.7k
	Dec-23	453	2	1,176	138 (Cambs) 38 (P'boro)		79.2k
	YTD			124 (from 57 scheme members)	Total = 3023 (Apr-Dec)	1,368,184 miles	963.1k

6 Appendices

5.1 None

7 Implications

Financial Implications

6.1 None.

Legal Implications

7.1 None.

Public Health Implications

8.1 None.

Environmental & Climate Change Implications

9.1 Neutral.

Other Significant Implications	
10.1	None.
Background Papers	
11.1	None.