



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

## **TRANSPORT & INFRASTRUCTURE COMMITTEE**

**Date: Wednesday, 12 July 2023**

**Democratic Services**

Edwina Adefehinti  
Interim Chief Officer Legal and Governance  
Monitoring Officer

**10:00 AM**

72 Market Street  
Ely  
Cambridgeshire  
CB7 4LS

**Civic Suite, Pathfinder House, St Mary's Street, Huntingdon  
PE9 3TN**

### **AGENDA**

**Open to Public and Press**

**1 Apologies for Absence and Declarations of Interest**

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

**2 Minutes of the Previous Meeting and Action Log**

To approve the minutes of the meeting held on 14 June 2023 and to note the Action Log.

**Draft Minutes - 14 June 2023**

**1 - 7**

**3 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)

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|----------|--|----------------|
| <b>4</b> | <b>Place &amp; Connectivity Directorate- Monthly Highlight Report - June 2023</b>  | <b>8 - 13</b>  |
| <b>5</b> | <b>The Combined Authority's proposed response to National Highways Strategic Road Network Initial Report (RIS3) Consultation</b> | <b>14 - 31</b> |
| <b>6</b> | <b>ITSO Approved Contracts for English National Concessionary Travel Scheme (ENCTS)</b>  | <b>32 - 35</b> |
| <b>7</b> | <b>Transport &amp; Infrastructure Committee Agenda Plan</b>  | <b>36 - 41</b> |

**8 Date of next meeting:**

Wednesday, 13 September 2023 at 10.00 a.m.

**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



# Transport & Infrastructure Committee Draft Minutes

**Wednesday 14 June 2023**

Venue:	Civic Suite, Pathfinder House, Huntingdon PE29 3TN	
Time:	10.00 to 11.30	
Present:	Councillor Anna Smith Mayor Dr Nik Johnson Councillor Alan Sharp Councillor Nigel Simons Councillor Neil Shailer Councillor Lara Davenport-Ray Mr Andy Williams	Chair and Member for Cambridge City Council CPCA Mayor East Cambridgeshire District Council Peterborough City Council Cambridgeshire County Council Huntingdonshire District Council (substitute member) Business Board Representative
Apologies	Councillor Sam Wakeford Councillor Peter McDonald Councillor Brian Milnes Ms Rebecca Stephen	Huntingdonshire District Council South Cambridgeshire District Council South Cambridgeshire District Council (substitute member) Business Board Representative

## Minutes:

<b>1</b>	<b>Announcements, Apologies for Absence and Declarations of Interest</b>
1.1	Apologies were received from Cllr Wakeford, Cllr McDonald and his alternative Cllr Milnes, and from Rebecca Stephen, the Business Board Representative. Cllr Wakeford was substituted by Cllr Davenport-Ray.
1.2	No declarations of interest were made.
<b>2</b>	<b>Election of Vice-Chair</b>
2.1	Cllr Smith proposed Cllr Wakeford for the position of Vice-Chair of the Committee, and this was seconded by Cllr Davenport-Ray. Cllr Wakeford had been unable to join the meeting in person but joined remotely via Zoom to accept the nomination. There being no further nominations the matter was put to the vote and unanimously approved.  <u>RESOLVED:</u>  That Cllr Sam Wakeford be appointed as Vice-Chair of the Transport and Infrastructure Committee.

<p><b>3</b></p> <p>3.1</p>	<p><b>Minutes of the Transport and Infrastructure Committee meeting on 23 March 2023</b></p> <p>The minutes of the meeting on 15 March 2023 were approved as an accurate record subject to the following amendment:</p> <ul style="list-style-type: none"> <li>• That Cllr Wakeford be removed from the list of Councillors present as Cllr Davenport-Ray attended as his substitute for that meeting.</li> </ul>
<p><b>4</b></p> <p>4.1</p>	<p><b>Public Questions</b></p> <p>A question had been received from Mr Anthony Carpen. As Mr Carpen was not present at the meeting the question was read out on his behalf and the Chair gave a verbal response. Both question and response had been published on the CPCA website here: <a href="#">CMIS &gt; Meetings</a> under additional meeting documents.</p>
<p><b>5</b></p> <p>5.1</p> <p>5.2</p>	<p><b>Place &amp; Connectivity Monthly Highlight Report – May 2023</b></p> <p>Steve Cox, Executive Director – Place and Connectivity, introduced the report which provided the Committee with a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which were not covered in other reports to this meeting. It also provided information on some key developments, risks and opportunities that had emerged.</p> <p>The following points were raised in discussion:</p> <ol style="list-style-type: none"> <li>a) The numbers for the usage of Soham Station included in the report had been provided by the Office for Road and Rail (ORR) but the ticket information received from Greater Anglia had outlined that the actual ticket numbers between the dates 1 June 2022 to 31 May 2023 were 57,000.</li> <li>b) The introduction of a Directorate report, and the format of it, was welcomed by the Committee.</li> <li>c) As part of the National Highway’s plans to replant 160,000 trees on the A14, the species of tree that worked best in nutrient deficient soil needed to be considered. The trees would also create their own eco-system and contribute to biodiversity.</li> <li>d) In his meeting with National Highways, the Mayor would address the problem of littering on the roads, particularly on the Cambridgeshire part of the A14, as this was an issue he was often asked about.</li> <li>e) Once the Local Transport and Connectivity Plan (LTCP) had been approved, support for the schemes outlined in the report would be strengthened.</li> <li>f) The introduction of the Zebra Buses into Cambridge was very much welcomed and from a business perspective, was important as a physical advert for sustainable transport. The sooner the scheme could be rolled out to the wider CPCA area the better.</li> <li>g) Business representation and all members of the Transport and Infrastructure Committee would be invited to the rail summit which was being held on 7 July 2023.</li> <li>h) A further round of Zebra funding was available so officers would be working closely with colleagues in Peterborough to bring forward a proposal around the Peterborough Bus Depot.</li> <li>i) In regard to the usage of Soham station, and to give more information around the figures given in the report, officers would circulate to the Committee a simple comparison on what the bid had indicated, what the tickets entered were and what the ORR reported, and then what the differences between these were.</li> <li>j) Officers were working with Network Rail to progress a report into the options of heavy and light rail for the Wisbech to March Rail Scheme. This would also consider when things could be introduced, what the costs would be and any potential deliverability issues. The Interim Head of Transport would report back to Councillors on the timeframe for this.</li> <li>k) The key component of both the Committee’s and officer’s stance in regard to the East West Rail Project was that from day one the line should be electrified and as such they would be lobbying for reassurances over electrification of the preferred route.</li> <li>l) There were two wheelchair spaces on the Zebra buses, but the issue was that one of them also doubled up as the space where you could put prams, which created a conflict between different users that needed that space. Members requested that officers ask Stagecoach to investigate</li> </ol>

possible design strategies to overcome this eg. alternative storage space that would free up the wheelchair space.

- m) The Chair highlighted the work of staff who, for example, issued bus passes or worked in the contact centre, and who ensured the day to day running of the network. As this work often did not get the same level of visibility as bigger projects the Chair wished to record her thanks to these officers.

### RESOLVED

That the Transport and Infrastructure Committee note the report.

### ACTIONS:

1. Officers to circulate to the Committee a simple comparison of indicators showing Soham Station usage; looking at what the bid had indicated, what the tickets entered were, what the ORR reported, and what the differences between these were.
2. The Interim Head of Transport to report back to the Committee on the timeframe for a report into the options for the Wisbech to March Rail Scheme.
3. Officers to ask Stagecoach to investigate design strategies that would allow for two wheelchair spaces with alternative space offered for storage of prams and pushchairs.

## **6 E-Scooter Update**

6.1 Anna Graham, Transport Programme Manager, introduced the report which provided an update on the developing legislation for e-scooters.

6.2 The following points were raised in discussion:

- a) Councillors received a lot of questions about the safe use of e-scooters, both for users and residents, and queried how this could best be promoted.
- b) Safety data included the results of any incidents involving the use of an e-scooter was provided to the Department for Transport (DfT) on a monthly basis and this would be shared with the Committee. This data was based on people reporting issues.
- c) It was the CA who issued the licences to providers of any rental e-scooter scheme so they needed to consider how their licensing powers could promote safety through such things as the monitoring of sites by an inspector, the number of licences granted and where they wanted providers operating from.
- d) Within the rental sector pedestrians could be protected by the use of a geo-fence system which enforced a slow ride, or no-go zone where there were a high number of pedestrians.
- e) Users of rental scooters had to register their provisional driving licence so could be identified and suspended after 2 warnings for unsafe use and face an outright ban after 3 warnings.
- f) The CA held in person safety events to encourage helmet use.
- g) Private use scooters could not be used on the public highway only on private land any users found breaching this rule faced a fine, penalty points and having the scooter confiscated.
- h) Incidents on an e-scooter that only involved the rider were often not recorded. On the rental scheme, any incidents could be picked up on the app but outside of that not much could be done to get a more accurate picture.
- i) The DfT was looking at standardising the type of e-scooter that could be sold so that it was more in line with the rental sector and the size and speed of them could be regulated.
- j) The VOI and CPCA scheme initially included e-cycles as well as e-scooters but it had been increasingly difficult to make e-bikes attractive to commercial enterprises because of issues with vandalism and storage of the bikes. Going forward the CPCA would explore providing e-bikes for market towns but making the rental and storage of them more community based to try and address this. A paper on e-bikes as part of a fully integrated active travel system and how they would link in with buses and trains would be presented to the Committee at a future meeting.

- k) Thermal issues with batteries of e-scooters were a known issue but were closely managed and monitored within the rental system with the use of safe charging systems and thermal boxes to avoid overheating.
- l) Officers would liaise with VOI to provide the Committee with data on the carbon usage of the e-scooter scheme.

**RESOLVED:**

That the Transport and Infrastructure Committee note the developing e-scooter legislation.

**ACTIONS:**

1. Officers to share with the Committee the safety data provided to the Department for Transport of the number of reported incidents involving an e-scooter.
2. A paper on e-bikes as part of a fully integrated active travel system and how they would link in with buses and trains to be presented to the Committee at a future meeting.
3. Officers to liaise with VOI to provide the Committee with data on the carbon usage of the e-scooter scheme.

**7 Active Travel Update**

7.1 Anna Graham, Transport Programme Manager, introduced the report which provided an update on Active Travel Fund 4 and the upcoming visit from Active Travel England. It also sought 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.

7.2 The following points were raised in discussion:

- a) The Mayor commended officers on their work in securing a very successful bid and was delighted that the monies would encourage more people to exercise as this was one of his mayoral priorities.
- b) The Living Streets WOW programme would provide useful data on how children got to school. Children would be asked to log data on their own online account and would receive a badge if they had travelled actively at least once a week. It would be easier to build up activity if it had been encouraged from a young age.
- c) The three 'E's – Engineering, Enforcement and Education were the critical components of any successful active travel strategy. Engineering was about building a system, enforcement about making sure it could be used safely and importantly education, particularly from a young age.

**RESOLVED:**

The Transport and Infrastructure Committee unanimously resolved to:

1. Note the outcome of the Active Travel 4 bid and recent programmes of work.
2. Recommend that the Combined Authority *Board* (this word was missing in the published report) 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.
3. Recommend to the Combined Authority Board that it delegate 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.

<p><b>8</b></p> <p>8.1</p> <p>8.2</p>	<p><b>Regional Transport Model</b></p> <p>Emma White, Transport Programme Manager, introduced the report which updated Members on the progress regarding the delivery of the Regional Transport Model (RTM) and sought 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.</p> <p>The following points were raised in discussion:</p> <ul style="list-style-type: none"> <li>a) Developers could be charged for using the RTM information and so this could be a potential income stream that would recoup some of the original outlay.</li> <li>b) Members suggested that post 16 education users be added to the list of end users shown in para 3.2 of the report. The Interim Head of Transport had been working with the Assistant Director for Skills to understand the needs of those accessing post 16 education.</li> <li>c) The surveys had been put back slightly so the timeframe for the programme had shifted. The Transport Programme Manager would update the Committee at the next meeting on the revised timings.</li> </ul> <p><u>RESOLVED:</u></p> <p>The Transport and Infrastructure Committee unanimously resolved to:</p> <ol style="list-style-type: none"> <li>1. Note progress on the delivery of the Regional Transport Model.</li> <li>2. 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.</li> <li>3. 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.</li> </ol> <p><u>ACTIONS:</u></p> <ol style="list-style-type: none"> <li>1. The Transport Programme Manager to update the Committee at the next meeting on the revised timings for the delivery of the Regional Transport Model (RTM).</li> </ol>
<p><b>9</b></p> <p>9.1</p>	<p><b>Transport &amp; Infrastructure Committee Agenda Plan</b></p> <p>The Chair reminded the Committee that as an ongoing agenda item this was a good opportunity to raise any items so that as a Committee they would own the agenda that was coming forward.</p> <p><u>RESOLVED:</u></p> <ol style="list-style-type: none"> <li>1. That the Transport &amp; Infrastructure Committee Agenda Plan be noted.</li> </ol>
<p><b>10</b></p> <p>10.1</p>	<p><b>Date of Next Meeting</b></p> <p>The date of the next meeting was confirmed as Wednesday 12 July 2023</p>



## Transport & Infrastructure Committee Action Log

The action log records actions recorded in the minutes of Transport & Infrastructure Committee meetings and provides an update on officer response.

Minutes of the meeting on 14 June 2023					
Item	Report Title	Lead Officer	Action	Response	Status
5.	Place & Connectivity Directorate Monthly Highlight Report – May 2023	Steve Cox	Officers to circulate to the Committee a simple comparison of indicators showing Soham Station Usage; looking at what the bid had indicated, what the tickets entered were, what the ORR reported, and what the differences between these were.	Simple graph showing the comparison between the two datasets will be circulated on receipt of the next update (6 months point). This should be available for the September TIC meeting, depending on the release of the data.	Open
5.	Place & Connectivity Directorate Monthly Highlight Report – May 2023	Steve Cox	The Interim Head of Transport to report back to the Committee on the timeframe for a report into the options for the Wisbech to March Rail Scheme.	Specific item on Wisbech to March Rail Scheme to be presented at the September TIC meeting.	Open
5.	Place & Connectivity Directorate Monthly Highlight Report – May 2023	Steve Cox	Officers to ask Stagecoach to investigate design strategies that would allow for two wheelchair spaces with alternative space offered for storage of prams and push-chairs.	Officers liaising with Stagecoach at a technical level to consider what can practically be done to assist. Officers will report back to the TIC in due course.	Open
6.	E-Scooter Update	Anna Graham	Officers to share with the Committee the safety data provided to the Department for Transport of the number of reported incidents involving an e-scooter	Briefing note circulated 03.07.23	Closed
6.	E-Scooter Update	Anna Graham	A paper on e-bikes as part of a fully integrated active travel system and how they would link in with buses and trains to be presented to the Committee at a future meeting.	Specific item on integrated usage to be presented at future TIC meeting following the acceptance of the LTCP.	Open

6.	E-Scooter Update	Anna Graham	Officers to liaise with VOI to provide the Committee with data on the carbon usage of the e-scooter scheme.	Briefing note circulated 03.07.23 Data to be provided at the September TIC meeting – through the Director’s Update Report.	Closed
8.	Regional Transport Model (RTM)	Emma White	The Transport Programme Manager to update the Committee at the next meeting on the revised timings for the delivery of the Regional Transport Model.	Please see dates below: Data Collection Report – Nov 2023 Base Year Model delivery – May 2024 Model Development and Validation Report – May 2024 Forecast Model delivery – Aug 2024 Forecasting Report – Aug 2024	Closed



<b>Transport &amp; Infrastructure Committee</b>		Agenda Item
<b>12 July 2023</b>		<b>4</b>
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	<p><b>Active Travel England visit – 21 June 2023</b></p> <p>On 21<sup>st</sup> 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.</p> <p>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.</p>
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	<p>Following a networking break, the delegates heard from HealthWatch about the importance of training 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><b>East of England All Party Parliamentary Group – 19 June 2023 &amp; Rail Summit – 7 July 2023</b></p> <p>The Interim Head of Transport attended East of England All Party Parliamentary Group meeting on 19<sup>th</sup> 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"> <li>• Keeping Growth on Track</li> <li>• Maximising the potential of clusters</li> <li>• Transforming Transport: Integrating networks to simplify public transport</li> <li>• Linking people and places to match skills demand</li> </ul>
2.3	<p><b>Meeting with National Highways Chief Executive</b></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><b>Buses Update</b></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 22<sup>nd</sup> 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 24<sup>th</sup> July to 31<sup>st</sup> 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><b>Six District Challenge</b></p> <p>On Monday 12<sup>th</sup> 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 12<sup>th</sup> – 18<sup>th</sup> 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>

<b>4. Strategic Partner scheme updates</b>	
4.1	<p><b>Cambridge South Station</b></p> <p>On 5<sup>th</sup> 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><b>Making Connections</b></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"> <li>• A detailed examination of the data collected through multiple engagement channels.</li> <li>• The main points and issues raised by respondents, stakeholders, and statutory consultees.</li> <li>• A summary of the key findings.</li> </ul>

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

Item 4

### 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





<b>Transport &amp; Infrastructure Committee</b>	Agenda Item
<b>12 July 2023</b>	<b>5</b>

Title:	The Combined Authority's proposed response to National Highways Strategic Road Network Initial Report (RIS3) Consultation
Report of:	Robert Jones, 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 Recommendation B: A simple majority vote

<b>Recommendations:</b>	
A	To provide feedback on and approve the Combined Authority's proposed strategic response to Government consultation on National Highways' Strategic Road Network initial report which includes future priorities for the next road period – Roads Investment Strategy 3 (RIS3).
B	To delegate authority to the Interim Head of Transport, in consultation with the Chair of the Transport and Infrastructure committee to refine and finalise the Combined Authority's response (as at Appendix 1) following feedback from the Committee and submit a response to National Highways.

<b>Strategic Objective(s):</b>	
The proposals within this report fit under the following strategic objective(s):	
X	Achieving good growth – a key ambition of the National Highways' plan is to achieve good growth – in line with our emerging Local Transport and Connectivity Plan
X	Increased connectivity – the Strategic Road Network allows for increased connectivity across our region through the A1, M11, A14, A428 and A47.

<b>1. Purpose</b>	
1.1	To outline the key, strategic points that the Combined Authority will be responding with to National Highways' RIS3 consultation. The Committee will be asked to provide feedback on these key strategic issues and whether any additional comments should be included ahead of the consultation's submission deadline of 13 <sup>th</sup> July 2023.

<b>2. Proposal</b>	
2.1	This paper outlines the planned response by the Combined Authority to the recent consultation by National Highways (NH) to their future pipe line of works from 2025 to 2030. This is the third roll out of the future works of the Road Investment Strategy and is therefore named RIS 3.

The consultation is part of the legislative process for setting the next Road Investment Strategy (RIS3). It is primarily seeking views on:

- Proposed strategic objectives for RIS3, identified in RIS3 planning ahead;
- National Highways' assessment of the current state of the Strategic Road Network potential future needs and proposed priorities for the next road period (RP3), covering the financial years 2025/26 to 2029/30;
- Analytical approach NH are proposing to inform the setting of RIS3; and
- Future extent of the strategic road network.

The consultation information is available via the following link - <https://nationalhighways.co.uk/futureroads>.

### 3. Background

3.1 The existing national road network passes through the Combined Authority boundaries via both Motorways and Trunk Roads. RIS3 has six strategic objectives that closely align to our own emerging Local Transport and Connectivity Plan's aims and objectives. The RIS3 objectives are:

#### 1 Growing the economy

If the Strategic Road Network (SRN) performs its role of supporting long distance journeys, then businesses prosper, by dependably connecting people to jobs and companies to customers. This includes ensuring resilient integration with our ports, airports, and rail terminals through which we access global markets. It also means using roads to unlock housing and improving connectivity for communities that are poorly served. As NH seek to build a stronger economy the role the SRN will play is vital.

#### 2 Improving safety for all

Safety is NH's top priority for the SRN. A key priority of the RIS3 investments is to reduce the number of people killed or injured and working on our roads. England's SRN is already one of the safest in the world and NH plan to do even more to prevent incidents arising and reduce the severity when they do occur. Working with NH and other partners the Combined Authority is committed to investing in tackling behaviours that make road traffic collisions more likely.

#### 3 Network performance to meet customer needs

NH will explore what can be done to make journeys more reliable, less congested, and safer while protecting the environment plus health and wellbeing. This will involve trying to meet the particular needs of all users, from freight firms to pedestrians, and where they interact with the network. The SRN is an aging asset with many structures nearing the end of their design life. As these assets age they are less predictable and resilient. To reduce this deterioration and retain the networks capacity NH have stated that they will need to continue to invest in maintenance and renewals. It is important that the transport network is considered as a whole, integrated system. In order to deliver this successfully it will be important that the Department for Transport consider their budget holistically and ensure funding is provided for sustainable transport and active travel in addition to the needs of the SRN and National Highways.

#### 4 A technology-enabled network

The context in which NH and the SRN operates is evolving. Changing ways of living, working, new services and technologies will change what NH and stakeholders expect from the SRN and how it interacts with the local roads and wider transport. RIS3 will not be able to predict all these changes, but it should help prepare the ground for them, building in flexibility to respond as they emerge. The Combined Authority will expressly outline to NH that we need to be ready to harness the possibilities of new technology to change the way people think about transport plus how vehicles and physical infrastructure respond to each other. Technology is not an end in itself, but it will play an important role to help improve network capability.

#### 5 Managing and planning the SRN for the future

To develop a more sustainable and resilient economy, it will be crucial for the SRN to be in a good condition. NH need to continue to improve their understanding of the condition of the SRN, its structures and associated equipment and ensure they are systematically renewed so they continue to serve the country while still well placed to deal with the challenges of climate change.

	<p><b>6 Improved environmental outcomes</b> <span style="float: right;">Item 5</span></p> <p>Road travels future is moving towards a decarbonised environment, with vehicles powered by alternative fuels such as electricity, hydrogen, and biofuels. NH have outlined that it will be ensuring that the infrastructure that is built, maintained, and operated will use near zero carbon products and techniques. The SRN's impact on the natural, built, and historic environment is something that can, and must, continue to be reduced. In particular, NH will consider how best to achieve biodiversity net gain, minimise light pollution and flooding risks, reduce impacts of air pollution and noise plus protect water quality.</p>
3.2	<p><b>Key areas within the Combined Authority's Response</b></p> <p><u>Sweating the asset and improvements</u></p> <p>The Combined Authority agrees that is important for NH to be making the most of the existing network and hope to see improvements where necessary on the SRN. These improvements should include a commitment by NH to further enhance the A428, A1, A47, M11 and A14 in line with their overarching objectives outlined earlier in the paper. The necessary improvements on these key routes through Cambridgeshire and Peterborough will need to vary on the local circumstances and therefore it is essential that the NH recognise the importance of these key strategic corridors and work with the Combined Authority to find the best possible solutions for each of these. With the much-needed improvements at the Black Cat Junction it is important for NH to recognise that a key priority should be improvements to the A1 between this key interchange and Buckden.</p> <p>The Combined Authority support the need to better maintain assets, particularly to be more resilient to extreme weather events. The extreme heat in summer 2022 led to damage on many of the region's road network which has adversely impacted on traffic flows and exacerbated congestion.</p>
3.3	<p><u>Budgetary Consideration</u></p> <p>The key priority for the Combined Authority is the funding and subsequent construction of the Ely Area Capacity Enhancement (EACE) scheme. While a key rail project this junction improvement will significantly reduce the amount of freight on the SRN by increasing capacity for rail freight on the vital Felixstowe-Midlands freight corridor.</p> <p>Work undertaken by Network Rail so far demonstrates that the improvements would deliver substantial national economic, levelling up and decarbonisation benefits through the planned doubling of freight capacity, alongside increased passenger services on poor frequency routes. With the benefits being felt well beyond the East, supporting access and growth in the Midlands and North as well.</p> <p>The importance of the scheme has been further reinforced by England's Economic Heartland and Transport East outlining recently that EACE will return £4.89 for every pound invested in the £466 million project. With around 70% of intermodal containers coming into the UK from Felixstowe are destined for distribution hubs in the Midlands and northern England. EACE will increase capacity around the key East Anglia hub from 6.5 trains per hour to 10, with an extra six freight trains running to and from the port per day – 2,900 per year.</p> <p>As a consequence, an estimated 98,000 lorry movements would be removed from the roads every year, in addition to an estimated 277,000 extra passenger journeys. Road congestion would be expected to be cut by 5.6 million hours per year. Carbon emissions due to fewer lorry movements are predicted to be 1.7 million tonnes lower over 60 years. Therefore, the Combined Authority wish for RIS3 and NH to examine its budgetary position and provide a significant proportion of the funding required for EACE due to the significant benefits that the scheme would have on the SRN, particularly in relation to east-west movement.</p>
3.4	<p><u>Performance measurement</u></p> <p>The safety of the SRN should continue to be the important measure of performance. In addition, the measures should closely align to those of the objectives and therefore more thought should be given to:</p> <ul style="list-style-type: none"> <li>• Economic growth and how the SRN can improve the performance of a region's economy;</li> <li>• Rural connectivity – the rural nature of some of the SRN within Cambridgeshire and Peterborough heightened importance on the SRN's ability to connect people to essential services. Measuring the SRN's ability to provide these connections effectively could be useful to ensure investment is being made in the right places and at the right scale; and</li> <li>• Journey time reliability is also an important measure. This leads to increased costs for businesses and freight.</li> </ul>

3.5	<p><u>Digital Improvements</u></p> <p>The Combined Authority agree with NH that digital technology can support the reliable, fast, efficient, and safe running of the SRN network and welcome the proposals. The Combined Authority would like to ensure join-up in digital technology for end-to-end journeys as many journeys that use the SRN also link to the local MRN. It is important that any digital technology complements the complete journey and not just that on the SRN and feel this can be done through effective engagement with the Combined Authority, Connecting Cambridgeshire, Local Authorities and Sub National Transport Bodies.</p>	Item 5
3.6	<p><u>Analytical approach</u></p> <p>It is important that NH collate better evidence on the need to support large infrastructure projects across our region. The Combined Authority, alongside the Sub National Transport Bodies and other interested groups, have undertaken a significant amount of work to progress options and plans over recent years and it is important that NH take account of this in analysis and evidence gathering.</p>	
3.7	<p><u>Summary</u></p> <p>To conclude, the Combined Authority welcomes future improvements for the connectivity of the transport network there are a number of key considerations that should be carefully considered and embraced;</p> <ul style="list-style-type: none"> <li>• The health and welfare of the regions.</li> <li>• The inclusion of active travel considerations and future proofing of both existing and future highway infrastructure, especially in locations of potential or current severance. Whilst NH are conscious of severance, further commitment is required.</li> <li>• Inter connectivity of transport systems, in particular local public transport capability and priority.</li> <li>• When published NH should carefully consider the local strategic requirements detailed within our emerging <i>Local Transport and Connectivity Plan</i> and other key strategies at the local and regional level; and</li> <li>• The NH's <i>Environment and Sustainability Strategy</i> clearly lists their seven priorities are: <ul style="list-style-type: none"> <li>▪ Improving health and well being</li> <li>▪ Promoting Active Travel</li> <li>▪ Using Natural flood management</li> <li>▪ Good Road Design</li> <li>▪ Promoting sustainable resource use</li> <li>▪ Increased connectivity</li> <li>▪ Enhance cultural heritage</li> </ul> </li> </ul> <p>The Combined Authority support these seven items; however, with the NH's infrastructure passing through local communities it is imperative that due consideration must be given to their concerns.</p>	

## 4. Appendices

4.1	Detailed response contained within Appendix A.
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## 5. Implications

### Financial Implications

5.1	There are no direct financial implications of this paper.
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### Legal Implications

6.1	There are no known legal implications associated with the Combined Authority's submission.
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### Public Health Implications

7.1	Improvement and integration of the local key route and strategic road network is essential to the improvement of traffic movements and integration with public transport and Active Travel Solutions.
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Environmental & Climate Change Implications		Item 5
8.1	The DfT are committed to improvement of the national key and strategic route network and that is covered within their Environmental Sustainability Strategy link <a href="#">Environmental Sustainability Strategy - National Highways.</a>	
Other Significant Implications		
9.1	N/A.	
Background Papers		
10.1	There are no background papers for this paper.	

# Cambridgeshire and Peterborough Combined Authority Response

## Introduction

### 1. Your (used for contact purposes only):

Name:

Email address:

### 2. Are you responding: \*

On behalf of an organisation?

### 3. Your organisation's name is?

### 4. Your organisations type is best described as:

A government department or executive agency?

## Proposals

### RIS3 strategic objectives

RIS3 has six strategic objectives, a summary of these objectives is stated below.

#### 1. Growing the economy

If the SRN performs its role of supporting long distance journeys, then businesses prosper, by dependably connecting people to jobs and companies to customers. This includes ensuring resilient integration with our ports, airports, and rail terminals through which we access global markets. It also means using roads to unlock housing and improving connectivity for communities that are poorly served. As we seek to build a stronger economy the role the SRN will play is vital.

#### 2. Improving safety for all

Safety is our top priority for the SRN. RIS3 investments should increase reductions on the numbers of people killed or injured and working on our roads. England's SRN is already one of the safest in the world and we plan to do even more to prevent incidents arising and reduce the severity when they do occur. We may build the safest roads in the world, but if there are users who use them in an unsafe way these safe roads become dangerous. Working with National Highways and others we will invest in tackling behaviours that make road traffic collisions more likely.

#### 3. Network performance to meet customer needs

We will explore what can be done to make journeys more reliable, less congested, and safer while protecting the environment plus health and wellbeing. This will involve trying to meet the particular needs of all users, from freight firms to pedestrians, and where they interact with the network. The SRN is an aging asset with many structures nearing the end of their design life. As these assets age they are less predictable and resilient. To reduce this deterioration and retain the networks capacity we will need to continue to invest in maintenance and renewals.

#### 4. A technology-enabled network

The context in which National Highways and the SRN operates is evolving. Changing ways of living, working, new services and technologies will change what we expect from the SRN and how it interacts with the local roads and wider transport. RIS3 will not be able to predict all these changes, but it should help prepare the ground for them, building in flexibility to respond as they emerge. We want to be ready to harness the possibilities of new technology to change the way people think about transport plus how vehicles and physical infrastructure respond to each other. Technology is not an end in itself, but it will play an important role to help improve network capability.

#### 5. Managing and planning the SRN for the future

To develop a more sustainable and resilient economy, it will be crucial for the SRN to be in a good condition. We need to continue to improve our understanding of the condition of the SRN, its structures and associated equipment and ensure they are systematically renewed so they continue to serve the country while still well placed to deal with the challenges of climate change.

#### 6. Improved environmental outcomes

Road travels future is decarbonised, with vehicles powered by electricity, hydrogen, and biofuels, running on infrastructure that has been built, maintained, and operated using near zero carbon products and techniques. The SRN's impact on the natural, built, and historic environment is something that can, and must, continue to be reduced. In particular, we will consider how best to

achieve biodiversity net gain, minimise light pollution and flooding risks, reduce impacts of air pollution and noise plus protect water quality.

**5. What level of importance, if any, do you assign to the RIS3 strategic objective of:**

	<b>Very important</b>
Growing the economy?	<input type="checkbox"/>
Improving safety for all?	<input type="checkbox"/>
Network performance to meet customer needs?	<input type="checkbox"/>
Technology-enabled network?	<input type="checkbox"/>
Managing and planning the strategic road network for the future?	<input type="checkbox"/>
Improved environmental outcomes?	<input type="checkbox"/>

**Why?**

Improving safety of the network and stimulating economic growth in the region are key drivers for investment within Cambridgeshire and Peterborough. The SRN within our region allows the through movement of strategic traffic to key growth areas, international gateways, and providing connectivity to our communities.

The RIS3 objectives are very important to the Combined Authority.

**Growing the economy**  
 Stimulating economic growth is a key priority for the Combined Authority, EEH and the East. Good infrastructure is vital to this. This objective closely aligns to two key objectives of the Combined Authority, contained within our emerging Local Transport and Connectivity Plan. It is essential that an integrated, joined-up approach is demonstrated by government and its partners including NH and Network Rail when it comes to investment priorities both within and beyond our boundaries. Investment in other forms of transport such as improvements in the rail network may deliver the objectives of the National Highways.

**Improving safety for all**  
 The safety of people on and around the SRN is highly important. A number of the routes across the region have particularly poor safety record and it important that investment is forthcoming from NH on our key route to provide improvements in the short-, medium- and longer-term.



**Network performance to meet customer needs**

Congestion and unreliable journey times are also issues experienced on the A1 between Black Cat and Buckden, M11 and A47. Solving these issues would benefit people and businesses in the county and encourage inward investment into the area. The Combined Authority is supportive of action to improve safety, meet customer needs and grow the economy. There are sections of these routes regularly queue or have accidents which result in long delays and make the route unreliable for businesses.

**A technology enabled network**

The Combined Authority strongly supports the use of a more technology-enabled network and the steps that need to be taken to support the roll out of electric vehicles. Technology can be used to deliver a safer more reliable and efficient network.

**Managing and planning the strategic road network for the future**

It is essential that the SRN is maintained to the appropriate standard and able to cope with the changing climate. The extreme heat in summer 2022 caused damage to much of the network causing road closure and delays. The Combined Authority will continue to work with NH to ensure both the condition of the network is maintained and mitigation against the impacts of extreme weather is implemented in a timely manner. Some sections of the region's SRN are ageing and have surface materials that are not suited to today's standards. Heavy goods vehicles, public transport and electric vehicles have increased in weight and size and the volume of vehicles using our roads has increased over the years leading to a greater need for regular maintenance. The Combined Authority will ensure that NH are thoroughly engaged during the development and implementation of our Freight Strategy due to the key inter-relationships between our networks.

**Improved environmental outcomes**

The Combined Authority strongly supports improved environmental outcomes to help achieve decarbonisation targets and minimise the impact of road infrastructure on the environment and people. This ambition strongly aligns to the Environment and Climate objectives with our emerging Local Transport and Connectivity Plan.

The SRN has a 4-point definition of:

1. Linking our main centres of population.
2. Facilitating access to major ports, airports, and rail terminals.
3. Enabling access to geographically peripheral regions of England.
4. Providing the main cross-border routes to Scotland and Wales.

We are inviting suggestions about trunking and de-trunking. We propose to continue to use this four-point definition and any suggestions we receive will be judged against those criteria.

**6. What, if any, other specific roads do you think we should consider as:**

Trunking candidates?

Detrunking candidates?

## National Highways Strategic Road Network initial report (SRN IR)

**7. Do you think National Highways has identified the right focus areas?**

Yes

How much its customers will travel

How its customers will experience travel

How it will manage its network

## Planning for the third road period (2025 to 2030)

To meet National Highways' vision for the third road period and address the forecast challenges, the SRN Initial Report sets out a series of proposals. These proposals are grouped under five core themes:

### **Improving safety for all**

This will involve reducing the risk on our 1-star and 2-star iRAP (International Road Assessment Programme) rated roads, lifting the rating to A 3-star or better rating where possible, and play a stronger role in influencing user behaviour and vehicle standards.

### **Making the most of the network**

This will be done by operating increasingly connected roads, undertaking increasing proactive maintenance, making our technology more resilient and investing in vital renewals to deliver safer, more reliable journeys.

### **Evolving NH customer and community services**

This will be done by improving the data and information we provide to our customers. Taking a broader approach to supporting end to end journeys, including improved facilities for freight and non-motorised users. Supporting growth and development alongside the SRN and addressing legacy impacts on our network, including air quality and noise

### **Driving decarbonisation and environmental sustainability**

National Highways is to achieve net zero corporate emissions and reduce maintenance and construction emissions between 40 and 50%. Facilitate low-carbon travel and demonstrate wider environmental leadership, including around biodiversity and climate resilience. Invest in low carbon technology to drive a step change in manufacturing

### **Taking a targeted approach to enhancing the network**

National Highways will continue to invest in the network, following the carbon management principles of PAS 2080M and only building when the problem cannot be fixed by other approaches. Meeting network needs by completing committed schemes, investing in Lower Thames Crossing, and producing more, smaller value, £2 million to £25 million schemes.

## Improving safety for all

### 8. To what extent do you agree or disagree with National Highways' approach to improving safety on its network?

Agree (Go to 'Approach to making the most of the existing network')

### 9. Why do you disagree with the approach?

The Combined Authority strongly agrees with the need to improve safety on the SRN and short-term safety improvements to create a zero-harm network. The Combined Authority would like to see a real mix of small and larger scale investment to improve safety in the short-, medium and longer-term as demonstrated by the SRN report outlining that National Highways will "look to deliver more, smaller value, £2-25 million enhancement schemes".

The Combined Authority supports the need to protect vulnerable users such as walkers, cyclists and horse riders and the need to engage with network users to both understand their safety needs and encourage safe use of the SRN network.

## Making the most of the existing network

### 10. To what extent do you agree or disagree with National Highways' approach for making the best use of the existing Strategic Road Network?

Agree (Go to 'Evolving National Highways' customer and community services')

### 11. Why do you disagree?

The Combined Authority agrees that it is important for NH to be making the most of the existing network and hope to see improvements where necessary on the SRN. These improvements should include a commitment by NH to further enhance the A428, A1, A47, M11 and A14 in line with their overarching objectives outlined earlier in the paper. The necessary improvements on these key routes through Cambridgeshire and Peterborough will need to vary on the local circumstances and therefore it is essential that the NH recognise the importance of these key strategic corridors and work with the Combined Authority to find the best possible solutions for each of these. With the much-needed improvements at the Black Cat Junction it is important for NH to recognise that a key priority should be improvements to the A1 between this key interchange and Buckden.

The Combined Authority support the need to better maintain assets, particularly to be more resilient to extreme weather events. The extreme heat in summer 2022 led to damage on many of the region's road network which has adversely impacted on traffic flows and exacerbated congestion.

## Evolving National Highways' customer and community services

12. To what extent do you agree or disagree that National Highways should evolve its:

- Agree
- Customer offer?
- Community offer?
- Proposals for designated funds?

## Decarbonisation and environmental sustainability

13. To what extent do you agree or disagree with National Highways' approach for driving decarbonisation and environmental sustainability on the SRN?

- Agree (Go to 'Taking a targeted approach to enhancing the network')

14. What proposals do you disagree with and why?

The Combined Authority strongly agrees with the need to decarbonise transport and safeguard the environment.

## Taking a targeted approach to enhancing the network

15. To what extent, do you agree or disagree with National Highways' approach for its future enhancements programme?

- Disagree

16. Why do you disagree?

The Combined Authority would like to see more significant interventions to improve the region's highway network. It is disappointing that for the majority of the network it is unlikely to investment in the short- and medium-term options. The Combined Authority would like to see a commitment to improvements to the key north-south and east-west corridors across our region, such as the A1(M), M11, A428 and A47. These improvements would improve the safety of all users, enable more effective use of public transport, and stimulate economic growth through greater connectivity.



## National Highways performance

17. To what extent do you agree or disagree with the assessment in the SRN Initial Report on the most important performance outcomes to measure?



Disagree

18. Why do you disagree?

The safety of the SRN should continue to be the important measure of performance. In addition, the measures should closely align to those of the objectives and therefore more thought should be given to:

- Economic growth and how the SRN can improve the performance of a region’s economy;
- Rural connectivity – the rural nature of some of the SRN within Cambridgeshire and Peterborough heightened importance on the SRN’s ability to connect people to essential services. Measuring the SRN’s ability to provide these connections effectively could be useful to ensure investment is being made in the right places and at the right scale; and
- Journey time reliability is also an important measure. This leads to increased costs for businesses and freight.

## Cross cutting proposals

19. What, in your view, could be done differently to meet the needs of people affected by the:

Presence of the SRN?

Adverse effects from the SRN such as noise pollution, air pollution, impacts on biodiversity, severance of communities and foot and cycle paths should be mitigated. Our SRN passes through a number of communities potentially creating a hostile environment to move around in. The Combined Authority support designated funds as a way to benefiting local communities and addressing the issues local communities face in the presence of the SRN.

Operation of the SRN?

The operation of the SRN needs to be fast, reliable, and safe. There is a strong case to suggest improvements to our network in an integrated and holistic way would deliver this and there is a strong need for large-infrastructure improvements to improve the flow of traffic and safeguard the people using the network. Technology will also help to manage traffic flows particularly where there is an incident on the SRN. Technology can help to divert road users and minimise congestion from incidents. There is a need to join this up with local authorities and engage with the highway authority to ensure that proposed diversions are appropriate, and the local road network is able to cope.

## Digital technology set out in the SRN initial report

**20. Do you think the approach to digital technology set out in the SRN initial report puts National Highways on the right track for meeting its vision for 2050?**

Yes (Go to 'Equality impact assessment')

**21. Why not?**

The Combined Authority agree with NH that digital technology can support the reliable, fast, efficient, and safe running of the SRN network and welcome the proposals. The Combined Authority would like to ensure join-up in digital technology for end-to-end journeys as many journeys that use the SRN also link to the local MRN. It is important that any digital technology complements the complete journey and not just that on the SRN and feel this can be done through effective engagement with the Combined Authority, Connecting Cambridgeshire, Local Authorities and Sub National Transport Bodies.

## Equality impact assessment

**22. What, if any, evidence, and other insights can you supply towards the development of our RIS3 equality impact assessment?**

An appropriate EqIA must allow for the consideration of the likely impact of the work of NH on different population groups including likely disproportionate impacts on persons from protected characteristic groups and those living in communities experiencing deprivation.

The EqIA must consider the impacts on equalities groups based on the three tests NH is required to address:

- Does this policy eliminate discrimination for each of the nine protected characteristics (PC)? If not, is the discrimination justifiable? Can it be mitigated?
- Does this policy advance equality of opportunity for PC groups?
- Does this policy foster good community relations between people of PC groups?

Any consultation on the RIS3 and the specific schemes/projects/initiatives must ask what positive or negative impacts the proposals will have on:

- Particular groups of people, with particular reference to 'protected characteristics' listed above;
- Children and young people;
- People facing socioeconomic disadvantages; and
- People living in island communities.



## Analytical approach

Analysis is a complex and important part of how we both gather and utilise evidence as part of the development of RIS3. Alongside this consultation we have also published a strategic outline of the approach we are taking on analysis for RIS3 for which we are seeking your views.

### 23. What, if any, comments do you have on the analytical approach?

It is important that NH collate better evidence on the need to support large infrastructure projects across our region. The Combined Authority, alongside the Sub National Transport Bodies and other interested groups, have undertaken a significant amount of work to progress options and plans over recent years and it is important that NH take account of this in analysis and evidence gathering.

## Final comments

### 24. Are there any other issues you think the government should consider as part of this consultation?

The key priority for the Combined Authority is the funding and subsequent construction of the Ely Area Capacity Enhancement (EACE) scheme. While a key rail project this junction improvement will significantly reduce the amount of freight on the SRN by increasing capacity for rail freight on the vital Felixstowe-Midlands freight corridor.

Work undertaken by Network Rail so far demonstrates that the improvements would deliver substantial national economic, levelling up and decarbonisation benefits through the planned doubling of freight capacity, alongside increased passenger services on poor frequency routes. With the benefits being felt well beyond the East, supporting access and growth in the Midlands and North as well.

The importance of the scheme has been further reinforced by England's Economic Heartland and Transport East outlining recently that EACE will return £4.89 for every pound invested in the £466 million project. With around 70% of intermodal containers coming into the UK from Felixstowe are destined for distribution hubs in the Midlands and northern England. EACE will increase capacity around the key East Anglia hub from 6.5 trains per hour to ten, with an extra six freight trains running to and from the port per day – 2,900 per year.

As a consequence, an estimated 98,000 lorry movements would be removed from the roads every year, in addition to an estimated 277,000 extra passenger journeys. Road congestion would be expected to be cut by 5.6 million hours per year. Carbon emissions due to fewer lorry movements are predicted to be 1.7 million tonnes lower over 60 years. Therefore, the Combined Authority wish for RIS3 and NH to examine its budgetary position and provide a significant proportion of the funding required for EACE due to the significant benefits that the scheme would have on the SRN, particularly in relation to east-west movement.

## 25. Any other comments?

The Combined Authority welcomes future improvements for the connectivity of the transport network there are a number of key considerations that should be carefully considered and embraced;

- The health and welfare of the regions.
- The inclusion of active travel considerations and future proofing of both existing and future highway infrastructure, especially in locations of potential or current severance. Whilst NH are conscious of severance, further commitment is required.
- Inter connectivity of transport systems, in particular local public transport capability and priority.
- When published NH should carefully consider the local strategic requirements detailed within our emerging Local Transport and Connectivity Plan and other key strategies at the local and regional level; and
- The NH's Environment and Sustainability Strategy clearly lists their seven priorities are:
  - Improving health and well-being;
  - Promoting Active Travel;
  - Using Natural flood management;
  - Good Road Design;
  - Promoting sustainable resource use;
  - Increased connectivity; and
  - Enhance cultural heritage.

The Combined Authority support these seven items; however, with the NH's infrastructure passing through local communities it is imperative that due consideration must be given to their concerns.



<b>Transport &amp; Infrastructure Committee</b>	Agenda Item
<b>12th July 2023</b>	<b>6</b>

Title:	ITSO approved Contracts for English National Concessionary Travel Scheme (ENCTS)
Report of:	Bess Sayers, Public Transport Business Manager
Lead Member:	Deputy Mayor, Cllr Anna Smith
Public Report:	Yes
Key Decision:	KD2023/027
Voting Arrangements:	A simple majority of voting Members

<b>Recommendations:</b>	
A	To note the content of the paper and offer feedback on the options propose for the delivery of the contracts for HOPS and Smartcard Services.

<b>Strategic Objective(s):</b>	
The proposals within this report fit under the following strategic objective(s):	
1	Increased connectivity: The ENCTS encourages the use of public transport and so contributes to ridership making routes more viable and supports the connectivity agenda.
2	Enabling resilient communities: The purpose of the ENCTS is to provide eligible residents with a bus pass enabling people who are often in the more vulnerable and disadvantaged groups to access essential services such as medical appointments and shopping and social and leisure activities and so avoid social isolation. Passholders are given independence and so may be less reliant on other social and support services.

<b>1. Purpose</b>	
1.1	<p>The Combined Authority is the Travel Concession Authority (TCA) acting on behalf of the Department for Transport (DfT) for the purposes of administering the Statutory English National Concessionary Travel Scheme (ENCTS) for Cambridgeshire and Peterborough residents. This scheme provides concessionary travel passes (bus pass) to eligible older and disabled residents allowing them off-peak travel on scheduled bus services across England.</p> <p>The rules for eligibility and guidance relating to how TCAs operate the scheme are set by the DfT. These rules cover the requirement for a Host Operated Processing System (HOPS) and a card bureau to print smart enabled passes.</p> <p>The HOPS registers pass use on public transport using a POST (smartcard reader system) on the bus. The purpose of this smart tracking system is primarily to prevent fraudulent use of the scheme and to</p>

	<p>enable auditing of operator reimbursement claims. It also enables the tracking of vulnerable individuals in cooperation with Police should the situation arise.</p> <p>The design and technical specification of the passes is set by the DfT.</p> <p>The DfT specifies that all TCAs and suppliers of support services to them for the purposes of the ENCTS must be accredited Integrated Transport Smartcard Organisation (ITSO), the body that oversees the development of the specification for smart ticketing.</p>
1.2	<p>The budget for HOPS and Smartcard provision transferred to the Combined Authority upon TUPE of the services. This is a statutory function, and these services are required by DfT legislation. Based on the current 12-month framework agreement a 5-year contract is estimated to cost £550k considering price increases in raw materials such as silicon chips and plastic.</p> <p>The current budget for 23/24 is £106,441, with the current budgeted 2% increase in the Levy funded budget each year the total budget over 5 years is £554k so anticipated to cover the costs.</p> <p>The budget is part of the concessionary fares budget approved in the current MTFP.</p>

## 2. Proposal

2.1	<p>The usual period of contract for this type of service is up to 5 years due to the development to integrate supplier services with the application and customer relations management systems and to comply with DfT requirements to provide an efficient, seamless and General Data Protection Regulation (GDPR) compliant process.</p> <p>The budget is part of the concessionary fares budget approved in the current MTFP.</p>
2.2	<p>The ENCTS is statutory and enables the Combined Authority to fulfil its role as a TCA.</p> <p>Providing eligible residents with a bus pass enables people who are often in the more vulnerable and disadvantaged groups to access essential services such as medical appointments and shopping and social and leisure activities and so avoid social isolation. Passholders are given independence and so may be less reliant on other social and support services. This is the purpose of the ENCTS scheme.</p> <p>When the ENCTS was centralised from districts in 2011, Peterborough City Council and Cambridgeshire County Council obtained a budget to procure the required support services. This budget was increased when new contract was obtained and transferred to the Combined Authority as part of the TUPE of the two separate services.</p> <p>The ENCTS encourages the use of public transport and so contributes to ridership making routes more viable and supports the connectivity agenda</p>

## 3. Background

3.1	<p>Prior to April 2021 the running of the ENCTS was delegated to the Public Transport Services at Cambridgeshire County Council and to Peterborough City Council to run the scheme in the respective areas.</p> <p>In 2019, Cambridgeshire County's Public Transport Service took the lead in procuring a framework agreement for HOPS and Smartcard services that complied with DfT and ITSO requirements. The volume of ENCTS passes was small and to obtain best value and economies of scale, the framework was opened to include ENCTS and Home to School Services at Peterborough and Northamptonshire and Community Transport and Home to School Driver Data and Barring Service ID badges and staff ID badges at Cambridgeshire County.</p> <p>Since this framework was procured several larger ITSO approved, tendered frameworks have become available that Local Authorities and TCAs can join. These achieved the economies of scale that the <i>County Framework</i> endeavoured to achieve and have already been competitively tendered.</p>
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	<p>The ENCTS services for Cambridgeshire and Peterborough were TUPEd to the Combined Authority in 2021 along with other parts of public transport including Community Transport. A project began on 2022 to combine the two separate ENCTS processes under the existing process and service level agreement with County Council.</p> <p>This was considered appropriate because the volume of Peterborough pass holders is around a third of the volume of that of Cambridgeshire ones. In addition, the Cambridgeshire ENCTS processes were considered more compliant with both DfT rules and with General Data Protection Regulations and more services such as telephone and library applications could be offered to Peterborough residents for the first time. This project delivered in February 2023, and there is a total of @170,000 passholders over the combined area.</p> <p>The Data and Barring Service for Community Transport volunteer drivers also transferred to the Combined Authority. This amounts to about 100 drivers and each pass is valid for a period of 3 years, so the annual volume is negligible.</p> <p>Cambridgeshire County Council are currently leading a project with the Combined Authority's Public Transport team to upgrade to a more flexible and up to date platform for the ENCTS service. They have recommended that the Combined Authority maintain the same suppliers of ITSO Services as the extra development of new integrations introduces unnecessary risk and delays into the project. This project is expected to deliver in 2024/25.</p> <p>The <i>County Framework</i> contract expired on 31<sup>st</sup> March 2023 and to ensure service continuity, with Transport and Infrastructure Committee agreement the Combined Authority obtained a 12-month contract with the existing suppliers through one of these for the ENCTS and DBS schemes. The West Midlands 'Swiftcard' framework ends on 31<sup>st</sup> March 2024. Under the existing contract the arrangements can be extended for a further 12 months from 1<sup>st</sup> April 2024. It is preferred not to extend the contract if possible due to ongoing price increases in the market for raw materials such as silicon chips and plastic.</p> <p>Northamptonshire has now split into two Unitaries that have separately utilised the same framework for its services. Cambridgeshire County Council has moved to in-house printing of staff passes and Home to School Services for Cambridgeshire and Peterborough have obtained their own contract through the same framework as the Combined Authority and the two Northamptonshire Unitaries.</p>
3.2	<p>DfT guidance to TCAs in relation to how to deliver the ENCTS will be used to develop our proposal and this will be done in conjunction with the Interim Head of Transport, with advice from the Legal and Procurement Teams.</p>
3.3	<p>An alternative option would be to go out to open tender or to extend the current contract for a further 12 months as per the terms of the contract. The Combined Authority's requirement for ENCTS and DBS volume-wise is low. This was the reason that Cambridgeshire led the procurement of its own wider framework during 2018/19 to include partners and other services to obtain better value. This cannot be repeated with previous partners who have now made other long arrangements.</p> <p>Most TCAs and other services with ITSO requirements now utilise existing frameworks. This is partly because of best value, partly because the list of ITSO accredited suppliers is limited. Based on previous experience, procuring to the DfT/ITSO technical specifications is a long, complex, and costly process that requires input from several other services.</p> <p>Going to open tender risks a change of suppliers during the Cambridgeshire County Council led project to move the ENCTS on a more modern and flexible platform which introduces risk and cost due to the requirement for extra integration development.</p> <p>In addition, a thorough assessment will be undertaken as to whether the work could be delivered in-house. It is likely that at the present time, the Combined Authority does not have the appropriate accreditation, level of technology, capacity and/or expertise to deliver such a scheme; however the results of the assessment will be provided in due course when a decision is required on the next steps, This is currently expected at the September 2023 Transport and Infrastructure Committee.</p>

## 4. Appendices

4.1	N/A.
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## 5. Implications

### Financial Implications

5.1	<p>The budget for HOPS and Smartcard provision transferred to the Combined Authority upon TUPE of the services. This is a statutory function, and these services are required by DfT legislation. The budget for the provision of these services is part of the concessionary fares' allocation in the MTFP and, assuming continuation of the current 2% increase into year-5 the budget for the 5- year period would be £554k</p> <p>Based on the current 12-month framework agreement a 5-year contract is estimated to cost in the region of £550k so anticipated within budget. Considering price increases in raw materials such as silicon chips and plastic. Because of ongoing increases in price of raw materials it is preferred to enter a longer contract rather than use the extension available in the current contract.</p>
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### Legal Implications

6.1	<p>The estimated value of the proposed contract(s) is in excess of the procurement threshold for services under the Public Contracts Regulations 2015 (PCR 2015). The PCR 2015 permits the use of framework agreements to procure services. The specific framework proposed will need to be checked for suitability and compliance and to ensure that it is permissible for the Combined Authority to use it. The Combined Authority will need to comply with the call-off procedures set out in the framework.</p>
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### Public Health Implications

7.1	N/A
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### Environmental & Climate Change Implications

8.1	N/A
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### Other Significant Implications

9.1	N/A
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### Background Papers

10.1	N/A
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**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

## **TRANSPORT & INFRASTRUCTURE COMMITTEE AGENDA PLAN**

Updated 04 July 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.

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

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

<b>Committee date</b>	<b>Agenda item</b>	<b>Report Purpose</b>	<b>Lead officer</b>	<b>Report to CA Board for decision</b>	<b>Reference if key decision</b>	<b>Agenda despatch date</b>
<b>14/06/23</b>	Minutes of previous meeting		Jo Morley	No	n/a	06.06.23
	Public Questions (if received)		Jo Morley	No	n/a	
	Directorate Highlight Report		Steve Cox	No	n/a	
	E-scooters	Update on DfT licensing legislation and future procurement	Tim Bellamy Interim Head of Transport	No		
	Active Travel Update	Update on recent bid outcomes and next steps	Tim Bellamy Interim Head of Transport	Yes		
	Regional Transport Model	Update on Regional Transport Model and approval of spend by Peterborough City Council	Tim Bellamy Interim Head of Transport	Yes	KD2023/016	
	TIC Agenda Plan		Jo Morley	N/A		
<b>12/07/23</b>	Minutes of previous meeting and Action Log		Jo Morley	N/A		<b>04.07.23</b>
	Public questions (if received)		Jo Morley	N/A		
	Directorate 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
	Strategic Road Network Initial Report Consultation	To approve CPCA response to Government consultation on National Highways' Strategic Road Network initial report which includes future priorities for the next road period – Roads Investment Strategy 3	Robert Jones	No	Key Decision KD2023/025	
	ITSO approved contracts for English National Concessionary Travel Scheme (ENCTS)	To propose options for the delivery of the contracts for HOPS and Smartcard Services	Tim Bellamy			
	TIC Agenda Plan		Jo Morley	N/A		
<b>13/09/23</b>	Minutes of previous meeting and Action Log		Jo Morley	N/A		<b>05.09.23</b>
	Public questions (if received)		Jo Morley	N/A		
	Directorate Highlight Report		Steve Cox	N/A		
	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 Tim Bellamy	Yes	n/a	

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	ITSO approved contracts for English National Concessionary Travel Scheme (ENCTS)	To request delegation to the Interim Head of Transport to procure support services essential to the running of the local, statutory English National Concessionary Travel Scheme for a period of 4 years from 1st April 2024, through existing Local Authority Frameworks	Tim Bellamy	Yes	Key Decision KD2023/027	
	TIC Agenda Plan		Jo Morley	N/A		
<b>15/11/23</b>	Minutes of previous meeting and Action Log		Jo Morley	N/A		<b>07.11.23</b>
	Public questions (if received)		Jo Morley	N/A		
	Directorate Highlight Report		Steve Cox	N/A		
	TIC Agenda Plan		Jo Morley	N/A		

<b>Committee date</b>	<b>Agenda item</b>	<b>Report Purpose</b>	<b>Lead officer</b>	<b>Report to CA Board for decision</b>	<b>Reference if key decision</b>	<b>Agenda despatch date</b>
<b>17/01/24</b>	Minutes of previous meeting and Action Log		Jo Morley	N/A		<b>09.01.24</b>
	Public questions (if received)		Jo Morley	N/A		
	Directorate Highlight Report		Steve Cox	N/A		
	TIC Agenda Plan		Jo Morley	N/A		
<b>13/03/24</b>	Minutes of previous meeting and Action Log		Jo Morley	N/A		<b>05.03.24</b>
	Public questions (if received)		Jo Morley	N/A		
	Directorate Highlight Report		Steve Cox	N/A		
	TIC Agenda Plan		Jo Morley	N/A		
<b>19/06/24</b>	Minutes of previous meeting and Action Log		Jo Morley	N/A		<b>11.06.24</b>

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		
	Directorate Highlight Report		Steve Cox	N/A		
	TIC Agenda Plan		Jo Morley	N/A		

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