



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE

Date: Wednesday, 13 March 2024

Democratic Services

Edwina Adefehinti
Interim Director Legal and Governance
Monitoring Officer

10:00 AM

2nd floor, Pathfinder House
St Mary's Street
Huntingdon
Cambs
PE29 3TN72

**Cambridge City Council Chamber, The Guildhall, Market
Square, Cambridge, CB2 3QJ**

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

4 - 12

To approve the minutes of the meeting held on 17 January 2024 and to note the Action Log.

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)

4	Combined Authority Forward Plan To note the Combined Authority Forward Plan	
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11	Bus Reform Verbal update from the Executive Director, Place and Connectivity, and the Assistant Director, Public Transport Services	
12	Budget and Performance Report	71 - 74
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14	Date of next meeting: Wednesday, 26 June 2024	

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

Cllr Gavin Elsey

Mayor Dr Nik Johnson

Councillor Peter McDonald

Councillor Chris Seaton

Councillor Neil Shailer

Councillor Alan Sharp

Councillor Sam Wakeford

Clerk Name:	Joanna Morley
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Transport & Infrastructure Committee

Draft Minutes

Wednesday 17 January 2024

Venue:	Civic Suite, Pathfinder House, Huntingdon PE29 3TN	
Time:	10.00 to 13.00	
Present:	<p>Councillor Anna Smith Mayor Dr Nik Johnson Councillor Alan Sharp Councillor Ray Bisby Councillor Neil Shailer Councillor Sam Wakeford Councillor Chris Seaton Councillor Peter McDonald Ms Rebecca Stevens Mr Andy Williams</p>	<p>Chair and Member for Cambridge City Council CPCA Mayor East Cambridgeshire District Council Peterborough City Council Cambridgeshire County Council Huntingdonshire District Council Fenland District Council South Cambridgeshire District Council Business Board Representative Business Board Representative</p>
Apologies	Councillor Gavin Elsey	Peterborough City Council

Minutes:

1	Announcements, Apologies for Absence and Declarations of Interest
1.1	The Chair welcomed Judith Barker, the new Executive Director for Place and Connectivity and on behalf of the Committee, thanked Steve Cox, the Interim Director for all his work with the Committee over the past year.
1.2	Apologies were received from the Peterborough member, Cllr Elsey. Cllr Bisby attended as his substitute and was thanked by the Chair for attending as a temporary substitute at such short notice.
1.3	Cllr Seaton declared an interest as he was a trustee of FACT Community Transport and also Chairman of Hereward Community Rail Partnership. These were deemed non-pecuniary interests and therefore would not affect his participation in items on the agenda.
2	Draft Minutes and Action Log
2.1	The minutes of the meeting of 15 November 2023 were approved as an accurate record.
2.2	Tim Bellamy, Acting Assistant Director Transport updated the Committee on the following actions listed on the Action Log: <u>Item 4:</u> The Active Travel Lead had been in contact with the constituent councils on an individual basis to understand what the concerns were regarding active travel in the rural areas. This had been fed into a meeting that had recently taken place with Active Travel England and the work they were doing on rural accessibility.

	<p><u>Item 5:</u></p> <p>The Office for Road and Rail, and the ticket operator, had supplied data which would be used to present a more detailed informed position on Soham Station.</p>	Item 2
<p>3</p> <p>3.1</p>	<p>Public Questions</p> <p>Four public questions had been received. These had been circulated to the Committee prior to the meeting and can be found, together with the responses given, on the website here: CMIS > Meetings under additional meeting documents.</p> <p>None of those who had submitted questions were able to attend the meeting in person so the questions were read out by the Governance Manager and responses to each were given in turn by the Chair.</p>	
<p>4.</p>	<p>Combined Authority Forward Plan</p> <p><u>RESOLVED</u></p> <p>1. That the Combined Authority Forward Plan be noted.</p>	
<p>5</p> <p>5.1</p> <p>5.2</p>	<p>Director's Monthly Highlight Report –November 2023</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>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) Officers had worked very closely with Peterborough City Council (PCC) prior to Christmas to submit an ambitious Zebra 2 funding bid; the outcome of which was not yet known. Work was also going on in parallel on the options for a new bus depot in Peterborough with a view to replicating the success that had been had in Cambridge with zero emission buses. b) The EV officer was engaging with County colleagues on the EV Strategy and making sure the agricultural element to it was reflected. c) The CPCA was a member of the A47 Alliance group and continued to fund studies looking at the connectivity from Peterborough to Yarmouth. As part of these studies a whole fleet of measures and options, that would include dualling, would be examined. <p><u>RESOLVED</u></p> <p>1. That the Transport and Infrastructure Committee note the report.</p>	
<p>6</p> <p>6.1</p> <p>6.2</p>	<p>Bus Reform</p> <p>Neal Byers, Transport Consultant, introduced the report which set out the rationale for consulting on bus franchising as a viable option for Cambridgeshire and Peterborough, whilst retaining the option to introduce an Enhanced Partnership. The paper summarised the potential benefits, challenges, and implications of transitioning to a franchised bus system with the aim to ensure that the bus network not only met the current needs of residents but was also poised to adapt and thrive in an ever-changing transport landscape.</p> <p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) On behalf of the Committee, the Chair extended her thanks to Neal for the work he had done on Bus Reform as this was to be his last Transport and Infrastructure Committee meeting. Andrew Highfield, who was also present, and would be taking over from Neal in a permanent role, was welcomed to the Committee. 	

- b) The role of the auditor was to make sure that the information to be put before the Board presented a robust business case that was sufficient for them to make a fully informed decision.
- c) Outside of the business case officers could provide contextual information such as a view of other areas that had introduced bus franchising and enhanced partnerships.
- d) Conversations with parish councils would take place as part of the general engagement on bus routes which was taking place in parallel with the discussion on enhanced partnerships and franchising.
- e) During the last week the auditors had asked questions around some of the evidence that underpinned the assumptions. In order to report back to the auditors, the report to Board would not be presented at their meeting on 31 January, as originally planned, but could be pushed back to the reserve date of 28 February. This extra time would allow for the auditor's report to be shared at a briefing session with the Committee before being presented at Board.
- f) A requirement of the public consultation process was to publish all the documentation associated with the Outline Business Case (OBC) and the auditor's report. Anyone at that time could therefore see the detail supporting the business case including the financial dimensions.
- g) West Yorkshire Combined Authority had recently gone through the same process and their consultation questions were still available if members wished to get a sense of what residents would be asked.
- h) The Mayor appealed to members to work with him and fully engage in the consultation process.
- i) The Chair clarified that the Board would be discussing whether to go out to public consultation with Franchising stated as the preferred model, not voting on whether franchising would happen or not.

RESOLVED (UNANIMOUS)

On being proposed by the Chair and seconded by Cllr McDonald, it was resolved to:

1. Note the progress of the Bus Reform business case, independent audit and recommendation to be considered by the CPCA Board
2. Comment on and agree the principle of proceeding with Franchising as the preferred model for bus reform (sections 2.14 - 2.18), for consideration of the CPCA Board
3. Note the Draft Proposed Franchising Scheme as described and set out in the exempt Appendix A
4. Note that the CPCA Board will receive the updated business case, report of the independent auditor and recommendation to proceed to public consultation.

ACTION:

1. A briefing session to be arranged for members before the OBC is presented to Board at their meeting on 28 February.

7	Bus Strategy Update (including Bus Network Review)
7.1	Neal Byers, Transport Consultant, introduced the report which set out the further findings of the Bus Network Review and the recommendations for the remaining services to complete the review.
7.2	During discussion the following points were noted: <ul style="list-style-type: none"> a) Cllr McDonald thanked officers for the work they had done with him and other councillors on some routes in the South Cambridgeshire area and asked that the area be considered for a future DRT trial b) Officers agreed that the work on Bus Stop Infrastructure was vitally important and further updates on this work would be forthcoming. c) Cllr Wakeford, as member for Huntingdonshire where the Ting Demand Response Transport (DRT) service had been trialled, was in favour of the pragmatic adjustments to the service that had been proposed. d) The initial retendering of the Ting service would continue in the area described in the report but over the course of the coming financial year, officers would be looking at other DRT trial areas.

	<p>They would also have the opportunity to separate technology from the physical service solutions. Multiple areas could plug into one solution rather than having lots of competing ways of users engaging.</p> <p>e) As the idea of demand responsive/semi-flexible transport service grew across the wider area the CPCA would be able to think about how best to offer the service in an efficient way so that buses worked across multiple partner areas. Conversations would be had with colleagues across the boundary to look at cross boundary connectivity and to identify and maximise opportunities to connect with the places people wanted to travel to.</p> <p>f) In the context of franchising, the CPCA would need to issue a service permit to enable those services that largely operated over the boundary to continue but with certain requirements mandated such as on the quality and timing of the service and how it integrated with the CPCA system.</p> <p>g) There were opportunities around home to school transport and other bus services that were moving people around the Authority to see how they could be integrated or linked to get better efficiencies, not only for the Authority but also for other partners who were paying for bus services.</p> <p>h) Members and residents of Peterborough were excited about the bid for Zebra 2 funding that had been put in which, if successful, would deliver 33 zero emission buses for the city.</p> <p>RESOLVED: (UNANIMOUS)</p> <p>On being proposed by the Chair and seconded by Cllr Wakeford, it was resolved to:</p> <ol style="list-style-type: none"> 1. Recommend to the CPCA board the proposals for the two remaining tendered bus services which were placed under review and the bus services <i>for</i> which data was previously unavailable. 2. Note the submission of the Zebra round 2 bid to the Department for Transport and update on Bus Stop Infrastructure work.
<p>8</p> <p>8.1</p> <p>8.2</p>	<p>Transport Funding Decisions</p> <p>Tim Bellamy, Interim Assistant Director Transport, introduced the report which set out the funding decisions on the Regional Transport Model and the Royston to Granta Park study that officers were asking the Committee to approve.</p> <p>During discussion the following points were noted:</p> <ol style="list-style-type: none"> a) Officers were already in discussion with National Highways about the movement on Junction 9 of the A505. In addition, the Regional Transport Model would help to further assess those movements so that an informed decision on the junction could be made. b) The scope of the Royston and Granta Park Study included all modes of travel, including active travel and would look not just at end to end but across the whole of the corridor. <p>RESOLVED (UNANIMOUS)</p> <p>On being proposed by the Chair and seconded by Cllr Bisby it was resolved to;</p> <ol style="list-style-type: none"> 1. Note the Royston and Granta Park study and progress undertaken by Cambridgeshire County Council. 2. Approve the drawdown of £135,000 from the Transforming City Funds (TCF) from subject to approval funding to approved funding, to contribute towards the A505 Royston to Granta Park Study by Cambridgeshire County Council. 3. Note the progress on the Regional Transport Model. 4. Approve the drawdown of £78,430 from the Regional Transport Model subject to approval to approved to aid the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project.

9.1 Matthew Lutz, Transport Programme Manager, gave a verbal update on the progress of the A10 corridor project and the potential themes that would be considered for the public consultation.

9.2 The key points highlighted in the update were as follows:

- a) The study focussed on movement along the corridor between Ely and Cambridge to explore opportunities to address existing and future challenges around capacity and road safety.
- b) The study area covered the A10 between the A10/A142 roundabout to the south of Ely ending before the Milton interchange and also considered the impacts of improvements on the surrounding area.
- c) Current users of the A10 between Ely and the A14 experienced congestion due to the volume of traffic, mix of vehicles (including HGVs and agricultural vehicles) and frequent road traffic incidents, particularly clustered around junctions. For non-motorised users the A10 failed to provide an attractive route due to the absence of dedicated facilities. These existing issues created a constraint on the economic performance of the region and negatively impacted on carbon emissions and the environmental and social wellbeing of local communities. These issues would all be exacerbated by the planned substantial growth in the corridor and region (including 44,000 jobs in Cambridge and Waterbeach New Town) if sustainable transport infrastructure was not in place.
- d) The project was aiming to complete the preparation of an Outline Business Case (OBC) to Green Book standards, in alignment with the Combined Authority's and Cambridgeshire County Council's (CCC) assurance requirements. This would entail a review and revalidation of the Strategic Outline Business Case (SOBC) which was completed in July 2020, to make sure that recent changes in national and localised policies, standards, guidelines and data were considered. This would also ensure that the project continued to meet the requirements for grant funding from the Department for Transport (DfT).
- e) Re-engagement with the public and other stakeholders was important as this last took place in 2020 and there needed to be a period of open and transparent communication of the developments and changes within the project.
- f) The engagement would give the A10 corridor study team an opportunity to provide clear explanations of the distinctive elements and process, and to widely test views of the emerging new themes and possible options. This approach supported the DfT requirement for Localism to have been considered. With this in mind Cambridgeshire County Council (CCC) and the principle consultants WSV were undertaking a risk based assessment of the different engagement consultation options and would then produce updated programmes that reflected the different options available.
- g) A full briefing session for TIC members would be provided in due course outlining the themes and potential consultation material that would be tabled at subsequent TIC meetings.
- h) A programme of planned delivery would also be presented to members alongside continued engagement with the A10 working group. The output from this engagement would ensure that decision makers had a comprehensive understanding of public opinion, their concerns and the potential options.

9.3 The following points were made by councillors:

- a) It was timely to be able to stand back and consider what needed to be delivered in terms of connectivity, especially post Covid.
- b) The interchanges at both ends of the projected corridor, including the Milton Interchange needed to be carefully considered along with the impact that the traffic coming off that corridor would have.

ACTION:

1. A workshop on the A10 corridor project to be organised for members

<p>10</p> <p>10.1</p> <p>10.2</p>	<p style="text-align: right;">Item 2</p> <p>Peterborough Station Quarter (PSQ)</p> <p>Anna Graham, Transport Programme Manager, introduced the report which, subject to the Department for Transport's approval of the Outline Business Case (OBC), sought the Committee's approval of the OBC and the commencement of the Full Business Case (FBC) to the Combined Authority Board.</p> <p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) The PSQ development had the potential to make a huge difference to Peterborough with wider economic growth and the expansion of businesses in the area. It was therefore important that it was looked at in a wider perspective and not just through a transport lens so that potential for the surrounding area of the Station and the links into the city centre were also carefully considered. b) The initial piece of work undertaken before launching into the OBC was to look at the overarching Masterplan and to take a phased approach to the wider project. The OBC was the first of these phases. c) The Chair highlighted the amount of work that had gone into this project and in particular the excellent partnership work, including with Peterborough City Council. <p><u>RESOLVED:</u> (UNANIMOUS)</p> <p>On being proposed by the Chair and seconded by Cllr Bisby it was resolved to;</p> <ul style="list-style-type: none"> 1. Subject to the approval from the Department for Transport of the Outline Business Case, recommend to the Combined Authority Board to approve the Outline Business Case and approve the commencement of the Full Business Case. 2. Note that the Director of Place and Connectivity has the delegation to enter into a Grant Funding Agreement up to £1 million in consultation with the Chief Finance Officer and the Monitoring Officer.
<p>11</p> <p>11.1</p> <p>11.2</p>	<p>Budget and Performance Report</p> <p>Tim Greenwood, Finance Manager, introduced the report which provided an update of the financial position for 2023/24 and an analysis against the 2023/24 budgets, up to the period ending November 2023.</p> <p>During discussion the following points were noted:</p> <ul style="list-style-type: none"> a) The known delay to the A141 scheme was noted but members were reminded of its importance to the Huntingdonshire Local Plan and the need to expedite the project as soon as possible. b) Officers were in talks with the DfT to accelerate the A141 scheme. c) The figures stated in 3.4 of the report relating to Bus Services in PCC and CCC reflected the budget but would be reprofiled as part of the ongoing MTFP process. d) There had been a deferral on the Fletton Quays expenditure because it was a completed scheme with more than one source of funding being drawn upon with the funding streams with time limits being used first. The progress and deliverability of the project would not be affected by this. <p><u>RESOLVED:</u></p> <p>That the Transport and Infrastructure Committee:</p> <ul style="list-style-type: none"> 1. Note the financial position of the Transport Division for the financial year 23/24 to November 2023. <p><u>ACTION:</u></p> <ul style="list-style-type: none"> 1. Officers to examine the causes of the difference between the Bus Services figure for CCC and that of PCC and report back to the Committee.

12	Transport & Infrastructure Committee Agenda Plan <u>RESOLVED:</u> 1. That the Transport and Infrastructure Committee Agenda Plan be noted.	Item 2
13	Exclusion of the Press and Public <u>RESOLVED:</u> 1. That the Transport and Infrastructure Committee meeting remain in public session.	
14	King's Dyke Update 14.1 The Committee had no questions of the report, and it was agreed to note the item. <u>RESOLVED:</u> 1. To note the contents of the report.	
15	Date of Next Meeting 15.1 The date of the next meeting was confirmed as Wednesday 13 March 2024.	

Meeting Ended: 11.54am

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.

Item	Report Title	Lead Officer	Action	Response	Status
17 January 2023					
6.	Bus Reform	Neal Byers	A briefing session to be arranged for members before the OBC is presented to Board.	Both board meeting and briefing session delayed. Update to the Committee.	Open
9.	A10 Corridor Project	Matthew Lutz	A workshop on the A10 corridor project to be organised for members in February.	The Combined Authority have been working with the County Council and there is some more work to be done on the A10 project working through issues around governance, consultation protocols and interdependencies. It is important that this is worked through before holding this briefing session; therefore, it was agreed reschedule the workshop.	Open
11.	Budget and Performance Report	Tim Greenwood/ Steve Cox	Officers to examine the causes of the difference between the Bus Services figure for CCC and that of PCC and report back to the Committee.	The bus services overspend in CCC and underspend in PCC is a result of the budgets not being adjusted to reflect the actual cost of services, this has been corrected in the MTFP. The budget levels reflect the cost of services in each area.	Open
15 November 2023					
11.	Budget and Performance Report	Tim Greenwood	The Concessionary Fees lead officer to circulate to the Committee a briefing note on the concessionary fares' budgetary position and the expectations for next year.	Email sent to members on 05.02.24	Closed
12 July 2023					

Item	Report Title	Lead Officer	Action	Response	Status
4.	Place & Connectivity Directorate Monthly Highlight Report – June 2023	Steve Cox	The Active Travel Lead Officer to engage with Members over the next three months to understand the key concerns around rural connectivity and for these to then be fed back to Active Travel England.	The Acting Assistant Director for Transport and the Active Travel Lead will be engaging with Leaders and Members during the autumn period to understand their concerns around rural connectivity. Some of this information has been gained from meetings with Leaders over the course of the past 2 months alongside the session held with ATE.	On-going
Minutes of the meeting on 14 June 2023					
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 future TIC meeting, depending on the release of the data.	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 pushchairs.	Officers have asked Stagecoach at a technical level to consider what can practically be done to assist. The dialogue is on-going with further correspondence in February regarding the ADL Enviro400EV model, part of the next generation of zero emission buses. The outcome from discussions will be shared with TIC in due course.	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. This is likely to form part of either the micromobility strategy or the Active Strategy – I suggest this item is deferred until the strategies are further progressed	Deferred



Transport & Infrastructure Committee	Agenda Item 5
13 March 2024	

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

Recommendations:	
A	Note the content of this report.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
X	Achieving good growth
X	Increased connectivity
X	Enabling resilient communities

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

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

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

3 Combined Authority scheme updates

3.1 **Centre of Green Technology update**

The Centre for Green Technology is a key project for Inspire Education Group (IEG) delivering green skills and student capacity for the future. A dedicated green curriculum, the only one of its kind within 50 miles, is needed within the local economy and will deliver skills which are sought after by local business across Peterborough and the wider region.

The Project consists of a 3-storey new build, totalling 2,435 M2 of GIFA. The facility provides a mixture of large and medium workshop space, classrooms, staff room space and a lab. The space will be shared by electrical vehicle and other engineering and new construction technologies. The project will comply with BREAMM, will have several renewable energy initiatives and be gas free supporting the IEG's drive to Net Zero.

After a change of contractor, project progress to date can be summarised below:

- Cleggs Construction appointed – June 2023
- VE Process reduced construction cost from £12m to £9.5m – July 2023
- Enabling works completed – August 2023
- IEG Board signed off on project budget and JCT Contract – September 2023
- Project broke Ground – October 2023
- Breaking Ground Event – 8 December 2023
- Project Completion – forecast 29 November 2024



Progress



3.2	<p><u>Local Transport and Connectivity Plan (LTCP) and Key Performance Indicators (KPIs)</u> Item 5</p> <p>Since the LTCP was approved in November 2023, work to develop how the plan is monitored has focused on ensuring that the plan is fully reflected in the refreshed Corporate Strategy 2023-25 deliverables and the 2024-25 Place and Connectivity Directorate Business Plan objectives and activities.</p> <p>The key performance indicators established in the LTCP will provide a robust basis for monitoring progress and outcomes. The Transport team will collaborate with the Policy, Insight and Performance team to agree a methodology for measuring these indicators. Once agreed, baseline data will be collected and reported to this Committee.</p>
3.3	<p><u>A10 Update</u></p> <p>CPCA are the sponsor and funder for this project business case development using funds from Department for Transport. Cambridgeshire County Council are contracted to present an OBC, to the Combined Authority. We are working through details of the governance and the communications plans as we move towards engagement and then consultation on the options for the scheme.</p> <p>To this end, a Transport and Infrastructure Committee (TIC) briefing will be scheduled to ensure that all members are informed on the proposals before this is brought formally to this Committee. It was hoped to do this in February but has been delayed allowing further work to be done. We do not yet have confirmation from the Government on the funding arrangements for the scheme, since it was included in the Autumn 2023 Network North announcement. Engagement is planned with National Highways to understand future works relating to the Milton Interchange which connects to the scheme.</p>
3.4	<p><u>Rail Update</u></p> <p><u>Wisbech Rail</u></p> <p>Network Rail continue to work on their engineering options appraisal report, which is due to be shared with Combined Authority officers by the end of March 2024. The economic analysis work which sits alongside the engineering report is then due to be shared with the Combined Authority by the end of April 2024.</p> <p>The Combined Authority and Fenland District Council (FDC) will host a briefing session in May for FDC members to update on progress and outputs of the Network Rail work.</p> <p>The Combined Authority is also commissioning an initial study into the viability of autonomous vehicles along the Wisbech-March line either as an interim solution or long-term alternative to rail.</p> <p>An update on all reports will be provided to TIC in June 2024.</p> <p><u>Peterborough Station Quarter (PSQ)</u></p> <ul style="list-style-type: none"> • An updated Outline Business Case (OBC) was submitted to the Department for Transport (DfT) in January. • A visit to the site by DfT officials was hosted by Peterborough City Council (PCC) and the Combined Authority in February 2024. • On 29 February, the Combined Authority and PCC officers presented at a DfT Investment Committee where central government approved funding to develop a Full Business Case for submission in the autumn. • DfT's Centres of Excellence have reviewed the OBC and provided comments to the Combined Authority and PCC. Officers are working with partners to respond to these points which will inform the DfT's Investment Committee paper. <p>The third-party value for money assessment has been completed, in compliance with the Combined Authority processes, and no significant issues raised.</p> <p><u>Ipswich to Cambridge Community Rail Partnership (ICCRP)</u></p> <p>The Combined Authority will be providing a financial contribution in 2024/25, to support the ICCRP. This partnership aims to bring together local groups and partners from the rail industry with industrial groups to deliver a wide range of rail improvements. These partnerships act as a bridge between the railway and local communities and across the country they have been instrumental in achieving significant increases in use of rail through innovative marketing, improved services, and better station facilities. The ICCRP is due to be launched later in the spring and as the work of the partnership is developed with partners, Combined Authority officers will ensure that the Transport and Infrastructure Committee receive regular updates. Page 15 of 81</p>

	<p style="text-align: right;">Item 5</p> <p><u>Ely Area Capacity Enhancement (EACE)</u></p> <p>The Network North announcement included confirmation of central government’s support for this project and the substantial benefits it will bring. Network Rail have developed the scheme to Outline Business Case stage; next steps will involve further investment case development and delivery planning. The Combined Authority and sub-national transport bodies (England’s Economic Heartland and Transport East) will continue to champion the need for EACE to be delivered in a timely and effect manner.</p> <p><u>East-West Rail</u></p> <p>The East-West Rail Company (EWRC) have developed a <i>Door-to-Door Connectivity Strategy</i> that has recently been shared with Combined Authority officers. This strategy was approved by central government (DfT) in February 2024 and aims to set out proposals to maximise the use of East West Rail as part of door-to-door journeys by ensuring that connectivity by all modes of transport to stations is maximised.</p> <p>EWRC have informed Combined Authority officers that they wish to work with partners, particularly Local Authorities, to understand and plan for improvements, and ensure that delivery of the core scheme does not preclude delivery of wider transport links to stations.</p> <p>The strategy is being developed in two stages. The first phase of work has been completed largely by EWRC with limited engagement with local partners, including the Combined Authority, constituent Councils and sub-national transport bodies.</p> <p>The initial stage of work has identified several principles that are seen as needed to guide more detailed planning. This includes principles on giving customer choice for travel to stations, building on best practice from elsewhere, mitigating the impact of any severance associated with the project, delivering value for money, and planning for futureproofing in the scheme.</p> <p>The first stage of work has been endorsed by EWRC Board and DfT’s internal client board. This formed the trigger for developing stage two which will consider in more detail the connectivity at stations along the whole route of EWR.</p> <p>The second phase of work is the key point for EWRC to strengthen engagement with local partners, including the Combined Authority and constituent Councils. It is important that the Combined Authority and Highways Authorities are provided assurance by EWRC, given the significant role that local transport authorities have in enabling integration, that the second stage of the project will be co-created. In parallel, the Combined Authority officers are seeking further assurance from EWRC that they will advocate the need for investment in local transport to ensure that the <i>Door-to-Door Connectivity Strategy</i> is truly realised and delivered in advance of the scheme being built.</p>
3.5	<p><u>A47 Study Update</u></p> <p>The high-level study, led by Norfolk County Council, was circulated to A47 Alliance members in February. Cambridgeshire County Council and the Combined Authority contributed funding to the study's production alongside Norfolk and Suffolk County Councils.</p> <p>The study's purpose was to consider the benefits of dualling the A47, updating a similar study that took place in 2014. In summary, whilst there are benefits for users, particularly for journey time and accident savings, these benefits are much less than the 2014 study. This is due to a reduction in traffic flows and forecast growth since the previous study.</p> <p>Additionally, the carbon assessment demonstrates that there is a ~3% increase in carbon emissions with dualling the scheme.</p> <p>The study throughout reiterates the high-level assessment undertaken and Benefit Cost Ratios have not been included. The study worked out the cost of construction per KM, which is £19.5m, this is 14% higher than in the 2014 study.</p> <p>The study suggests that further assessment is required. The A47 Alliance continues to be committed to dualling the entire A47. The Combined Authority’s current position is to continue to seek improvements to the A47, but all options should be considered whilst adhering to climate change commitments.</p>
3.6	<p><u>Active Travel</u></p> <p>DEFRA have awarded the Combined Authority £351,122 for an air quality active travel project. The details of the project were presented and approved by this Committee in <u>November 2023</u>. The objective of the Air Care Project is to reduce NO₂ emissions within Cambridge City’s AQMA and raise awareness of air quality issues. This will be done by launching an app in schools that provides options</p>

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

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

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

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

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

4.1

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

5 Wider Transport Updates

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

6 Appendices

5.1	None
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7 Implications

Financial Implications	
6.1	None.
Legal Implications	
7.1	None.
Public Health Implications	
8.1	None.
Environmental & Climate Change Implications	
9.1	Neutral.

Other Significant Implications		Item 5
10.1	None.	
Background Papers		
11.1	None.	



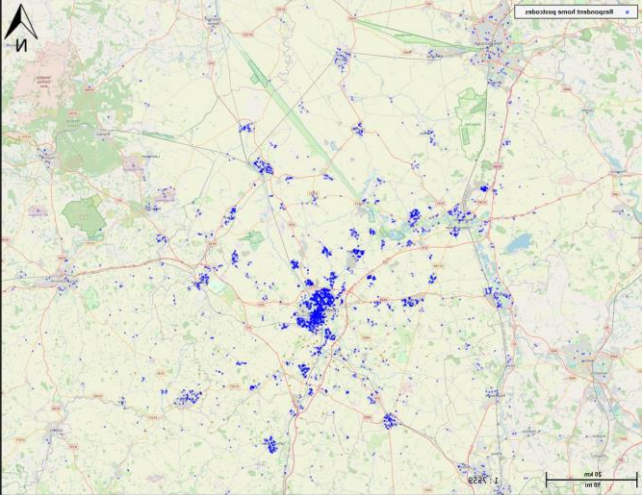
Transport & Infrastructure Committee		Agenda Item
13 March 2024		6
Title:		
E-Scooter Trial Update		
Report of:		
Anna Graham, Transport Programme Manager		
Lead Member:		
Cllr Anna Smith, Lead Member for Transport		
Public Report:		
Yes		
Key Decision:		
No		
Voting Arrangements:		
A simple majority of voting Members		

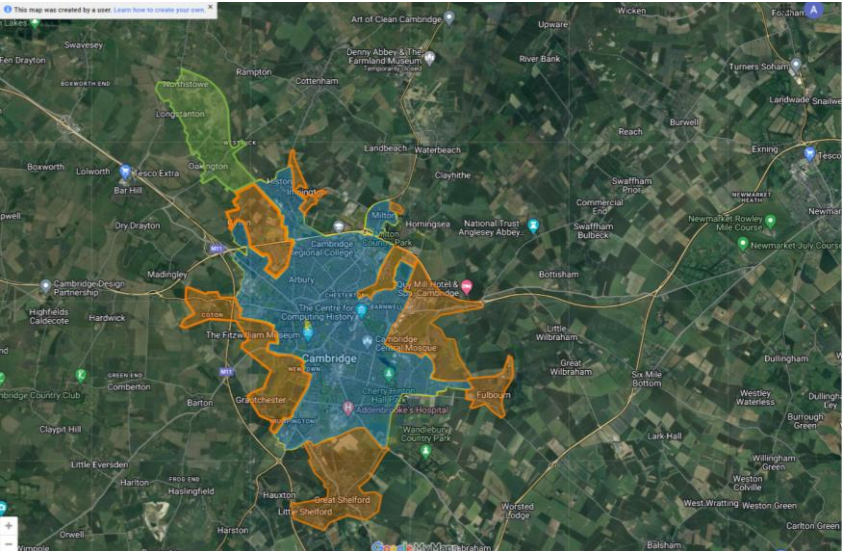
Recommendations:	
A	Recommend to the Combined Authority Board to approve the extension of the e-scooter trial to 31 May 2026.
B	To seek approval in principle to submit to the Department for Transport (DfT) a proposed boundary change to the existing trial area.

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

1. Purpose	
1.1	To seek the Transport and Infrastructure Committee's agreement to extend the e-scooter trial to 31 May 2026 and to agree that this be recommended to the Combined Authority Board for approval.
1.2	Additionally, to seek approval in principle that a proposed boundary change to the trial area is submitted to the Department for Transport for their consideration and approval.

2. Proposal

2.1	The Department for Transport (DfT) contacted trial areas in November 2023 asking for the trials to be extended to 31 May 2026. This enables DfT to build on current learning across areas including usage, safety, and environmental impacts, and to explore changing travel patterns since the coronavirus pandemic, as e-scooters become more embedded in public life.
2.2	Following the DfT's proposal to extend the duration of the e-scooter trial by a further two years, the Combined Authority sought officers' views from Cambridgeshire County Council, Cambridge City Council (CCC), South Cambridgeshire District Council (SCDC) and Cambridgeshire Police, who are supportive of the trial period being extended. Cambridgeshire Police have particularly highlighted the need for further legislation to regulate the private e-scooters.
2.3	Since the start of the trial a total of 3 million trips have been taken using a Voi e-scooter or e-bike, replacing 980,000 car trips, and reducing CO ₂ emissions by 469 tonnes. The trial continues to demonstrate that e-scooters are providing an alternative for travel that year on year continues to grow. Appendix A E-Scooter Data Report provides insight to the progress of the trial.
2.4	In January 2024, the DfT provided a further update to trial areas, offering the opportunity to request changes to the geography and/or fleet size for the e-scooter trial, with a focus on new strategic objectives.
2.5	Requests for changes must be formally made between 17 January and 5 April 2024. DfT will confirm the outcome of the request before the end of May 2024 for inclusion in the Vehicle Special Orders (VSOs), which will come into force on 1 June 2024 and expire on 31 May 2026.
2.6	From 1 June 2024 DfT will revert to the usual change request process with changes agreed by exception only.
2.7	Given this appears to be a one-off opportunity to apply for a change in the trial boundary, officers are including areas within the application form that may need further detailed discussion to become operational, either with elected members and/or Voi, the Cambridge e-scooter operator. It may be areas do not become operational if further detailed discussions cannot resolve local concerns. Adding locations into the proposed trial area at this time will be easier than trying to seek DfT agreement later when changes are by exception only.
2.8	As detailed in the Local Transport and Connectivity Plan (LTCP) there is a commitment to reduce road traffic by 15%. To achieve the ambitions within the LTCP will require the Combined Authority to offer a choice of sustainable modes of transport.
2.9	<p>Initial discussions with officers from the County Council, CCC and SCDC focused on looking at extending the boundary to include commuting areas. The County Council provided travel to work data for 2023, comprising responses from 4,000 participants from key areas of the Science Park, Business Park, Jesus College, Wellcome Genome Campus and Northstowe. The starting locations showed noticeable clusters in areas outside Cambridge City.</p>  <p><i>Figure 1 Respondent home postcodes</i></p>

<p>2.10</p>	<p>Additionally, Voi were able to provide details from their last survey which asked, 'please share where you'd like to be able to go with a Voi e-scooter'. The below is the list of results,</p> <ul style="list-style-type: none"> • From Girton to Histon, via Gatehouse Rd (appears as New Rd on Google Maps). From Whitehouse Ln (Girton) to Histon Rd (Cambridge) via bike path. The bits of Eddington that are technically in Girton (a village partially served by Voi); • Great Shelford; • Grantchester; • Full extent of Trumpington Meadows; • Teversham; • Marleigh Development & Ice Rink on Newmarket Road; • Other villages (Coton, Hauxton, Waterbeach, Cottenham, Longstanton); • Laundry Farm (and College Sports grounds) on Barton Road; • Ditton Meadows; • Guided busway; • Whole Eddington site; and • Fulbourn.
<p>2.11</p>	<p>A map showing the existing trial area (in blue – Figure 2) with proposed additional trial areas (in orange and green – Figure 2) was prepared to aid discussions and help identify where engagement may need to take place, Figure 2:</p>  <p><i>Figure 2 Initial proposed area for e-scooter trial expansion</i></p>
<p>2.12</p>	<p>With this map, SCDC engaged with elected members of the District and Parish Councils, to seek their initial feedback and gauge support for their area being included in the application to DfT for expanding the trial area. SCDC contacted 35 elected members (Parish and District), 20 members were supportive, 3 were maybes (Parish Councils wishing to seek further engagement within their own council) and at the time of writing 11 members had not yet responded.</p>
<p>2.13</p>	<p>Whilst the Combined Authority recognise that there has been insufficient time to have detailed conversations with representatives, in general members were supportive, with a small number highlighting specific areas for further discussion but did agree for their area to be included in the application to DfT.</p>
<p>2.14</p>	<p>Similarly, the County Council contacted County Councillors for their views and again, members were generally supportive of the trial expanding beyond the current operational area.</p>
<p>2.15</p>	<p>During this short period of engagement, the GCP highlighted including the areas where greenway projects are being progressed, namely the connection to Babraham, Horningsea and out towards the Haggis Farm roundabout along the Barton Road.</p>

2.16	Horningsea and Babraham are to be included in the application to expand the geography of the trial area, but subject to further discussion with Voi about operational viability and further engagement with members. Whilst it is proposed to extend the boundary along the Barton Road to include the University of Cambridge Laundry Farm – facilitating both access and supporting the University’s travel at work pilot with Voi – extending beyond this area seemed unbeneficial.
2.17	Further to these additional areas, the County Council and an elected member were keen to see the inclusion of Waterbeach, capturing the new housing and commuters. E-scooters could also help to facilitate short journeys to the train station.
2.18	Whilst it is the intention to include Waterbeach within the application, it is subject to Voi’s considerations for operational viability and further engagement with members. It should also be noted that discussions are ongoing about the most appropriate route for e-scooters to access Waterbeach from Cambridge given the proximity of the cycle route to the A10.
2.19	Cambridgeshire Police, in principle, are supportive of the trial area being expanded, and like the Combined Authority, would be concerned about the close proximity to A roads without some very clearly identifiable safe pathways.
2.20	Other areas, such as St Ives and Cambourne were considered, however, were discounted due to operational challenges at this time. These include being able to rebalance the e-scooter stock in the area from the current Voi warehouse. It is the intention of the Combined Authority to develop a micromobility strategy that will inform the future delivery of e-scooters and understanding of legislation changes.
2.21	The application to DfT about the proposed boundary will be updated and approved for submission by the Executive Director for Place and Connectivity.

Item 6

3. Background

3.1	In the summer of 2020, the Department for Transport (DfT) fast tracked the introduction of trials for e-scooters to support a green restart of local transport. The Combined Authority with its partners and operator VOI, launched in October 2020 the e-scooter trial in Cambridge.
3.2	At its meeting on 19 October 2022 the Combined Authority Board approved the extension of the e-scooter trial in Cambridge to 31 May 2024.
3.3	Voi operates approximately 850 e-scooters and 150 e-bikes in Cambridge and has created 18 jobs in Cambridge, from mechanics to fleet specialists and all remunerated above the living wage.
3.4	The Kings Speech on 7 November 2023 set out the government’s legislative priorities for the parliamentary session. The government is not planning to legislate for micromobility in this parliamentary period.
3.5	In due course, the Combined Authority will seek to investigate the feasibility of incorporating this type of initiative into the urban landscape of Peterborough city. This exploration will involve collaboration with central government, potential suppliers, and the City Council.

4. Appendices

4.1	Appendix A - E-Scooter Data Report.
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5. Implications

Financial Implications	
5.1	None.
Legal Implications	

5.2	There are no specific legal implications identified as arising as a result of the implementation of the recommendations in this report, however Legal Services should provide advice and support on any legal aspects of extending the trial.
5.3	Upon approval of the trial extension the Concession Contract between the Combined Authority and VOI shall be extended to 31 May 2026.
5.4	During this two-year period, it will be necessary to prepare procurement documentation in readiness post May 2026.
5.5	Upon approval of the trial extension the DfT will issue an updated Vehicle Special Order (VSO) enabling the use of e-scooters as part of the trial.
5.6	Subject to the approval by the Transport and Infrastructure, and the DfT to extend the trial area it will be necessary to update the Traffic Regulation Order that enables the trial e-scooters to use the cycleways and busways.
Public Health Implications	
5.7	The mode shift data does show people using e-scooters rather than walking to their destination, this is most notable in the winter months and likely due to the weather, however, e-scooters provide choice for travel and in some instances enabled people with a disability, impairment, or condition to travel.
5.8	The mode shift from car to e-scooter is most notable in the autumn reducing in the winter. The mode shift ranges from 22% to 36% moving from car to e-scooter for their journey. This has enabled a reduction of 469 tonnes of CO ₂ emissions.
5.9	The accident rate per million kilometres has fallen over the trial period as users become more experienced and familiar with the service.
Environmental & Climate Change Implications	
5.10	The data from the trial show that e-scooters are providing an alternative to the car for short trips with approximately 980,000 car trips being replaced, saving 469 tonnes of CO ₂ emissions and 91kg PM _{2.5} reduction – improving air quality.
5.11	The e-scooter trial supports the commitment within the LTCP for sustainable travel.
Other Significant Implications	
5.12	None.
Background Papers	
5.13	Combined Authority Board Paper – October 2022
5.14	Transport and Infrastructure Committee – June 2023

voi.

voi.com

CPCA x Voi

Data Report

Proprietary and confidential
23th February 2024

Cities made
for living

Since launch the scheme in Cambridge has proven successful and had a huge impact on the local environment

3m

Total trips

7m

KM Travelled

168k

Unique riders

850

E-scooters in operation

980k

Car trips replaced

469 t

Climate Change
CO2e Reduction

£226k

Invested through Voi4 scheme
discounts

91kg

Air Quality
PM2.5 Reduction

The number of monthly rides is high in Cambridge, with growing annual ridership

Number of rides per month



Annual ride totals

1.2m rides
(2023)

1.1m rides
(2022)

571k rides
(2021)

23k rides
(2020)

	Monthly rides per rider
2024 YTD	7.1
2023	7.0
2022	6.8
2021	5.8

2024 has begun very strongly, with active rider numbers showing excellent year on year growth

Active rider growth



Ridership is geographically broad, though the top routes are concentrated at the station and city-centre



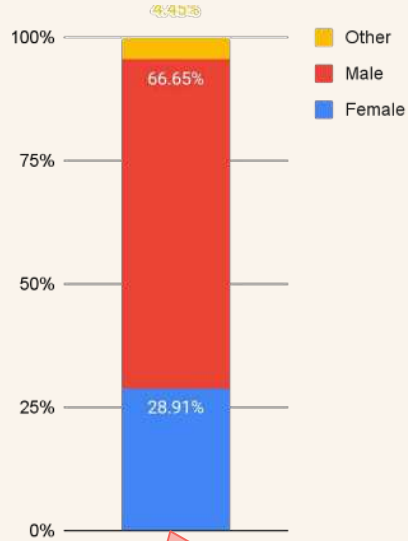
Top routes	Start locations	End Locations
1	Sidney St	Station Road (1)
2	Station Road (1)	Sidney St
3	Station Road (2)	Sidney St
4	Sidney St	Station Road (2)
5	Robinson College	St Mary's St
6	Parkers's Piece	Station Road
7	St Mary's St	Robinson College
8	Royal Papworth	Trumpington P&R
9	Mill Road	Station Road
10	Station Road	Mill Road

Four of the top 5 routes are linking the train station and centre of town.

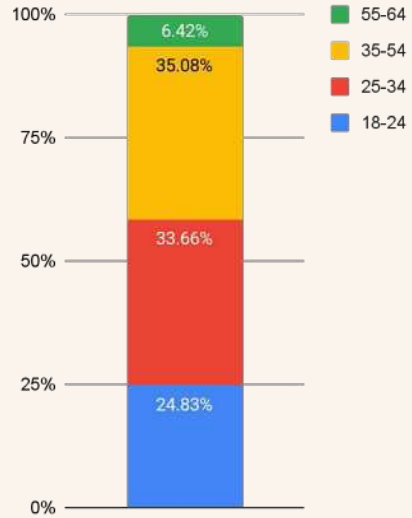
Links from **Robinson College to city-centre and Royal Papworth to Trumpington P&R** shows Voi usage by student and hospital workers in Cambridge

Scooters are used by a wide demographic

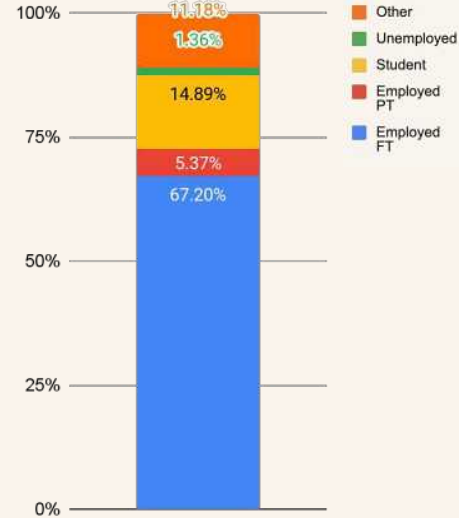
Gender split



Age range



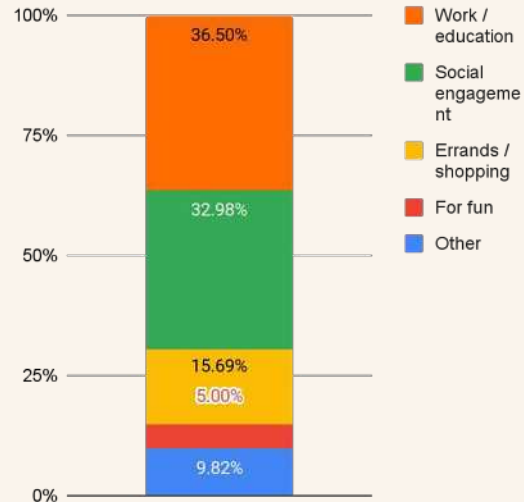
Employment status



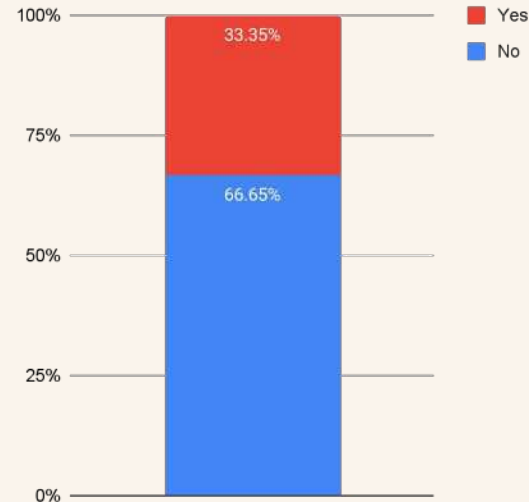
Clear room for improvement, though Cambridge has a higher female proportion than many other Voi markets

The majority of trips are used to commute, with Voi offering a viable alternative even for those with access to a car

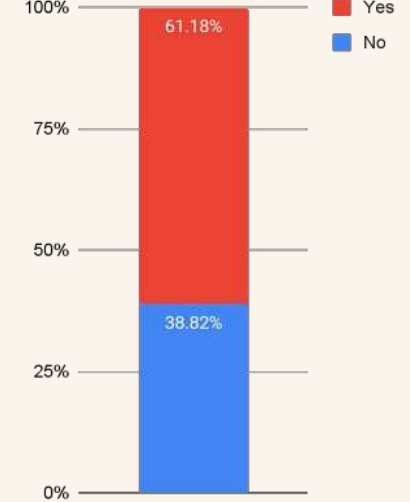
Purpose of trip



Combine Voi & public transport?

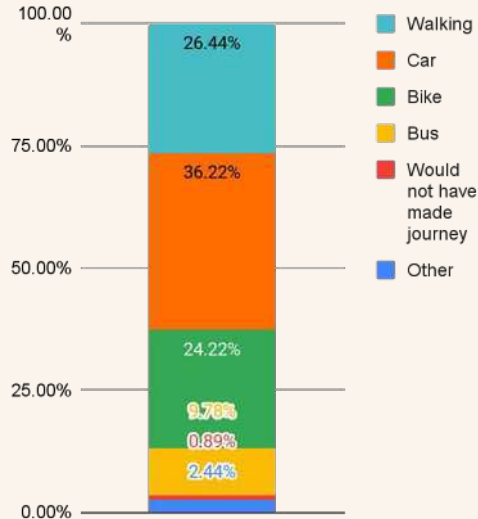


Do you have access to a car?

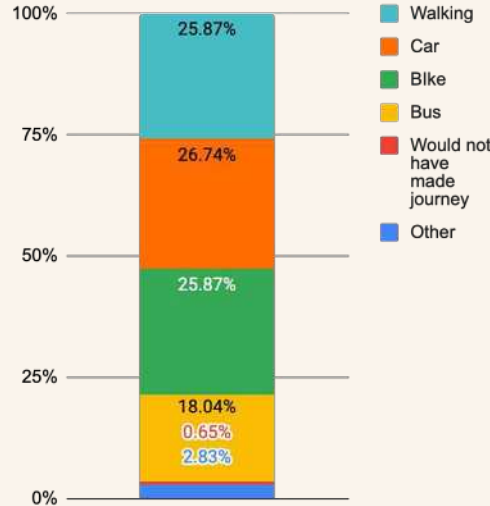


The modal shift changes by season with scooters replacing more car journeys in summer than winter due to weather

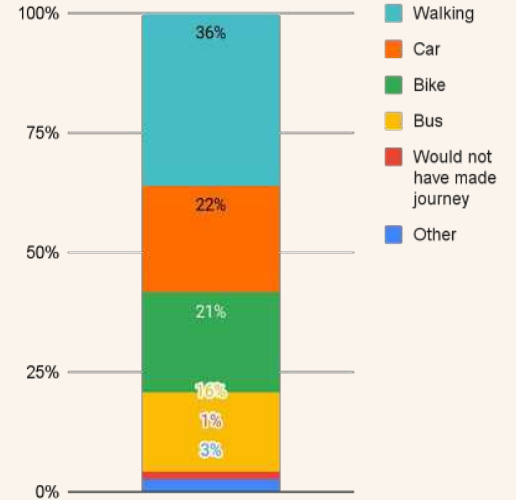
Mode shift (summer)



Mode shift (autumn)



Mode shift (winter)

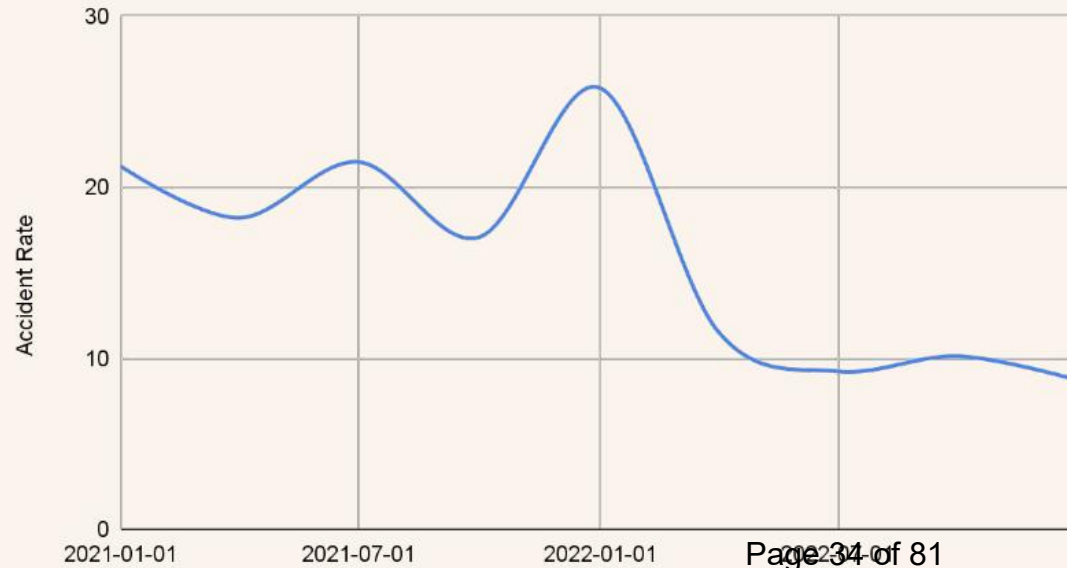


Rides are slightly longer on e-bikes than scooters

	Avg ride duration (minutes)	Avg ride distance (kms)
E-scooters	12	1.9
E-bikes	15	2.0

Accident rate has fallen considerably as riders become more accustomed to scooters

Accident Rate per million KMs

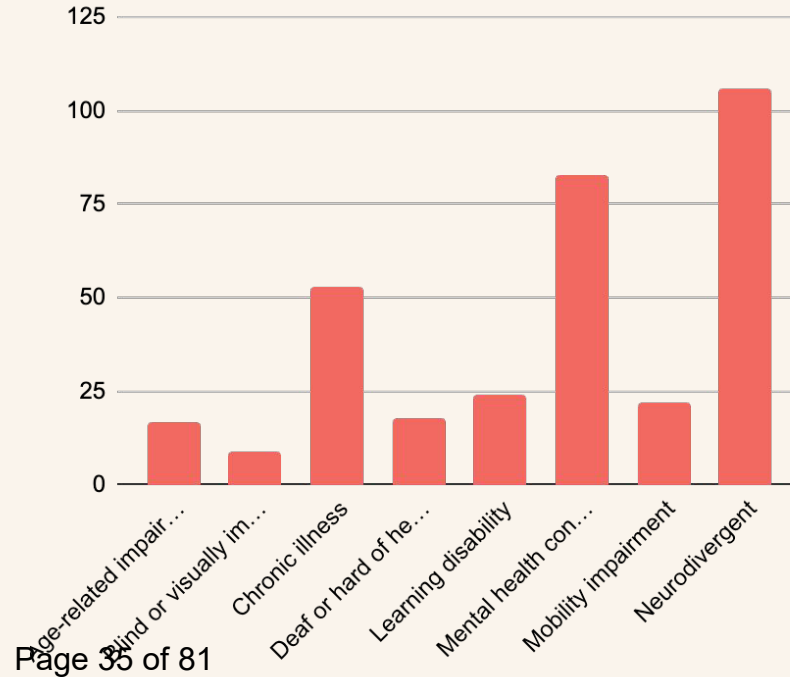


Committed to continued engagement with the equalities forum

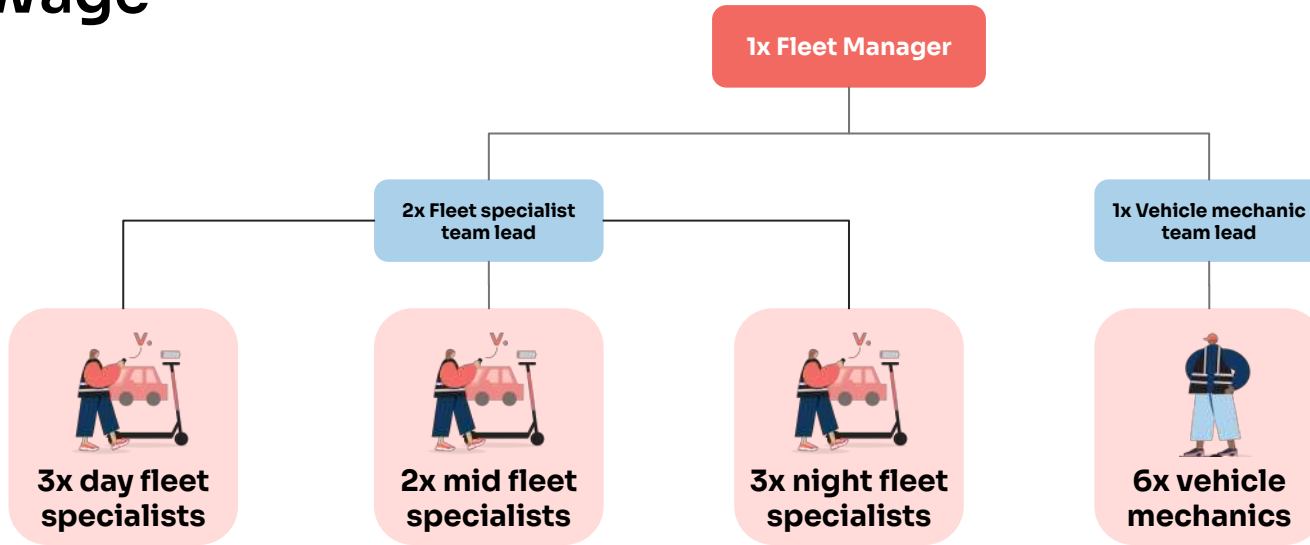
Recent survey: 14% of riders have disability, impairment or condition

For those who have some form of disability, impairment or condition the most prevalent selection was a mental neurodivergent **(6%)** followed by mental health condition **(5%)**.

1% have a mobility impairment and **1%** have an age-related impairment.



Voi has created 18 jobs in Cambridge, all paid above Living Wage



Fleet manager: Manages and oversees the Voi e-scooter operations both in-field and in the warehouse

Fleet specialists: Responsible for all in-field operations and carry out necessary tasks on scooters (including battery swaps, rebalancing, repairs etc.), ensuring scooters are tidy, available to the public and are placed in the right place and at the right time

Vehicle mechanics: Responsible for repairing scooters within the warehouse and ensuring that all vehicles are maintained to the highest standards so that they can be rented out by users



Transport & Infrastructure Committee		Agenda Item
13 March 2024		7
Title:	Local Transport and Connectivity Plan and its associated strategies / workstreams	
Report of:	Emma White, Acting Transport Strategy and Policy Manager	
Lead Member:	Cllr Anna Smith, Lead Member for Transport	
Public Report:	Yes	
Key Decision:	KD2024/001	
Voting Arrangements:	A: No vote is required. B&C: A vote by consensus otherwise a vote in favour by at least two thirds of the members present including the Cambs County and Peterborough members or their subs.	

Recommendations:	
A	Note the update on the Local Transport and Connectivity Plan (LTCP) and associated strategies and workstreams.
B	Recommend the Combined Authority Board approve the reprofiling of the approved funding across the next 3 financial years as set out in 3.2.
C	Recommend to the Combined Authority Board to delegate authority to the Executive Director in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council and Peterborough City Council to develop the strategies for 2024/25.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
x	Achieving ambitious skills and employment opportunities <ul style="list-style-type: none"> • Bringing together people, employers, providers, and place leaders to guide and drive an integrated approach to skills and employment in our region. • Attracting more businesses to grow or relocate to Cambridgeshire and Peterborough. • Improved community connection.
x	Achieving good growth <ul style="list-style-type: none"> • Further development of long-term strategies that integrate our local transport and highway connectivity priorities.
x	Increased connectivity <ul style="list-style-type: none"> • Digital and physical connection to communities, professional networks, health services, leisure, nature and to places of employment and education. Reducing the need for travel with more services located within communities. • Deliverables: - Reduced rural isolation - Improved Highway connectivity - Sustainable and reliable public transport. • Outcomes - (1) Increasing share of public transport usage and sustainable travel as a proportion of all travel (2) Reduction in numbers of people killed or seriously injured on region's roads (3)

	Reduced congestion on major roads (4) Measurable improvements in connectivity for 'leftbehind' areas.
x	<p>Enabling resilient communities</p> <ul style="list-style-type: none"> • Providing the infrastructure and support to enable communities across the region to be adaptable to environmental and climate, financial and social crises and be well placed to extend cultural opportunities for Cambridgeshire and Peterborough to be a great place to live and work. • Have the infrastructure – power and water especially - needed to achieve sustainable growth - Reduced accidents on region's roads. • Deliverables: Environmental and Climate actions - Infrastructure – sufficiency, preservation, and safety. • Outcomes - (1) Reduction in CO2 emissions for Cambridgeshire and Peterborough (2) Increase in biodiversity with improvements in both common and red-list species.

1. Purpose

1.1	Following the approval of the Local Transport and Connectivity Plan (LTCP) in November, this paper provides an update on the Plan and the next steps to the follow-on strategy and work streams that needs to be undertaken to deliver the objectives of the plan.
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2. Proposal

2.1	The proposal is to approve the way forward on the sub-strategy development and work streams that follow from the LTCP, including a drawdown of funds to complete this work. They have been identified as the next step to action the LTCP as well as having a clear link to national, regional and local objectives.
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3. Background

3.1	<p>The Combined Authority role is the Strategic Transport Authority for Cambridgeshire and Peterborough and the purpose of a LTCP is to:</p> <ul style="list-style-type: none"> • Outline the current baseline regarding transport, accessibility, and pollution; • Set out challenging, but achievable, objectives; and • Set out the timeline for achieving these objectives. <p>The LTCP was approved on the 29 November 2023 at the Combined Authority Board.</p>										
3.2	<p>The Medium-Term Financial Plan (MTFP) was approved in January 2024. In this is budget for development of LTCP sub strategies as shown below in Table 1.</p> <p><i>Table 1 - MTFP Budget</i></p> <table border="1"> <thead> <tr> <th></th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LTCP sub-strategy development</td> <td>£800,000</td> <td>£800,000</td> <td>£670,000</td> <td>£2,270,000</td> </tr> </tbody> </table>		2024/25	2025/26	2026/27	TOTAL	LTCP sub-strategy development	£800,000	£800,000	£670,000	£2,270,000
	2024/25	2025/26	2026/27	TOTAL							
LTCP sub-strategy development	£800,000	£800,000	£670,000	£2,270,000							

3.3 The proposed strategies and workstreams that the Combined Authority are looking to develop with constituent Councils and partners are detailed in Table 2. The strategies align with the LTCP objectives.

Table 2 - Strategy / Workstreams details

Strategies	Link to LTCP
LTCP Implementation Plan and update to appendices	<p>Revise the LTCP’s Implementation Plan ensuring that there is strong alignment with the Medium-Term Financial Plan and compliance with the Single Assurance Framework (SAF) to deliver transport and connectivity improvements.</p> <p>On receipt of the final guidance for LTPs from DfT, further assessment of the document will also be undertaken.</p>
Decarbonisation Strategy	<p>Decarbonisation is a key objective that underpins the LTCP, with Climate and Environment a golden thread throughout the document and the CPCA Corporate Strategy to reduce emissions to net zero by 2050.</p> <p>The work will allow the Combined Authority to link with the emerging funding opportunities being launched by central government (such as LEVI), whilst ensuring that the recommendations of the Independent Commission on Climate and the refreshed Climate Change Action Plan are progressed.</p> <p>Following the work undertaken by the independent consultation (WSP) in the preparation of the LTCP evidence base a number of potential options were outlined, and this work will develop these further.</p>
Electric Vehicle Infrastructure Strategy & Implementation	<p>The East Anglian Alternative Fuels Strategy (EAAFS) and the associated Implementation Plan contained within our Electric Vehicle Infrastructure Strategy will ensure a continued focus on the development of the appropriate infrastructure.</p> <p>This parallel work will allow for the Combined Authority to be in a strong position as further funding opportunities become available. It will outline the programme of work to be developed.</p> <p>It is widely recognised that the EV charging infrastructure will be developed and delivered through a mixture of multi-sector contributions. Therefore, it is important this work contemplate the appropriate business and delivery model depending on the various demographics and environments across the region.</p> <p>In addition, further work will be undertaken to develop the Local Electric Vehicle Infrastructure fund (LEVI) business case, which is expected to be completed in summer 2024.</p>
Active Travel Strategy & Implementation Plan	<p>Key link to the ‘SHIFT’ approach within the LTCP, whereby active travel fulfils a key role in the attainment of the objectives of the Plan. To progress a coherent region-wide active travel strategy and programme, it is key that we have a view that recognises the different dynamics in our various geographies, with an associated pipeline of schemes and initiatives to be delivered.</p> <p>In March 2023, Cambridgeshire County Council published its Active Travel Strategy alongside the Cambridgeshire’s Local Cycling and Walking Infrastructure Plan (LCWIP). At the present time, Peterborough City Council has the Local Cycling and Walking Infrastructure Plan 2019 - 2029.</p> <p>A primary objective of this workstream will be to develop a tailored active travel strategy for the Peterborough area. Therefore, a Cambridgeshire and Peterborough Active Travel Strategy will be published, thereby ensuring that the advantages and benefits of a coherent, integrated region-wide active travel network can be fully realised.</p>
Micromobility Strategy	<p>The need for a Micromobility Strategy and programme was outlined within the Plan. We will invest in future mobility across our region. Micromobility offers affordable personal transport options whilst contributing to lowering congestion and carbon emissions.</p>

	<p>It is expected that central government will introduce a Transport Bill to provide greater regulation on new forms of micromobility by defining a new vehicle class, low speed, Zero Emission Vehicle. We will work closely with central government to understand what this means for our area as we look to advance, develop and implement our own Micromobility Strategy.</p>
Access for All Guidance	<p>It is highlighted throughout the LTCP that a clear, concise position on access for all is needed, based on improving access and opportunity for all, as an objective of the LTCP.</p> <p>Guidance for the Combined Authority, constituent Councils and partners is important to ensure the design of an inclusive, sustainable, and resilient transport network that caters to the diverse needs of our populations.</p> <p>This guidance aims to promote social equity, economic development, public health, and environmental well-being. By embedding best practices across the region, and implementing key recommendations wherever feasible and appropriate, we can advance towards these goals effectively as schemes and initiatives are developed.</p> <p>This will include all protected characteristics under the 2010 Act and also consider the CPCA work on looked young people and care leavers.</p>
Freight Strategy	<p>The need for a Freight Strategy is included in the Plan, where it states that freight should be economically efficient, reliable, resilient, and environmentally sustainable and its needs to be considered alongside those of other users.</p> <p>We remain committed to collaborating with our partners to develop, formulate and execute a suitable Freight Strategy for the region. This will build upon the ongoing work of England's Economic Heartland and Greater Cambridge Partnership, to provide a Cambridgeshire and Peterborough wide focus. Together, we will establish a pipeline of schemes and initiatives that can be effectively delivered in partnership with national, sub-national, and local stakeholders.</p> <p>The strategy will address both strategic issues regarding routeing and more localised regional concerns, such as the potential for welfare stops and consolidation centres, including addressing first and last-mile delivery challenges.</p>
Rail & Connectivity to Network Strategy	<p>The need for a Rail Strategy is included within the Plan, where it states that Cambridgeshire and Peterborough play a pivotal role in the UK rail network, with rail lines heading north, south, east, and west passing through our region.</p> <p>Work on the Rail Strategy to continue following the publication of England's Economic Heartland work (EEH).</p> <p>Concurrently, there will be continued work to engage, optimise and capitalise on the potential benefits resulting from the development of East-West Rail.</p> <p>In the meantime, further work will focus on advancing the potential Alconbury Railway Station and Snailwell Loop projects. and the development of Cambridge South Station. This will include collaborating with partners to address first and last-mile connectivity to the rail network, ensuring the availability of genuine, realistic, safe, and affordable travel options for the residents of Cambridgeshire and Peterborough.</p>
Mobility Hubs Development & Implementation	<p>The need for a position of Mobility (Travel) Hubs is included within the Plan where it states that these will be developed for the needs of the specific location as no one size fits all.</p> <p>The Combined Authority will investigate, with Huntingdonshire District Council, the potential for a pilot in the Ramsey area. In addition, the Combined Authority will work with other constituent Councils and partners to investigate the potential for further trials.</p>
Improved Communication	<p>This is not contained within the LTCP explicitly but is key to its success. However, funding will be allocated to explore methods for more effectively informing and educating the public about available transport and active</p>

		<p>travel options. A primary objective of this effort is to bolster the confidence of residents and businesses in the transportation information they receive.</p> <p>The members and officers of the Combined Authority have articulated their desire to create an app that integrates all modes of travel in Cambridgeshire and Peterborough. This app would provide real-time information on trains and buses, as well as active travel options and other pertinent details, all consolidated in one platform.</p> <p>Furthermore, members, have previously expressed interest in the development of a public-facing map showcasing all transportation and connectivity initiatives, strategies, and priorities arising from the implementation plan of the overarching plan.</p>
	Innovation: Research & Development	<p>The need for the Combined Authority to undertake research and development into innovative transport and connectivity solutions is outlined in the Plan, where it states that the use of emerging technologies provides new forms of transport, new tools to manage traffic and networks, digital alternatives to travel, new platforms for innovation, and new techniques to engage with and collect data from transport users. We will use these emerging technologies to best deliver the right outcome for the people and businesses of our region.</p> <p>These innovative solutions could potentially include autonomous pods, trackless trams, and other emerging technologies.</p>
	Vision Zero - Road Harm Strategy and Implementation Plan	<p>Safety is a key objective of the plan, with the importance of further work on road harm and safety included in the Plan, where it states that improving road safety is a fundamental part of our approach and is an absolute priority.</p> <p>The Vision Zero Partnership plays a key role in the development of an appropriate transport network and to embed improvements to minimise road safety issues. Given the recent rise in fatalities and serious injuries on our transport (measured through the number of killed or seriously injured), it is important for the Combined Authority to work collaboratively with the partnership in establishing strategic direction, policies, and priorities for road safety. This collaborative effort will optimise the utilisation of the Combined Authority Board's £1 million allocation for road safety, as delineated in the MTFP in January 2024, employing an agreed prioritisation framework.</p>
	Greater Cambridge Transport Strategy	<p>There is a commitment withing the LTCP to advance local strategies where this advances the objectives of the plan. The Government focus on Cambridge emphasises the importance of working with partners in and around Cambridge to enable the focus and delivery of transport infrastructure to support Local Plan approved growth.</p>
	Peterborough City Centre Transport Strategy	<p>The growth ambitions of Peterborough also emphasise the need for work with partners on the city centre transport strategy which will fit around the ambitions for buses and the redevelopment of the station quarter.</p>
	Soil affected roads - economic impact	<p>There will be specific work to look at options for the addressing the impact of soil affected roads in and across the Fens and Huntingdonshire.</p> <p>In LTCP - Local Sections – Fenland.</p>
3.4	<p>Table 3 shows the proposed programme over the next 3 years for all the strategies. Each strategy has been rated (Red Amber Green) on the importance of the strategy in terms of development against the LTCP as well as regional and national priorities.</p> <p>The status has also taken into count the profile of the spend available for strategies over the next 3 years to what is achievable as well as current work in the pipeline from EEH and other partners. Table 2 above further documents details to the rating and programme. <i>Table 3 – Strategies Importance and Programme</i></p>	

Table 3 - Strategies RAG and Programme

Item 7

Strategies	Importance	24/25	25/26	26/27
LTCP Implementation Plan and update to appendices	5 – very high			
Decarbonisation Strategy	3 - medium			
Electric Vehicle Infrastructure Strategy	5 – very high			
Implementation – Electric Vehicle Infrastructure	5 – very high			
Active Travel Strategy	4 – high			
Micro mobility Strategy	5 – very high			
Impacts study on changes to e-scooter legislation to the CPCA	4 – high			
Access for All Guidance	3 – medium			
Freight Strategy	2 - low			
Rail Strategy	4 – high			
Mobility Hubs	5 – very high			
Improved Communications	5 – very high			
Innovation: Research & Development	4 – high			
Vision Zero - Road Harm Strategy	5 – very high			
Greater Cambridge Transport Strategy	5 – very high			
City Region Sustainable Transport Settlement - Pro-gramme Business Case	4 – high			
Peterborough City Centre Transport	4 – high			
Soil affected roads - economic impact	4 – high			
TOTAL				

3.5 The Combined Authority are keen to get the right people to undertake this work. Before starting any of the strategies / workstreams the Highways Authorities will be collaborated with to discuss the details and programme and understand their role and involvement in developing them (writing, consulting or informed). All constituent Councils and stakeholders will be proactively engaged in all the strategy development as they progress.

This work is intrinsically linked and will be worked on together in parallel, making sure the most is gained, whilst maintaining the strong link with the LTCP's vision, aims and objectives.

3.6 All work streams will be costed and undertaken as efficiently as possible. Any underspend will be used to undertake any further work that needs funding over the next 3 years. The spend also includes membership to a number for corporate memberships for the Combined Authority including England's Economic Heartland and ADEPT (Association of Directors of Environment, Place and Transport).

	Please note all public transport strategy work is separately costed and aligned to the Bus Strategy work, collaboration between all this and the strategy work is imperative.
3.7	<p><u>Electric Vehicle Infrastructure Strategy</u></p> <p>The Electric Vehicle Strategy is funded separately through the Local Electric Vehicle Infrastructure fund (LEVI).</p> <p>Originally it was planned to bring a final copy of the Electric Vehicle Infrastructure Strategy back to committee for approval. Following engagement on the document it has been decided to update the document further following more detailed work by the Highway Authorities on the Business Case for the Local Electric Vehicle Infrastructure fund (LEVI). The document will be updated in terms of structure and include more of the information from the LEVI work resulting in a more robust detailed strategy. The updated strategy will be shared and bought back to June Committee for approval.</p>

4. Appendices

4.1	None.
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5. Implications

Financial Implications

5.1	Funding the LTCP sub strategies is included in the existing MTFP.
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Legal Implications

5.2	A procurement or standard Combined Authority grant funding will be issued addressing the funding for the strategies. Similarly, a standard Combined Authority contract will be issued as required for the consultancy work.
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Public Health Implications

5.3	The report recommendations have a positive implication for public health. One of the objectives of the Plan is improved health and well-being enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities. The new strategies endeavour to work towards this.
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Environmental & Climate Change Implications

5.4	The report recommendations have a positive implication for the environment and climate change. Both Climate and Environment are objectives of the Plan including successfully and fairly reducing emissions to net zero by 2050 and protecting and improving our green spaces and improving nature with a well-planned and good quality transport network. The new strategies endeavour to work towards this.
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Other Significant Implications

5.5	None.
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Background Papers

5.6	<p>Combined Authority Board Nov 2023</p> <p>Combined Authority Board Jan 2024</p>
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Transport & Infrastructure Committee	Agenda Item
13 March 2024	8

Title:	Transforming Cities Fund
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Lead Member for Transport
Public Report:	Yes
Key Decision:	KD2024/002
Voting Arrangements	<p>A: No vote required</p> <p>B, C & D: A vote by consensus otherwise a vote in favour by at least two thirds of the members present including the Cambs County and Peterborough members or their subs A simple majority of voting Members</p> <p>E: No vote required</p>

Recommendations:

A	To note on the progress in the Transforming Cities Funds (TCF) projects and recognise the positive feedback from central government.
B	Recommend that the Transport and Infrastructure Committee approve the projects listed at paragraph 3.10 of the report, as these projects have approval within the MTFP.
C	Recommend to the Combined Authority to delegate authority to the Executive Director for Place and Connectivity in consultation with the Chief Finance Officer and Monitoring Officer to sign change requests with Cambridgeshire County Council and Peterborough City Council concerning TCF projects.
D	Recommend to the Combined Authority to delegate authority to the Executive Director for Place and Connectivity in consultation with the Chief Finance Officer and Monitoring Officer to agree change of deeds to the Grant Funding Agreement with Cambridgeshire County Council and Peterborough City Council concerning TCF projects.
E	Note the progress in managing the overarching TCF programme and recognise the positive feedback from central government.

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):	
	<p>Achieving ambitious skills and employment opportunities</p> <ul style="list-style-type: none"> Aligns with TCF objectives of improving access to good jobs within English cities and delivering apprenticeships and improving skills investments
	<p>Achieving good growth</p> <ul style="list-style-type: none"> Aligns with TCF objective of encouraging the use of new mobility systems and technology.
	Increased connectivity

	<ul style="list-style-type: none"> Aligns with TCF objective of encouraging an increase in journeys made by low-carbon and sustainable modes of transport.
	<p>Enabling resilient communities</p> <ul style="list-style-type: none"> Aligns with TCF objective of delivering more homes.

1. Purpose

1.1	The purpose of this paper is to provide an update in relation to the Transforming Cities Fund (TCF) and agree the additional works that will be undertaken to utilise project underspend.
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2. Proposal

2.1	The proposal is to note the positive delivery of work to date and approval of the way forward on additional works that fit within existing projects and scope, by utilising TCF underspend as agreed by Department for Transport (DfT) and Combined Authority.
2.2	The proposal is aligned to TCF and Combined Authority strategic objectives.

3. Background

3.1	The TCF is a capital grant transport fund aimed at driving up productivity through investments in public and sustainable transport infrastructure in some of England's largest city regions. Unlike the large city regions where the application was expected to focus on urban areas, the funding allocated in this region was to improve the quality of life for those within the whole of Cambridgeshire and Peterborough. (i.e., across the urban and rural area) – the fund is not restricted to cities but must be spent within the boundaries of the Combined Authority.
3.2	<p>The aims of the TCF are to:</p> <ul style="list-style-type: none"> Improve access to good jobs; Encouraging an increase in journeys made by low-carbon and sustainable modes; Tackling air pollution; Access to good jobs; Delivering more homes; Delivering apprenticeships and improving skills investments; and Encouraging the use of new mobility systems and technology as part of the Future of Mobility Grand Challenge established in the Industrial Strategy.
3.3	This was reiterated through the Grant Determination of March 2018, that stated that the purpose of the TCF was to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in Cambridgeshire and Peterborough. It is therefore imperative that all TCF projects meet at least one or more of these objectives.
3.4	Around half of the TCF (£1.08 billion) was allocated to six Mayoral Combined Authorities (MCAs) on a per capita and devolved basis. The Combined Authority area was allocated £95 million with funding initially requiring to be utilised by the end of this financial year.
3.5	<p>In Cambridgeshire and Peterborough, the TCF has been devolved to the Combined Authority. Decisions about how to invest the fund are taken by the Combined Authority Board in accordance with the aims for the Fund set out in the devolution agreement, the Authority's Constitution, Assurance Framework, and strategic policy framework.</p> <p>Within the TCF guidance, government outlined that it recognises Local Authorities were best placed to identify the types of projects to deliver and seeks to partner to develop packages of proposals that deliver transformative improvements in connectivity.</p>

3.6	<p>The Combined Authority has worked transparently and collaboratively with DfT throughout the TCF programme. As part of this process, quarterly review meetings have taken place and update reports provided to the Department. The reports show progress to programme, budget, risk, and overall confidence rating.</p> <p>The Department for Transport (DfT) has affirmed in the quarterly review meetings that there are no significant concerns regarding the Combined Authority's programme and projects. Central government has provided positive verbal feedback, commending our collective capacity to deliver, attributed to robust project management and effective risk mitigation measures.</p> <p>The appendix to the paper outlines the high level of confidence that central government has in the Combined Authority's ability to deliver the entirety of the TCF programme in a timely and effective manner. This has been built up over the course of the last 18-24 months whereby the Combined Authority and partners have taken an active role in the DfT's audit of the national TCF programme. Within the letter DfT state that "<i>funding will remain available, and we will continue to work with you in the coming months as schemes pass through this process in order to confirm future payments</i>", thereby allowing for the programme to be delivered in full.</p>
3.7	<p>As part of their assurance processes, DfT has used independent reporters (ARUP) to assess our works and delivery with no major concerns or issues raised.</p>
3.8	<p>TCF-backed schemes will deliver considerable improvements to our local communities and our projects include:</p> <p><u>Kings Dyke Level Crossing:</u></p> <p>The scheme to provide a road bridge over the railway line enabling the A605 level crossing to be closed is complete. The final accounting of the project remains.</p> <p><u>Wisbech Access Strategy:</u></p> <p>Design of three junction improvements, to enable planned housing growth. National Highways identified the A47/A1101 junction for improvement for potential delivery in RIS 3. National Highways awaiting DfT steer on RIS 3 schemes. County and the Combined Authority have worked with National Highways to include the Weasenham Lane junction within their optioneering – which complements the A47/A1101 Junction.</p> <p><u>A16 Norwood Dualling:</u></p> <p>Improvements to the A16 to the roundabout with the A47 to support significant housing growth (approx. 2,000 houses) from the Norwood development. Full Business Case development started. The Combined Authority is providing part of the future funding; however, additional funding sources are required.</p> <p><u>University Access:</u></p> <p>Project seeks to improve traffic flow and active travel around the Embankment and Peterborough University area. Further modeling work was identified after the potential development of a key project site.</p> <p><u>A1260 Junction 15:</u></p> <p>Improvement works on the junction linking the A47 with A1260 Nene Parkway. Also including biodiversity and active travel measures such as building of footbridge.</p> <p><u>A1260 Junction 32/3:</u></p> <p>Improvements between Junction 32 of A1260 Nene Parkway and Junction 3 of A1139 Fletton Parkway which experiences severe congestion during peak hours of the day. Also including biodiversity and active travel measures.</p> <p><u>Centre for Green Technology:</u></p> <p>This is a key project for Inspire Education Group in delivering green skills for the future. The Project consists of a 3-storey new build providing a mixture of large and medium workshop space, classrooms, staff room space and a lab (please see Director's Report for further detail).</p> <p><u>Wisbech – March Rail:</u></p>

	<p>Funding provided to support Network Rail in delivering an Options Appraisal Report into different rail and light rail solutions for a potential link between the two towns (please see Director's Report for further detail)..</p> <p><u>March Area Transport Study:</u> The study will look to: improve regeneration in March Town Centre; address existing traffic congestion and safety issues; facilitate housing and employment growth across March; and improve local environmental conditions.</p> <p><u>Fengate Access Study:</u> The Fengate Access Scheme aims to improve access to a large employment area at Red Brick Farm within Eastern Industries at Fengate. [OBJ]</p> <p><u>St Ives Local Improvements:</u> Delivery of packages of improvement measures identified in the St Ives Transport Study. Aim of the measures is to reduce congestion on the main A1123 and A1096 corridors in the St Ives area, reduce unwanted through traffic through St Ives Town Centre, including improvement of bus journey times through the Town Centre.</p> <p><u>Cambridgeshire County Council TCF renewal works:</u> Various packages of work to include changes to smaller crossings and junctions, countywide speed reductions scheme and support for the countywide School Streets programme.</p> <p><u>A10 Cambridge to Ely study:</u> The TCF funding allocation pays for part of the A10 study. The study focuses on movement along the corridor between Ely and Cambridge and explores opportunities to address existing and future challenges around capacity and road safety.</p> <p><u>A141 and St Ives Improvements Study:</u> A fully TCF-backed study looking at upgrades to the transport network along the A141 corridor and around Huntingdon and St Ives to improve the way people move both locally and around the region. Through this improvement scheme, we aim to support long-distance travel, while also providing an opportunity to change more local trips to sustainable ways of travel.</p> <p><u>Royston and Granta Park Corridor Study:</u> multi-modal study into transport issues and potential solutions in a corridor along the A505 between Royston and the Granta Park cluster.</p>
3.9	<p>DfT have recognised that due to legitimate reasons some TCF-backed projects being delivered by the Combined Authority and our partners have programme extensions in place. Through the quarterly meetings and other discussions, DfT has agreed that these fit within their timescales and we can continue to deliver these works using TCF monies. Those projects are:</p> <ul style="list-style-type: none"> • A10 (due to revalidation of work to date); • A141 (due to revalidation of work to date); • Some packages of work within St Ives Local Improvements (due mainly to contractor resource); and • Some smaller elements within CCC TCF renewal works (due to contractor resource and consultation delays).
3.10	<p>DfT has a right to clawback any monies where the Combined Authority has not spent the funds allocated within the TCF envelope. With this in mind, the Combined Authority has continually had an open and transparent dialogue with DfT around budgets and spend. As it became clear that there would be an underspend in some projects, we looked at potential additional works that we could use TCF monies for within the project scope. As agreed with DfT we have kept additional works within existing projects and within scope and aligned to TCF objectives.</p> <p>These are outlined below:</p> <ul style="list-style-type: none"> • CCC TCF Renewals Works and St Ives Local Improvements – details outlined in the attached appendix found here Transforming Cities Fund and St Ives Local Imps - Underspend Report January 2024.pdf

	<ul style="list-style-type: none"> • March Area Transport Study – (£109k 4-month programme) Walking and Cycling – further term 8 Road Safety Audits, additional surveys on phase 2 and 2n schemes and new schemes for preliminary design, (55k) MATS Broad Street – additional / extension of surfacing for scheme. • Fengate Access Study (£890k 4-month programme) –Fengate resurfacing, Improvements to Fengate signalised junctions, Improvements to Fengate street lighting. • Junction 3 – (cost £468k, 4-month programme) - Improvements to Junction 3 area signals and area resurfacing.
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4. Appendices

4.1	Appendix A. Transforming Cities Fund and St Ives Local Imps - Underspend Report January 2024.pdf
4.2	Appendix B. 240124 CPCA January payment letter.pdf

5. Implications

Financial Implications

5.1	The current MTFP includes an allocation for each of the projects named above in section 3.8 and 3.10 above. These projects are all funded from the transforming cities grant.
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Legal Implications

5.2	Existing Grant Funding Agreements will be varied by a Deed of Variation to account for changes. There is a risk that should funding not be spent by 31 st March 2024, funds will need to be returned to DfT.
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Public Health Implications

5.3	The TCF aims to enhance public health through various urban development projects that prioritise accessibility, sustainability, and community well-being. While the Combined Authority's specific strategies varies on the locality and the focus of the TCF investment, including active travel improvements, urban regeneration, and improvements to air quality.
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Environmental & Climate Change Implications

5.4	The Transforming Cities Fund (TCF) typically delivers environmental benefits through a variety of strategic investments aimed at promoting sustainability, reducing carbon emissions, and enhancing the resilience of urban areas. These include improvements such as developments to the bus and active travel networks, amongst others.
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Other Significant Implications

5.5	None.
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Background Papers

5.6	16 November 2023 Transport and Infrastructure Committee Paper 15 March 2023 Transport and Infrastructure Committee Paper
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Transforming Cities Fund Programme

Programme and Funding Update

Nicola Young, Group Manager Complex Infrastructure, Cambridgeshire County Council

Matthew Lutz, Programme Manager, Cambridgeshire and Peterborough Combined Authority

1. St Ives Local Improvement Fund

1.1 Overview

The St Ives Local Improvements schemes emerged from the A141 and St Ives Transport Studies that were conducted in 2018. These studies produced a joint Options Assessment Report, presented at CPCA and CCC committees in August and September 2020 respectively.

A further paper to the CPCA Transport and Infrastructure committee was presented in March 2022 recommending amongst others:

- Approval to drawdown of £2.3m to start delivery of the St Ives Local Improvements scheme, and delegate authority to the Head of Transport and the Chief Finance Officer to agree a Grant Funding Agreement with CCC.

On April 26th, 2022, CCC's H&T committee approved a paper recommending the establishment of a Member Engagement Group for the scheme and acceptance of £2.3m of funding from CPCA to allow design, programming and delivery of the St Ives Local Improvements scheme.

The main objectives of the scheme are to reduce congestion on the main A1123 and A1096 corridors in the area, reduce unwanted traffic through St Ives Town Centre, and improve bus journey times through the Town Centre. It consists of 5 packages of work:

The 5 packages agreed to be funded as part of this programme are:

- Package 1 – St Ives Town Centre – Package of schemes including:
 - Introduction of a 20mph speed limit across St Ives Town Centre.
 - Changing priorities and localised road widening at the Ramsey Road / North Road, Globe Place / North Road / Broad Leas and Globe Place / West Street / East Street junctions.
 - Changes to on-street parking restrictions in the town centre area, to reduce illegal and inconsiderate parking.

- Focus on reducing congestion pinch points in the town centre, rat running and improving bus access.
- Package 2 – Silvaco West Roundabout Improvement (A1123 / B1040) and right turn ban Needingworth Road to A1123 St Audrey Lane
 - Silvaco West (A1123 / B1040) roundabout improvements, including the replacement of the roundabout at the A1123 St Audrey Lane / B1040 Somersham Road junction with traffic signals.
 - A right-turn ban for all traffic from Needingworth Road onto A1123 St Audrey Lane. To retest the impact of the recommendations, consider possible alternative options and recommendation of a preferred option.
- Package 3 – Bus Stop Improvements including:
 - 22 priority bus stops;
 - Removal of redundant bus stop infrastructure;
 - Non-priority bus stops and hail and ride.
 - To make travel by public bus services in St Ives a more attractive option by improving the bus stop infrastructure facilities
- Package 4 – Walking and Cycling Signage Improvements
 - Package of walking and cycling signage improvements. a) 41 new signs; b) Removal of redundant infrastructure; and c) Consideration of conducting a quality audit of pedestrian and cycling routes.
 - To improve consistency and connectivity of walking and cycling signage throughout St Ives to encourage increased levels of walking and cycling.
- Package 5 – Non-Motorised User (NМУ) Routes Development Study
 - Audit, feasibility, scoping and optioneering and development of a network of active travel routes in and around St Ives.

Following further development the following elements were withdrawn from the St Ives Local Improvement programme, resulting in a predicted underspend of £1.2m:

- Package 1 – Introduction of a 20mph speed limit across St Ives Town Centre – this is now being delivered as part of the Transforming Cities Programme along with a package of 20mph schemes across Cambridgeshire.
- Package 2 – Following further modelling considering future traffic growth forecast for St Ives and the surrounding area, the proposed signalised junction was found to perform worse than the current roundabout from 2024 onwards. On 4 October 2023, Project Board agreed to remove Package 2 from the programme following a recommendation from the Project Manager. Consequently, implementation of the right turn ban of traffic from Needingworth Road on to A1123 St Audrey Lane was not feasible without the roundabout signalisation and was also removed from the workstream.

Removal of Package 1 20mph scheme and package 2 resulted in a predicted underspend of **£1.36m** on the programme. The project team has reviewed alternative workstreams to be delivered in St Ives utilising this underspend, outlined further in the section 1.2 of this report.

1.2 Proposed Additional Schemes

a. The Broadway, St Ives

The Broadway was originally proposed as one of the Active Travel Tranche 2 (AT2) temporary schemes; it was not taken forward, however, due to insufficient AT2 funding. The current proposal is for a permanent scheme which includes:

- a) a build out at the west end of The Broadway near the Norris Museum to create an informal crossing point and to slow traffic heading into the town centre;
- b) a build out on the east end of The Broadway near the Queen Victoria Jubilee Fountain to create an informal crossing point;
- c) the removal of 14 car parking spaces and the addition of 4 new disabled parking spaces;
- d) the widening of the footway on the north side.

Currently The Broadway is a wide street dominated by car parking, including echelon car parking on the north side which makes crossing difficult for pedestrians; the frequent parking manoeuvres create safety issues for cyclists. The proposals are to end the echelon parking, create more space for pedestrians on the north side (to include new planters, benches and cycle parking) and better crossing points at either end of The Broadway.

This workstream is considered to fit alongside Package 4: To improve consistency and connectivity of walking and cycling signage throughout St Ives to encourage increased levels of walking and cycling.

Contribution: £250k with additional contribution from Huntingdonshire District Council

Programme: Expected start date 4 March 2024, expected completion date 22 July 2024, subject to relevant approvals.

b. St Ives Toucan Crossing

Provision of a new toucan crossing facility across St Audreys Lane between the A1123/stocks bridge way roundabout and the A1123/Somersham Rd (B1040) roundabout. This scheme is being part funded through S106 monies from a local development and requires an additional contribution to bring forward delivery.

Contribution: £150k with additional £170k contribution from S106 funding

Programme: Subject to funding approval, this scheme can be delivered by end March 2024.

c. Active Travel Improvements – Routes 98 and 99

Following the work undertaken as part of the original St Ives Local Improvements programme under package 5, two schemes have been identified with potential to be taken forward to delivery stage utilising the underspend, subject to acceptability on the overall programme.

Routes 98 and 99 are existing routes from St Audrey Lane connecting through to a housing estate and commercial area. The detailed design work demonstrates potential to widen these routes from 1.8m to 3m within the existing highway boundary improving the surface for users, as a part of the works a new parallel crossing will be introduced at Erica Road. Along the route there is scope to improve access to an existing playpark and incorporate some areas of planting.

Detailed design work is currently being completed for both routes. Initial cost estimates indicate that route 98 is deliverable within the available budget and it is recommended that this is taken forward to construction. Route 99 will have detailed design phase completed ready to deliver when future funding is available.

Contribution: £960k

Programme: Construction completion September 2024

1.3 Programme Summary

Scheme	Project Stage	End Date	RAG Status
Package 1 – On street parking changes	Construction	19.03.2024	
Package 3 – Bus Stop Improvements	Construction	31.03.2024	
Package 4 – Walking and Cycling	Construction	06.03.2024	
Package 5 – NMU Route Study	SOBC	07.03.2024	
The Broadway	Construction	22.07.2024	
Toucan Crossing	Construction	15.05.2024	
Active Travel Route 98	Construction	30.09.2024	

Delivery of the proposed additional works in the programme will extend beyond March 2024. Completion of all schemes is expected by Autumn 2024.

1.4 Funding summary

Package	Forecast Spend
Packages 1-5	£939,152.78
The Broadway	£250,000
Toucan Crossing	£150,000
Active Travel Route 98 and 99	£960,000
Total Funding Allocation	£2.3m

2. Transforming Cities Programme

2.1 Overview

In December 2022, Cambridgeshire County Council's Highways and Transport Committee approved delivery of the Cambridgeshire elements of the 2023/24 programme to be funded from the Cambridgeshire and Peterborough Combined Authority's Transforming Cities Fund allocation. Schemes were selected that met the Transforming Cities criteria and, given the tight timescales involved, were assessed by CCC officers either already benefit from existing approvals from this committee or were under development for potential funding from other programmes.

2.2 Programme

A number of schemes within the Transforming Cities programme have been completed or will be completed by the end of March 2024.

Some schemes are expected to extend beyond March 2024 for the reasons outlined below but, subject to approval of the extended programme and associated funding, are expected to be delivered by the end of 2024.

Scheme	Project Stage	End Date	RAG Status
Addenbrookes Roundabout, Cambridge	Preliminary Design	Complete	
Crossing at The Brook, Sutton	Construction	Complete	
A603 Barton Road Junction	Construction	Complete	
Northstowe P&R Bus Link	Construction	Complete	
2 Zebra Crossings, Chatteris	Construction	28 March 2024	
Countywide Speed Reduction – 20mph	Implementation	September 2024	
Countywide School Streets	Implementation	September 2024	
Mill Road, Cambridge – Modal Filter	Construction	September 2024	

- Countywide speed reduction schemes have been approved in a number of towns across Cambridgeshire including Cambourne, Ely and Histon and Impington which will be delivered before the end of the financial year. Approval has also been secured and orders will be in place for schemes in Ramsey and St Neots with completion expected early in the next financial year. Schemes in Huntingdon, St Ives, Soham and Cambridge are at various stages of consultation and detailed design, with approval and delivery to follow next financial year, with completion by September 2024.

- Countywide School Streets – Following engagement with schools a long-list of school streets schemes has been identified and a new member of staff has been appointed by the County Council to focus specifically on delivering the top 5 schemes from this list by September 2024.
- Mill Road Modal Filter – the County Council intends to undertake the proposed works but is awaiting a Court decision following an application made to the Court to suspend the traffic regulation order and associated works.



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Item 8

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Dear Tim,

24 January 2024

Transforming Cities Fund – Section 31 grant payment January 2024 No. 31/6790

We have previously communicated that the payment of Section 31 TCF grants for 2023/24 will be aligned to spend forecasts and may change in response to slippage or acceleration of the delivery profile. This was set out in the MoU provided earlier in the year.

Funding will remain available and we will continue to work with you in the coming months as schemes pass through this process in order to confirm future payments.

In line with your latest delivery forecast for Q4 and previous grants that have been paid over the year, your next grant payment of £2,234,833.00 will be paid on 24 January which will cover Q4.

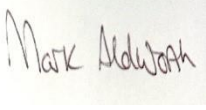
	Original profile as set in MoU	Total grant paid based on delivery profile
Q1 (26 April)	£33,039,000.00 (from Nov 22 report)	£0m
Q2 (27 July)	£0m	£0m
Q3 (18 Oct)	£0m	£11,094,166.72
Q4 (24 Jan)	£0m	£2,234,833.00

Your Q4 payment is based on the following:

Total already paid from March 2020 (or original Tranche 2 award)	£85,094,166.72
Total spent up to end of Q2	£59,418,483.72
Underspend at end of Q2	£25,675,683.00
Forecast spend to end of Q4	£27,910,516.00
Amount now due	£2,234,833.00

We will continue to engage with you over the rest of this financial year and the course of the TCF funding period. As delivery continues, future payments will consider delivery profiles, committed expenditure, and stage gate approval.

Yours sincerely,

A handwritten signature in black ink on a light-colored rectangular background. The signature reads "Mark Aldworth" in a cursive, slightly slanted script.

Mark Aldworth
Deputy Director



Transport & Infrastructure Committee	Agenda Item
13 March 2024	9

Title:	A141 – update on progress and engagement
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Lead Member for Transport
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	N/A

Recommendations:	
A	Note the update on A141 project progress and delivery including future engagement.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
x	<p>Achieving good growth</p> <ul style="list-style-type: none"> Further development of long-term strategies that integrate our local transport and highway connectivity priorities.
x	<p>Increased connectivity</p> <ul style="list-style-type: none"> Digital and physical connection to communities, professional networks, health services, leisure, nature and to places of employment and education. Reducing the need for travel with more services located within communities. Deliverables: - Reduced rural isolation - Improved Highway connectivity - Sustainable and reliable public transport. Outcomes - (1) Reduction in numbers of people killed or seriously injured on region’s roads (2) Reduced congestion on major roads (3) Measurable improvements in connectivity for ‘left behind’ areas
x	<p>Enabling resilient communities</p> <ul style="list-style-type: none"> Providing the infrastructure and support to enable communities across the region to be adaptable to environmental and climate, financial and social crises and be well placed to extend cultural opportunities for Cambridgeshire and Peterborough to be a great place to live and work. Have the transport infrastructure needed to achieve sustainable growth Reduced accidents on region’s roads. Deliverables: Environmental and Climate actions - Infrastructure – sufficiency, preservation, and safety.

1. Purpose	
1.1	This paper provides an update on the progress of the A141 project to date and the next steps to the follow on in terms of strategic work and stakeholder engagement.

2. Proposal

2.1 The proposal is an outline of the project to date and to ask Transport and Infrastructure Committee members to note and provide comment on progress and plans.

3. Background

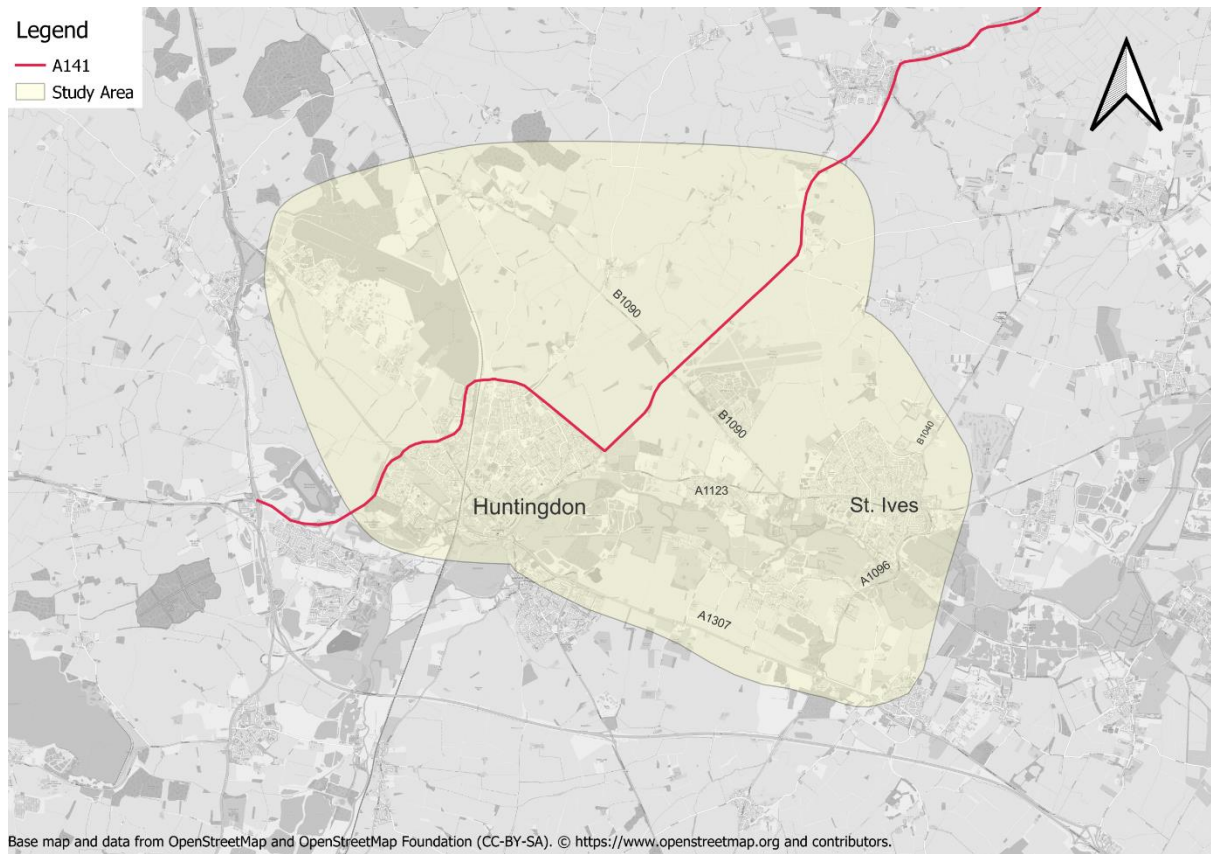
3.1 The A141 and St Ives Improvements Study considers the upgrading of the transport network on the A141 corridor and around Huntingdon and St Ives. Through this improvement scheme, we aim to support local and long-distance travel.

This aligns with the Combined Authority’s Local Transport and Connectivity Plan (LTCP) and Huntingdonshire District Council’s (HDC) Local Plan, which states that *“our A141 and St Ives Improvements project is currently being prioritised and worked on to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve the public realm, as well as improving connectivity through active travel modes, walking, and cycling. In addition, improvements to bus service provision and interchange will be taken in consideration.”*

3.2 Cambridgeshire County Council (CCC) is responsible for delivering the scheme up to the production of an Outline Business Case (OBC). The Combined Authority is the project sponsor and final scheme decisions are made through this committee.

3.3 The A141 is crucial for the whole Huntingdon and St Ives area. The A141 is the main road between the Fens and Huntingdon, connecting the Fens with the A14 westwards and the A1 north and southwards. The A141 connects Fenland towns and villages such as Chatteris with Huntingdon and with much of the rest of the country (via the A14 to the Midlands and the A1 south to Herts/Beds and London).

The St Ives transport network is important for the market town of St Ives and its surrounding villages. It also has strategic importance to the wider region and its future growth. Through St Ives, the A1123 is the key east-west link. To the west, it connects St Ives with Huntingdon and RAF Wyton via the B1090 and the A141 corridor which joins the A14 and A1 strategic road networks. To the east, the A1123 links to Earith and local quarries. To the south of St Ives, the A1096 (Harrison Way/London Road) also connects to the A14 via the A1307.



3.4	<p>Some of the challenges faced by the existing A141 and St Ives road network include:</p> <ul style="list-style-type: none"> • Peak hours congestion; • Unreliable journey times; • Rat-running through villages; • Road safety issues and risk of accidents; • Lack of active travel options; • Noise and air quality issues due to congestion; • Lack of safe, off-road walking and cycle routes; and • Lack of good public transport. <p>At an early stage of public consultation in 2021, respondents were asked to rank the top five issues that concerned them most. These were congestion, heavy traffic, and road safety. A smaller but still numerically significant group were concerned about air quality and journey times.</p>	Item 9
3.5	<p><u>Progress to date</u></p> <p>The A141 and St Ives transport schemes started as parallel improvement proposals. Building on feedback early in the process, during 2021 we explored a variety of options for the improvement of both the A141 and the St Ives network.</p> <p>Two public engagement surveys have been undertaken on the options for the A141 and St Ives network, respectively. The A141 'Have Your Say' engagement survey was conducted from 22 February 2021 to 15 March 2021. The St Ives 'Have Your Say' survey was conducted from 14 June 2021 to 5 July 2021.</p> <p>Both the surveys were open for everyone to respond. Responses were received online and by post due to the Covid-19 pandemic. The aim of these initial surveys was to understand public views on key issues and opportunities in the study area. The surveys also presented some high-level option packages to understand the public's views on the preferred best option.</p>	
3.6	<p>The A141 survey showed that respondents felt most strongly about issues relating to the volume and speed of HGVs, air quality and noise issues, congestion, road safety and vehicle speeds.</p> <p>Respondents to the St Ives survey felt most strongly about issues relating to congestion, active travel, and the resulting environmental impacts.</p> <p>In both surveys, most respondents agreed on the need to reduce road traffic and encourage more active travel options (such as walking and cycling). In terms of preferred options, there was most support for a combination of bypass options and sustainable travel options.</p>	
3.7	<p>In November 2021, after considering the consultation reports for the two separate schemes, the Combined Authority agreed to merge them into one joint scheme because:</p> <ul style="list-style-type: none"> • The A141 corridor & St Ives network are interlinked traffic conditions on either network can influence the volume and flow of traffic travelling through the neighbouring network; • The study areas are close to each other; and • The study areas face similar challenges. <p>An Options Appraisal Report (OAR) and Strategic Outline Business Case (SOBC) have been produced that explains why the project should be taken forward and the initial preferred options. They showed how the projects relate to other schemes in the wider area.</p>	
3.8	<p>Since the previous project stage was completed, there have been some key policy changes at local, regional, and national level, such as greater focus on decarbonisation and climate change risks. The option packages need to reflect these changes to demonstrate the shift towards sustainable growth, including in the transport sector. As a result, CCC (operating on the Combined Authority's behalf) and their principal consultants Atkins, have been revisiting the work done at previous stages, assessing our assumptions, and refining the options in the context of sustainable and active travel considerations.</p>	
3.9	<p>In working through the revalidation of the original SOBC against the change in national and local policy, it became apparent that further work was needed to assess the merit of both strategic passenger transport initiatives and a further option to examine a limited road-based intervention working together, with passenger transport and active travel initiatives.</p>	

	<p>This has resulted in additional transport modelling being required to be able to correctly assess the effectiveness of each option. This has resulted in a time extension to the programme as well as a reprofiling of expenditure. While the SOBC refresh is being finalised, further work is required to provide support data to enable refining the new shortlist of options.</p> <p>CCC's principal consultant, Atkins, have provided an update that because of the above, they have updated the programme for a full business case to the completion date in early 2025. Programme Risk Reduction meetings are taking place and discussions are underway around how further extensions can be reduced.</p> <p>In the meantime, Atkins are still progressing the work to revalidate the SOBC following policy changes. In addition to the three Bypass solutions, Atkins are developing a strategic public transport solution and a hybrid solution. Active travel will form a fundamental and integral component of the final solution.</p> <p>Atkins are presenting their technical analysis and reporting outcome from the revalidation exercise on their original SOBC submission at a future Project Board (March/April 2024). An update on this will need to be brought to TIC for consideration of options and a timeline of next steps.</p>
3.10	<p>CCC have a A141 Member Working Group (MWG) sat for the first time on 21 Feb, with the Combined Authority and HDC also present. There is currently work going on with CPCA and the County to agree appropriate governance and communication to reflect the sponsor and funder role of the CPCA.</p> <p>There is considerable interest in the scheme progress from HDC members. Following the meeting of the MWG in February it was agreed that a wider update of HDC members was necessary. As a direct consequence, the Combined Authority and HDC agreed to set up a briefing session for HDC members as soon as possible. This is due to take place in late March.</p> <p>We will return to the Transport and Infrastructure Committee in June with an update and also a full stakeholder engagement plan leading up to and including consultation, which should take place later in 2024.</p>

4. Appendices

4.1 None.

5. Implications

Financial Implications

5.1 The Budget for the A141 and At Ives is as follows;

	£000		
2023/24	7,001	Approved	
2024/25	1,500	Subject to Approval	
2025/26	1,500	Subject to Approval	

Legal Implications

5.2 There are no significant legal implications at this stage.

Public Health Implications

5.3 One of the primary goals of the A141 project is to improve public health through the implementation of schemes that emphasise accessibility, sustainability, and community welfare. This will be delivered through improvements to active travel environment to encourage their use and enhancements to the urban environs.

Environmental & Climate Change Implications

5.4 The A141 project will generate environmental improvements by strategically investing in a range of initiatives geared towards sustainability promotion, carbon emissions reduction, and bolstering urban resilience.

Other Significant Implications		Item 9
5.5	None.	
Background Papers		
5.6	None.	



Transport & Infrastructure Committee		Agenda Item
13 March 2024		10
Title:	Bus Network Update	
Report of:	Andrew Highfield	
Lead Member:	Cllr Anna Smith	
Public Report:	Yes	
Key Decision:	No	
Voting Arrangements:	A No vote required	

Recommendations:	
A	To receive and consider the initial development work on the precept funded investment in bus services and demand responsive transport services
B	To receive and consider the initial development work on the £1 youth fare scheme
C	To note the update on network changes from commercial operators and CPCA's proposed approach
D	To note the proposed methodology for improvements to targeted bus stops/shelters

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

1. Purpose	
1.1	Transport is a cornerstone of the economic, social, and environmental fabric of Cambridgeshire and Peterborough. As we navigate a post-pandemic landscape, the need for a resilient, efficient, and user-centric public transport system is more pressing than ever. Our region's prosperity and growth are inextricably linked to the vitality and effectiveness of our connectivity, with buses playing a pivotal role.
1.2	The Cambridgeshire and Peterborough Combined Authority (CPCA) supports a bus network that is integral to the daily lives of our residents, facilitating access to employment, education, healthcare, and leisure activities.
1.3	The Combined Authority board recently considered and approved investment into the bus network that will improve residents' access to services, offer cheaper fares to Under 25 year olds in the region and provide a safer, more secure waiting environment at bus stops and shelters for passengers.

1.4	Following the decisions made at the Combined Authority board on January 31 st 2024, this paper outlines the work that has taken place to deliver the investment in bus services, the investment in bus stops/shelters and the implementation of the £1 youth fare scheme for Under 25s. The paper also sets out network changes that the authority is responding following announcements by Stagecoach. Item 10
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2. Proposal

2.1	Recent approvals at the Combined Authority board (January 31st 2024) have enabled development work on investment into the bus network, namely the implementation of new and enhanced services, the implementation of a £1 fare for Under 25s in the region and the improvement of bus stops/shelters.
2.2	<p>Bus Network Service Improvements:</p> <p>The aim of the development work into bus service improvements is to improve connections for residents, increase patronage and enable easier access for communities to public transport. A project team has been set up and a methodology for assessing the potential services against critical metrics has been established.</p> <p>The methodology from inception to implementation is as follows:</p> <ol style="list-style-type: none"> 1 Assess and analyse the shortlist of bus route suggestions from the public consultation and survey in line with key bus network planning metrics to inform the nature of route. 2 Outline recommendations of routes aligned with success factors, operational costs and patronage forecasts. 3 Deliverable: 'Plan on a Page' for each service proposal, setting out the background to the proposal, main characteristics and metrics along with summary maps and analysis, accompanied by a summary spreadsheet bringing together all the main metrics. 4 Recommend services that would need to be implemented via a contracted method and (subject to legal/procurement advice) those via commercial negotiations. 5 Devise timetables for routes that enable efficient operational delivery. 6 Engage with local community groups and/or other forums. (following Leader advice and in line with timescales). 7 Engage with bus operators on tender opportunities and make recommendations on seeking new entrants into the market to ensure effective competition. 8 Collaborate on branding requirements to ensure clear expectations with operator engagement. 9 Conduct the tender process and negotiations with bus operators. 10 Recommend monitoring and evaluation methods for route improvements including collection of patronage data and reliability/punctuality and clear measures of success.
2.3	<p>Progress to date</p> <p>Work has commenced on the initial assessment of the precept proposals alongside an understanding of the baseline (current) position with the bus network, alongside work to develop the likely routes to market, in line with procurement and legal advice.</p> <p>Engagement sessions have been held with the Leaders of each council to work through the route outlines, demand responsive transport proposals and seek additional feedback on local considerations to inform final bus route planning. Further clarification sessions and feedback have been sought from community groups and officers as required.</p> <p>These sessions and feedback have informed the construction of initial route and timetable proposals. Further analysis of the routes using software modelling will enable officers to consider the suggestions against a range of metrics. The proposals fall into three main types of solution:</p> <ul style="list-style-type: none"> • Frequency improvements to existing services; • Amendments to existing routes (and the resulting timetable); or • New Services to improve connectivity, or provide new journey opportunities.

In each case, consideration of the possible impact on existing services is being factored into the analysis to ensure there are no unintended consequences (e.g. abstraction from existing services, or duplication of resource).

An example of the visual used to support those initial sessions is below, and further detailed analysis will follow. Officers will present at the Transport and Infrastructure Committee on the more detailed metrics that were produced post publication of this report.

Once the design phase of the services has concluded, work will commence on the negotiation stages, contract variations and routes to market for the delivery of the services. This work will be ongoing throughout the Spring with the aim to deliver services over the Summer 2024 period.

It is envisaged (subject to legal/procurement advice) that the new services will take longer due to the open tender process that will likely be required. This would normally be 3-4 months end to end to ensure the effective implementation of services. 11 of the list of 29 suggested services fit into this category. 12 services are currently contracted and 6 services are currently commercial.

Officers will bring further reports to TiC as the work progresses through the Spring and Summer.

Plan on a Page

Ref 1 – Cambridge – Huntingdon



<p>Original Proposal</p> <p>New express service linking Cambridge and Huntingdon with the potential to extend to Alconbury Weald</p> <p>Could also serve Fenstanton and is a cross area service on a key corridor of growth</p> <p>Note this is intended to be express so may only call at main locations.</p> <p>Linked to Huntingdonshire proposal (Ref 17) for connecting service to Alconbury Weald</p>		<p>Characteristics & Metrics</p> <table border="1"> <tr> <td>Operating Environment</td> <td>Largely limited stop catering for longer distance trips</td> </tr> <tr> <td>Service Category</td> <td>New</td> </tr> <tr> <td>Passenger Catchment</td> <td>TBC</td> </tr> <tr> <td>Trip Generation</td> <td>TBC</td> </tr> <tr> <td>Expected single journey/round trip time</td> <td>0h:54m/ 1h:59m</td> </tr> <tr> <td>Headway & PVR</td> <td>60 mins/ Two</td> </tr> </table>		Operating Environment	Largely limited stop catering for longer distance trips	Service Category	New	Passenger Catchment	TBC	Trip Generation	TBC	Expected single journey/round trip time	0h:54m/ 1h:59m	Headway & PVR	60 mins/ Two
Operating Environment	Largely limited stop catering for longer distance trips														
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<table border="1"> <thead> <tr> <th>Main Points Served</th> <th>Proposed Frequency</th> </tr> </thead> <tbody> <tr> <td>Milton Road</td> <td rowspan="6">Hourly throughout (every 60 minutes)</td> </tr> <tr> <td>Histon & Impington</td> </tr> <tr> <td>Busway / Science Park</td> </tr> <tr> <td>Longstanton P&R</td> </tr> <tr> <td>Swavesey</td> </tr> <tr> <td>Fenstanton</td> </tr> <tr> <td>Godmanchester</td> <td></td> </tr> </tbody> </table>	Main Points Served	Proposed Frequency	Milton Road	Hourly throughout (every 60 minutes)	Histon & Impington	Busway / Science Park	Longstanton P&R	Swavesey	Fenstanton	Godmanchester		<p>Opportunity</p> <p>Express service with a number of options generated to run either direct via the Busway and A1307 or to call at key points by undertaking minor diversions (e.g. Fenstanton, Godmanchester)</p> <p>Preferred option assumed to be Busway, rather than A14 between Cambridge and Swavesey to improve journey times</p> <p>Extension to Alconbury Weald to be provided through a separate but linked service (timed interchange) to reduce risk of reliability problems from route length</p>			
Main Points Served	Proposed Frequency														
Milton Road	Hourly throughout (every 60 minutes)														
Histon & Impington															
Busway / Science Park															
Longstanton P&R															
Swavesey															
Fenstanton															
Godmanchester															

2.4 £1 youth fare scheme:

The aim of the £1 youth fare scheme is to enable a more affordable and attractive fare offer for a key demographic in the region, who are reliant on public transport for access to education, work and leisure opportunities.

Since board approval to move to the implementation of a £1 fare scheme, work has developed on the following components:

- Engagement and negotiations with local bus operators, to secure participation in the scheme. This has included working through a range of items raised in a collaborative manner through in person and online sessions
- Setting up a card production method for the scheme, to enable each young person who applies, a photo card that enables each bus driver to identify they're participating in the scheme and can implement the discount to a £1 fare at the point of use
- Work is ongoing to set up an application portal to enable each young person to apply for the card they need for the scheme

Once final approval has been secured with bus operators in the region, a formal scheme will be written up and shared with operators that participate in the scheme. This will outline the details of the scheme, reimbursement methods and any mechanisms for further review during the 12 months of the scheme.

2.5	<p style="text-align: right;">Item 10</p> <p>Bus Stop/Shelter Improvements:</p> <p>At the TIC in November 2023, officers outlined the approach to a bus stop audit across the region. The aim of the audit was to establish how many stops there are, where they are and an outline of their condition. At present 2981 stops have been identified in the Bus Stop database for the region.</p> <p>With budget now approved to improve bus stops/shelters, officers have devised an initial methodology on how to apply the available funding in a targeted manner to have maximum benefit to passengers:</p> <ul style="list-style-type: none"> • Apply an assessment criteria to form an initial high priority 50 stops/shelters that would benefit from investment, linked to safety, security and ease of waiting environment. • Develop a list for features that will be improved within budget requirements, with a clear before and after to demonstrate improvements to residents. • Seek feedback from local Members and communities to inform the final approach. • Link improvements to the precept investments, to ensure clearer monitoring and evaluation opportunities for investment in bus services and enable a more integrated, targeted package of improvements.
2.6	<p>Network Stability/Service Changes:</p> <p>The Combined Authority were formally notified of changes to Stagecoach’s commercial network, namely Services: F, 25 and 9. Within the current deregulated environment, commercial operators submit changes to services via the Traffic Commissioner.</p> <p>Unfortunately all the services outlined below were cited as significantly loss making and unable to continue in their current form.</p> <p>Service 9:</p> <ul style="list-style-type: none"> • Stagecoach has proposed changes to service 9, operating between Littleport, Ely, and Cambridge. • At present, the service operates hourly in both directions during the morning and evening peak period, and every other hour during the off-peak period. This will be reduced to three journeys operating in each direction across the whole day. • Using data provided by Stagecoach, it is estimated that the cost per passenger journey figure would be £1.76 for a potential contracted service. This is well below the benchmark of £12 that has previously been used • Due to the severe degradation in service that residents will face, it is recommended to introduce a contracted service that restores as much of the service to its current form, subject to a tender process. <p>Service F:</p> <ul style="list-style-type: none"> • Stagecoach will remove an early morning and evening links from Fenstanton on to the Busway at St Ives • Stagecoach introduced this in 2022 and provide this commercially, but they now consider it to be unsustainable, due to running costs and low patronage. • According to the patronage data provided by Stagecoach, there is an average of two passengers per day travelling on the 07:40 journey. If correct, this would give a cost per passenger journey figure of £97.50. In the recent bus review, the benchmark figure was £12. • It is recommended to not replace these journeys due to the very low value for money figure. <p>Service 25:</p> <ul style="list-style-type: none"> • Stagecoach have cancelled service 25, currently operating between Trumpington Park & Ride and Babraham Road Park & Ride via the Cambridge Biomedical Campus and Addenbrooke’s Hospital. Route 25 also serves the southern section of the Great Kneighton development in Trumpington. Busway A also passes through the centre of the development, providing access to Trumpington Park & Ride, Royal Papworth Hospital (for Francis Crick Avenue), Addenbrooke’s Hospital and Cambridge railway station with onward journeys to Cambridge city centre, King’s Hedges, and villages on the Busway track enroute to St Ives. • It is recommended to link this into the precept work - Higher frequency services from Trumpington to the rail station and Addenbrookes is on the precept suggestion list. If

	analysis comes out from that process that suggests improvements, officers can package it together and work further with the local community on an integrated approach.
2.7	<p>Demand Responsive Transport (DRT):</p> <p>Work has commenced following the decision in the November 2023 TIC committee and the Combined Authority board in January 2024 to approve further DRT trials in the region.</p> <p>The areas identified for DRT are Fenland, East Cambridgeshire and South Cambridgeshire. The following steps outline the components of how the services will be developed from inception to implementation:</p> <ul style="list-style-type: none"> • Design outline service zones based on feedback, operational efficiency and journey purpose in parallel to the assessment of the precept investment suggestion list • Complete research work and recommendations for procuring a technology provider for all three services. This would enable integration and clear oversight from the Combined Authority over data related to the service to inform monitoring, evaluation and improvements • Complete concept designs for branding, to ensure the services are reflective of the communities they will serve • Tender services • Implement services with clear monitoring and evaluation plans to inform measures of success for the trials

3. Background	
3.1	Detail is set out above.

4. Appendices	
4.1	Appendix A - Precept investment suggestion list

Implications				
Financial Implications				
5.1	The current MTFP includes the following for the schemes referred to in this report			
		2023/24	2024/25	2025/26
		£	£	£
	£1 Youth Fare Scheme	0	4,000,000	500,000
	Bus Stop Infrastructure	0	500,000	500,000
	Bus Services (including mayoral Precept)	7,015,000	15,046,000	15,318,000
Legal Implications				
5.2	Where there is a need for new bus services as part of the service improvements, a transparent tendering process will be initiated. The tender process will ensure that operators can competitively bid to provide the services, in compliance with procurement regulations.			
Public Health Implications				
5.3	The proposed development of bus services improvements, which encompass enhancements, have overall positive public health implications. Improving bus services ensures residents maintain reliable access to healthcare, fostering timely medical interventions and regular health check-ups. This not only promotes physical well-being through increased daily activity from walking to bus stops but also			

	<p>supports cardiovascular health and counters rising obesity rates. Reliable bus services reduce feelings of isolation, particularly among vulnerable populations like the elderly.</p> <p>This improved social connectivity, in turn, supports mental well-being. Furthermore, encouraging the use of public transport over private vehicles can lead to a marked reduction in emissions, subsequently improving air quality and benefiting respiratory health among the community. The primary objective of these recommendations is to ensure both public health benefits and value for money are achieved.</p> <p>By striking a balance, the recommendations provide improvements to the bus network, whilst also acknowledging the indirect health benefits brought about by economic stability, job accessibility and access to essential services.</p>
Environmental & Climate Change Implications	
5.4	<p>Bus services play a pivotal role in mitigating environmental impacts and climate change. When effectively utilised, buses reduce the number of single-occupancy vehicles on the roads, leading to decreased traffic congestion and, consequently, reduced greenhouse gas emissions. Buses present a more sustainable mode of transportation, emitting fewer pollutants per passenger compared to cars. Encouraging the use of public buses can significantly contribute to our efforts to combat climate change, improve air quality, and reduce the carbon footprint of transport.</p>
Other Significant Implications	
5.5	None
Background Papers	
5.6	Previous paper on bus network developments, November 2023

Agenda Item 10	Appendix 10
Bus Network Update	A

Precept investment suggestion list

Cambridge City

Route number (or new link)	Further information
Express service linking Cambridge and Huntingdon with the potential to extend to Alconbury Weald	Develop draft route and timetable. Could also serve Fenstanton and is a cross area service on a key corridor of growth
New orbital bus service to key destinations around Cambridge, avoiding journeys into the centre and need to change buses	Develop key destinations and indicative routing that works best for connecting local communities
Busway – higher frequencies Trumpington to Rail Station and Addenbrookes	Engagement with incumbent operator to assess options for improvements
Extension of Route 18 to Parkside and increase in frequency across whole route	Develop options with existing timetable
Restoration of a direct link from Histon Road to Addenbrookes	Engagement with relevant local operator on options

East Cambridgeshire

Route number (or new link)	Further information
Develop additional Ely Zipper service providing an enhanced link between Sutton and Ely via villages in between, while also exploring a link to Mepal.	Develop draft route and timetable. Could be incorporated as part of other enhancements, including new service Ely – Longstanton below
New service between Ely and Longstanton Park & Ride, via Witchford, Sutton, Earith and Willingham	Develop draft route and timetable. Could incorporate Ely Zipper proposal above
New service between Soham and Cambridge, via Burwell, Swaffham Prior, Swaffham Bulbeck and Bottisham.	Develop draft route and timetable
Improvements on B1102 corridor with interconnections to access different parts of Cambridge and other centres to which people travel.	Develop draft route and timetable
New Demand Responsive Transport trial. Collaborating with the community to define a service zone that offers maximum coverage to rural communities	Development will focus on Isleham and Little Downham and wider communities and be considered alongside scheduled services to identify gaps.

Fenland

Route number (or new link)	Further information
68 (Wisbech)	Enhanced days and hours of operation, plus extending route to include Morrisons, including a consideration of a Saturday service
31/33	Later evening journeys to Whittlesey (also serving Amazon and McCains)
New service connecting Christchurch to Wisbech and Downham Market.	Engagement with incumbent operator on Route 60.

New service between Chatteris – Manea rail station – Christchurch – Wisbech, co-ordinated with train times at Manea	Develop draft route and timetable – Chatteris to Wisbech via Christchurch and Manea
Enhancement on Peterborough to March route with extension to Chatteris and Ely	Engagement with incumbent operator and develop extension
Improvements to Chatteris – March – Whittlesey – Wisbech corridor	Assess existing contracts and commercial services to develop improvements
New Demand Responsive Transport trial. Collaborating with the community to define a service zone that offers maximum coverage to rural communities	Development work to commence

Huntingdonshire

Route number (or new link)	Further information
Provide a link between Fenstanton and Huntingdon railway station. Fenstanton could be incorporated into express service options linking Cambridge and Huntingdon	Develop draft route and timetable
Route 66 - improve frequency between Huntingdon and St Neots	Engagement with incumbent operator to assess options for improvements and investigate potential for easier connections to Cambridge
To enhance frequency of service between Ramsey and Huntingdon and provide interchange with service operating between St Ives and March at Warboys	Continued refinement of timetable in partnership with community representatives and tender of revised services
X2/X3 Huntingdon – Cambridge - Addenbrookes	Engagement with incumbent operator to assess options for improvements
904 Improve frequency and earlier and later journeys	Engagement with incumbent operator to assess options for improvements Additionally investigate the potential of extending the route to serve Folksworth

Peterborough City

Route number (or new link)	Further information
Options for orbital bus services to key destinations around Peterborough, avoiding journeys into the centre and the need to change buses	Define key destinations and how these can be linked taking into account lessons learnt from Route 29
Improve service frequency through Thorney and improve service to Eye with improvements	Work with incumbent operator to increase frequency of services via Thorney and look at options for Eye
Route 5 – improve service frequencies	Engagement with incumbent operator to assess options for improvements

South Cambridgeshire

Route number (or new link)	Further information
Integrate 1A and 5A services between Bar Hill, Swavesey and St Ives and enhanced frequencies	Develop draft route and timetable

Route 4 - Improve frequency Cambourne to Cambridge and investigate expansion of service to North East Cambridge	Engagement with incumbent operator to assess options for improvements
Route 8 – improve frequency. More direct route and expansion to Rampton	Engagement with incumbent operator to assess options for improvements
X13 Haverhill to Cambridge – increase frequency	Engagement with incumbent operator to assess options for improvements
New Demand Responsive Transport trial. Collaborating with the community to define a service zone that offers maximum coverage to rural communities	Development work to commence



Transport & Infrastructure		Agenda Item
13 March 2024		12
Title:	Budget and Performance Report	
Report of:	Tim Greenwood, Finance Manager	
Lead Member:	Councillor Anna Smith, Chair of the Transport & Infrastructure Committee	
Public Report:	Yes	
Key Decision:	No	
Voting Arrangements:	No vote required.	

Recommendations:

A	Note the financial position of the Transport Division for the financial year 23/24 to January 2024
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):	
x	Achieving ambitious skills and employment opportunities
x	Achieving good growth
x	Achieving best value and high performance

1. Purpose

1.1	To provide an update of the financial position for 2023/24 and to provide analysis against the 2023/24 budgets, up to the period ending January 2024.
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2. Background

2.1	At the last meeting, the Committee was provided with an analysis of the 2023/24 performance against budget to November 2023. This report provides an update covering up to January 2024.
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3. Revenue Income and Expenditure

3.1 A breakdown of the Transport income for the period to 31 January 2024 is set out in Table 1 below.

Transport Income	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
Highways Maintenance and Pothole Fund	-30,252	-30604	352	-30,604	-30,604	0	-
Public Transport - Bus Service Operators Grant (BSOG) CCC	-409	0	-409	-411	-409	2	-
Transport Levy	-12,144	0	-12144	-13,494	-13,494	0	-
Total Transport Income	-42,805	-30604	-12,201	-44,509	-44,507	2	0

Table 1

3.2 The income received in the year is £42m. The variance compared to budget to date is due to timing difference.

3.3 The forecast outturn is in line with the expected budget

3.4 A breakdown of the Transport Revenue Expenditure for the period to 31 January 2024 is set out in Table 2 below

Transport Revenue Expenditure	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
"Lifebelt" city portrait to inform Cambridge's sustainable & inclusive growth & recovery	40	40	0	40	40	0	-
Active Travel 4	0	0	0	176	176	0	-
Bus Reform Programme	413	255	158	517	517	0	-
Development of Bus Franchising	268	700	-432	900	900	0	-
Public Transport - Bus Service Operators Grant (BSOG) CCC	0	0	0	411	411	0	-
Public Transport - Bus Services CCC	4364	3999	365	5597	6367	770	-
Public Transport - Bus Services PCC	630	971	-341	1275	730	-545	-
Public Transport - Community Transport CCC	239	219	20	247	292	45	-
Public Transport - Concessionary Fares CCC	3754	4278	-524	6204	4950	-1254	-
Public Transport - Concessionary Fares PCC	2053	2001	52	2711	2390	-321	-
Public Transport - Contact Centre CCC	69	185	-116	197	84	-113	-
Public Transport - Contact Centre PCC	64	85	-21	95	69	-26	-
Public Transport - Overheads PCC	65	243	-178	572	644	72	-
Public Transport - RTPI, Infrastructure & Information CCC	221	185	36	325	325	0	-
Public Transport - RTPI, Infrastructure & Information PCC	48	0	48	0	0	0	-
Public Transport - Supported bus costs s106 CCC	196	0	196	0	0	0	-
Total Transport Revenue Expenditure	12,424	13,161	-737	19,267	17,895	-1,372	-

Table 2

3.5 Expenditure to date is £0.7m lower than budget to date. Concessionary fares (£0.9m) mainly due to passenger numbers not returning to pre covid levels, expected to underspend at year end.

3.6	Forecast outturn shows an underspend to budget for the year of £1.4m. The variance is mainly due to an estimated reduction in the cost of concessionary fares. This underspend will be held within the transport levy reserve and taken into account when setting the levy.	Item 12
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4. Capital Expenditure

4.1	Transport Capital Expenditure	23/24 Actual YTD £k	23/24 Budget YTD £k	23/24 Variance YTD £k	23/24 Budget FY £k	23/24 FO FY £k	23/24 Variance FY £k	23/24 Deferral £k
	A10 Upgrade Capital	565	2,722	-2,157	3,577	1,430	-2,147	2,147
	A1260 Nene Parkway J15	1,592	1,438	154	1,628	1,728	100	-
	A1260 Nene Parkway Junction 32-3	3,907	5,658	-1,751	9,492	8,544	-948	848
	A141 SOBC	740	3,154	-2,414	7,001	1,470	-5,531	5,531
	A16 Norwood Dualling	113	1,045	-932	2,421	2,421	0	-
	A505 Corridor	2	0	2	135	135	0	-
	Cambridgeshire TCF funded Schemes	1,593	0	1,593	2,860	2,121	-739	605
	Active Travel 4	0	0	0	3,720	3,720	0	-
	Centre For Green Technology	0	0	0	2,500	2,500	0	-
	Ely Area Capacity Enhancements	0	0	0	124	0	-124	124
	Fengate Access Phase 1	1,833	6,189	-4,356	7,563	4,839	-2,724	2,724
	Fletton Quays Footbridge	0	349	-349	1,407	0	-1,407	1,407
	Highways Maintenance and Pothole Fund	27,557	27,557	0	27,557	27,557	0	-
	March junction improvements	1,256	1,337	-81	5,574	5,072	-502	502
	Peterborough Green Wheel	209	467	-258	631	600	-31	31
	School Streets	0	0	0	10	0	-10	-
	Snailwell Loop	0	120	-120	150	0	-150	150
	Soham Station	0	122	-122	153	153	0	-
	Thorpe Wood Cycle Way	0	0	0	625	635	10	-
	University Access - Fengate Phase 2	589	684	-95	821	651	-170	170
	Wisbech Access Strategy	30	0	30	523	523	0	-
	Wisbech Rail	0	0	0	310	310	0	-
	ZEBRA (buses)	6,258	5,514	744	6,258	6,258	0	-
	Total Transport Capital Expenditure	46,244	56,356	-10,112	85,040	70,667	-14,373	14,239

Table 3

4.2 Expenditure to date is significantly lower than budget, £10.0m. This is due to delays in some of the schemes detailed below and billing issues, some invoices have yet to be received.

4.3 Forecast outturn shows an underspend against budget of £14.4m. This is due to delays in a number of schemes most of which are expected to slip into 2024/25.

5. Implications

Financial Implications	
5.1	There are no financial implications other than those included in the main body of the report.
Legal Implications	
5.2	The Combined Authority is required to prepare a balanced budget in accordance with statutory requirements.

Public Health Implications		Item 12
5.3	N/A	
Environmental & Climate Change Implications		
5.4	N/A	
Other Significant Implications		
5.5	N/A	
Background Papers		
5.6	None	



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE AGENDA PLAN

Updated 09/01/2024

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:

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
14/06/23	Minutes of previous meeting		Jo Morley	No	n/a	06.06.23
	Public Questions (if received)		Jo Morley	No	n/a	
	Director's Highlight Report		Steve Cox	No	n/a	
	E-scooters	Update on DfT licensing legislation and future procurement	Tim Bellamy	No		
	Active Travel Update	Update on recent bid outcomes and next steps	Tim Bellamy	Yes		
	Regional Transport Model	Update on Regional Transport Model and approval of spend by Peterborough City Council	Tim Bellamy	Yes	KD2023/016	
	TIC Agenda Plan		Jo Morley	N/A		
12/07/23	Minutes of previous meeting		Jo Morley	N/A		04.07.23
	Public questions (if received)		Jo Morley	N/A		
	Directorate Highlight Report		Steve Cox	No		
	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 Support Contracts for 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		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
13/09/23	Minutes of previous meeting		Jo Morley	N/A		05.09.23
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Electric Vehicles	Note progress and way forward on Electric Vehicles and LEVI funding	Emma White	Yes		
	Connecting Cambridgeshire Progress Report	To note progress on the programme delivery	Ceren Clulow (County)	No		
	Bus Network Review	To present the initial findings of the Bus Network Review and consider approval to continue tendered bus services which are providing good value for money.	Tim Bellamy	Yes	KD2023/039	
	Bus Reform Outline Business Case	To present the Outline Business Case for Bus Reform in Cambridgeshire and Peterborough.	Tim Bellamy		KD2023/026	
	Peterborough Bus Depot	To present an update on joint proposals with PCC for funding secured to provide a bus depot in Peterborough	Steve Cox Tim Bellamy	Yes		
	ITSO Approved Support Contracts for ENCTS	To recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport to approve procurement, award and enter into contract(s) for HOPS and Smartcard Services	Steve Cox Tim Bellamy	Yes	KD2023/027	
	Budget and Performance Paper		Tim Greenwood			
TIC Agenda Plan		Jo Morley	N/A			

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
15/11/23	Minutes of previous meeting		Jo Morley	N/A		07.11.23
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Air Quality	To receive an update on the work undertaken by the Combined Authority and constituent Councils on the development and submission of the air quality grant scheme 2023/24	Yo Higton Tim Bellamy Steve Cox			
	Future Funding for BP Roundabout NMU	To receive an update on the project including key milestones and drawdown funding to support the next stage.	Robert Jones Tim Bellamy Steve Cox			
	Bus Update	To receive an update covering the network review, bus reform and potential ZEBRA	Neal Byers Tim Bellamy Steve Cox	Yes	KD2023/046	
	Wisbech Rail	To receive an update on the Wisbech Rail project	Matthew Lutz Tim Bellamy Steve Cox			
	Combined Authority's response to National Highways' RIS3	To agree the Combined Authority's response to National Highways' RIS3 consultation	Robert Jones Tim Bellamy Steve Cox			
	March Area Transport Study	To approve a change request on the March Area Transport Study	Emma White Tim Bellamy Steve Cox			
	Update on Transport Policy	Update on the Transport Policy and associated projects for decision on way forward.	Emma White Tim Bellamy Steve Cox	Yes	KD2023/050	
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
17/01/24	Minutes of previous meeting		Jo Morley	N/A		09.01.24
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Bus Reform	To recommend that CPCA consults the public on the reform of buses.	Neal Byers	Yes	Key Decision KD2023/058	
	Bus Strategy Update	To provide an update on Bus Strategy work and recommend to the CPCA the outcome of the remaining bus service contracts	Neal Byers	Yes	Key Decision KD2023/059	
	Transport Funding Decisions	Including: To approve drawdown of funding from the Transforming City Funds to aid completion of the A505 Royston to Granta Park Study Drawdown of extra funds for the Regional Transport Model - Peterborough	Matthew Lutz	No	Key Decision KD2023/063	
	A10 Project	To provide a verbal update on the A10 project and the potential themes that will be considered for public consultation	Matthew Lutz			
	Peterborough Station Quarter	To provide an update on the progress of Peterborough Station Quarter and the outcome of the Outline Business Case, seeking approval for the next phase.	Anna Graham		Key Decision KD2023/056	
	Kings Dyke Project	To update members on the Kings Dyke Project	Anna Graham			
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
13/03/24	Minutes of previous meeting		Jo Morley	N/A		05.03.24
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	A141	Update on the development of the A141 project to gauge feedback from the members and allow the scheme to proceed to the next appropriate milestones.	Mathew Lutz			
	E-Scooter Trial Extension	To update members on the progress of the e-scooter trial and to recommend that CA Board approve an extension of the trial.	Anna Graham	Yes	Key Decision KD2023/057	
	LTCP and Transport Strategy	Update on LTCP and associated strategy work.	Emma White Tim Bellamy			
	Transforming Cities Fund (TCF)	Update on TCF projects and reallocation of underspend.	Emma White Tim Bellamy			
	Budget and Performance Paper		Tim Greenwood			
	TIC Agenda Plan		Jo Morley	N/A		
26/06/24	Minutes of previous meeting		Jo Morley	N/A		18.06.24
	Public questions (if received)		Jo Morley	N/A		
	Director's Highlight Report		Steve Cox	N/A		
	Electric Vehicles	To receive an update on the Electric Vehicles Work and recommend CA Board to approve the Electric Vehicle Infrastructure Strategy.	Emma White	Yes	KD2024/006	
	March Area Transport Strategy	To recommend to CA Board to approve the full business case 2 and approve the drawdown of funding for the next stage	Emma White	Yes	KD2024/007	

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	A10 update	Update on the development of the A10 project to gauge feedback and allow the scheme to proceed to the next appropriate milestones	Matthew Lutz			
	Wisbech to March Rail	Update on the development of Network Rail's options appraisal report and decision to be made on which option to proceed with to allow the scheme to proceed.	Matthew Lutz		KD2024/010	
	Peterborough Station Quarter	Seeking approval for the next phase of funding drawdown to continue the development of the Business Case.	Gidon Wieder	Yes	KD2024/011	
	Active Travel	Update on the developments regarding active travel, including governance, bids, promotions and schemes	Yo Higton			
	Budget and Performance Paper					
	TIC Agenda Plan		Jo Morley	N/A		

An accessible version of this information is available on request from democratic.services@cambridgeshirepeterborough-ca.gov.uk