



## TRANSPORT & INFRASTRUCTURE COMMITTEE

**Date: Wednesday, 09 September 2020**

**Democratic Services**

Robert Parkin Dip. LG.  
Chief Legal Officer and Monitoring Officer

**10:00 AM**

72 Market Street  
Ely  
Cambridgeshire  
CB7 4LS

**TBC**

**[Venue Address]**

### AGENDA

**Open to Public and Press**

#### **Part 1: Governance**

##### **1.1 Apologies for Absence & Declarations of Interest**

##### **1.2 Minutes - 8th July 2020**

**5 - 12**

##### **1.3 Forward Plan**

**13 - 26**

##### **1.4 Public Questions**

Arrangements for public questions can be viewed in Chapter 5, Paragraphs 18 to 18.16 of the Constitution which can be viewed here  
- [Cambridgeshire and Peterborough Combined Authority: Constitution](#)

## **Part 2: Delivery**

<b>2.1</b>	<b>Covid-19 Transport Restart</b>	<b>27 - 30</b>
<b>2.2</b>	<b>Bus Reform Task Force</b>	<b>31 - 34</b>
<b>2.3</b>	<b>Cambridgeshire Autonomous Metro – OBC Non-Statutory Consultation Summary Report</b>	<b>35 - 40</b>
<b>2.4</b>	<b>Transforming Cities Fund Delivery Plan</b>	<b>41 - 64</b>
<b>2.5</b>	<b>England's Economic Heartland - Consultations</b>	<b>65 - 84</b>
<b>2.6</b>	<b>Soham Railway Station Update</b>	<b>85 - 88</b>
<b>2.7</b>	<b>Performance and Finance</b>	<b>89 - 98</b>

## **Part 3: Date of Next Meeting**

Wednesday, 4th November 2020, 10:00am

The Transport & Infrastructure Committee comprises the following members:

Mayor James Palmer

Councillor Ian Bates

Councillor Peter Hiller

Councillor Nicky Massey

Councillor Jon Neish

Cllr Joshua Schumann

Cllr Chris Seaton

Councillor Aidan Van de Weyer

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

Clerk Name: Daniel Snowdon

Clerk Telephone: 01223 699177

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The Combined Authority is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens.





**CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY TRANSPORT AND  
INFRASTRUCTURE COMMITTEE: MINUTES**

**Date:** Wednesday 8<sup>th</sup> July 2020

**Time:** 10.00am – pm

**Present:** James Palmer (Mayor and Chairman), Councillors Ian Bates, Peter Hiller, Nicky Massey, Jon Neish, Chris Seaton, Joshua Schumann and Aidan Van de Weyer

**Apologies:** None

**88. APOLOGIES AND DECLARATIONS OF INTERESTS**

None received.

**89. MINUTES – 15<sup>TH</sup> MAY 2020**

The minutes of the meeting held on 15<sup>th</sup> May 2020 were agreed as a correct record.

The Mayor provided updates relating to the following items:

Coldhams Lane Roundabout

The Committee was informed at its April meeting that the more attractive options for the Coldhams Lane roundabout were not affordable within the available budget. Rather than immediately decide to back a cheaper option, officers were asked to explore the scope for funding contributions from the Greater Cambridge Partnership or councils.

Initial discussions with partners had taken place and other possible sources of contributions had been investigated. The Cambridgeshire County Council team had continued to work on the design of the roundabout. Additional traffic modelling to determine the full transport user benefits was also being undertaken to inform the decision. Cost estimates had been updated for all options and were currently being independently reviewed by a Quantity Surveyor.

Funding discussions with partners cannot be completed until this further work had been completed. The outcome would be brought back to the next Transport and Infrastructure Committee.

A10 Dualling

A virtual public information event was taking place to complement the development of the Strategic Outline Business Case (SOBC) for dualling the A10 between Cambridge and Ely. This would continue until 14 July 2020. To date, after two weeks, some 6,000

people had visited the information site and around 250 residents and businesses had provided detailed comments on seven options for the future road.

The SOBC would be finalised in the light of that feedback and presented to the Combined Authority Board on 5 August. A briefing on the SOBC would be arranged for members of the Transport and Infrastructure Committee before the Board meeting.

### Cambourne to Cambridge Bus Routes

Following the Mayor's decision to improve bus services on the Cambourne corridor, two new services were being procured.

A tender exercise had been conducted by Cambridgeshire County Council at the Mayor's request for a new service from Huntingdon to the Cambridge Biomedical Campus and had produced a successful bid that represented good value for money. Although it had not proved possible to conclude the process in time for a report to be presented to the Committee, it was intended for the service to be in place for the new school term in September. The Mayor, would therefore be consulting members of the Committee in the next week before making a funding decision using Mayoral powers in line with the constitution.

## **90. COMBINED AUTHORITY FORWARD PLAN**

It was resolved to note the Combined Authority's forward plan.

## **91. PUBLIC QUESTIONS**

There were five public questions received relating to minute 93, CAM Cambridgeshire and Peterborough Combined Authority Cambridge to Cambourne Review against Sub-Strategy. The questions and responses are published here: [T&I Public Questions and Reponeses](#)

## **92. BUDGET AND PERFORMANCE UPDATE**

The Committee received the Budget and Performance Update Report. In presenting the report officers highlighted a favourable variance of £99k following the procurement for the A10 Strategic Outline Business Case (SOBC) that was managed internally and therefore reduced external costs.

Attention was drawn to the capital budget and the reductions in the capital forecast, including the Wisbech Access Strategy, Fengate Access Study Phase 1 and the A505 Corridor – Royston to Granta Park.

Members noted Section 4 of the report that provided an update regarding the CAM and the suggested company structure that would benefit the project as a whole. A report would therefore be presented to the Transport and Infrastructure Committee at a future meeting.

In response to Member questions officers:

- Undertook to seek an update from the CAM Team regarding the current timescales for an Outline Business Case for the CAM. **ACTION**
- Undertook to report on the rationale for the colour schemes used within Appendix 1 of the report. **ACTION**

It was resolved to:

Note the July budget and performance monitoring update

### **93. CAM CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY CAMBRIDGE TO CAMBOURNE REVIEW AGAINST CAM SUB-STRATEGY**

The Committee received a report that presented the findings, conclusions and recommendations from the review of the Greater Cambridge Partnership (GCP) Cambridge to Cambourne project against the Local Transport Plan (LTP): CAM Sub-Strategy. Introducing the report the Chief Executive, highlighted the wider context of the report, to review how the first arm was developing as a St Neots to Haverhill arm of the CAM. The Chief Executive emphasised the importance of the LTP document and that the Combined Authority (CA) reviewed proposed schemes against it as the Combined Authority was responsible for the transport strategy of its all area.

During discussion of the report:

- A Member queried the rationale for asking Jacobs to undertake the review and questioned whether they were completely independent. The Chief Executive explained that Jacobs were chosen because there was recognition that time was limited in order to conduct a review against the sub-strategy. It was therefore considered advantageous to select a contractor that had experience of the scheme. Jacobs insisted that the review be undertaken independently of any CA officer and advised that they may report findings that were not palatable. Jacobs were selected in accordance with the CA's constitution and procurement rules.
- The range of assumptions based on unknowns was highlighted as a concern by a Member. In particular, the route for East-West Rail and questioned when details would be finalised. Officers explained that route options, vent shaft locations, portal locations and station locations were currently being finalised. The Outline Business Case period had been extended following discussions at the CAM partnership Board and the impacts of COVID-19. The opportunity was being taken to reassess the direction of the project and to take a view of how the network would link as a whole.
- In welcoming the report a Member highlighted its benefits in focussing the debate and the importance of sustained dialogue in order to progress. Commenting further, the report recommendations made it difficult for Cambridge to Cambourne to progress in its current form. Therefore it was essential for an open and robust review of route options to take place in public with the public.

- The Mayor, in response to concerns regarding timescales, suggested a single governance structure to bring forward a unified vision for the route.
- A Member highlighted paragraph 2.4 of the report and that noted some of the potential amendments had already been incorporated within the Cambridge to Cambourne scheme. Commenting further, the Member sought further information regarding the amendments and question whether the Jacobs report would be amended as a result. Officers explained that the CAM route from St Neots to Haverhill was being considered as a whole. No timetable had been developed regarding potential alternative routes. Officers undertook to provide in writing regarding amendments made in the proposals to the Cambridge to Cambourne scheme. **ACTION**
- Noted that a meeting had taken place between the Mayor and the chief officer in charge of the delivery of East-West Rail. There were two options being considered for hubs at Cambourne and the location north of Cambourne was the preferred option for the CA and was being lobbied for.
- Members noted that construction of CAM remained 2023 - 29. Discussions had been taking place with the developers of Bourne Airfield to better understand the phasing of the development in order to link with the development of the CAM.
- Reiterated the importance of looking at the CAM project as a whole to link all areas of the county as there have been many major transport deficits in the past.

It was resolved to:

- (a) Note the findings, conclusions and recommendations as outlined in the CPCA report on the review of the current C2C project, and
- (b) Approve the release of the CPCA report to GCP for their review and consideration

#### **94. A1260 NENE PARKWAY JUNCTION 15 OUTLINE BUSINESS CASE**

The Committee was presented a report that summarised the work undertaken to date and requested approval to proceed with producing the Full Business Case and detailed design for the project.

During the course of discussion:

- A Member identified that the paramount issue was that traffic volumes were increasing and questioned what action could be taken to reduce traffic volumes in a co-ordinated way.
- Members noted the comments of Peterborough City Councillor Peter Hiller, who reminded the Committee of the city's rapid growth. The scheme would greatly



enhance the connectivity of the city and highlighted the fast commuting times enjoyed by commuters in the city. The scheme was essential to ensuring that the city was able to work and attracting investment.

- The Benefit – Cost Ratio was noted by the Committee.
- The Mayor drew attention to the ongoing investment made by the Combined Authority responding to the growth of the city. There were not only improvements to major junctions, but also enhancements to walking and cycling in the city centre. Peterborough had the most advanced cycling network of anywhere in the country. In conclusion it was essential that a well-rounded, balanced transport policy looked at all modes of transport.

It was proposed by Councillor Hiller and seconded by Councillor Bate that the recommendation be put to the vote.

It was resolved unanimously to:

- a) Note this progress report
- b) Approve the outline business case outcomes
- c) Recommended to the CPCA Board the approval for the drawdown of £470,000 from the Medium-Term Financial Plan to produce the Full Business Case and detailed design.

## **95. A1260 NENE PARKWAY JUNCTION 32-33 OUTLINE BUSINESS CASE**

Members received a report that summarised the work undertaken to date and requested approval to proceed to a Full Business Case and detailed design for the A1260 Junction 32-33 project. The presenting officer drew attention to the Benefit Cost Ratio of the project and commented that there were potential savings that could be achieved during the construction phase. Members noted that the Junction 15 would be completed before work would commence on Junction 32-33 owing to the excessive disruption to the highway network that would occur if they were not staggered.

Members noted the comments of Peterborough City Councillor Peter Hiller. In supporting the scheme, Councillor Hiller highlighted the age of the Parkway highway system and that improvements to it were essential for the continued growth of the city.

It was proposed by Councillor Hiller and seconded by Councillor Bates that the recommendation be put to the vote.

It was unanimously resolved to:

- a) Note this progress report
- b) Approve the outline business case outcomes

- c) Recommended to the CPCA Board the approval for the drawdown of £500,000 from the Medium-Term Financial Plan to produce the Full Business Case and detailed design.

## **96. M11 JUNCTION 8**

Members received a report regarding Junction 8 of the M11. The Committee noted the current situation in relation to the scheme. The Combined Authority (CA) had contributed funding to Essex County Council for reengineering of Junction 8 of the M11. Following a tender process it had become evident that there would be a significant funding gap that could not be closed. Essex County Council notified the CA that the project was therefore on hold and as a result, the funding allocated to the project would no longer be spent during financial year 2020-21 and a report would be presented to the Business Board for the funding to be reallocated.

It was resolved to:

Note that the M11 Junction 8 project is no longer proceeding.

## **97. MARCH AREA TRANSPORT STRATEGY PROGRESS REPORT**

The Committee received a report that provided an update regarding the March Area Transport Strategy and provided an update on the outcome of the virtual public consultation. The presenting officer drew attention to the virtual consultation that had taken place due to the outbreak of COVID-19. Response to the consultation had been positive with over 4,000 visits to the site and over 100 responses received.

With regard to the programme of 'quick-wins' that had been identified, many were on track to be delivered before the end of the budget period. One such scheme was the completion of the Cycling and Walking Strategy the work on which had identified further potential 'quick-wins' that could be developed further. An updated list that incorporates the walking and cycling interventions will be brought back to the Transport and Infrastructure Committee when available.

During discussion Members:

- Welcomed the report that was vital to the March and wider Fenland area.
- Noted that it was not possible to identify the engagement from local businesses in the virtual consultation. E-mail communication were undertaken to key stakeholders and there was a spike in activity following them being sent.
- Noted that to date there had been approximately 120 responses to the survey which was much improved when compared with a previous consultation a year ago that attracted one response.

It was proposed by Councillor Seaton and seconded by Councillor Neish that the recommendations be put to the vote.

It was resolved unanimously to:

- a) Note this progress report
- b) Note the outcomes of the virtual public consultation
- c) Note the updated programme for the Quick Wins programme
- d) Recommend to the CPCA Board the commencement of the Outline Business Case and preliminary design
- e) Recommend to the CPCA Board that it approve the drawdown of £1.0m for production of the Outline Business Case and preliminary design.

## **98. WISBECH RAIL**

The Committee received a report that presented the final version of the Full Business Case for Wisbech rail and sought its approval. The report also outlined the next steps in the development of Wisbech Rail.

Before inviting officers to introduce the report, the Mayor updated the Committee regarding recently held discussions with the Transport Minister, Chris Heaton – Harris to highlight the importance of Wisbech Rail for the prosperity and growth of the north Cambridgeshire area. The Mayor was due to meet the Minister again, following the Department for Transport's review of the business case, in which the Mayor hoped a route could be agreed to progress the project further. Officers have already met with the Department for Transport, the Office of Rail and Road (ORR) and Network Rail with further engagement planned later in the month. The Mayor was encouraged by recent engagement with central government departments and the Combined Authority would continue to work with them to progress the scheme into the next stages.

During the course of discussion Members:

- Welcomed the report noting the development of Wisbech Rail was essential for the growth and future of Wisbech and the wider Fenland area. Members noted and expressed concern regarding Ely Junction as it represented a significant pinch point for the rail network. The Mayor noted the comments regarding Ely Junction and informed the Committee that when he met the Transport Minister he had spent a significant amount of time highlighting the issues at Ely. The junction was a hugely important hub and due to the issues at the junction, freight from Felixstowe port was travelling to the West Midlands via London rather than directly using Ely Junction,
- Noted the comments of the representative of East Cambridgeshire District Council, Councillor Joshua Schumann regarding the commitment to residents of Queen Addelaide and Prickwillow in relation to Ely Junction.
- Welcomed the proposed connectivity to Cambridge with a direct link and highlighted the favourable Benefit Cost Ratio of the proposals.

It was proposed by Councillor Seaton and seconded by Councillor Schumann that the recommendation be put to the vote.

It was resolved unanimously to:

- a) Note the key conclusions of the Full Business Case that restoring a heavy rail link between Wisbech and Cambridge would be practicable and provide value for money;
- b) Agree the final version of the Full Business Case.

The Mayor concluded the item by reiterating the commitment to rail and public transport from the Combined Authority. There had been investment made in stations and improving the experience of passengers at Fenland stations and had been successful in securing funding for the new Cambridge station.

## **87. DATE OF NEXT MEETING**

It was resolved to note the date of the next meeting of the Combined Authority Transport and Infrastructure Committee – Wednesday 9<sup>th</sup> September 2020

**Chairman**



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

**JAMES PALMER**  
CAMBRIDGESHIRE &  
PETERBOROUGH MAYOR

# **CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY'S FORWARD PLAN OF EXECUTIVE DECISIONS**

PUBLISHED FRIDAY 28 AUGUST 2020

## FORWARD PLAN

### PURPOSE

The Forward Plan sets out all of the key decisions which the Combined Authority Board and Executive Committees will be taking in the coming months. This makes sure that local residents and organisations know what key decisions are due to be taken and when.

The Forward Plan is a live document which is updated regularly and published on the [Combined Authority website](#) (click the Forward Plan' button to view). At least 28 clear days' notice will be given of any key decisions to be taken.

### WHAT IS A KEY DECISION?

A key decision is one which, in the view of the Overview and Scrutiny Committee, is likely to:

- i. result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to (usually £500,000 or more); or
- ii. have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

### NON-KEY DECISIONS

For transparency, the Forward Plan also includes all non-key decisions to be taken by the Combined Authority Board and Executive Committees.

### ACCESS TO REPORTS

A report will be available to view online one week before a decision is taken. You are entitled to view any documents listed on the Forward Plan after publication, or obtain extracts from any documents listed, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on this notice can be requested from Robert Parkin, Chief Legal Officer and Monitoring Officer for the Combined Authority at [Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk](mailto:Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk).

The Forward Plan will state if any reports or appendices are likely to be exempt from publication or confidential and may be discussed in private. If you want to make representations that a decision which it is proposed will be taken in private should instead be taken in public please contact Robert Parkin, Chief Legal Officer and Monitoring Officer at [Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk](mailto:Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk) at least five working days before the decision is due to be made.

### NOTICE OF DECISIONS

Notice of the Combined Authority Board's decisions and Executive Committee decisions will be published online within three days of a public meeting taking place.

### STANDARD ITEMS TO COMMITTEES

The following reports are standing items and will be considered by at each meeting of the relevant committee. The most recently published Forward Plan will also be included on the agenda for each Executive Committee meeting:

#### Housing and Communities Committee

1. £100m Affordable Housing Programme Update
2. £70m Cambridge City Council Affordable Housing Programme: Update
3. £100k Homes and Community Land Trusts Update

#### Skills Committee

1. Budget and Performance Report
2. Employment and Skills Board Update

#### Transport and Infrastructure Committee

1. Budget Monitor Update
2. Performance Report

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
Transport and Infrastructure Committee									
1.	CAM Outline Business Case Non-Statutory Consultation (Central Tunnel Section) Summary Note	Transport and Infrastructure Committee	9 September 2020	Decision	To provide an overview of the consultation and engagement undertaken by the Combined Authority in respect of the proposals for the CAM between 21 February and 3 April 2020.	Relevant internal and external stakeholders	Kim Sawyer, Chief Executive	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
2.	Response to England's Economic Heartlands Transport Strategy consultation	Transport and Infrastructure Committee	9 September 2020	Decision	To consider the Combined Authority's draft response to the England's Economic Heartlands Transport Strategy and make recommendations to the Combined Authority Board	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
3.	Transforming Cities Delivery Plan	Transport and Infrastructure Committee	9 September 2020	Decision	To inform the Transport and Infrastructure Committee of the Transforming Cities Delivery Plan for 2020-21.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
4.	Transport Restart Group	Transport and Infrastructure Committee	9 September 2020	Decision	To inform the Transport and Infrastructure Committee about the Combined Authority led Covid-19 Transport Restart Group and its remit, activities and progress.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
5.	Bus Reform	Transport and Infrastructure Committee	9 September 2020	Decision	To provide an update on business case development, consider additional work to review Covid-19 impacts on bus travel and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

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6.	Soham Station Update	Transport and Infrastructure Committee	9 September 2020	Decision	To update the Committee on the progress of Soham Station to date and planned events going forward.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
Housing and Communities Committee 14 September 2020									
7.	Community Land Trusts Grant Scheme	Housing and Communities Committee	14 September 2020	Decision	To approve the grant policy for awarding start up grants for Community Land Trusts.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Chris Boden  Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
8.	£100k Homes Allocation Policy	Housing and Communities Committee	14 September 2020	Decision	To approve the allocation policy for £100k Homes.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Chris Boden  Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
9.	Budget and Medium Term Financial Plan 2021/22	Housing and Communities Committee	14 September 2020	Decision	To update the Committee on the plan and timetable for the development of the budget and medium term financial plan (MTFP) for 2021/22, and for the Committee to provide officers with any recommendations to be taken into account in the development of the budget	Relevant internal and external stakeholders	Jon Alsop, Section 73 Chief Finance Officer	Councillor Chris Boden  Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
Skills Committee 14 September 2020									
10.	Skills Strategy Delivery Plans	Skills Committee	14 September 2020	Decision	To report on the Delivery Plans associated to the three key interventions that underpin the Combined Authority Skills Strategy.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
11.	University of Peterborough – Phase 2 Update	Skills Committee	14 September 2020	Decision	To provide a progress check and update on the creation of Phase 2 for the University of Peterborough Campus.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant



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									appendices to be published.
12.	Sector-Based Work Academy and High Value Courses	Skills Committee	14 September 2020	Decision	To consider proposals for the creation of sector-based work academies and high value courses and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
13.	Covid-19 Evidence Base and Insight Report	Skills Committee	14 September 2020	Decision	To provide an update on evidence-based insight to support the delivery of the Local Economic Recovery Strategy.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
14.	Covid-19 Economic Recovery Strategy	Skills Committee	14 September 2020	Decision	To consider the Covid-19 Economic Recovery Strategy for Cambridgeshire and Peterborough and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
15.	Growth Service - Full Business Case  [May include exempt appendices]	Skills Committee	14 September 2020	Decision	To consider the Full Business Case for mobilisation of the Growth Service and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
16.	Adult Education Budget Innovation Fund and Top Slice  [May include exempt appendices]	Skills Committee	14 September 2020	Decision	To provide an update on the distribution of the Adult Education Budget innovation fund and the extra funding available to learning and education suppliers for 20/21 from a reduction in the administration budget.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Councillor John Holdich  Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

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Combined Authority Board									
Governance Items									
17.	Minutes of the meeting on 5 August 2020	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To approve the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
18.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
19.	Governance Update and Constitution Review	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To advise the Board of the outcome of the governance review and present proposed updates to the Constitution for adoption.	Relevant internal and external stakeholders, including the Audit and Governance Committee	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
20.	Budget Monitor Report: September 2020	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/064	To provide an update on the revenue and capital budgets for the year to date and seek approvals as required.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count  Lead Member for Investment and Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
21.	Business Plan 2020/21 Mid-Year Update	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To consider and approve the mid-year update of the Business Plan which was originally approved by the Board in January 2020.	Relevant internal and external stakeholders	Paul Raynes Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
22.	Performance Report	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To provide performance reporting updates.	Relevant internal and external stakeholders	Paul Raynes Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
Combined Authority Board Decisions									

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23.	Cambridgeshire Autonomous Metro (CAM) Special Purpose Vehicle: Shareholder Agreement	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/057	To approve the Shareholder Agreement and appointment of the Chair for the Special Purpose Vehicle.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
24.	A10 Dualling and Junctions	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/061	To update on progress on discussions with the Department for Transport (DfT) regarding future funding and to request approval of the drawdown of the £2m provisionally allocated within the Medium Term Financial Plan.	Relevant internal and external stakeholders	Paul Raynes Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
25.	Fenland Regeneration: Stations	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/063	To provide the outcomes of the business case and recommend the drawdown of budget to proceed to the next stage.	Relevant internal and external stakeholders	Paul Raynes Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
26.	Market Towns Programme Investment Prospectus – Approval of First Tranche of Recommended Projects	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/041	To approve the first tranche of recommended projects under the Market Towns Programme Investment Prospectus.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
By recommendation to the Combined Authority Board									
Recommendations from the Transport and Infrastructure Committee									
27.	CAM Outline Business Case Non-Statutory Consultation (Central Tunnel Section) Summary Note	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To provide an overview of the consultation and engagement undertaken by the Combined Authority in respect of the proposals for the CAM between 21 February and 3 April 2020.	Relevant internal and external stakeholders	Kim Sawyer, Chief Executive	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
28.	Response to England's Economic Heartlands	Cambridgeshire and Peterborough	30 September 2020	Decision	To approve the Authority's response to the England's Economic	Relevant internal and	Paul Raynes, Director of	Mayor James Palmer	It is not anticipated that there will be any documents other than the

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
	Transport Strategy consultation	Combined Authority Board			Heartlands Transport Strategy	external stakeholders	Delivery and Strategy		report and relevant appendices to be published
29.	Bus Reform	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision KD2020/065	To provide an update on business case development, consider additional work to review Covid-19 impacts on bus travel and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
Recommendations from the Skills Committee									
30.	Sector-Based Work Academy and High Value Courses	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision KD2020/058	To consider proposals for the creation of sector-based work academies and high value courses.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
Recommendations from the Business Board									
31.	Local Growth Fund Programme Management September 2020	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/047	To approve a change request for the Photocentric Local Growth Fund project; to approve a change request on conditions for release of awarded Local Growth Funds to the Business Growth Service project; and to review Local Growth Fund Programme delivery and budget and amend as required.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
32.	Growth Deal Project Proposals: September 2020	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/055	To review and approve the recommendations from the Business Board for individual project funding.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
								Lead Member for Economic Growth	
33.	Covid-19 Economic Recovery Strategy	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To recommend the Combined Authority Board approve the Covid-19 Economic Recovery Strategy for Cambridgeshire & Peterborough.	Relevant internal and external stakeholders, including Skills Committee	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
34.	Covid-19 Evidence Base and Insight Report	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Decision	To provide an update on evidence-based insight to support the delivery of the Local Economic Recovery Strategy.	Relevant internal and external stakeholders, including Skills Committee	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
35.	Growth Service - Full Business Case  [May include exempt appendices]	Cambridgeshire and Peterborough Combined Authority Board	30 September 2020	Key Decision 2020/029	To approve the Full Business Case for mobilisation of the Growth Service.	Relevant internal and external stakeholders, including Skills Committee	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
Combined Authority Board									
Governance Items									
36.	Minutes of the meeting on 30 September 2020	Cambridgeshire and Peterborough Combined Authority Board	28 October 2020  [Reserve meeting date]	Decision	To approve the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
37.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	28 October 2020 <i>[Reserve meeting date]</i>	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
38.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	28 October 2020 <i>[Reserve meeting date]</i>	Decision	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count  Lead Member for Investment and Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
Housing and Communities Committee									
39.	£100m Affordable Housing Programme Scheme Approvals – November 2020	Housing and Communities Committee	9 November 2020	Key Decision 2020/062	To consider and approve allocations to new schemes within the £100m Affordable House Programme	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Councillor Chris Boden  Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
40.	Housing Market Assessment Update	Housing and Communities Committee	9 November 2020	Decision	To receive an update on the study into the Housing Needs of Specific Groups commissioned by the local authorities.	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Councillor Chris Boden  Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
Combined Authority Board									
Governance Items									
41.	Minutes of the meeting on 28 October 2020	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Decision	To approve the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
42.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
43.	Budget Monitor Update	Cambridgeshire and Peterborough	25 November 2020	Decision	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop	Councillor Steve Count	It is not anticipated that there will be any documents other than the report and relevant

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
		Combined Authority Board					Section 73 Chief Finance Officer	Lead Member for Investment and Finance	appendices to be published.
Combined Authority Decisions									
44.	£100m Affordable Housing Programme (Non-Grant) November 2020	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Key Decision 2020/059	To request Board approval of a scheme that forms a part of and will require an investment from the £40m revolving fund.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Chris Boden  Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
45.	Market Towns Programme Investment Prospectus – Approval of Second Tranche of Recommended Projects	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Key Decision 2020/042	To approve the second tranche of recommended projects under the Market Towns Programme Investment Prospectus.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
By Recommendation to the Combined Authority Board									
Recommendations from the Business Board									
46.	Local Growth Fund Programme Management November 2020	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Key Decision 2020/060	To review the Local Growth Fund Budget and amend as required.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
47.	Local Enterprise Partnership Partnering Strategy – 2020 Update	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Decision	To approve the Local Enterprise Partnership Partnering Strategy	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

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48.	Coterminous and Strategic Partnership Agreements Update	Cambridgeshire and Peterborough Combined Authority Board	25 November 2020	Decision	To approve Memorandums of Understanding with the remaining seven neighbouring Local Enterprise Partnerships.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published



# SUBMIT YOUR COMMENTS OR QUERIES TO CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY

Please send your comments or queries to Robert Parkin, Chief Legal Officer and Monitoring Officer, at [Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk](mailto:Robert.Parkin@cambridgeshirepeterborough-ca.gov.uk) We need to know:

1. Your comment or query:
2. How can we contact you with a response (please include your name, a telephone number and your postal and/ or email address.
3. Who you would like to respond to your query.





<b>TRANSPORT &amp; INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.1</b>
<b>9 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **COVID-19 – TRANSPORT RESTART**

### **1.0 PURPOSE**

- 1.1. This report updates the Committee on the restart of the transport system following the Covid-19 restrictions.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Delivery and Strategy Director</b>
<b>Forward Plan Ref:</b>	<b>Not applicable    Key Decision: No</b>
The Transport Committee is recommended to:  Note the update and comment on priorities for further activity to restart the transport system.	<b>Voting arrangements</b>  NA

### **2.0 BACKGROUND**

- 2.1. The government said that it expects Combined Authorities to lead the restart of the transport system following the Covid lockdown. The Cambridgeshire and Peterborough Combined Authority has therefore been working within the framework of the Local Resilience Forum (the Strategic Coordinating Group and its Recovery Coordination Group) to convene partners able to influence the transport recovery.
- 2.2. The Transport Restart Group is chaired by the Combined Authority and brings together the two highways authorities, police and public health colleagues, the two main city councils, a representative bus operator, Network Rail, Highways England, and the Department for Transport. It has met weekly since 1 June.

2.3. The group has three main tasks:

- (a) ensuring the public transport restarts to as near 100% of pre-Covid network as possible;
- (b) ensuring a package of active travel measures is implemented to mitigate potential increases in private car use;
- (c) monitoring data in relation to the impact of Covid – 19 on transport and considering what further measures might be needed to maintain the transport recovery.

2.4. Home to school transport is not directly within the group's remit, but the group has liaised with the education authorities and in particular supported their work to ensure the availability of enough transport from the first week in September, as well as considering the potential for congestion around schools should more journeys than usual be made by private car.

### **3.0 CURRENT SITUATION**

3.1. During the extreme of the trough during lockdown, vehicle traffic on main roads in Cambridgeshire and Peterborough fell to 30% of pre-lockdown levels. 42% of buses and 50% of trains ran, and passenger numbers were just 4% of normal

3.2. At the time of preparing this report, vehicle traffic has bounced back to 105% of pre-lockdown levels across the area, and in South Cambridgeshire and Huntingdonshire is at 120% and more of pre-lockdown levels. This has, so far, been without a return of significant congestion. Although the available data do not allow us to analyse times of travel, comparison with information about bus ridership suggests that journeys are more evenly spread through the day. There is limited evidence, so far, of a return to a rush hour. This is corroborated by the fact that the lowest levels of vehicle traffic recovery are being seen in the city – and therefore employment - centres of Cambridge and Peterborough.

3.3. Bus firms have made a determined effort to restore their networks. Supported (subsidised) services are running at 100% of normal levels. Commercial services are running at over 90% of normal levels. Passenger numbers have not recovered, however, and are at about 30-35% of normal. The implications of this for the economics of those commercial services will be obvious. An Emergency Bus Service Support Grant has been provided by the government to ensure that services can continue. That grant has been extended indefinitely on a rolling 8-week basis. It is worth noting that, unlike some other areas, collaboration to date between bus firms and the Transport Authority has been strong and there have not at this point been differences of view about acceptable service levels.

3.4. Although data on train services are not published, we understand the general picture within the rail system is similar.

3.5. An up-to-date presentation of the situation, which will reflect the first few days of the return to school, will be given to the Committee at the meeting.

- 3.6. The Restart Group has made contingency plans for possible changes to the volume of vehicle traffic at peak times, including anticipating the September return to school and work with public messaging to encourage the safe use of public transport and active travel. It is not possible to forecast the potential congestion impact of the likely extra journeys, and the Group has of necessity adopted a Monitor and Manage approach.
- 3.7. The Combined Authority was awarded £2.94 million for active travel measures. This funding will be received in two tranches, but the Combined Authority has taken the cashflow risk and advanced the full amount to Cambridgeshire County Council and Peterborough City Council ahead of receiving the money from the government.
- 3.8. The measures funded by Tranche 1 were due to be completed by the end of August and those funded by Tranche 2 by the end of the financial year.
- 3.9. In Tranche 1:
- (a) Peterborough City Council have delivered 6 schemes in tranche 1 with additional monitoring sensors, some city wide promotional signage, and will commence the school streets projects once the schools go back;
  - (b) Cambridgeshire County Council have delivered
- 3.10. In Tranche 2:
- (a) Peterborough will deliver three segregated cycle lanes.
  - (b) Cambridgeshire County council
- 3.11. The Combined Authority has also received a grant of £678,000 to fund extra home to school transport. This will be passported to the two Education Authorities. The lead on home to school transport is with the Education Authorities. Combined Authority officers have liaised with home to school transport colleagues and offered support with sourcing extra capacity.
- 3.12. The Transport Restart Group will continue to meet for the time being, and to report through the RCG and SCG mechanisms of the Local Resilience Forum.

#### **4.0 SIGNIFICANT IMPLICATIONS**

- 4.1. There are no significant implications not set out above.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1. The Combined Authority has received £275,000 as additional bus support funding through the Emergency Bus Services Support Grant funding, which is additional to existing concessions and tendered service payments. Bus operators will be required to maintain necessary services at a level which is sufficient to meet much reduced demand, but also to allow social distancing for passengers.

- 5.2. The Combined Authority received £2.94m Active Travel grant, which has been passed onto Peterborough City Council and Cambridgeshire County Council to deliver identified cycling improvement measures during this pandemic period to encourage cycling and walking across the region
- 5.3. The Combined Authority received £678,000 Home-school funding which will be forwarded onto the Peterborough City council and Cambridgeshire County Council Home to School Transport services Team, to ensure there is sufficient transport capacity so children and young people can get to school and college safely and on time. Funding is being provided to support the costs of additional transport provision for the first Autumn half term.

## **6.0 LEGAL IMPLICATIONS**

- 6.1. The recommendations accord with CPCA's powers under Parts 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (S1 2017/251).

## **7.0 APPENDICES**

- 7.1. None



<b>TRANSPORT &amp; INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.2</b>
<b>9 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **BUS REFORM TASK FORCE**

### **1.0 PURPOSE**

- 1.1. The bus reform project identifies ways to deliver improved bus services within the Authority's area. The Covid-19 crisis has had a very significant impact on the bus market. This report seeks approval for modifications to the bus reform work programme to reflect the issues that arise because of that. It also seeks drawdown of the remaining £1.2 million budget under delegated powers provided to this committee by the Combined Authority Board in March 2019.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor of Cambridgeshire and Peterborough</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: Yes</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>(a) Note the progress of the project to date;</li><li>(b) Note that the Covid19 emergency has reduced the predictability of the bus operating environment in Cambridgeshire and Peterborough;</li><li>(c) Authorise the Director of Delivery and Strategy, in consultation with the Chair of the Transport and Infrastructure Committee to amend the BRTF programme milestones to reflect the pace of recovery of the bus market; and</li></ul>	<p><b>Voting arrangements</b></p> <p>Items (a) to (c) : simple majority of all Members</p> <p>Item (d) : A vote in favour, by at least two-thirds of all Members (or their Substitute Members) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members</p>

(d) Approve, under the delegated powers agreed by the Board in March 2019, the remaining £1.2 million budget in the MTFP, and agree that it should fund short-term innovation trials to inform subsequent reform proposals.	
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## 2.0 BACKGROUND

- 2.1. Work on the Bus Reform project commenced in 2019. Its aim, in line with the Local Transport Plan, is to look at different ways in which bus services can be drawn together into a well-functioning integrated transport network. The project is led by the Mayor, who chairs a Bus Reform Task Force. This is supported by an officer team which brings together officers from member councils under Combined Authority leadership. The Combined Authority has appointed ITP Consultancy to support the detail of this work and Addleshaw Goodard LLP to provide legal advice.
- 2.2. As a result of initial work, four options were identified:
- Deregulated bus services – the current structure for bus services
  - Advanced Quality Partnership Scheme (AQPS)
  - Enhanced Partnership (EP)
  - Franchising
- 2.3 There is a legal requirement to notify operators that the possibility of franchising some or all the bus services in the Combined Authority's area is under consideration. That was met by a letter issued on 2 May 2019.
- 2.4 The different options were assessed, and a public consultation exercise was held between September and December 2019, over 5,000 people participated either face to face or on line, with statistically significant numbers of bus users and non-users across the two larger cities and four districts.
- 2.5 A Vision for Buses was devised to capture these views about the status quo and to develop a vision of what the public want for the future. This was approved by the Mayor's Bus Reform Task Force on 31 March.
- 2.6 Both our professional advisers, ITP and Addleshaws, are contributing to the writing of an Outline Business Case to HM Treasury Green Book standards. The first stage required ITP to gather data, assess, and consider what the implications of an enhanced bus network are, and to create an Outline Business Case with five constituent parts:

The Strategic Case – is the proposal needed?



The Economic Case – is it value for money?

The Commercial case – is it viable?

The Financial Case – is it affordable?

The Management Case – is it achievable?

- 2.7 Each part of the appraisal process in the OBC needs to differentiate between the different options; consider any complimentary measures such as parking policies or land use changes. This is because the Bus Services Act 2017 requires that each option needs to have been developed in sufficient detail to be able to accurately assess the impacts.
- 2.8 Legal advice has been taken that proportionality does not apply and that CPCA must deliver a Business Case as deeply researched as those of any of the large metropolitan Passenger Transport Authorities.
- 2.9 At the same time Covid19, and government messages to avoid using public transport, have severely reduced ridership. In consequence all of Britain's bus services have been financially supported by a series of short term grants from DfT. At present HM Treasury holds the right to remove all funding for bus services by giving 8 weeks' notice. Even with the extra subsidy, bus firms are facing significant revenue shortfalls compared to the pre-Covid situation. The fiscal sustainability of any concept of new bus service networks therefore faces significant challenge in an audit.
- 2.10 When the Business Cases are complete, the proposals will go to audit. This audit is independent and is not iterative. It is not a dialogue, and therefore any business case considered needs to stand up financially, now and in future, if it is to pass this audit.
- 2.11 This year is a hinge-point for the UK bus industry and new alternative models are being developed here and abroad to make Demand Responsive Transport (DRT) a more viable alternative. We have a unique opportunity to trial new models of service provision in order to inform future reform proposals.
- 2.12 The Mayor has discussed the Combined Authority's bus reform proposals with the Minister of State for Transport and agreed that we should seek to coordinate our plans with the work DfT have under way to prepare a new National Bus Strategy. Officers of the Authority are meeting senior officers at the Department for Transport for discussions about how to achieve that.
- 2.13 Against this background, the Committee is requested to authorise:
- i. Modifications to the project plan for the Bus Reform Task Force to allow the business case work to reflect the developing realities of the bus market in Cambridgeshire and Peterborough; the detail of these will be reported back to the Committee in due course.
  - ii. Use of the agreed Bus Reform budget to trial new models of service, which may include both Demand Responsive Transport and more conventional services, in response to the changes in market conditions which will be

evaluated and can inform the Authority's reform proposals. The details of those trials will also be reported back to the Committee.

### **3.0 FINANCIAL IMPLICATIONS**

- 3.1. In March 2019 the CPCA Board approved the creation of the Bus Reform Task Force, with a budget of £1 million in 2019/20 and a further £1 million in 2020/21. The Board also approved a drawdown from the budget of £400,000 in 2019/20 and delegated approval of further drawdowns to the Transport and Infrastructure Committee. In September 2019, the Board approved the budget be reprofiled in the Medium-Term Financial Plan (MTFP) mid-year review to £800,000 in 2019/20 and £1.2 million in 2020/21.
- 3.2. The OBC stage of this work was budgeted for within the original Board decision and the proposals in this paper would be funded within the agreed budget.
- 3.3. We have identified certain areas where some additional research may be required. This will cost less than £10,000 and can be set against savings elsewhere in this project.
- 3.4. ITP is employed on a fixed contract with agreed costs. Addleshaw Goodard LLP are appointed on a Local Government Framework contract with agreed funding and agreed monies already released to pay their costs in full, which are budgeted month by month in the project plan. Therefore the change to milestones does not increase the already agreed costs.

### **4.0 LEGAL IMPLICATIONS**

- 4.1. This Transport and Infrastructure Committee meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020 (SI 2020 No.392).
- 4.2. It is a requirement to prepare a business case and have it independently audited as part of Combined Authority Assurance framework governance.
- 4.3. It is a requirement of the Bus Services Act 2017 that an independent audit be undertaken should Franchising be a preferred option.

### **5.0 APPENDICES**

<b><u>Background Papers</u></b>	<b><u>Location</u></b>



<b>TRANSPORT &amp; INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.3</b>
<b>3 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **CAMBRIDGESHIRE AUTONOMOUS METRO – OBC NON-STATUTORY CONSULTATION SUMMARY REPORT**

### **1.0 PURPOSE**

- 1.1. The purpose of this report is to present a summary note which provides an overview of the initial Cambridgeshire Autonomous Metro (CAM) Outline Business Case (OBC) non-statutory consultation and engagement activities undertaken by the Cambridgeshire and Peterborough Combined Authority (CPCA) in respect of the proposals for the CAM between 21 February and 3 April 2020.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer: Mayor of Cambridgeshire and Peterborough</b>
<b>Lead Officer:</b>	<b>Kim Sawyer, Chief Executive</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
The Transport and Infrastructure Committee is recommended to:  (a) Note the findings of the summary report; and  (b) Approve its release to the CPCA Board.	<b>Voting arrangements</b>  Simple majority

## **2.0 BACKGROUND**

- 2.1. CPCA undertook an initial non-statutory consultation for CAM between 21 February 20 and 03 April 20. CPCA were seeking the public's views on the needs and benefits of CAM and the potential route alignments of the City Tunnel Section.
- 2.2. As part of the consultation, consultees were asked a range of questions about their current travel methods and use of public transport, their views on the need and benefits of CAM, and their views on key elements of the City Tunnel Section.
- 2.3. The enclosed report provides a summary of the key findings of the consultation.
- 2.4. As stated by the Mayor at the CPCA June 20 Board, there was a need to reassess the CAM Central Tunnel Section OBC and supporting documents including the full consultation report. The reassessment is ongoing and includes the implications of a significant piece of work from the CAM technical advisory committee, the need to consider the potential impact of Covid-19, understand the implications of the establishment of One CAM and the recently announced CAM SPV.
- 2.5. The work done on the City Tunnel Section (CTS) OBC so far, and the subsequent review of that work, will be brought forward and considered in the context of the an integrated CAM programme for the whole network. A further report on work on an integrated programme will be brought back to the Transport and Infrastructure Committee in due course.

## **3.0 FINANCIAL IMPLICATIONS**

- 3.1. There are no financial implications in relation to the recommendations.

## **4.0 LEGAL IMPLICATIONS**

- 4.1. There are no legal implications in relation to the recommendations.

## **5.0 SIGNIFICATE IMPLICATIONS**

- 5.1. There are no significant implications in relation to the recommendations.

## **6.0 APPENDICES**

- 6.1. Appendix 1 – CAM OBC CTS Non-Statutory Consultation Summary Report

<b><u>Source Documents</u></b>	<b><u>Location</u></b>
None	Note



## **Appendix 1**

### **Summary Note: CAM City Tunnel Section Consultation Report (Feb - Apr 20)**

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1. The Cambridgeshire and Peterborough Combined Authority (CPCA) is developing proposals for the Cambridgeshire Autonomous Metro (CAM). The vision is for an expansive metro-style network that seamlessly connects regional settlements, major city fringe employment sites and key satellite growth areas across the region with key railway stations and Cambridge city centre, helping to nurture and sustain long-term regional economic growth.
2. CPCA is committed to consulting with the local community, businesses, planning authorities, elected representatives and third-party groups regarding its emerging proposals for CAM, in support of an Outline Business Case (OBC) for the project.
3. This Summary Note provides an overview of the consultation and engagement undertaken by CPCA in respect of the proposals for the CAM between 21 February and 3 April 2020. The Note sets out the activities undertaken as part of the consultation and the feedback received on the two main topics being consulted on: the need for and benefits of CAM, and the potential route alignments of the City Tunnel Section.
4. As part of the consultation, consultees were also asked a range of questions about their current travel methods and use of public transport, their views on the need and benefits of CAM, and their views on key elements of the City Tunnel Section. Feedback from the consultation will inform the development of proposal for CAM network, including the City Tunnel Section, and assist in the preparation of an OBC for the project.
5. Early stakeholder engagement has included meetings with a number of stakeholders, including with officers and members at the relevant local planning authorities from Cambridge City Council, South Cambridgeshire District Council, East Cambridgeshire District Council, Cambridgeshire County Council, together with relevant Members of Parliament.
6. To engage with the local community, five public exhibitions were organised at venues located in the vicinity to of key elements of the City Tunnel Section and were spread throughout the week and at a variety of times to capture the views of individuals who were in Cambridge for both business and leisure purposes; these events were attended by a total of 1,034 individuals.
7. Due to the impact of Covid-19, a sixth scheduled public exhibition was cancelled in accordance with the prevailing Government advice regarding public gatherings and with the interests of the welfare of the public and member of the CAM project team in mind. As a result, a range of additional steps were taken to mitigate the impact of this and make the local community and stakeholders aware of how they could view the consultation materials, contact the project team with any questions and provide feedback.
8. Six public information points, located in the vicinity of key stops on the Regional Routes outside of the urban area of Cambridge that have not previously been consulted on by the Greater Cambridge Partnership (GCP), were also in operation during the consultation to enable members of the public to view and take away copies of the consultation materials.
9. Again, due to the impact of Covid-19 access to these information points, which were independently governed, was consequently impacted. As a result, where information regarding the consultation and / or copies of the consultation materials, including the feedback form were requested, these were handled accordingly by the CAM project team while all the consultations materials were available online via the project website throughout



## **Appendix 1**

the consultation.

10. To raise awareness for the consultation, an invitation was distributed to over 12,000 households and businesses in the vicinity of elements of the City Tunnel Section, including proposed station and portal locations. A press release was also issued to the *Cambridge News*, *Cambridge Independent*, *Haverhill Echo*, whilst full page adverts were placed in the *Cambridge News* and *Cambridge Independent* and CPCA's existing social media channels (Twitter, Facebook and LinkedIn) were utilised to further promote the consultation.
11. A set of consultation materials was produced to promote the consultation, outline the proposals for CAM and the scope of the consultation, and enable the provision of feedback. Copies of these were available at all public exhibitions, information points and on the project's dedicated website ([www.cam.consultationonline.co.uk](http://www.cam.consultationonline.co.uk)). The website address was included on all promotional material produced as part of the consultation to direct individuals to information on the proposals.
12. At the public exhibitions, feedback forms were available, together with postage-paid freepost envelopes, for attendees to take away. Feedback could also be provided via the iPads available at all exhibitions and via a digital version of the feedback form hosted on the project's dedicated website, with feedback invited over a six-week period.
13. In addition to being able to speak with the project team at the public exhibitions, individuals could also speak with the project team via a number of other channels, including a freephone information line (**01223 608001**), consultation email address ([cam@consultation-online.co.uk](mailto:cam@consultation-online.co.uk)), consultation website ([www.cam.consultationonline.co.uk](http://www.cam.consultationonline.co.uk)) and freepost address (**CAM CONSULTATION**).
14. A total of 493 responses to the consultation were received by the advertised feedback deadline of Friday 3 April 2020, including 441 feedback forms (including online submissions and hard copies) and 52 freeform responses (including emails and letters). CPCA will consider all comments provided as part of the consultation as it continues to develop its proposals for the CAM network.
15. A review of the feedback forms found that:
  - **71%** strongly supported or supported Route Alignment Option A for the City Tunnel Section;
  - **37%** strongly supported or supported Route Alignment Option B for the City Tunnel Section;
  - **71%** strongly supported or supported the proposed location for the new City Centre station;
  - **72%** strongly supported or supported the proposed location for the Mainline Interchange station;
  - **84%** said CAM would significantly increase or slightly increase their use of public transport if it improved key factors of public transport (e.g. reliable journey times, frequency of service etc.);
  - **80%** strongly agreed or agreed that CAM would significantly improve the economic future of the region; and,
  - **82%** strongly agreed or agreed that there is a strong case to deliver CAM to increase public transport capacity in the region.
16. Further to this, the proposed locations received support from the public (58% for the North Portal, 60% for the South, 53% for the East and 57% for the West). A high number of respondents indicated they had no view on these locations (35%, 33%, 40% and 35% for each Portal respectively), which may be attributed to two factors: respondents not expressing a view on portals that are not located in proximity to their places of leisure, work and / or residents, and queries regarding the precise location of the portals.



## **Appendix 1**

17. In addition, responses to freeform questions (on the feedback form) were supportive of the proposals for CAM, with many hoping that the network would be delivered swiftly. A number of constructive suggestions were also made, including locations of potential stations on the Regional Routes and design features of the City Centre station (e.g. public toilets, bicycle storage, a café / coffee shop etc.). Many responses stressed that the network should be affordable to use, with frequent services running from early morning to late night and should integrate with existing and proposed public transport services, such as existing bus and National Rail services, in terms of both physical infrastructure and the ticketing systems employed.
18. A small level of opposition to the project was also received, with some stating they would prefer the use of tram / light rail / rail technology, others felt that improvements to / investment in existing public transport services would be a preferable alternative to CAM, whilst some took this opportunity to express criticism of the proposed Cambridge-to-Cambourne (C2C) route, stating a preference for a route running via the Girton Interchange instead of via Coton/Hardwick.
19. A review of the freeform responses (including emails and letters), which were received in equal numbers from stakeholders / organisations and the wider public, found that there is a high-level of support for the principle of a mass transit transport solution in the form of CAM to address the economic, social and environmental challenges faced by the region. There was significant agreement that CAM would help reduce reliance on private car, tackle congestion and air pollution and support the economic prosperity of the region, with a recognition of the potential for 'clustering' benefits associated with the development and delivery of CAM and unlock new sites for residential and employment growth across the region.
20. Among stakeholders, Route Alignment Option A was widely supported as it was perceived as providing greater flexibility and connectivity for users with fewer drawbacks when compared to Option B. The proposed locations for the new City Centre station, Mainline Interchange station and Portals were also well-received.
21. Where queries and comments were provided by stakeholders, these typically focused on the need for greater articulation regarding how the multi-modal integration of CAM with other sustainable methods of public transport would be achieved, including existing bus services and existing cycle and pedestrian networks, along with a number of major proposed transport schemes in the region, including East West Rail. A prevailing theme among the responses of stakeholders was that the success of CAM would depend on its successful integration into the existing transport network and the provision of seamless interchange with existing transport and employment hubs, including existing and planned railway stations and Park & Ride sites.
22. A small number of queries were raised regarding the potential funding mechanisms associated with the development and delivery of CAM. A small number of representations questioned whether light rail would represent a more appropriate technological solution for CAM, while the timescales for the delivery of C2C was queried, as was the proposed route for this element of the CAM network.
23. CPCA is committed to engaging with both stakeholders and the wider public regarding its emerging proposals and will ensure information continues to flow to interested parties as the project progresses. Further consultations will be held on other aspects of CAM in due course to enable those in the wider region to provide further feedback on the proposals.







<b>TRANSPORT &amp; INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.4</b>
<b>9 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **TRANSFORMING CITIES FUND DELIVERY PLAN**

### **1.0 PURPOSE**

- 1.1. To inform the Committee of the Combined Authority's Transforming Cities Fund Delivery Plan for 2020/21.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Delivery and Strategy Director</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
The Transport Committee is recommended to:  Note the Transforming Cities Fund Delivery Plan.	<b>Voting arrangements</b>  NA

### **2.0 BACKGROUND**

- 2.1. The Cambridgeshire and Peterborough Combined Authority receives devolved Transforming Cities Funding from the Department for Transport (DfT). This money is part of the Combined Authority's Investment Fund single pot. DfT have requested that a report on the use of devolved TCF should be submitted each year and the latest report is attached.
- 2.2 As stated within the Grant Determination of March 2018, the purpose of the Transforming Cities Fund (TCF) is to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in Cambridgeshire and Peterborough.

- 2.3 Decisions about how to invest the fund are taken by the Combined Authority Board in accordance with the aims for the Fund and Combined Authority's priorities as set out in the Growth Ambition Statement, Local Transport Plan, and Business Plan. This means that the Delivery report is a document of factual record and does not involve new decisions or contain information that has not already been set out in the MTFs, business plan, or Committee papers relating to individual projects.
- 2.3. The Delivery Plan records how TCF funding is being used in support of schemes which deliver the vision, aims and objectives of the LTP and other key strategies, including the Devolution Deal, the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and the CPCA Growth Ambition Statement which responded to it, the Non-Statutory Spatial Framework, and the Local Industrial Strategy.
- 2.2. The Department for Transport has also commissioned a national independent gateway review of TCF. Areas where TCF funding has been devolved are within the scope of that review and the Combined Authority is engaging with the independent review team appointed by DfT.

### **3.0 SIGNIFICANT IMPLICATIONS**

- 3.1. There are no other significant implications not set out above.

### **4.0 FINANCIAL IMPLICATIONS**

- 4.1. The allocation of future TCF funds to Combined Authority projects was set out in the Medium-Term Financial Plan approved at the CA Board in January. The MTFP can be found here at agenda items 2.2, 4.1 and 7.1.  
<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/851/Committee/63/SelectedTab/Documents/Default.aspx>

### **5.0 LEGAL IMPLICATIONS**

- 5.1. The recommendations accord with CPCA's powers under Parts 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (S1 2017/251).

### **6.0 APPENDICES**

- 6.1. Appendix 1 - Transforming Cities Fund Delivery Plan 2020-21

<b><u>Background Papers</u></b>	<b><u>Location</u></b>
None	N/A



## **Transforming Cities Fund – Cambridgeshire and Peterborough Delivery Plan**

### **Introduction**

The Cambridgeshire and Peterborough Combined Authority (CPCA)'s Local Transport Plan sets out an aim *“to deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all”*. The three key goals within the LTP identify the outcomes we want the transport network in Cambridgeshire and Peterborough to achieve.

- Economy: Deliver economic growth and opportunity for all communities;
- Society: Provide an accessible transport system to ensure everyone can thrive and be healthy; and
- Environment: Preserve and enhance our built, natural, and historic environment and implement measures to achieve net zero carbon by 2050.

Over the 3 years since it commenced operations, the Combined Authority has developed a strong track record in progressing infrastructure schemes in a timely manner for the benefit of businesses and residents alike.

As stated within the Grant Determination of March 2018, the purpose of the Transforming Cities Fund (TCF) is to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in Cambridgeshire and Peterborough.

In Cambridgeshire and Peterborough, the Transforming Cities Fund has been devolved and 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<sup>1</sup>, the Combined Authority's Constitution, Assurance Framework, and strategic policy framework.

Within the TCF Guidance, Government outlined that it recognises Local Authorities are best-placed to identify the types of projects to deliver and seeks to partner with regions to develop packages of proposals which will deliver transformative improvements in connectivity. The Delivery Plan and associated schemes contained within the LTP are strongly aligned to the vision, aims and objectives of the LTP and other key strategic documents, such as the Devolution Deal, the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and the CPCA Growth Ambition Statement which responded to it, the Non-Statutory Spatial Framework and the Local Industrial Strategy. The LTP was developed in tandem with these documents to ensure it outlines a coherent and complementary suite of schemes, programmes and initiatives that support wider environmental, social and economic objectives.

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<sup>1</sup> TCF grant letter dated [27 March 2018].



The CPCA's overarching ambition and objectives are contained within our Growth Ambition Statement and annual business plans. The CPCA and its partners, over the next 30 years, will deliver a leading place to live, learn and work. This will be realised through the achievement of the following ambitions:

- Doubling the size of the local economy over 25 years.
- Accelerating house building rates to meet the local and UK need.
- Delivering outstanding and much needed connectivity in terms of transport and digital links.
- Transforming public service delivery to be much more seamless and responsive to local need.
- Growing international recognition for our knowledge-based economy.
- Improving quality of life by tackling areas suffering from deprivation; and
- Providing the UK's most technically skilled workforce.

The delivery of an appropriate transport network plays a key, critical role in the realisation of these ambitions. The CPCA's programme of measures offers a coherent package of integrated interventions that will transform connectivity across the region and on specific key commuter routes within Cambridgeshire and Peterborough. The CPCA is continually challenging the status quo and looking for new, innovative approaches (such as new technologies, engineering solutions and delivery models) to deliver the necessary improvements across the region.

The CPCA consider transport as a key enabler to economic and housing growth and we are running an integrated work programme across spatial planning, transport and housing to ensure that the region grasps the economic opportunities open to it, and these economic opportunities are of national significance.

The CPIER provides the most comprehensive assessment of the region's economy ever undertaken and identifies a significant opportunity for transformational growth that aligns with the CPCA devolution deal objective of doubling the size of the regional economy. This will only happen though if the transport challenges facing greater Cambridge are overcome, and TCF has a key role to play in this.

There is strong alignment between the Government's ambitions to transform connectivity through improved public transport and active travel infrastructure, reducing congestion and enhancing air quality, and the aims of the LTP, and the Combined Authority reflects those priorities in its own arrangements for scheme prioritisation.

The Transforming Cities Fund grant is treated as part of the Combined Authority's Investment Fund. Decisions about its allocation to individual projects in support of the overall aims of the Fund and of the Combined Authority are made by the Combined Authority and subject to its local Assurance Framework.

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## Projects funded from TCF in 18/19 & 19/20

The Investment Fund funding is designated corporately, taking account of spend in each year, available funding sources, and any restrictions – actual attribution is then reviewed when the accounts are closed, and actual expenditure for the year known, to make the most efficient use of the funds available to us.

TCF funding forms part of the larger funding envelope the CPCA has allocated to its transport programme. The projects within this report are financed solely by the TCF funding or a combination of TCF and partner funding. The Transforming Cities Fund Budget Expenditure and Forecast table further in this report details the spend to date in years and the approved and subject to approval future forecast, within this table there is a column against each project that details what is already approved by the board (committed) and what is subject to approval within a gateway approval process in line with our assurance framework.

The Combined Authority will comply with the requirement to make a full project closedown report to DfT after completion of projects which are TCF funded. At the date of this report, only one TCF funded project (Queen Adelaide Crossing) in Cambridgeshire and Peterborough has reached the stage where a closedown report is required.

The projects funded by TCF in 2018-19 are set out in the table below:

<b>Project</b>	<b>Transforming Cities Funding</b>
Transport Services	66,384
Cambridge South Station	250,000
A505 Corridor	122,257
Wisbech Rail	38,858
A10 Upgrade	226,371
Coldhams Lane roundabout improvements	70,864
A47 Dualling	596,533
Wisbech Access Study	275,347
Soham Station	1,858,394
A1260 Nene Parkway Junction 15	121,304
A1260 Nene Parkway Junction 32-3	33,696
March junction improvements	303,021
A141 capacity enhancements	132,812
Queen Adelaide Level Crossing	182,963
A605 Oundle Rd Widening - Alwalton-Lynch Wood	224,856
Eastern Industries Access - Phase 1	122,500
<b>Grand Total</b>	<b>4,626,158</b>



The projects funded by TCF in 2019-20 are set out in the table below:

<b>Project</b>	<b>Transforming Cities Funding</b>
Soham Station	1,213,000
March junction Improvements	455,000
Wisbech Rail	1,139,000
Coldhams Lane roundabout improvements	121,000
Fengate Access Study - Phase 1	86,000
Regeneration of Fenland Railway	492,000
A1260 Nene Parkway Junction 15	171,000
A1260 Nene Parkway Junction 32-3	303,000
A16 Norwood Dualling	69,000
University Access (Fengate Ph 2)	53,000
<b>Grand Total</b>	<b>4,103,000</b>

### **Projects proposed to be funded from TCF in 2020 -21**

The table below, shows the allocation of future TCF funds to Combined Authority projects set out in the MTFP, the Business Plan, Local Transport Plan and Medium-Term Financial Plan covering the period of TCF funding approved at the CA Board in January and can be found here, agenda items 2.2, 4.1 and 7.1, respectively.

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/851/Committee/63/SelectedTab/Documents/Default.aspx>

The proposed TCF funding for projects in 2020-21 is set out in the table below:

<b>Project</b>	<b>Transforming Cities Funding</b>
Soham Station	5,737,000
March junction Improvements	3,935,000
Wisbech Rail	1,329,000
Coldhams Lane roundabout improvements	1,109,000
Fengate Access Study - Phase 1	1,344,000
Regeneration of Fenland Railway	2,581,000
A1260 Nene Parkway Junction 15	408,000
A1260 Nene Parkway Junction 32-3	4,547,000
A16 Norwood Dualling	381,000
A10 Junctions & Dualling	1,000,000
A141 Capacity Enhancements	628,000
A505 Corridor	422,000
A605 Oundle Rd Widening – Alwalton	795,000
University Access (Fengate Ph 2)	267,000
<b>Grand Total</b>	<b>24,484,000</b>

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Each of these projects have undergone a robust governance process of approval prior to sign off by the board and there is high confidence that on current performance this money will be spent within year.

### **Value for money, monitoring and evaluation**

Transport projects within the CA are prioritised and their value for money is independently assessed in accordance with our Assurance Framework; the latest version of our assurance framework can be found here:

<https://cambridgeshirepeterborough-ca.gov.uk/assets/Business-Board/Governance/Local-Assurance-Framework-.pdf>

Only projects offering strong value for money are approved for funding, subject to clearly specified exceptions agreed with DfT

Monitoring and Evaluation is carried out in line with the Combined Authority's Monitoring and Evaluation framework. A copy of that framework can be found here:

<https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/ME-Framework-Mar-2019.pdf>

All projects are subject to robust project management arrangements including monthly highlight reporting. All projects are required to have a logic model and evaluation plan.

In addition, we are a partner in the independent gateway review of TCF and are engaging with the independent review team appointed by DfT

### **Delivery timescales**

The below appendices include:

- Appendix 1 - A expenditure and forecast budget profile (as at April 2020) with indicative delivery programmes against each
- Appendix 2 - A summary report for each scheme as of April 2020.



## Appendix 1



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### Appendix 1: Transforming Cities Fund Budget Expenditure and Forecast

Project	2018/19 Actual (000s)	2019/20 Actual (000s)	2020/21 Budget (000s)	2021/22 Budget (000s)	2022/23 Budget (000s)	Total Budget (£000)	Split of Funds currently approved and funds subject to gateway approval		2019/20				2020/21				2021/22				2022/23			
							Approved (000s)	Subject to Approval (000s)	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4
<b>Income</b>																								
DFT	5,000	17,000	22,000	30,000	21,000	95,000																		
Brought Forward from Prior Year	0	374	13,271	10,438	1,405																			
<b>Total Income</b>	<b>5,000</b>	<b>17,374</b>	<b>35,271</b>	<b>40,438</b>	<b>22,405</b>	<b>95,000</b>																		
<b>Expenditure</b>																								
Soham Station	1,858	1,213	5,737	13,104	897	22,809	22,809	0					GRIP 4		GRIP 5/site clearance		GRIP 6 Construction							GRIP 7/8
March Junction Improvements	303	455	3,935	1,550	-	6,243	1,500	4,743	Study	Consultation			Quick Win Construction											
Wisbech Rail	39	1,139	1,329	2,000	3,000	7,506	1,500	6,006					GRIP 3 / FBC				GRIP 4/8/ construction							
Coldhams Lane roundabout improvements	71	121	1,109	1,500	-	2,801	601	2,200		Study			Construction											
Fengate Access Study - Phase 1	122	86	1,344	4,890	-	6,442	552	5,890		SOBC														
Regeneration of Fenland Railway	-	492	2,581	1,059	-	4,133	2,200	1,933		Study			Implementation											
A1260 Nene Parkway Junction 15	121	171	408	8,000	-	8,701	476	8,225		SOBC/OAR		OBC					Construction TBC							
A1260 Nene Parkway Junction 32-3	34	303	4,547	3,500	-	8,384	354	8,030		SOBC/OAR		OBC					FBC							Construction unable to construct in 15 & in 32-33 at same time
A16 Norwood Dualling	-	69	381	730	12,000	13,180	50	13,130		SOBC/OAR		OBC					FBC							Construction
A10 Junctions and Dualling	226	-	1,000	1,000	-	2,226	226	2,000					SOBC				OBC							FBC
A141 capacity enhancements	133	-	628	1,000	5,000	6,761	1,053	5,708		Study			OBC				FBC							Construction
A505 Corridor	122	-	422	-	-	544	544	0		Study			Prelim SOBC											
A605 Oundle Rd Widening - Alwalton	225	-	795	-	-	1,020	1,020	0					Construction											
University Access (Fengate Ph 2)	-	53	267	700	1,280	2,300	200	2,100					SOBC				OBC		Approval of FBC					
Transport services	66	-	-	-	-	66	66	0																No further TCF funding
Cambridge South Station	250	-	-	-	-	250	250	0																No further TCF funding
A47 Dualling	597	-	-	-	-	597	597	0																No further TCF funding
Wisbech Access Strategy	275	-	-	-	-	275	275	0																No further TCF funding
Queen Adelaide Crossing	183	-	-	-	-	183	183	0																No further TCF funding
<b>Total Expenditure</b>	<b>4,626</b>	<b>4,103</b>	<b>24,484</b>	<b>39,033</b>	<b>22,177</b>	<b>94,422</b>	<b>34,456</b>	<b>59,965</b>																

#### Narrative:

This table represents more the 2019/20 spend and the future years forecast.

Top Table represents schemes with TCF spend in 2019/20 with projected spend profile for future years.

Lower Table represents schemes that have had previous years TCF spend and now have projected spend in future years.

The 2018/19 spend at £4,626 (Coulmn H) is the total spend in that period not fully represented in this table but represented in the delivery plan.

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## Appendix 2

Combined Authority Board - Dashboard Report			
Directorate	Transport		
Programme Information			
Project number and name	TRANS054	A10 Junctions and Dualling	Project RAG status and direction of travel Amber ↓
Project description	This project follows the conclusion of the A10 Corridor Study project, and is designed to develop the Strategic Outline Business Case for dualling the A10 between the Milton Interchange at Cambridge and the A142/A10 at Ely.		
Project update and rationale for current RAG status	Work continues on options development with the focus on identifying the short list for modelling and appraisal. There have been some delays due to the need for greater differentiation between options, but it is felt that these can be recovered. Strategic Case is well developed, and the outline structure for the SOBC document is in place. Due to the delays in reaching agreement on the short list, with the extra work and the challenges that the move to remote working and additional pull on stakeholder resources present, the completion date is under pressure, hence project status assessment this month as amber.		
Reporting month	April	Project stage	SOBC
Project Manager	Robert Jones	Director	Paul Raynes
Agreed completion date	Jun-20	Forecast completion date	Jun-20

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FINANCIALS			
TCF Budget Estimate	£2,226,000	Approved MTFP Budget (Project Lifetime)	£500,000
		Actuals (Project Lifetime)	£201,298

Project number and name	TRANS003	A1260 Nene Parkway Junction 15 improvements	Project RAG status and direction of travel	Green -
Project description	Improvement works on junction linking A47 with A1260 Nene Parkway.			
Project update and rationale for current RAG status	The current phase of the project is – Outline Business Case (OBC) and Preliminary design. Latest update - Outline design completed and is going through the costing stage. OBC is being updated and is now estimated to be completed by end of April. Status remains Green as progressing well.			
Reporting month	April	Project stage	OBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Apr-20	Forecast completion date	Apr-20	
FINANCIALS				
TCF Budget Estimate	£8,700,927	Approved MTFP Budget (Project Lifetime)	£476,299	
		Actuals (Project Lifetime)	£292,966	

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Project number and name	TRANS004	A1260 Nene Parkway Improvement Jn 32 to Jn 3 (Fletton Parkway)	Project RAG status and direction of travel	Green -
Project description	Improvements are required between Junction 32 of A1260 Nene Parkway and Junction 3 of A1139 Fletton Parkway which experiences severe congestion during peak hours of the day.			
Project update and rationale for current RAG status	The current phase of the project is – Outline Business Case (OBC) and Preliminary design. Latest update - Outline design completed and is going through the costing stage. Outline Design is complete and costing is underway. Status remains Green as progressing well.			
Reporting month	April	Project stage	OBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Apr-20	Forecast completion date	Apr-20	
FINANCIALS				
TCF Budget Estimate	£8,384,084	Approved MTFP Budget (Project Lifetime)	£354,000	
		Actuals (Project Lifetime)	£337,229	

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Project number and name	TRANS006A141 Capacity Enhancements		Project RAG status and direction of travel	Green -
Project description	This project is to understand the various transport challenges in the Huntingdon area associated with the A141 and identify potential options for improvement.			
Project update and rationale for current RAG status	Progress is being maintained with the technical work and options assessment, with continuing engagement with members. The status remains as green as budget and programme are likely to be met. Recently the project has added a CE which includes the impact of the 3RC to understand if the 3RC is needed if a new A141 is constructed. This was approved at the CA Transport Committee in January 2020.			
Reporting month	April	Project stage	SOBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Jul-20	Forecast completion date	Jul-20	
FINANCIALS				
TCF Budget Estimate	£7,111,000	Approved MTFP Budget (Project Lifetime)	£1,402,812	
		Actuals (Project Lifetime)	£324,713	

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## Appendix 1



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Project number and name	TRANS008A16 Norwood Dualling		Project RAG status and direction of travel	Green -
Project description	Infrastructure improvements to the existing section of the A16 to the roundabout with the A47. To aid with additional traffic growth expected from Norwood development.			
Project update and rationale for current RAG status	The current phase of the project is – Strategic Outline Business Case and Options Appraisal Report Latest update - SOBC stage is in progress. There is a delay as PCC complete validation of their Saturn Model, however, PCC have confirmed that it will be completed on time by increasing time resource during June. Current status is Green.			
Reporting month	April	Project stage	SOBC	
Project Manager	Anna Graham	Director	Paul Raynes	
Agreed completion date	Jun-20	Forecast completion date	Jun-20	
FINANCIALS				
TCF Budget Estimate	£13,180,000	Approved MTFP Budget (Project Lifetime)	£50,000	
		Actuals (Project Lifetime)	£69,264	

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Project number and name	TRANS012	A505 Royston to Granta Strategic Transport and Growth Study	Project RAG status and direction of travel	Green -
Project description	This is Stage 1 of the Royston to Granta Park Strategic Growth and Transport Study. Stage 1 involves the completion of a Transport Audit Report to set out the current transport conditions in the area and the future travel demand. It also includes the preparation of a multi-modal Preliminary Strategic Outline Business case for the area			
Project update and rationale for current RAG status	The development of long list options has begun with initial discussions taking place with the Project Team and planned with Members on 30/04. Planning for stakeholder engagement on long list options is taking place. Transport Audit Report is complete.			
Reporting month	April	Project stage	SOBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Stage 1 October 2020	Forecast completion date	Stage 1 October 2020	
FINANCIALS				
TCF Budget Estimate	£544,000	Approved MTFP Budget (Project Lifetime)	£1,124,000	
		Actuals (Project Lifetime)	£278,171	

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Project number and name	TRANS013	A605 Oundle Road Widening - Alwalton to Lynch Wood Business Park	Project RAG status and direction of travel	Amber ↓
Project description	The A605 Alwalton to Lynchwood Peterborough scheme looks to improve access into the Business Park which suffers from severe congestion during peak hours.			
Project update and rationale for current RAG status	Construction work is currently on hold due to Covid-19 outbreak. The status of the project has therefore reduced to Amber.			
Reporting month	April	Project stage	Post-FBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Jul-20	Forecast completion date	Jul-20	
FINANCIALS				
TCF Budget Estimate	£1,020,000	Approved MTFP Budget (Project Lifetime)	£1,515,000	
		Actuals (Project Lifetime)	£723,325	

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Project number and name	TRANS020Coldhams Lane Roundabout		Project RAG status and direction of travel	Amber -
Project description	This project will consider introducing improvements to the roundabout at the junction of Coldhams Lane, Brooks Road and Barnwell Road, Cambridge.			
Project update and rationale for current RAG status	The main driver for project is to improve safety for all road users whilst providing a more pleasant environment for pedestrians / cyclists. Any improvements considered should not have an adverse effect on traffic flows. Design and Option Appraisal work is in progress with redesign of the options available to value engineer them down below the agreed project budget of £2.4m for construction (inclusive of £220k from S106 funding). With this and consultation delay the programme will be impacted, hence the amber RAG status. There is now the added impact of COVID-19 which may affect available resource and ability to undertake public consultation.			
Reporting month	April	Project stage	OBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Jul-21	Forecast completion date	Jul-21	
FINANCIALS				
TCF Budget Estimate	£2,800,950	Approved MTFP Budget (Project Lifetime)	£600,864	
		Actuals (Project Lifetime)	£193,055	

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Project number and name	TRANS023	Fengate Access Study - Eastern Industries Access Phase 1	Project RAG status and direction of travel	Amber -
Project description	A business case and design to look at improving access to large employment area at Red Brick Farm within Eastern Industries at Fengate.			
Project update and rationale for current RAG status	The current phase of the project is – Strategic Outline Business Case (SOBC) and Options Assessment Report (OAR) Latest update - Project is still on-hold the team is waiting for the completion and submission to planning of Red Brick Farm application. This was expected to be submitted and considered in the July Planning Committee. The developer is currently considering mitigation for its development and so they are potentially looking to fund/deliver some of the schemes identified in the study. Due to this the status remains amber. Due to COVID-19 there might be further delays to the Planning Committee and a decision being made so that the team can finalise the business case. Looking into others ways to finalise to ensure programme is minimised.			
Reporting month	April	Project stage	SOBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Apr-20	Forecast completion date	Jun-20	
FINANCIALS				
TCF Budget Estimate	£6,442,477	Approved MTFP Budget (Project Lifetime)	£552,209	
		Actuals (Project Lifetime)	£208,401	

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Project number and name	TRANS037	March Area Transport Study (Stage 0-1)	Project RAG status and direction of travel	Amber -
Project description	The aim of the study is to identify potential transport interventions in March, Fenland which will address existing capacity and safety problems whilst mitigating for future growth. Following substantial engagement with members, a number of options have been identified for modelling, with varying degrees of impact on the town centre. In addition a set of Quick Wins have been identified during the Member Steering group. These were taken to March T&IC.			
Project update and rationale for current RAG status	Public Consultation is temporarily on hold due to Covid-19 pandemic, and therefore the status has been maintained as amber. Alternative options to maintain progress are currently being explored including running an interim online only consultation before proceeding with face to face consultation events at the earliest opportunity. Works related to Quick Wins is ongoing and detailed design and programmes to construction is in development. The Option Assessment has been completed (FEB 20) but as the Quick Wins has been combined with this project the Forecast Completion Date has been extended to March 2021. A change event is to be submitted to reflect the change in scope.			
Reporting month	April	Project stage	SOBC	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Feb-20	Forecast completion date	Mar-21	
FINANCIALS				

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TCF Budget Estimate	£6,243,000	Approved MTFP Budget (Project Lifetime)	£1,499,726	
		Actuals (Project Lifetime)	£762,775	
Project number and name	TRANS041	Regeneration of Fenland Railway Stations	Project RAG status and direction of travel	Green -
Project description	The Fenland Stations Regeneration Programme contains a range of short, medium and long term projects, designed to improve Manea, March and Whittlesea Stations. A high level station masterplan has been produced for each station with a range of projects. These are station improvements that are part of a wider Fenland Rail Development Strategy (2011-2031) including railway service improvements and more local community involvement with the railways. More local involvement is being delivered through the Hereward Community Rail Partnership.			
Project update and rationale for current RAG status	The overall programme remains on track. Both FDC and CPCA have agreed a joint approach which will now see the whole programme delivered in two phases. The platform extensions and Pedestrian bridge at Manea and Whittlesea will now form part of phase two to come forward when there is more certainty about new services being delivered along the line. Now FDC and CPCA have agreed the overall approach regarding the platform extensions and the pedestrian bridge the overall status of the project remains green.			
Reporting month	April	Project stage	In Delivery	
Project Manager	Mehmet Ahmet	Director	Paul Raynes	
Agreed completion date	Dec-23	Forecast completion date	Jul-21	
FINANCIALS				
TCF Budget Estimate	£4,133,000	Approved MTFP Budget (Project Lifetime)	£2,200,000	
		Actuals (Project Lifetime)	£492,340	

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Project number and name	TRANS044 Soham Station		Project RAG status and direction of travel	Amber ↓
Project description	Develop the GRIP 4 to 8 design of a new Railways Station and car park in Soham.			
Project update and rationale for current RAG status	Whilst there have been a number of successful activities, there are a number of variables associated with COVID19 which may impact the shorter term delivery. The planned submission of the Permitted Development (PD) planning application to ECDC has been brought forward to 1st May from June. There is uncertainty for the time taken to process this application within the maximum 13 weeks period programmed. CPCA have been in discussion with ECDC planning team who continue to follow Government guidance. At time of writing this guidance should not impact the maximum timescale, so the project has been reduced to amber.			
Reporting month	April	Project stage	In Delivery	
Project Manager	Robert Jones	Director	Paul Raynes	
Agreed completion date	Dec-22	Forecast completion date	Dec-22	
FINANCIALS				
TCF Budget Estimate	£22,809,000	Approved MTFP Budget (Project Lifetime)	£24,091,064	
		Actuals (Project Lifetime)	£4,353,984	

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Project number and name	TRANS024University Access (Fengate Ph 2)		Project RAG status and direction of travel	Green ↑
Project description	Access improvements to the site selected for the new University of Peterborough.			
Project update and rationale for current RAG status	The current phase of the project is – Strategic Outline Business Case and Options Appraisal Report. The status has been increased to Green. Although there are delays due to changes in the areas development plans and for the Saturn Model to be updated there seems to be sufficient float in the programme to mitigate the delay and achieve the end date.			
Reporting month	April	Project stage	SOBC	
Project Manager	Anna Graham	Director	Paul Raynes	
Agreed completion date	Nov-20	Forecast completion date	Nov-20	
FINANCIALS				
TCF Budget Estimate	£2,300,000	Approved MTFP Budget (Project Lifetime)	£200,000	
		Actuals (Project Lifetime)	£53,382	

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Project number and name	TRANS050 Wisbech Rail		Project RAG status and direction of travel	Amber -
Project description	To complete study work to support the reopening of the historic railway line between March and Wisbech.			
Project update and rationale for current RAG status	A CE was discussed and agreed at the Project Board held on 4.2.20 which instructed the consultant to incorporate survey results into the GRIP3 equivalent design and then the financial assessment. This will extend the programme until July 2020. The Transport and Infrastructure Committee at the CPCA were updated on the project on 6 March 2020, with the presentation of the conclusions of the Options Assessment Report. Draft GRIP 3 and Full Business Case have been received and commentary returned.			
Reporting month	April	Project stage	FBC	
Project Manager	Anna Graham/Rowland Potter	Director	Paul Raynes	
Agreed completion date	Mar-20	Forecast completion date	This stage March 2020 / Project July 2020	
FINANCIALS				
TCF Budget Estimate	£7,506,000	Approved MTFP Budget (Project Lifetime)	£1,520,000	

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		Actuals (Project Lifetime)	£1,178,146
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<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.5</b>
<b>09 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## ENGLAND'S ECONOMIC HEARTLAND – CONSULTATIONS

### 1.0 PURPOSE

- 1.1. This paper invites the Committee to advise the Combined Authority Board on the terms of a response to proposals made by England's Economic Heartland in recent consultation documents.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
The Transport and Infrastructure Committee is recommended to:  (a) Approve the public consultation response to the England Economic Heartland's (EEH) Transport Strategy and proposal for a sub-national transport body attached at Appendix 1; and  (b) Provide feedback on the proposed Peterborough-Northampton-Oxford connectivity study to be undertaken by EEH.	<b>Voting arrangements</b>  Simple majority of all Members

## 2.0 BACKGROUND

- 2.1. England's Economic Heartland (EEH) is a partnership of Local Transport Authorities and Local Enterprise Partnerships that covers an area from Swindon and Oxfordshire in the west to Cambridgeshire and Peterborough in the east. The Combined Authority is not a member of EEH but has Associate Member status.
- 2.2. EEH has produced a draft Transport Strategy aimed at enabling the region's transport system to support sustainable economic recovery and growth, while reaching net zero carbon emissions no later than 2050. In addition, the EEH are consulting on a proposal to establish a statutory sub-national transport body.

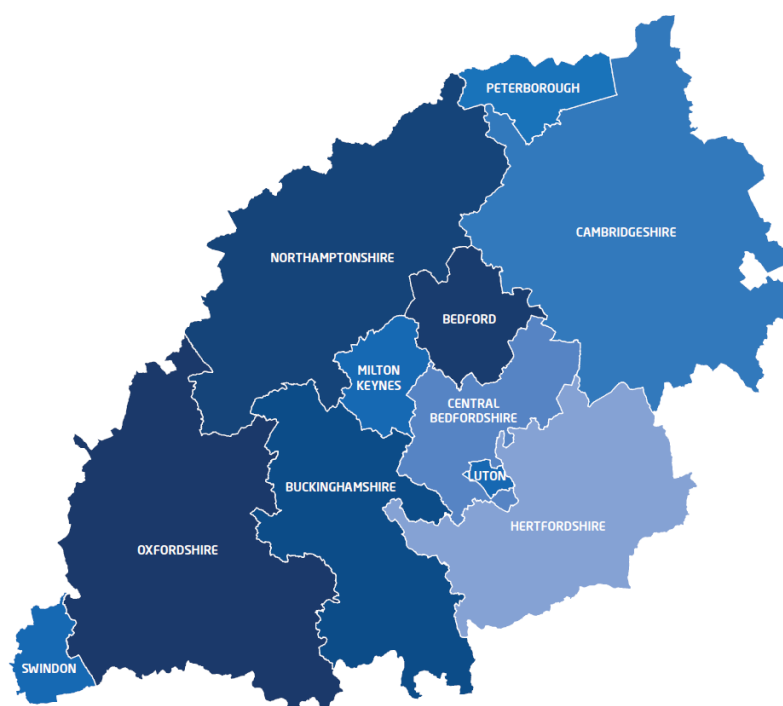


Figure 1: Map showing EEH region

- 2.3. The formal public consultation runs until 6th October and covers the draft Transport Strategy, Integrated Sustainability Appraisal and Proposal to Establish a Statutory Sub-national Transport Body. This paper forms the basis of the response from the Combined Authority.
- 2.4. Following the conclusion of the public consultation the final version of the Transport Strategy will be published at the turn of the year.

### EEH draft Transport Strategy

- 2.5. The EEH's draft Transport Strategy was shaped using several methods, including:
  - Contributions from the elected members who sit on EEH's Strategic Transport Forum.

- Analysis of feedback from public and stakeholder events held during 2019; and
- Technical studies published alongside the Draft Transport Strategy.

2.6. The EEH Transport Strategy's proposed policy priorities are:

- Use the need to decarbonise our transport system as the opportunity to harness innovation and deliver solutions that in themselves generate economic growth.
- Champion investment in digital infrastructure as a means of improving connectivity, particularly within our rural communities, in order to reduce the need to travel.
- Use delivery of East West Rail as the catalyst for the transformation of our strategic public transport networks, investing in those networks to connect our economic assets and communities in a shared endeavour that unlocks added value;
- Champion increased investment in active travel and shared transport solutions to improve local connectivity and ensure that everyone can realise their potential; and
- Ensure that our freight and logistic needs continue to be met whilst lowering the environmental impact of their delivery.

2.7. The specific policies are set out in **Appendix 2**.

### **Fit between EEH strategy and Cambridgeshire and Peterborough strategy**

2.8. EEH's Transport Strategy broadly aligns with the Combined Authority's priorities set out in the Growth Ambition Statement, Local Transport Plan, and Business Plan. The document recognises the importance of strategic transport schemes such as East-West Rail and the Cambridgeshire Autonomous Metro – although it does not appear to understand that CAM is not a Cambridge-only scheme – and the Felixstowe to Nuneaton rail corridor, as well as Cambridge South station.

2.9. The strategy has deliberately limited its scope to priorities that have wide significance across the region. Given its potential role as a sub-national transport body in advising government – as, for example, the gatekeeper on any future applications made for national roads funding - Members will want to consider whether they would wish to see more specific Cambridgeshire and Peterborough priorities explicitly recognised, or whether it is acceptable to leave the EEH Board and officers with wide latitude within the overall aims of the strategy about which future schemes it supports or does not support. If EEH is to play a role in determining which Cambridgeshire and Peterborough schemes are submitted to government, it may be appropriate for them to be embedded in the strategy. Members might wish to see explicit support in the strategy for key schemes under development which are likely to require government funding, such as the A10, A47 dualling, Wisbech rail restoration, and rail capacity improvements at Ely North junction.

2.10. The strategy's environmental ambitions are limited compared to the Combined Authority's policies. There is alignment on a 2050 zero carbon target, but the

strategy could go further in adopting ambitions such as the doubling nature target, the promotion of active travel and the need to investigate alternative fuels.

- 2.11. It is also, of course, highly likely that the evidence base for the transport strategy will need to be revisited in the light of the Covid pandemic as the challenges, opportunities, potential solutions and strategic direction may ultimately require changing to reflect changed travel behaviours which affect demand on the system and network. The strategy also proposes nine priority connectivity studies to begin in the near future. These would be well timed to consider this “new-norm”.

### **Connectivity Study**

- 2.12. EEH have proposed a programme of connectivity studies as part of the Transport Strategy’s implementation. The development of the programme was shaped by the information held in the Regional Evidence Base, together with responses to their Outline Transport Strategy. The overarching programme identified parts of the region where there is a need to work with partners to identify the proposals that need to be taken forward into the investment pipeline for delivery.
- 2.13. One of the connectivity studies identified within the Transport Strategy is the Peterborough – Northampton – Oxford corridor. The aim of the study is to develop an integrated package of measures that connect key strategic locations across the region.
- 2.14. Officers have met EEH to discuss this study and CPCA has been asked to join the steering group for the study and nominate other members from the area. There is ample scope at this stage to shape the scope and purpose of the work. In line with the narrative of the strategy, EEH consider that digital connectivity should be considered alongside transport interventions. Members may wish to ensure that the study gives consideration to Peterborough’s connections with the East Midlands and the work being undertaken by partners on the A47 corridor, as well as the implications for development West of Peterborough. If members support the study, Combined Authority officers will seek to ensure proactive and appropriate involvement and engagement with EEH in the development of an appropriate brief to make sure all the key transport challenges, needs and opportunities within our region are considered.

### **The Authority’s EEH proposal for a sub-national Transport Body**

- 2.15. The Government introduced the power to establish Sub-national Transport Bodies on a statutory basis through the Cities and Local Devolution Act 2016, amending the Local Transport Act 2008. The primary legislation sets out that a statutory Sub-national Transport Body would have a range of general functions, including:
- To prepare a transport strategy for the area.

- To provide advice to the Secretary of State about the exercise of transport functions in relation to the area (whether exercisable by the Secretary of State or others); and
- To co-ordinate the carrying out of transport functions in relation to the area that are exercisable by different constituent authorities with a view to improving the effectiveness and efficiency in carrying out those functions.

2.16. Once established as a statutory body the Secretary of State would have to have regard to the advice of the Sub-national Transport Body (STB). This would include, for example, DfT using the STB as a filter to prioritise funding applications, and – as set out in the consultation document – the STB having the ability to vary Highways England’s RIS plans.

2.17. The political leadership of EEH and the associated Strategic Transport Forum have set out an intention to seek powers they believe are proportionate and are necessary in order to implement the Transport Strategy. Within the documentation, EEH have stated that *“they have equally been clear that the proposal would complement and build on the existing powers of Local Authorities”*. Several of the powers proposed, including on public transport and highways, would be concurrent with those exercised by the Combined Authority and the two Highways Authorities. In principle, this would allow EEH to act in parallel with Cambridgeshire and Peterborough authorities. It is not at this point clear how the exercise of bus powers by a STB would be coordinated with a possible move to franchising or quality partnerships, or the introduction of CAM, in Cambridgeshire and Peterborough. The Highways Authorities for the Combined Authority area have not, in the recent past, been enthusiastic about the development of concurrent powers to carry out highways works.

2.18. EEH proposes that the members of the statutory Sub-national Transport Body would be the Transport Authorities within the region. This would represent a change from the current position under which it is the Highways Authorities which are full members of EEH.

2.19. In past discussions, Combined Authority members have raised the question of EEH’s geography. On one hand, EEH’s membership does not coincide with the OxCam Arc’s geography, although it supports the OxCam Arc’s transport discussions (EEH also includes Northants, Hertfordshire and Swindon, while not all Cambridgeshire and Peterborough authorities participate in the Arc). On the other, some of the key corridors in EEH’s scope run eastwards beyond Cambridgeshire and Peterborough to the East coast. Combined Authority members have in the past expressed concern that the EEH geography makes Cambridge a “bookend” and that its scope should be extended to include Norfolk, Suffolk, and Essex which currently form part of the Transport for the East partnership.

2.20. The proposed powers sought by EEH are set out at **Appendix 3**.

## **Recommendations**

2.21. The Committee is invited to consider the draft single consultation response attached at **Appendix 1**.

2.22. The Committee is invited to offer views on the potential objectives for the Peterborough-Northampton-Oxford connectivity study.

### **3.0 FINANCIAL IMPLICATIONS**

3.1. There are no direct financial implications; however, the proposed STB would be partly funded by a levy on member authorities. The Combined Authority currently pays a nominal subscription for Associate Membership of EEH.

### **4.0 LEGAL IMPLICATIONS**

4.1. The recommendations accord with CPCA's powers under Parts 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (S1 2017/251).

### **5.0 SIGNIFICANT IMPLICATIONS**

5.1. None not set out above.

### **6.0 APPENDICES**

6.1. Appendix 1 – England's Economic Heartland – Consultations on Draft Transport Strategy and on Statutory Status

6.2. Appendix 2 – EEH Draft Transport Strategy – Policies and Connectivity Studies

6.3. Appendix 3 – Proposed Powers and Responsibilities

<b><u>Source Documents</u></b>	<b><u>Location</u></b>
EEH Draft Transport Strategy	<a href="#">EEH Draft Transport Strategy</a>
EEH Proposal to establish the Sub-national Transport Body	<a href="#">EEH Proposal to establish the Sub-national Transport Body</a>

**ENGLAND'S ECONOMIC HEARTLAND – CONSULTATIONS ON DRAFT TRANSPORT STRATEGY AND ON STATUTORY STATUS**

**RESPONSE BY CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY**

Cambridgeshire and Peterborough Combined Authority was established under a Devolution Deal with the government in 2017 and is the Transport Authority and, through the Business Board, the Local Enterprise Partnership for its area. Cambridgeshire and Peterborough is the engine room of high-productivity growth in the Oxford to Cambridge Arc and has generated 43% of GVA growth and 31% of jobs growth in the Arc between 2014-18 while accounting for only 23% of its population. The Combined Authority values the support better transport connectivity will provide for its ambitious plans to double GVA in the region over 25 years and reduce carbon emissions to net zero by 2050, and is therefore pleased to respond to EEH's consultations on a Transport Strategy and possible changes to institutional arrangements.

**Transport Strategy: carbon and the environment**

The Combined Authority welcomes the alignment between its Local Transport Plan ambitions to reduce carbon emissions to net zero by 2050 and the policies set out in the EEH draft strategy. It is also pleasing to see in policy 4 a broadly similar user hierarchy to that set out in the Cambridgeshire and Peterborough LTP. We are also pleased that policy 20 echoes the Combined Authority's policy on digitally enabling transport corridors. It is right that policy 24 supports the delivery of high quality sustainable mass transit systems such as the CAM. It is a slight concern, however, that the policy set does not recognise the full potential of the CAM, which is a regional solution for the whole of Cambridgeshire and Peterborough rather than a Cambridge-focussed scheme, and is both a low-carbon solution, and an enabler of sustainable housing and employment growth.

The strategy's policies can go further in promoting a green future. Policy 5, for example, could consider adopting a "doubling nature" ambition of the kind embodied in the Combined Authority's policies.

**Transport strategy: connectivity**

The Combined Authority also supports the central, and in the future the Eastern, sections of East West Rail (policy 7, 8), including the new station at Cambridge South (policy 10). EEH should consider supporting the Combined Authority in pressing for Cambridge South to be delivered by 2025.

We would welcome EEH's explicit support for increased capacity at Ely North Junction and on the line between Ely and Newmarket via Soham to support both passenger and freight traffic, and for the restoration of a rail service between Wisbech and Cambridge that can take advantage of new train paths created by that capacity (policy 17, policy 30).

Stansted Airport is very significant for the Cambridgeshire and Peterborough area and connectivity to Stansted via the M11 should be reflected as a priority in policy 28.

The key road freight corridors mentioned in policy 33 should include the A47, and reflect the need to dual that road between Peterborough and Wisbech.

A further key regional road priority the strategy should promote is dualling the A10 between Ely and Cambridge.

### **Institutional arrangements**

In considering the role of Subnational Transport Bodies, real economic geography is a central consideration. The Combined Authority's strategies are founded on the evidence base contained in the Cambridgeshire and Peterborough Independent Economic Review which anchors our approach in a deep understanding of the way the local economy and travel patterns function. Any future STB should be equally based on a strong understanding of economic geography.

From a Cambridgeshire and Peterborough perspective, it is clear that EEH's current geography does not match the area's economic connectivity. As the comments on the Transport Strategy above make clear, Cambridge is not a bookend. Key transport corridors for Cambridgeshire and Peterborough run to the East Coast by road and rail, for both freight and passengers. With a greater emphasis on international trade after Brexit, these corridors are likely to be increasingly important. The A10, A47, and the Felixstowe to Nuneaton rail corridor, as well as the CAM, are hugely important to meet our levelling-up objective of spreading Greater Cambridge's success more widely, as well as addressing housing market pressures. Significant commuting catchments run into Norfolk and Suffolk.

From a national government (DfT) perspective, it would also make sense to limit both gaps and overlaps and ensure that any new STBs it creates are genuinely strategic and include as much as possible of major corridors (such as the Felixstowe rail corridor) to ensure that the potential STB role in RIS and rail franchise decisions genuinely adds value and does not simply add noise and fragmentation that dilutes genuine national priorities.

At the same time, although the Combined Authority has welcomed EEH's important role in the OxCam Arc, it is anomalous that EEH, as the Arc's de facto transport voice, is not aligned to the Arc's geography.

The Combined Authority would therefore invite EEH to begin discussions with Transport for the East and its own members about the potential for fixing a genuinely strategic geography on which future conversations about a STB role might be based.

In advance of such discussions, the Combined Authority considers further steps towards the creation of a formal STB could be a false start.

Subject to that first step, the Combined Authority and its member councils are also sceptical about the proposed model of concurrent powers, especially in relation to highways interventions and bus partnerships.



As a matter of principle, coordinating the exercise of concurrent powers threatens the creation of a new bureaucratic industry. Effective upstream alignment of strategy is a more effective and much cheaper tool than dual-running the exercise of powers.

As a matter of practicality, the Combined Authority is far advanced with business plans for the reform of bus commissioning in this area: the potential for a further layer of bus commissioning to be added could jeopardise the good progress that has been made with operators and other stakeholders, at a time when the bus market has been seriously disrupted by Covid, rendering much work and public expense nugatory. Such a development would not be timely.

We understand that a number of the Combined Authority's member councils are not supportive of the creation of a statutory STB under any circumstances. They take the view that decision should be taken as close to the citizen as possible and that a regional STB is too remote.



**EEH DRAFT TRANSPORT STRATEGY: POLICIES AND CONNECTIVITY STUDIES**

**Policies**

1 We will support and plan for the decarbonisation of the rail network with priority given to securing:

- Completion of the Midland Mainline electrification
- Delivery of East West Rail as an electrified route
- Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres
- Delivery of a long-term solution for the electrification of the Chiltern Main Line between Birmingham and London Marylebone.

2 We will support and plan for the decarbonisation of the road fleet, working with the private sector, the energy sector, local authorities and Highways England to ensure the infrastructure required to support an electric fleet (including buses and freight) is available.

3 In identifying future investment requirements we will prioritise those which contribute to a reduction in single occupancy car journeys of 20% (of total traffic flow) by 2040 (compared with 2020).

4 We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following hierarchy:

- i) Active Travel Modes (pedestrians and cyclists)
- ii) Public transport and shared modes (bus, scheduled coach and rail)
- iii) Low emission/ zero carbon private vehicles, including two wheeler vehicles
- iv) Other Motorised modes All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users.

5 In identifying future investment requirements we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability and environmental net gain outcomes.

6 We will continue to work with partners, universities, operators, and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale.

7 We support the delivery of the East West Rail project (including its Eastern Section), with the expectation that Phase 2 of the Western Section is open from Oxford – Bedford by 2024, Aylesbury – Milton Keynes by 2025 and the Central Section by 2030.

8 We will work with Network Rail and the EWRCo to prioritise delivery of East West Rail as a digitally connected and enabled corridor.

9 We will work with the EWRCo and Network Rail and neighbouring STBs to identify opportunities to realise the longer-term potential of the East West Main Line in support of economic activity and planned housing growth.

10 We will work with partners, the EWRCo and Network Rail to ensure that where the East West Main Line intersects existing main lines the opportunity is taken to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations:

- Oxford Stations
- Bicester Stations
- Aylesbury Station
- Bletchley/Milton Keynes Stations
- Bedford Midland Station
- East West Rail/East Coast Main Line
- Cambridge/Cambridge South Stations.

11 We will work with partners to prioritise investment in improved local connectivity at East West Main Line stations with their local communities.

12 We will prioritise improvements to east-west connectivity to support economic activity and in support of planned housing growth, including:

- i) A northern arc connecting north Oxfordshire, Northamptonshire, and Peterborough
- ii) A southern arc connecting Buckinghamshire, southern Hertfordshire and Cambridgeshire.

13 We will work with Western Gateway and Network Rail to develop proposals that strengthen connectivity between Swindon/Oxford and the South West and South Wales in support of economic activity and planned growth.

14 We will work with Government, Network Rail, Highways England and Oxfordshire County Council to develop a long-term solution to challenges on the Didcot – Oxford – Bicester/ Banbury corridor.

15 We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity within the region.

16 We will work with Government, Network Rail, adjoining STBs and partners to develop a solution that improves connectivity on the Luton – Bedford – Wellingborough/Kettering – East Midlands corridor.

17 We will work with the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridgeshire Rail Corridor Study.

18 We will work with partners, including Government and Highways England to develop a long-term solution to the challenges of the A1 (East of England) corridor.

19 We will prioritise investment in the development of public transport based solutions when improving intra-regional connectivity between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change.

20 To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure owners to ensure that all new strategic infrastructure investment is designed as digitally enabled corridors.

21 We will support investment in the Strategic Road Network and Major Road Network where this meets one or more of the following criteria and is consistent with wider environmental objectives:

- a) Protects and enhances the existing infrastructure asset
- b) Delivers a solution to an identified problem on the existing infrastructure asset
- c) Enables access to new economic opportunities and/or additional housing growth.

22 We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change to achieve improved intra-regional connectivity: the levels of service will be reviewed on a bi-annual basis.

23 We will work with local planning authorities and local enterprise partnerships to use the opportunities created by investment in strategic transport infrastructure and services to shape the location of future economic and housing growth proposals. We will work with partners to ensure integration of travel modes and local connectivity are integral components of any such proposals

24 We will support the development and delivery of high quality, segregated mass transit systems where there is the potential market for its long-term sustainability: priority will be given to supporting the delivery of such systems in the following locations:

- Cambridge (the CAM)
- Milton Keynes
- The A414 corridor in Hertfordshire

25 We will work with partners to establish 'mobility hubs' in areas of significance as locations where interchange between travel modes is actively enabled.

26 We will work with public transport operators and the Government to develop industry-led solutions that enable frictionless travel using a combination of travel modes.

27 We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve local connectivity, including exploring options for centres of mobility.

28 We will work with infrastructure owners/ operators, Network Rail, Highways England and the Government to improve surface access by public transport to international airports in order to reduce the environmental footprint of their operations, with priority given to:

- Luton Airport – with a focus on improving travel opportunities via services on the Midland Main, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART)

- Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow.

29 We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional corridors: priority will be given to identifying solutions to future needs on the following corridors:

- Swindon/Southampton – Reading – Didcot/Oxford – West Midlands
- London – Luton – Bedford – East Midlands.

30 We will work with Network Rail and all relevant Sub-national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors:

- Felixstowe to Nuneaton
- East West Main Line
- Southampton to West Midlands.

31 We will work with Network Rail and all relevant Sub-national Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors:

- Midland Main Line – providing access into the region from aggregate sources in the Midlands
- Great Western Main Line – providing access into the region from aggregate sources in western England and Wales.

32 We will support the development of Strategic Rail Freight Interchanges where they support the ambitions of this strategy.

33 We will work with Highways England, local highway authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors:

- The M25/M1
- The A34 and M40 north of Oxford
- The A1 corridor (north of Huntingdon)
- The A14
- The A508 into Northampton.

34 We will work with Highways England, local highway authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impact on communities living in and around freight corridors.

35 We will work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking and their associated facilities.

36 We will work with local transport authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met.

### **Connectivity studies**

- London – Bucks – Milton Keynes – Northampton
- Peterborough – Northampton – Oxford
- Luton – Milton Keynes – Daventry
- Swindon – Didcot – Oxford
- Watford – Aylesbury – Bicester – M40
- North Northamptonshire
- Oxford – M40 junctions
- Luton – Bedford – Northamptonshire
- Northampton – Milton Keynes.





# PROPOSED POWERS AND RESPONSIBILITIES

POWER	RATIONALE
<b>General functions</b>	
<p><b>Section 102H of the Local Transport Act 2008</b></p> <p>Prepare a transport strategy, advise the Secretary of State, co-ordinate the carrying-out of transport functions, make proposals for the transfer of functions, make other proposals about the role and functions of the STB.</p>	<p>This legislation provides the general powers required for EEH to operate as a statutory Sub-national Transport Body, meeting the requirements of the enabling legislation to facilitate the development and implementation of a transport strategy to deliver regional economic growth.</p> <p>Government at both national and local level recognises that the solutions required to deliver regional economic growth are best identified and planned for on a regional scale by those who best understand the people and businesses who live and work there.</p>
<b>Rail</b>	
<p><b>Right to be consulted about new rail franchises.</b></p> <p>Section 13 of the Railways Act 2005 – Railway Functions of Passenger Transport Executives.</p>	<p>This right would ensure that as a statutory Sub-national Transport Body EEH would be consulted before the Secretary of State issues any invitation to tender for a franchise agreement.</p> <p>The right of consultation reflects the role of EEH as a strategic partners, enabling us to influence future rail franchises to ensure the potential need for changes to the scope of current services and potential new markets identified by EEH are considered by the Secretary of State.</p> <p>EEH is uniquely placed to provide a regional perspective and consensus on the priorities for rail in its region.</p> <p>Changes to the current franchising model are likely following the Williams Review. Regardless of those changes, EEH is clear that it should have a role in shaping future rail service provision.</p>
<p><b>Set High Level Output Specification (HLOS) for Rail</b></p> <p>Schedule 4A, paragraph 1D of the Railways Act 1993.</p>	<p>EEH requires a strong, formal role in rail investment decision making over and above that which is available to individual constituent authorities. EEH acts as the collective voice of our constituent authorities, providing an evidence-based regional perspective and consensus on the priorities for investment in our rail network.</p> <p>This power would enable EEH to act jointly with the Secretary of State to set and vary the HLOS in our area, ensuring that EEH's aspirations for transformational investment in rail infrastructure are reflected in the HLOS and enabling an integrated approach across rail and road investment for the first time.</p>
<b>Highways</b>	
<p><b>Set Road Investment Strategy (RIS) for the Strategic Road Network</b></p> <p>Section 3 and Schedule 2 of the Infrastructure Act 2015.</p>	<p>EEH requires a strong, formal role in roads investment decision making over and above that which is available to individual constituent authorities. EEH acts as the collective voice of our constituent authorities, providing an evidence-based regional perspective and consensus on the priorities for roads investment.</p> <p>This power would enable EEH to act jointly with the Secretary of State to set and vary the RIS in our area, ensuring that EEH's aspirations in road infrastructure are reflected in the RIS and enabling an integrated approach across road and rail investment for the first time.</p>

POWER	RATIONALE
<p>Enter into agreements to undertake certain works on Strategic Road Network, Major Road Network or local roads</p> <p>Section 6(5) of the Highways Act 1980, (trunk roads) &amp; Section 8 of the Highways Act 1980 (local roads).</p>	<p>These powers, operated concurrently with the local authorities, would enable EEH to promote and expedite the delivery of regionally significant cross-boundary schemes that might not otherwise be progressed. They would overcome the need for complex 'back-to-back' legal and funding agreements between neighbouring authorities and enable us to reduce scheme development time and overall costs.</p>
<b>Make capital grants for public transport facilities</b>	
<p>Make capital grants for the provision of public transport facilities</p> <p>Section 56(2) of the Transport Act 1968.</p>	<p>This concurrent power would enable EEH to support the funding and delivery of joint projects with constituent authorities, improving deliverability and efficiency.</p> <p>Constituent authorities would benefit from the granting of this concurrent power as they may, in the future, be recipients of funding from EEH to partly or wholly fund a transport enhancement within their local authority area.</p>
<b>Bus Service Provision</b>	
<p>Duty to secure the provision of bus services</p> <p>Section 63(1) Transport Act 1985.</p>	<p>Local transport authorities and integrated transport authorities have a duty to secure the provision of such public transport services as it considers appropriate and which would not otherwise be provided.</p> <p>Travel to work areas do not respect local authority boundaries, EEH is seeking to have this duty concurrently with local transport authorities in our region, enabling EEH to fill in identified gaps in bus service provision within the EEH geography or secure the provision of regionally important bus services covering one or more constituent authority areas which would not otherwise be provided.</p>
<p>Quality Bus Partnerships</p> <p>The Bus Services Act 2017 Sections 113C – 113D and Sections 138A – 138S.</p>	<p>EEH is seeking powers, currently available to local transport authorities and integrated transport authorities to enter into Advanced Quality Partnerships and Enhanced Partnership Plans and Schemes to improve the quality of bus services and facilities within an identified area. These powers would be concurrent with the local transport authority in the area.</p> <p>This would allow us to expedite the introduction of partnership schemes covering more than one local transport authority area which otherwise might not be introduced.</p>
<b>Smart Ticketing</b>	
<p>Introduce integrated ticketing schemes</p> <p>Sections 134C – 134G &amp; Sections 135 – 138 Transport Act 2000.</p>	<p>EEH is seeking powers concurrently with local transport authorities to enable EEH to procure relevant services, goods, equipment and/or infrastructure; enter into contracts to deliver smart ticketing and receive or give payments.</p> <p>This would enable EEH to expedite the introduction of cost effective smart and integrated ticketing system on a regional scale which would enhance the journey experience and increase access to transport that supports jobs and education.</p>

Table continued overleaf

## PROPOSED POWERS AND RESPONSIBILITIES (CONTINUED)

POWER	RATIONALE
<b>Other Powers</b>	
<b>Promote or oppose Bills in Parliament</b> Section 239 Local Government Act 1972.	<p>Local authorities have the power to promote or oppose Bills in Parliament; granting the power concurrently to EEH is supportive of the devolution agenda of which Sub-national Transport Bodies are a key part.</p> <p>Under the Transport and Works Act 1992 a body that has the power to promote or oppose Bills also has the power to apply for an order to construct or operate certain types of infrastructure including railways and tramways.</p> <p>Granting this power would enable EEH to promote, co-ordinate and fund regionally significant infrastructure schemes, accelerating delivery of cross-boundary schemes which might otherwise not be progressed.</p>
<b>Incidental amendments</b> Local Government Act 1972, Localism Act 2011, Local Government Pension Scheme Regulations 2013.	<p>A statutory Sub-national Transport Body requires certain incidental amendments to enable it to operate as a type of local authority, with duties in respect of staffing, pensions, monitoring and the provision of information about EEH.</p>

The proposal to establish a statutory Sub-national Transport Body would not propose seeking the following functions/powers:

Power not being sought	Rationale
Set priorities for local authorities for roads that are not part of the Major Road Network (MRN).	EEH will only be responsible for identifying priorities for the MRN.
Being responsible for any highway maintenance responsibilities.	There is no requirement for EEH becoming involved in routine maintenance of MRN or local roads.
Carry passengers by rail.	There is no aspiration for EEH to become a train operating company.
Take on any consultation function instead of an existing local authority.	Local authorities are best placed to seek the views of their residents and businesses.
Give directions to a constituent authority about the exercise of transport functions by the authority in their area.	Constituent authorities understand how best to deliver their transport functions to meet the needs of their residents and businesses.





<b>TRANSPORT &amp; INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.5</b>
<b>9 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **SOHAM RAILWAY STATION UPDATE**

### **1.0 PURPOSE**

- 1.1. This report updates the Committee on the progress of the Soham Railway Station project.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Delivery and Strategy Director</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
The Transport Committee is recommended to:  (a) Note that work has begun on site at Soham Railway Station; and  (b) Note that Network Rail are indicating that the project can be completed 5 months earlier than originally planned.	<b>Voting arrangements</b>  NA

### **2.0 BACKGROUND**

- 2.1. Soham has been without a rail connection for almost 55 years. This project will reinstate the railway station at Soham, providing a direct link to Ely to the west and Ipswich to the east.
- 2.2. This will bring sustainable transport benefits to the growing market town of Soham and support economic and housing growth.

- 2.3. The project has significant public and partner support. The design will provide an attractive approach and setting to the new station, as well as facilitating access. The Combined Authority Board approved the GRIP 4 business case and authorised the project to progress to complete the GRIP 5-8 design and construction phases at its meeting in September 2019.

### **3.0 PROGRESS**

- 3.1. The project was granted planning permission from East Cambridgeshire District Council on 26<sup>th</sup> June 2020. This was earlier than planned.
- 3.2. Combined Authority officers have agreed a programme of efficiencies with Network Rail. That has resulted in programme acceleration. It is now expected that the new railway station will be complete in December 2021 rather than May 2022, a saving of five months.
- 3.3. The contract for the design and construction phase has been signed between Network Rail and J Murphy & Sons Ltd as contractor and Atkins as designer.
- 3.4. The first section of existing railway track improvement was carried out over the weekend of 22/23 August 2020 in preparation for future track replacement in 2021.
- 3.5. On site enabling works commenced on 1 September 2020. A full programme of activity is in place following through to October 2021, with subsequent station commissioning work.

### **4.0 SIGNIFICANT IMPLICATIONS**

- 4.1. There are no significant implications not set out above.

### **5.0 FINANCIAL IMPLICATIONS**

- 5.1. None at this stage. There is potential for accelerated delivery to be reflected in budget savings, but it would be imprudent to take that for granted before construction has got under way.

### **6.0 LEGAL IMPLICATIONS**

- 6.1. The recommendations accord with CPCA's powers under Parts 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (S1 2017/251).

### **7.0 APPENDICES**

<b><u>Background Papers</u></b>	<b><u>Location</u></b>
Link to presentation to CPCA Business Board, 27 <sup>th</sup> July 2020 section 5.7	<a href="#"><u>link to CPCA Business Board meeting 27th July 2020</u></a>
Transport and infrastructure Committee, 8 <sup>th</sup> July 2020 – section 3.4	<a href="#"><u>link to CPCA Transport and infrastructure Committee 8th July 2020</u></a>
25th September 2019, Board paper	<a href="#"><u>Soham Rail Station – Detailed Design &amp; Construction</u></a>
25th October 2017	<a href="#"><u>Priority Transport Schemes</u></a>
28th March 2018	<a href="#"><u>Transport Delivery 2018/19</u></a>





<b>TRANSPORT &amp; INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.7</b>
<b>9 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **BUDGET AND PERFORMANCE UPDATE**

### **1.0 PURPOSE**

- 1.1. This report provides the regular budget and performance reporting to the Transport and Infrastructure Committee. It also invites the Committee to consider what guidance it wishes to provide officers preparing the forthcoming refresh of the Combined Authority's Medium Term Financial Plan.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"> <li>(a) Note the September budget and performance monitoring update; and</li> <li>(b) Note the current Medium Term Financial Plan and consider whether there are any recommendations members wish to make to the Combined Authority Board.</li> </ul>	<p><b>Voting arrangements</b></p> <p>N/A</p>

### **2.0 BACKGROUND**

- 2.1. The Combined Authority Board has decided that budget and performance reporting should be seen in the round.
- 2.2. At its January 2020 meeting, the Combined Authority Board approved a new Business Plan and Medium-Term Financial Plan (MTFP), including Revenue and Capital projects for 2020/21. This report presents the progress made against these budgets along with any changes in line with subsequent Executive Committee and Board decisions.

### 3.0 BUDGET

#### Revenue Budget

3.1. The Revenue position for the Transport programme, for the 4-month period to 31<sup>st</sup> July 2020, is set out in the table below:

	May Budget	Budget Adjustments	Revised Budget	YTD	Whole Year			
				Actuals	Prior FO	Forecast Outturn	Change in FO	Forecast Outturn Variance
A10 Dualling SOBC	297.1		297.1	185.1	197.1	185.1	(12.0)	(112.0)
A141 Huntingdon SOBC	-	350.0	350.0	-		350.0	350.0	-
Bus Review Implementation	644.0		644.0	73.2	644.0	644.0	-	-
Bus Service Subsidisation	187.0		187.0	-	187.0	187.0	-	-
CAM Metro OBC	1,356.4		1,356.4	1,256.4	1,356.4	1,356.4	-	-
CAM Metro SPV	-		-	-	-	-	-	-
CAM Innovation Company	-	2,691.5	2,691.5	1,293.0	100.0	2,691.5	2,591.5	-
COVID Bus Service Support Grant	439.5		439.5	173.9		439.5	439.5	-
Schemes and Studies	100.0		100.0	-	100.0	100.0	-	-
Sustainable Travel	150.0		150.0	0.9	150.0	150.0	-	-
Transport Levy	12,347.6		12,347.6	4,115.9	12,347.6	12,347.6	-	-
<b>Total Transport</b>	<b>15,521.6</b>	<b>3,041.5</b>	<b>18,563.0</b>	<b>7,098.3</b>	<b>15,082.1</b>	<b>18,451.1</b>	<b>3,369.0</b>	<b>(112.0)</b>

3.2. The 'Budget Adjustments' in the table above reflect the decisions made by the committee and Board since May 2020.

3.3. The Forecast position, as set out in the table above, shows a 'favourable' variance against the budget for the current financial year of £112,000. The saving from the budget was made possible because the A10 SOBC project was procured and has been managed internally by CPCA, saving on external costs.

#### Capital Budget

3.4. The capital position for Transport for the 4-month period to 31<sup>st</sup> July 2020, is set out in the table below.

£'000	May Budget	Budget Adjustments	Revised Budget	YTD			Whole Year			
				Budget	Actuals	Variance	Prior FO	Forecast Outturn	Change in FO	Forecast Outturn Variance
A1260 Nene Parkway Junction 15	183.8	470.0	653.8		17.6		183.8	653.8	470.0	-
A1260 Nene Parkway Junction 32/3	17.0	500.0	517.0		13.5		17.0	517.0	500.0	-
A141 capacity enhancements	478.0	500.0	978.0		159.8		478.0	978.0	500.0	-
A16 Norwood Dualling	61.0		61.0		57.0		61.0	61.0	0.0	-
A47 Dualling	40.0		40.0		0.5		40.0	40.0	-	-
A505 Corridor	422.0		422.0		141.2		422.0	272.0	(150.0)	(150.0)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	792.5		792.5		125.5		792.5	792.5	0.0	-
A605 Stanground - Whittlesea	1,110.2		1,110.2		116.3		1,110.2	1,110.2	(0.0)	-
Active Travel Grant payments to Highways Authorities	2,942.4		2,942.4	-	-	-	2,942.4	2,942.4	-	-
CAM Innovation Company Set up	-	1,995.0	1,995.0		-	-	-	1,995.0	1,995.0	-
CAM Delivery to OBC	-		-		-	-	-	-	-	-
CAM FBC Preparation	-		-		-	-	-	-	-	-
Cambridge South Station	385.3		385.3				385.3	385.3	-	-
Coldhams Lane roundabout improvements	409.1		409.1		30.6		409.1	409.1	-	-
Ely Area Capacity Enhancements	2,163.3		2,163.3		554.6		2,163.3	2,163.3	-	-
Fengate Access Study - Eastern Industries Access - Phase 1	344.1		344.1		-		344.1	50.1	(294.0)	(294.0)
Fengate Access Study - Eastern Industries Access - Phase 2	146.6		146.6		23.4		146.6	146.6	-	-
Highways Maintenance (with PCC and CCC)	23,080.0		23,080.0		4,508.8		23,080.0	23,080.0	-	-
King's Dyke	8,619.8		8,619.8		571.7		8,619.8	8,619.8	0.0	-
Lancaster Way	2,604.2	29.3	2,633.5		-		2,604.2	2,633.5	29.3	-
M11 Junction 8	-		-		-		-	-	-	-
March Junction Improvements	736.8	1,000.0	1,736.8		114.6		736.8	1,736.8	1,000.0	-
Regeneration of Fenland Railway Stations	1,707.5		1,707.5		31.0		1,707.5	1,707.5	(0.0)	-
Soham Station	5,736.7		5,736.7		728.4		5,736.7	5,619.4	(117.3)	(117.3)
St Neots Masterplan Capital	2,886.0	(2,886.0)	-		-		2,886.0	-	(2,886.0)	-
Wisbech Access Strategy	9,994.5	(4,500.0)	5,494.5		305.5		9,994.5	5,494.5	(4,500.0)	-
Wisbech Rail	341.4		341.4		300.7		341.4	341.4	(0.0)	-
<b>Transport Total</b>	<b>65,202.3</b>	<b>(2,891.7)</b>	<b>62,310.6</b>	<b>-</b>	<b>7,800.5</b>	<b>-</b>	<b>65,202.3</b>	<b>61,749.3</b>	<b>(3,453.0)</b>	<b>(561.3)</b>

3.5. The 'Budget Adjustments' in the table above reflect the decisions made by the committee and Board since May 2020.

3.6. The reasons for the changes in Capital forecast are as follows;  
 (a) A505 Corridor Royston to Granta Park – This pre-SOBC stage is due to complete in November with a potential saving of £150,000. An update will be provided at the November Committee.

- (b) Fengate Access Study Phase 1 – This SOBC stage of the project is due to complete in September with a potential saving of £294,000. An update will be provided at the November Committee.
- (c) Soham Station - The Forecast been reduced to reflect the efficiencies identified within the current financial year.

#### **4.0 2021-22 BUDGET SETTING**

- 4.1. At its November meeting the Combined Authority Board will be presented with a draft budget for 2021-22 and a Medium-Term Financial Plan (MTFP) to the end of 2024-25 to approve for consultation with the public and key stakeholders.
- 4.2. This draft budget will be based on work in the proceeding 8 weeks between Officers and Leaders to ensure that it is fit for purpose, affordable, and enables the Combined Authority to deliver its strategic objectives.
- 4.3. The Constitution states that the Executive Committees may make recommendations to the Combined Authority Board on projects to be included in the Business Plan and MTFP. The Executive Committees are therefore invited to review the current MTFP and provide feedback and direction to shape the projects which will be considered in the work to develop the draft budget in the coming weeks. The Transport and Infrastructure committee's sections of the MTFP are presented in **Appendix 2**.
- 4.4. "Approved" project budgets have been committed by the Combined Authority Board for use on the current phase of a project. "Subject to Approval" budgets have been nominally allocated to ensure there are sufficient funds available to continue with a project's development, but use of these funds is dependent on the completion of the current phase and subsequent gateway approval by the Combined Authority Board
- 4.5. Both "approved" and "subject to approval" costs are affordable within the Combined Authority's current resources.
- 4.6. The Committee is invited to review the current MTFP and consider whether there are any recommendations they wish to feed into the budget setting process.

#### **5.0 PERFORMANCE REPORTING**

- 5.1. The Cambridgeshire and Peterborough Devolution Deal is about delivering better economic outcomes for the people of our area and commits us to specific results. The Combined Authority needs to monitor how well it is doing that.
- 5.2. **Appendix 1** shows the Transport Performance Dashboard. It includes an update on delivery against the following growth outcomes set by the Devolution Deal, which are reported to the Combined Authority Board:
  - Prosperity (measured by Gross Value Added (GVA))
  - Housing
  - Jobs

The appendix also includes indicators relating to the Transport programme chosen by the Committee, to supplement the corporate headline indicators.

5.3. Also provided is the RAG status of projects within the Transport portfolio. These are based on the August reporting month.

## **6.0 FINANCIAL IMPLICATIONS**

6.1. There are no other financial implications other than those included in the main body of the report.

## **7.0 LEGAL IMPLICATIONS**

7.1. The Combined Authority is required to prepare a balanced budget in accordance with statutory requirements.

## **8.0 SIGNIFICANT IMPLICATIONS**

8.1. There are no other significant implications.

## **9.0 APPENDICES**

9.1. Appendix 1 – Transport Performance Dashboard

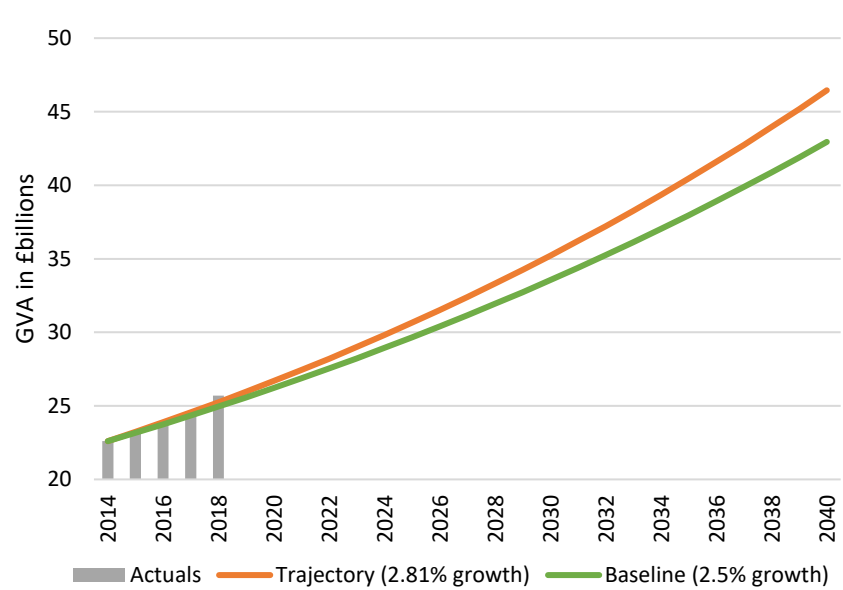
9.2. Appendix 2 – 2020-2024 T&I Medium Term Financial Plan

<b><u>Background Papers</u></b>	<b><u>Location</u></b>
CPCA Business Plan 2020-21	<a href="https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Business-Plan-2020-21.pdf">https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Business-Plan-2020-21.pdf</a>

Sources:  
Baseline: Current trend without Devolution Deal interventions  
Outturn data source: GVA and Jobs - Office of National Statistics (ONS);  
Housing - Council Annual Monitoring Reports/CambridgeshireInsights.

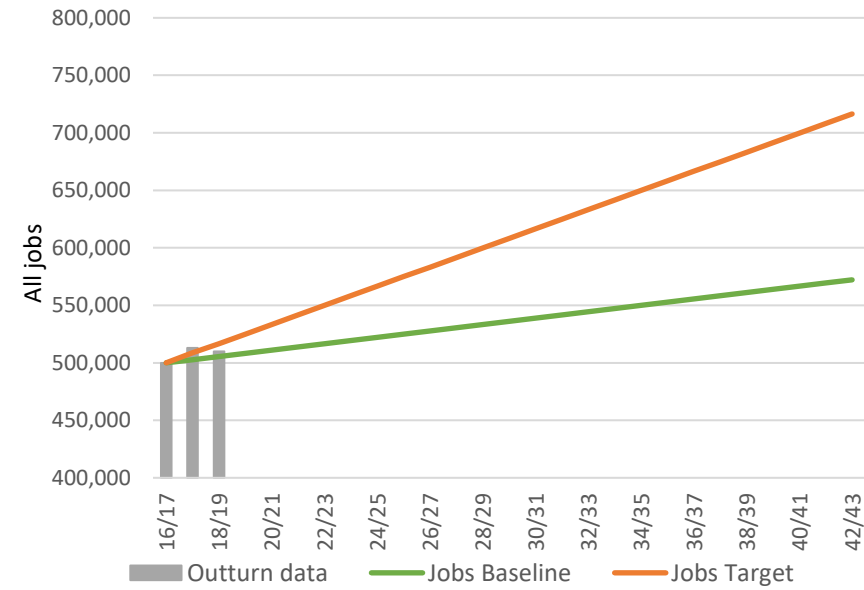
TRANSPORT AND INFRASTRUCTURE COMMITTEE  
COMBINED AUTHORITY PERFORMANCE DASHBOARD  
DEVOLUTION DEAL TRAJECTORY

GVA TARGET V BASELINE



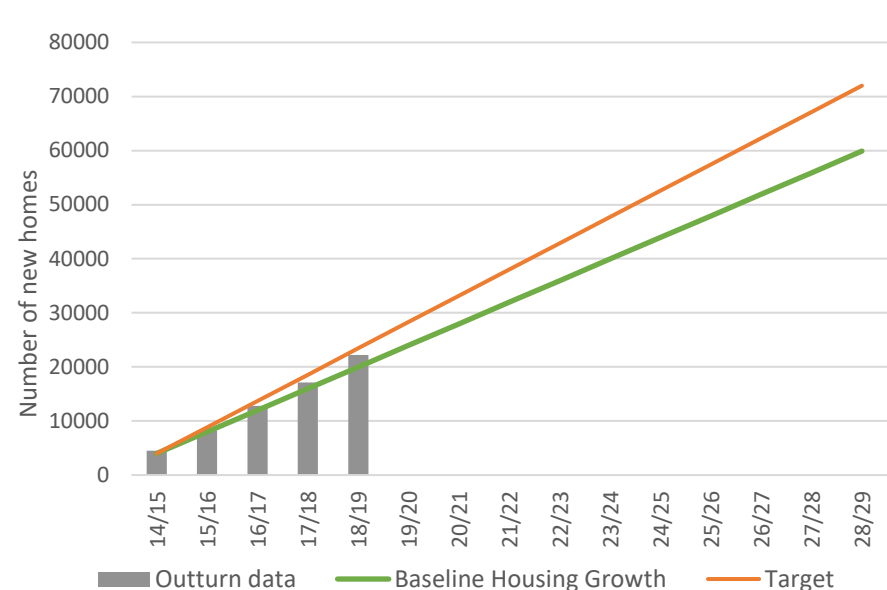
This has been updated in line with National Reporting standards. The CPCA Devolution Deal committed to doubling GVA over 25 years with 2014 as the baseline. To achieve this target the CPIER identified the region would require annual growth of 0.31% on top of the 2.5% baseline growth.

JOBS TRAJECTORY V BASELINE



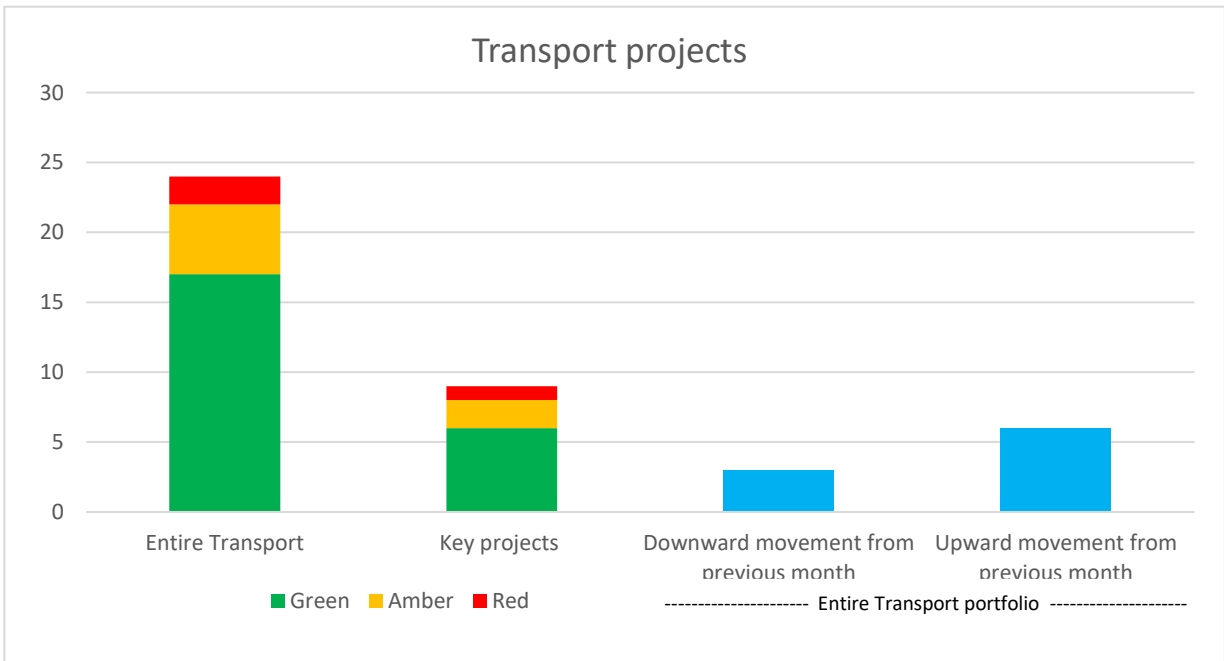
Target is derived through the CPIER by the GL Hearn report with a high growth scenario of 9,400 additional job growth per annum and a baseline of 4,338 jobs per annum.

HOUSING PERFORMANCE (\*cumulative figures)



Devolution Deal target to deliver 72,000 new homes over a 15-year period. £170m affordable homes programme is expected to deliver over 2,500 additional homes.

Combined Authority Transport Project Profile



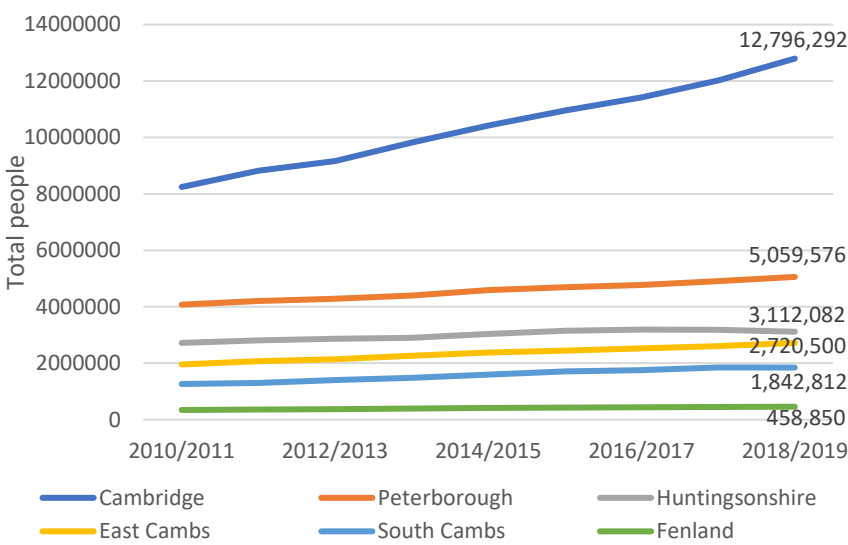
Transport Key Project Breakdown	
Project name	RAG status
A10 Dualling and Junctions	Green
A47 Dualling Study	Green
Cambridge South Station	Green
King's Dyke Level Crossing	Green
Soham Station	Green
Wisbech Rail	Green
Bus Reform Task Force	Amber
Cambridgeshire Autonomous Metro (CAM)	Amber
Regeneration of Fenland Stations	Red

\*Project RAG status as at end of August 2020

Sources:  
 CambridgeshireInsight (2018)  
 Net Zero Cambridgeshire (2019)  
 Cambridgeshire City Council Traffic Monitoring Report (2018)  
 Department for Transport (2019)

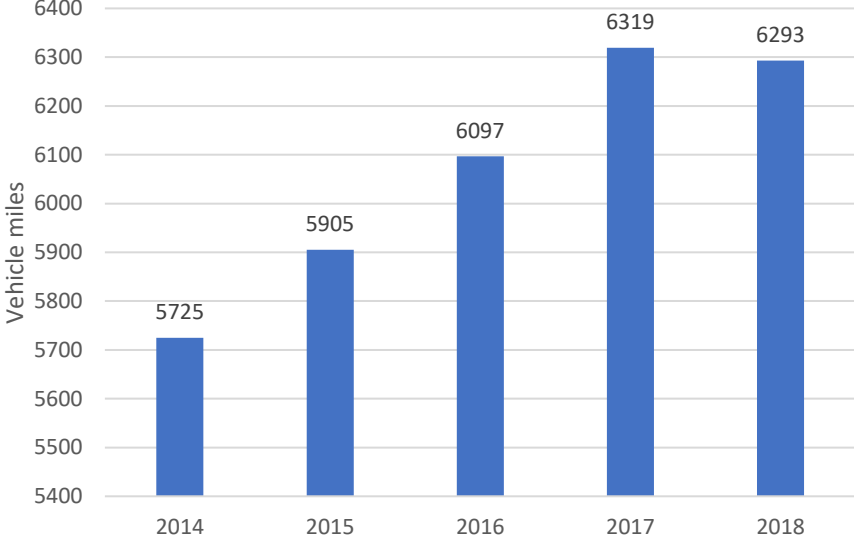
## TRANSPORT METRIC REPORTING

Entries and Exits across all train stations by District



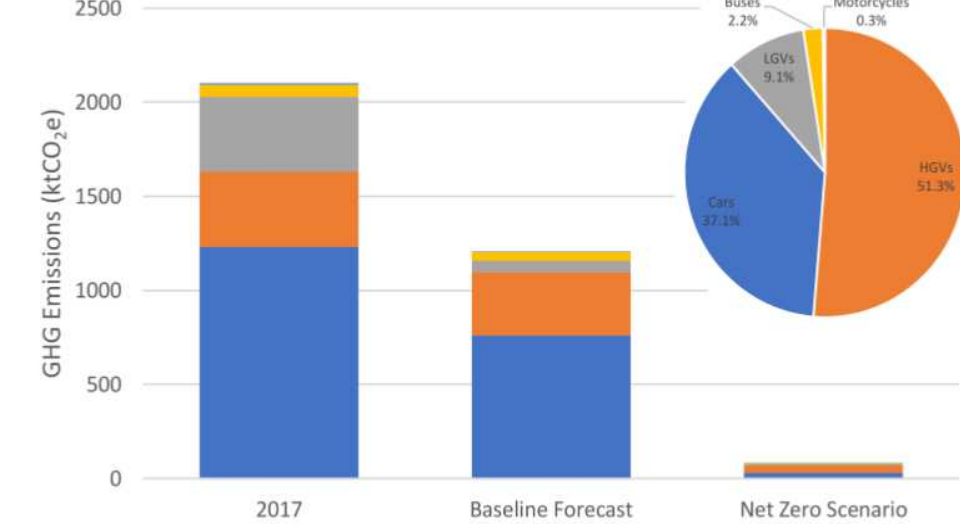
**1.87m** growth in station usage from 2016/17 to 2018/19

Motor Vehicle Traffic (Vehicle miles)



**0.5%** decrease in motor vehicle traffic from 2017 to 2018

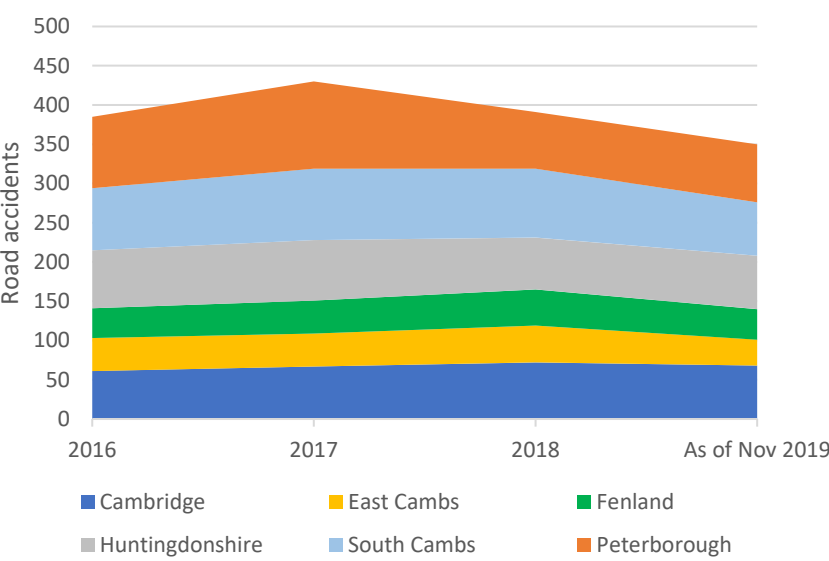
Total Green House Gas emissions for road transport (Cambridgeshire and Peterborough)



*\*Emissions in 2050 for the baseline projection and emissions in 2050 for the net zero scenario*

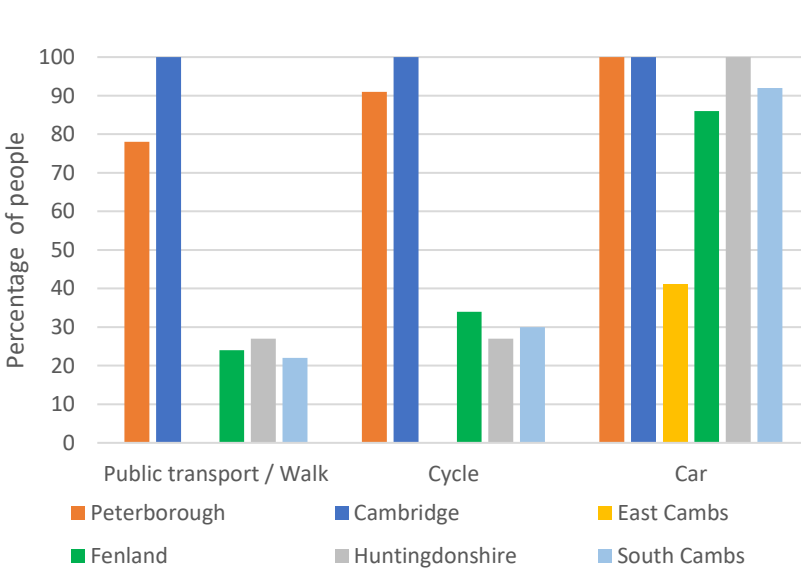
**97%** of transport emissions from road traffic; the major contribution from traffic on A-roads

Total serious and fatal (KSI) road collisions by District



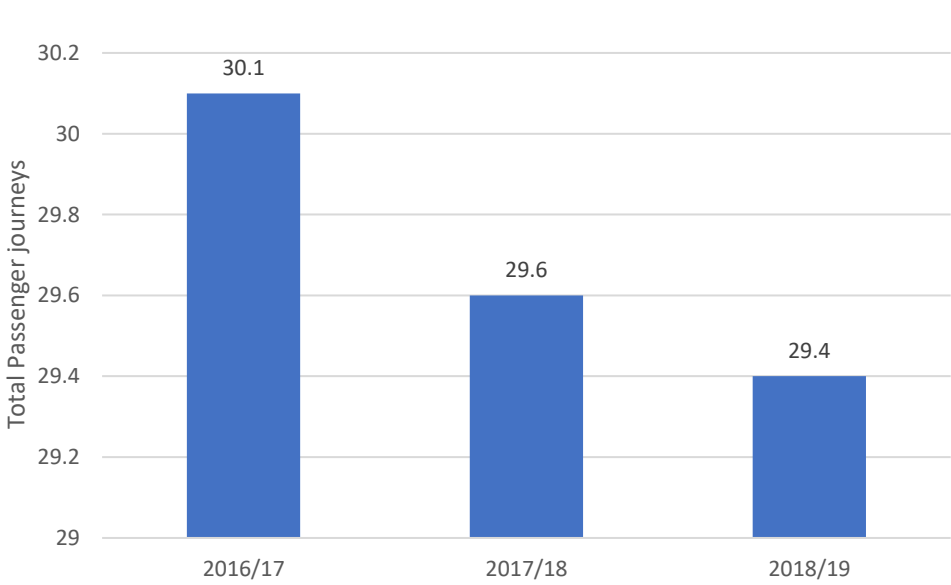
**9%** reduction in serious and fatal road collisions from 2017 to 2018

Within 30 mins travel of major employment centres (2017)



**>95%** of residents within 30 mins of a major employment centre

Passenger journeys on local bus services (Cambridgeshire and Peterborough)



**3%** decrease in bus usage from 2016/17 to 2018/19

## Appendix 2 - 2020-2024 T&I Medium Term Financial Plan

Revenue MTFP	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023/24 £000's
<b>A10 Dualling SOBC</b>				
Approved Project Costs	297.1	-	-	-
<b>A141 SOBC</b>				
Approved Project Costs	350.0			
<b>Bus Review Implementation</b>				
Approved Project Costs	644.0	-	-	-
Subject to Approval	1,200.0	-	-	-
<b>Bus Service Subsidisation</b>				
Approved Project Costs	187.0	-	-	-
<b>CAM Metro OBC</b>				
Approved Project Costs	1,356.4	-	-	-
<b>CAM Metro SPV</b>				
Approved Project Costs	-	-	-	-
Subject to Approval	2,500.0	-	-	-
<b>CAM Innovation Company</b>				
Approved Project Costs	2,691.5	-	-	-
Subject to Approval	1,723.7	-	-	-
<b>Covid Bus Service Support Grant</b>				
Approved Project Costs	439.5	-	-	-
<b>Local Transport Plan</b>				
Subject to Approval	-	100.0	-	-
<b>Schemes and Studies</b>				
Approved Project Costs	100.0	-	-	-
<b>Sustainable Travel</b>				
Approved Project Costs	150.0	-	-	-
<b>Transport Levy CCC</b>				
Approved Project Costs	8,497.7	8,667.7	8,841.1	9,017.9
<b>Transport Levy PCC</b>				
Approved Project Costs	3,849.9	3,926.9	4,005.4	4,085.5
<b>Total Delivery &amp; Strategy Approved Projects</b>	<b>18,563.0</b>	<b>12,594.6</b>	<b>12,846.5</b>	<b>13,103.4</b>
<b>Total Delivery &amp; Strategy Projects Subject to Approval</b>	<b>5,423.7</b>	<b>100.0</b>	<b>-</b>	<b>-</b>

Capital MTFP	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023/24 £000's
<b>A10 Dualling</b>				
Subject to Approval	1,000.0	1,000.0	-	-
<b>A47 Dualling</b>				
Approved Project Costs	40.0	-	-	-
<b>King's Dyke</b>				
Approved Project Costs	8,619.8	9,087.0	-	-
Subject to Approval	2,100.0	-	-	-
<b>Active Travel Grant payments</b>				
Approved Project Costs	2,942.4	-	-	-
<b>CAM Innovation Company Set up</b>				
Approved Project Costs	1,000.0	-	-	-
Subject to Approval	-	1,000.0	-	-
<b>CAM Delivery to OBC</b>				
Subject to Approval	-	5,000.0	5,000.0	5,000.0
<b>CAM FBC Preperation</b>				
Subject to Approval	-	-	1,500.0	1,500.0
<b>Cambridge South Station</b>				
Approved Project Costs	385.3	-	-	-
<b>Regeneration of Fenland Railway Stations</b>				
Approved Project Costs	1,707.5	-	-	-
Subject to Approval	874.0	1,059.0	-	-
<b>Soham Station</b>				
Approved Project Costs	5,736.7	13,103.5	896.8	-
<b>Wisbech Rail</b>				
Approved Project Costs	341.4	-	-	-
Subject to Approval	987.6	2,000.0	3,000.0	5,000.0
<b>A16 Norwood Dualling</b>				
Approved Project Costs	61.0	-	-	-
Subject to Approval	320.0	730.0	12,000.0	-
<b>A141 capacity enhancements</b>				
Approved Project Costs	978.0	-	-	-
Subject to Approval	-	650.0	5,000.0	3,000.0
<b>A505 Corridor</b>				
Approved Project Costs	422.0	-	-	-
<b>A605 Oundle Rd Widening - Alwalton-Lynch Wood</b>				
Approved Project Costs	792.5	-	-	-
<b>A1260 Nene Parkway Junction 15</b>				
Approved Project Costs	653.8	-	-	-
Subject to Approval	-	7,754.6	-	-
<b>A1260 Nene Parkway Junction 32-3</b>				
Approved Project Costs	517.0	-	-	-
Subject to Approval	4,030.1	3,500.0	-	-



<b>Capital MTFP cont.</b>	<b>2020/21 £000's</b>	<b>2021/22 £000's</b>	<b>2022/23 £000's</b>	<b>2023/24 £000's</b>
<b>Coldhams Lane roundabout improvements</b>				
Approved Project Costs	409.1	-	-	-
Subject to Approval	700.0	1,500.0	-	-
<b>Ely Area Capacity Enhancements</b>				
Approved Project Costs	2,163.3	-	-	-
Subject to Approval	4,141.4	-	-	-
<b>Fengate Access Study - Eastern Industries Access - Phase 1</b>				
Approved Project Costs	344.1	-	-	-
Subject to Approval	1,000.0	4,890.0	-	-
<b>Fengate Access Study - Eastern Industries Access - Phase 2</b>				
Approved Project Costs	146.6	-	-	-
Subject to Approval	120.0	700.0	1,280.0	-
<b>Highways Maintenance (with PCC and CCC)</b>				
Approved Project Costs	23,080.0	23,080.0	23,080.0	23,080.0
<b>Lancaster Way</b>				
Approved Project Costs	2,633.2	-	-	-
<b>March Junction Improvements</b>				
Approved Project Costs	1,736.8	-	-	-
Subject to Approval	2,198.0	1,550.0	-	-
<b>Wisbech Access Strategy</b>				
Approved Project Costs	5,494.5	-	-	-
Subject to Approval	930.0	3,000.0	-	-
<b>A605 Stanground - Whittlesea</b>				
Approved Project Costs	1,110.2	-	-	-
<b>Total Delivery and Strategy Approved Capital Projects</b>	<b>61,315.3</b>	<b>45,270.5</b>	<b>23,976.8</b>	<b>23,080.0</b>
<b>Total Delivery and Strategy Projects Subject to Approval</b>	<b>18,401.1</b>	<b>34,333.6</b>	<b>27,780.0</b>	<b>14,500.0</b>

