



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

**JAMES PALMER**  
CAMBRIDGESHIRE &  
PETERBOROUGH MAYOR

Agenda Item No: 2.1

## Year End Progress Report

To: Transport and Infrastructure Committee

Meeting Date: 10 March 2021

Public report: Yes

Lead Member: Mayor James Palmer

From: Paul Raynes  
Director of Delivery & Strategy

Key decision: No

Forward Plan ref:

Recommendations: The Transport and Infrastructure Committee is recommended to:

Note the year's progress on the Combined Authority's transport work programme.

Voting arrangements: Simple majority of all Members present and voting.

## 1. Purpose

1.1 To brief the Transport and Infrastructure Committee on the past year's transport work programme.

## 2. Background

2.1 The Combined Authority is the statutory Transport Authority for Cambridgeshire and Peterborough. The transport programme supports the Authority's wider strategic aims of doubling the size of the economy over 25 years, levelling-up the performance of Cambridgeshire and Peterborough's left-behind communities and tackling climate change.

2.2 The vast majority of the Authority's transport work is delivered in partnership. Delivery partners whom we commission to carry out projects include the Authority's member councils, Highways England and Network Rail, private bus companies, and other contractors.

2.3 The Combined Authority's Annual Report and Business Plan, adopted by the Board in January, reports against milestones for key projects and sets milestones for delivery in the coming year. Business Plan commitments on key transport projects are set out in the following sections, together with a number of other significant programme highlights. At the time of preparing this paper, seven transport projects are in a construction phase and two completed during 2020/21.

## 3. Delivery and Strategy Business Plan: Transport key projects

### **A10 Milton-Ely**

3.1 The 2020/21 Business Plan committed us to hold a public engagement exercise on options for the dualling of the A10 between the Milton Interchange and Ely, and to complete the Strategic Outline Business Case. We met both those milestones by July. Public engagement demonstrated very strong support for an intervention along this route. Short-listed options and the Business Case have now been submitted to the Department for Transport (DfT) and discussions with officials and Ministers are ongoing.

### **A141 Huntingdon**

3.2 The previous key project studying a Third River Crossing at Huntingdon was merged with the wider Huntingdon capacity study in order to take a strategic view of the area and compare the merits of options. The merged study recommended that work be taken forward on the A141 north of Huntingdon and at St Ives. Two SOBC-stage projects were agreed as the next step. The A141 Strategic Outline Business Case work commenced in late 2020 and public engagement on options began on 22 February this year.

## **A47 Peterborough-Wisbech**

- 3.3 The Combined Authority aimed to take the Business Case for dualling the A47 between Peterborough and Wisbech to a stage where it could be considered for construction within the Highways England Roads Investment Strategy Period 3 (RIS3) programme. The Combined Authority successfully completed the options stage and Project Control Framework 0 in collaboration with Highways England. The Mayor and officers have continued to engage with the DfT and Highways England, to progress the scheme into future stages of development. Following engagement between the Mayor and Ministers, Highways England agreed in January 2021 to take forward a review of the Business Case, for inclusion in their future development programme.



## **Bus reform**

- 3.4 The Bus Reform Task Force aimed to develop business cases for a range of options for procuring bus services, which would have been subject to public consultation and independent audit during the summer and autumn of 2020, allowing the Mayor to take a decision on the future model early this year. The Bus Reform Outline Business Case was developed as planned, but due to the impact of COVID-19 on bus patronage, the independent audit and consultation work has been held back, pending the publication of a new National Bus Strategy by central government. New trial schemes have commenced to improve bus services: this has included new routes including the 905 Bedford-Cambourne-Cambridge service; the X3 from Huntingdon, Godmanchester and Cambourne to Addenbrookes; the new 29 service from Hampton and Orton to Peterborough City Hospital; and new fast links from March and Chatteris to Cambridge and Addenbrookes using the Villager V2 service. Together these form the largest expansion of the bus network in recent years. In addition, a Demand Responsive Transport Service is being procured and is intended to commence in spring 2021, to establish the viability of a new way of delivering a dynamic public transport facility.

## **Cambridge South Station**

- 3.5 The Combined Authority committed to continue collaboration with funding partners to influence Network Rail and the DfT to develop a station solution serving the Cambridge Biomedical Campus on accelerated timescales, against the originally planned date. The government announced in last year's Budget Statement that the project would be fully funded and delivered by 2025, subject to planning consents.



### **Fenland station improvements**

- 3.6 A programme of improvement works at March, Manea and Whittlesea train stations was planned, including new car parks at all locations. The lighting, cycle parking and shelter improvements have been delivered at March station. The new car parks at Manea and Whittlesea appointed contractors in February 2021, with works to start in early March.



### **King's Dyke**

- 3.7 The King's Dyke Level Crossing project intends to create a new road crossing over the existing King's Dyke railway line. The Authority aimed to ensure that a new supplier was appointed by June 2020 so that work could commence shortly after. A supplier was appointed by Cambridgeshire County Council, following a tender process. Construction began in June 2020 and has continued to progress in line with - and in fact slightly ahead of - the project plan.



### **Soham Station**

- 3.8 Following the Combined Authority assuming direct responsibility for the new Soham railway station, we committed to continue to develop GRIP 4 stage with Network Rail, with the intention of starting advance works in September 2020. This target was met, and the programme now anticipates an accelerated construction programme which should deliver six months earlier than originally planned, with the station due to open to passengers in December 2021.



### **Wisbech Rail**

- 3.9 The Wisbech Rail project aimed during 2020/21 to complete the GRIP 3 hybrid study and seek funding support to develop a GRIP 4-8 development and delivery solution. The Wisbech Rail GRIP 3b and Business Case were completed in July 2020 and the outcomes of the study were presented to Network Rail, Office of Rail and Road and the Restoring Your Railway Funding team at the DfT. The Combined Authority has continued to engage with DfT and Network Rail at Ministerial and officer level on next steps and has now agreed a programme of work on the Outline Business Case in partnership with Network Rail.

### **Delivery and Strategy Business Plan: Non-key transport projects**

- 3.10 The Delivery and Strategy directorate has also funded and worked during 2020/21 on transport projects including:

- The **A605 Alwalton to Lynchwood** scheme which has improved access into the Business Park which suffers from severe congestion during peak hours. Construction works completed in October;
- **March Area Transport Study**, to deliver ‘quick-win’ construction schemes, including pedestrian, cycling and highway interventions;
- The **Wisbech Access** junction improvements to improve access in and around Wisbech;
- Highway improvements on the **A1260 Junction 15, A1260 Junction 32-3, A605 Stanground, A16 Norwood, A505, A141, Fengate Access, Lancaster Way, Peterborough University Access, and Coldhams Lane roundabout**;
- And, in rail, on the strategically important **Ely Area Capacity Improvements** project.
- The roundabout of **Junction 18** in Peterborough has been improved to enable the junction to accommodate traffic growth. Pedestrian crossings were introduced and incorporated into the traffic signals and the works fully completed in June 2020.

### **E-bikes and e-scooters**

- 3.11 European e-scooter operator Voi have been appointed by the Combined Authority on a 12-month trial basis to provide e-bikes across the region and trial the use of e-scooters in Cambridge City where they will be assessed closely for safety and viability from 14<sup>th</sup> September onwards with e-bikes rolled out in early 2021.

### **COVID-19: transport impacts**

- 3.12 The COVID crisis has presented the transport system with a number of challenges. In particular, it has driven down ridership on public transport to levels where large amounts of public subsidy are necessary to maintain a network, and it has increased the likelihood that travellers will make single passenger car journeys. Both these trends seriously challenge LTP policy aims, and both are likely to last beyond the end of the main pandemic episode. As noted above, it has been necessary to pause the publication of the business case for reforming bus funding. Working with the County Council and Peterborough City Council, the Combined Authority has also driven short-term measures to encourage active travel and provide micromobility solutions, with an aim of mitigating an anticipated increase in congestion as lockdown ends and normal patterns of travel return with a higher car modal share. With the pandemic and the measures to manage it still a developing situation, it is too early to evaluate the impact of work done to date.
- 3.13 The Combined Authority convened a Transport Recovery Group at senior officer level, which tracks near real-time data on travel behaviour, monitors decisions made by public transport providers, and oversees the delivery of a programme of active travel measures. The group has met weekly since June 2020 and reports into the Local Resilience Forum’s structures.
- 3.14 Restrictions in place due to COVID-19 required the Combined Authority to come up with an innovative solution to allow public consultations to go ahead. New virtual environments were personalised to show project-specific consultation materials including virtual reality and sound demonstrations, videos, maps, plans and pop-up banners. This tool allowed the public reaction to be captured and saved for analysis and allowed the Combined Authority to engage with a wider audience.

## Significant Implications

### 4. Financial Implications

4.1 None: this is a briefing paper.

### 5. Legal Implications

5.1 None: this is a briefing paper.

### 6. Other Significant Implications

6.1 None not set out above.

6.2 The 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.