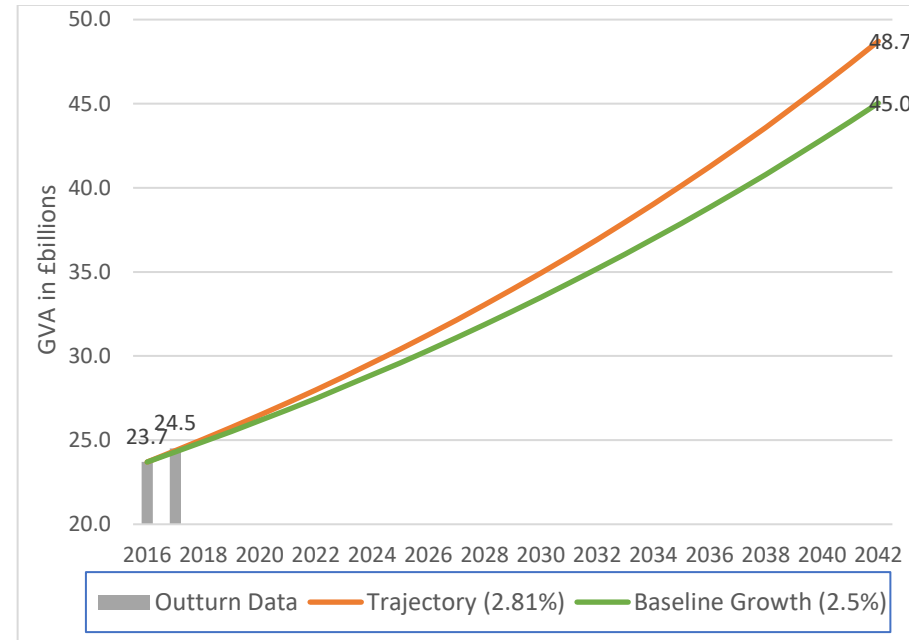


Sources:
 Baseline: Current trend without Devolution Deal interventions
 Outturn data source: GVA and Jobs - Office of National Statistics (ONS);
 Housing - Council Annual Monitoring Reports/CambridgeshireInsights.

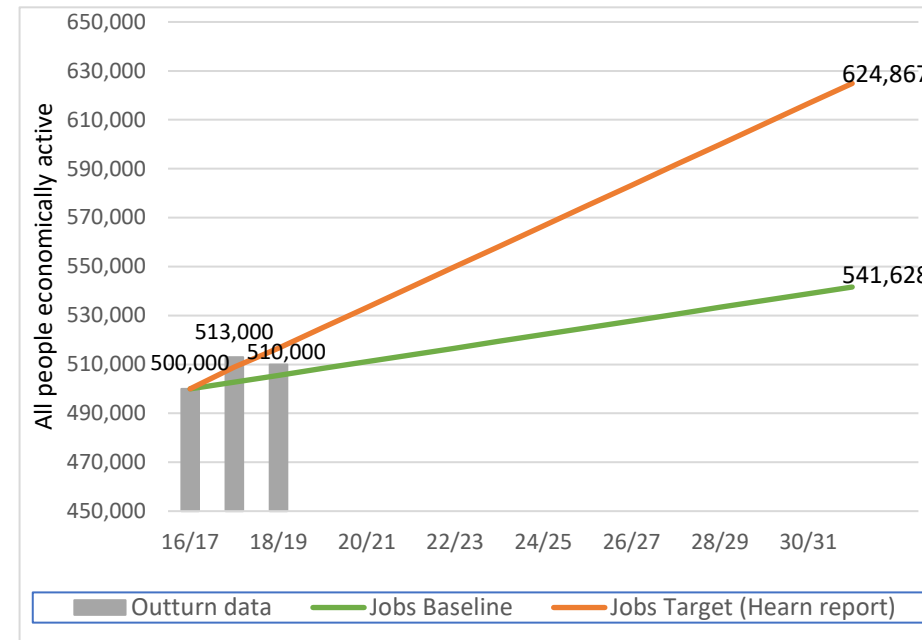
TRANSPORT AND INFRASTRUCTURE COMMITTEE COMBINED AUTHORITY PERFORMANCE DASHBOARD DEVOLUTION DEAL TRAJECTORY

GVA TARGET V BASELINE



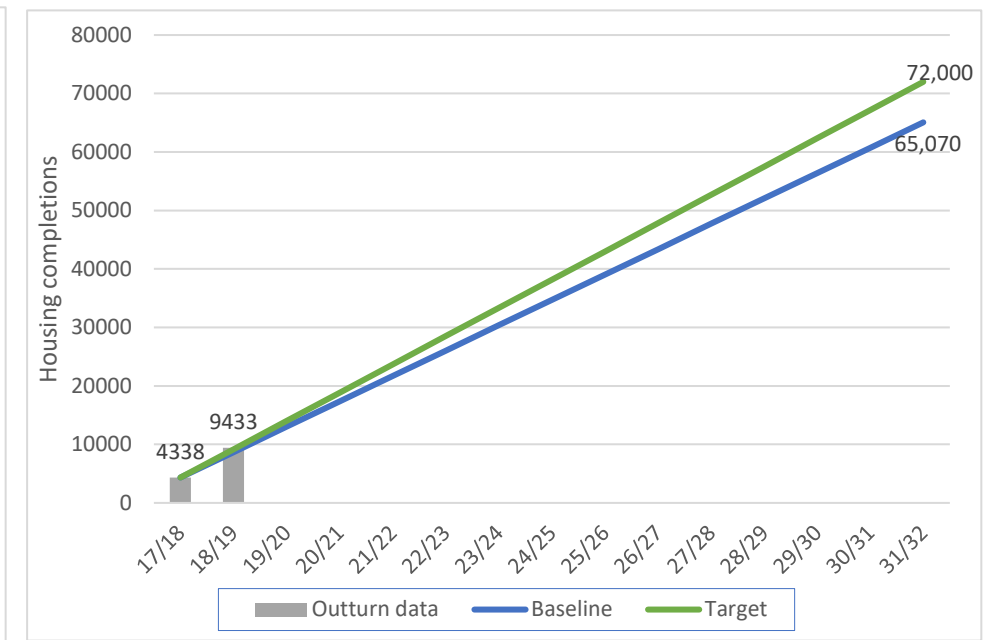
CPIER identified that to reach the Devolution Deal target of doubling GVA by 2042, Cambridgeshire and Peterborough must achieve an average of 0.31% growth each year on top of baseline growth of 2.5%.

JOBS TRAJECTORY V BASELINE



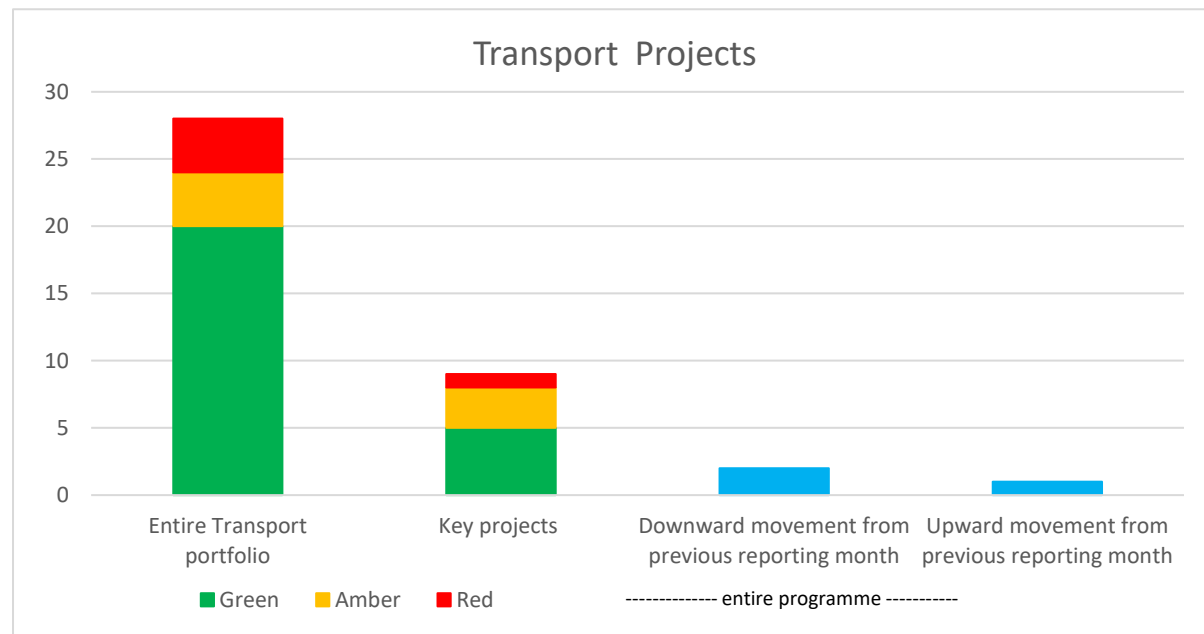
Target is based on the Hearn report high growth scenario of 9,400 additional job growth per annum and the baseline of 4,338 jobs per annum.

HOUSING PERFORMANCE (*cumulative figures)



Devolution Deal target to deliver 72,000 new homes over a 15-year period (2017-2032). £170m affordable homes programme is expected to deliver over 2,500 additional homes,

Combined Authority Transport Project Profile:



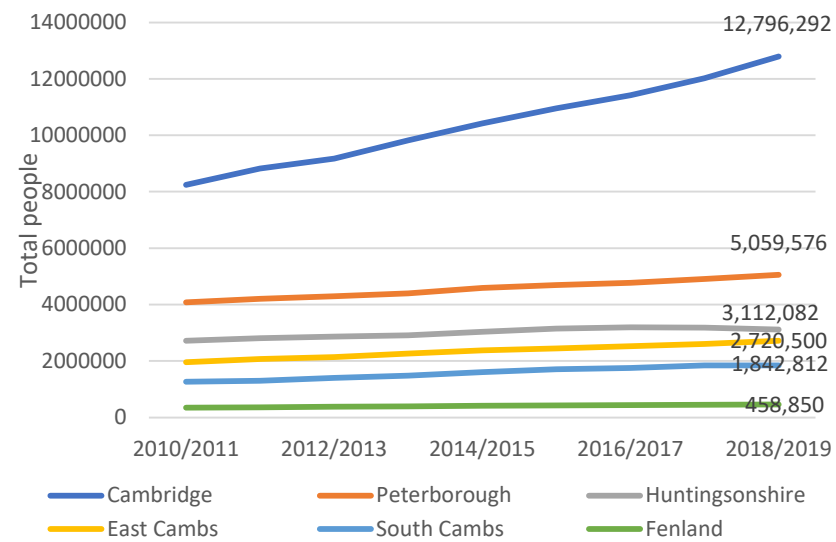
Transport key project breakdown	
Project name	RAG status
A10 Corridor	Green
A47 Dualling Study	Green
Bus Reform Task Force	Green
Cambridge South Station	Green
Soham Station	Green
Cambridgeshire Autonomous Metro (CAM)	Amber
Regeneration of Fenland Railway Stations	Amber
Wisbech Rail	Amber
King's Dyke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

*Project RAG status as at end of January 2020

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

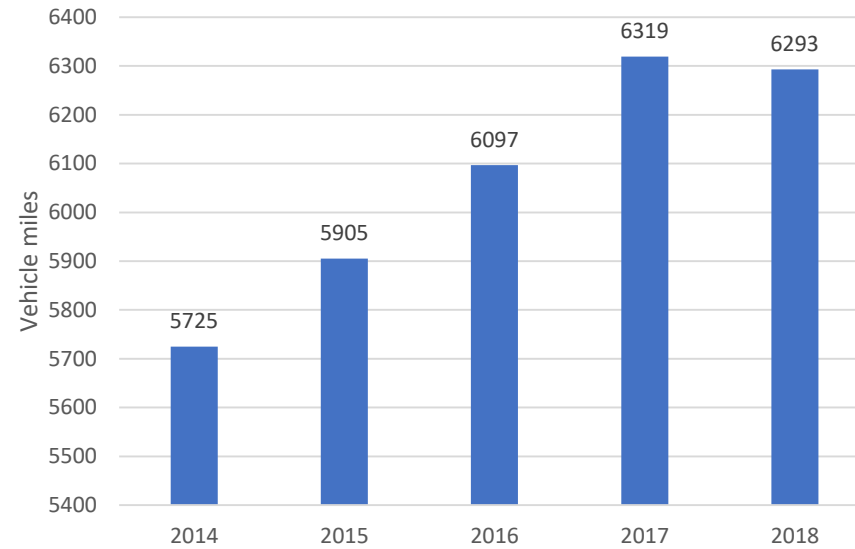
TRANSPORT METRIC REPORTING

Entries and Exits across all train stations by District



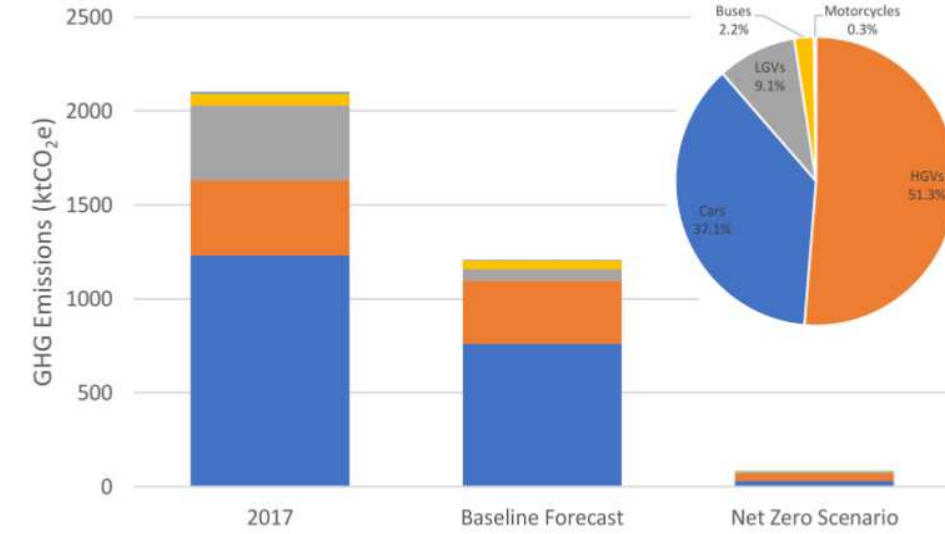
1.87m growth in station usage from 2016/17 to 2018/19

Motor Vehicle Traffic (Vehicle miles)



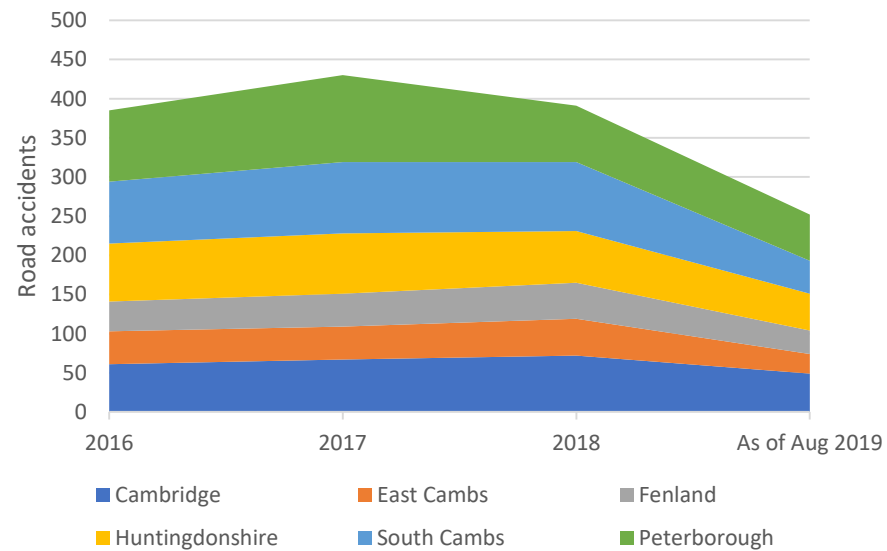
0.5% decrease in motor vehicle traffic from 2017 to 2018

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



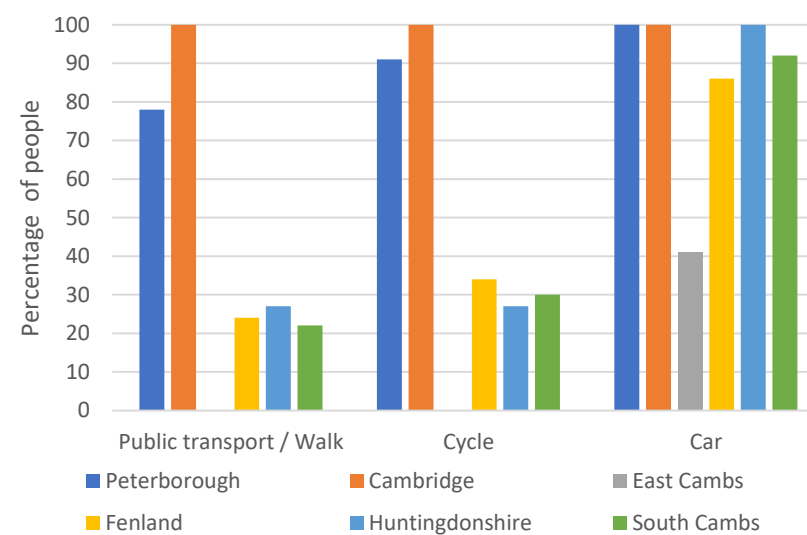
*Emissions in 2050 for the baseline projection and emissions in 2050 for the net zero scenario
97% of transport emissions from road traffic; the major contribution from traffic on A-roads

Total serious and fatal (KSI) road collisions by District



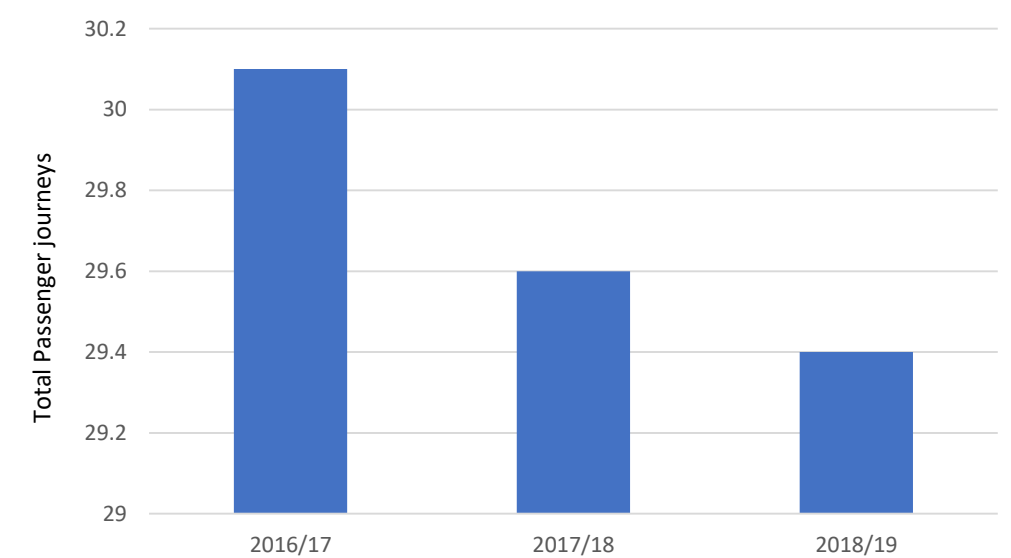
9% reduction in serious and fatal road collisions from 2017 to 2018

Within 30 mins travel of major employment centres (2017)



>95% of residents within 30 mins of a major employment centre (£500,000+ employees by car)

Passenger journeys on local bus services (Cambridgeshire and Peterborough)



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