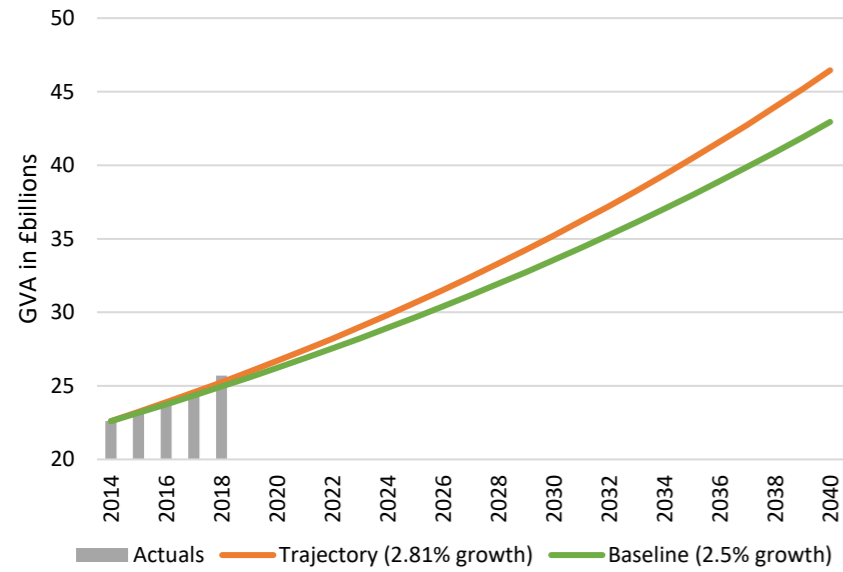


Sources:
 Baseline: Current trend without Devolution Deal interventions
 Outturn data source: GVA and Jobs - Office of National Statistics (ONS);
 Housing - Council Annual Monitoring Reports/CambridgeshireInsights.

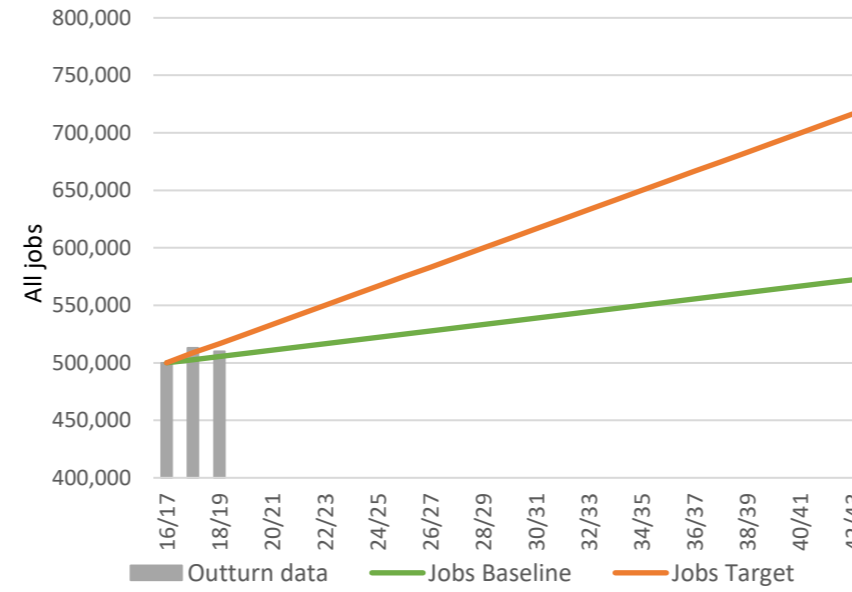
TRANSPORT AND INFRASTRUCTURE COMMITTEE COMBINED AUTHORITY PERFORMANCE DASHBOARD DEVOLUTION DEAL TRAJECTORY

GVA TARGET V BASELINE



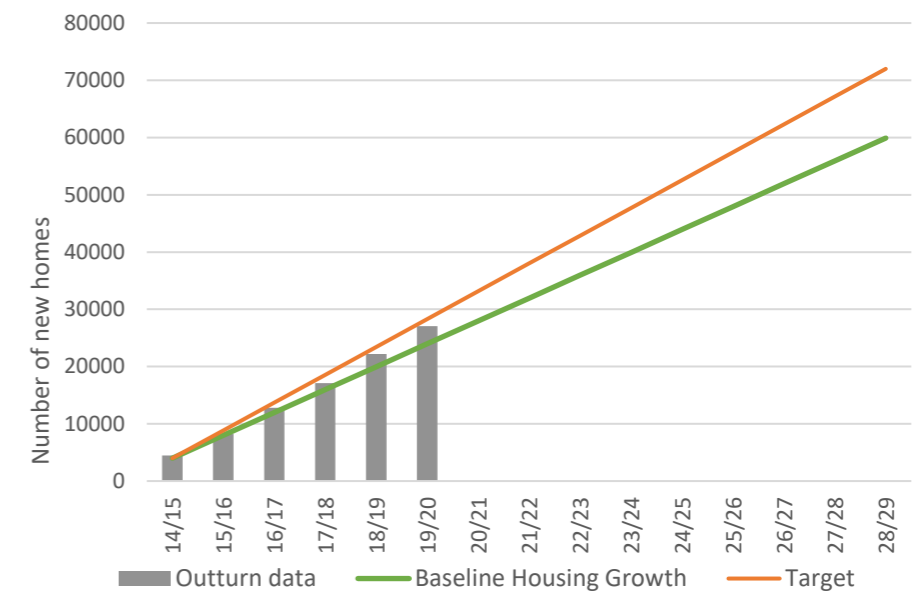
This has been updated in line with National Reporting standards. The CPCA Devolution Deal committed to doubling GVA over 25 years with 2014 as the baseline. To achieve this target the CPIER identified the region would require annual growth of 0.31% on top of the 2.5% baseline growth.

JOBS TRAJECTORY V BASELINE



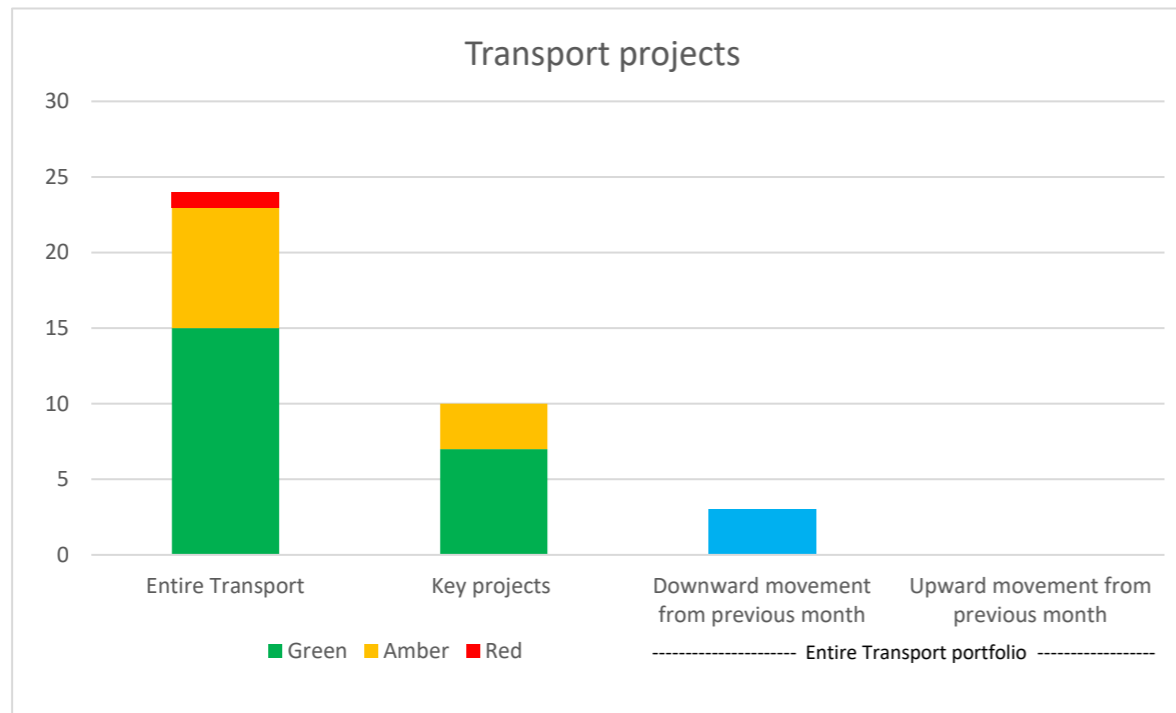
Target is derived through the CPIER by the GL Hearn report with a high growth scenario of 9,400 additional job growth per annum and a baseline of 4,338 jobs per annum.

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



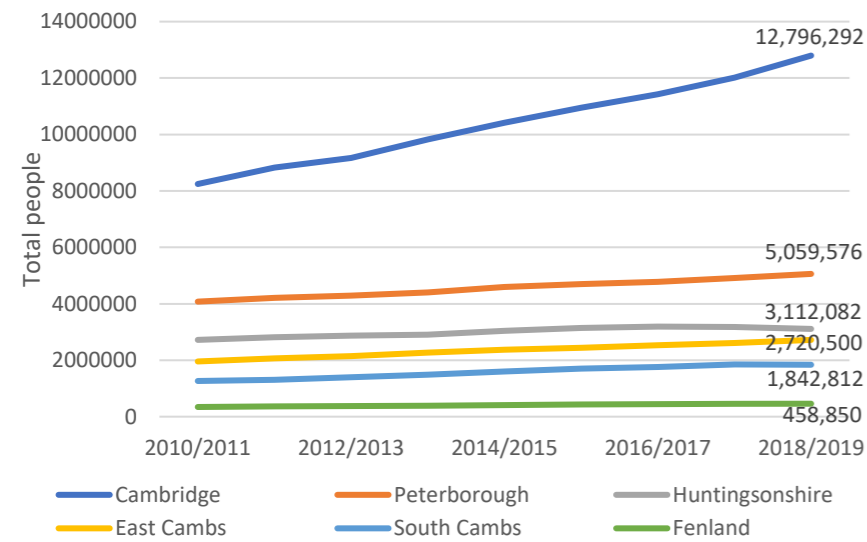
| Transport Key Project Breakdown | |
|---------------------------------------|------------|
| Project name | RAG status |
| A141 Bypass | Green |
| A47 Dualling | Green |
| Cambridge South Station | Green |
| King's Dyke Level Crossing | Green |
| Regeneration of Fenland Stations | Green |
| Soham Station | Green |
| Wisbech Rail | Green |
| | |
| A10 OBC | Amber |
| Bus Reform Task Force | Amber |
| Cambridgeshire Autonomous Metro (CAM) | Amber |

*Project RAG status as at end of February 2021

Sources:
 CambridgeshireInsight (2018)
 Net Zero Cambridgeshire (2019)
 Cambridgeshire City Council Traffic Monitoring Report (2018)
 Department for Transport (2020)

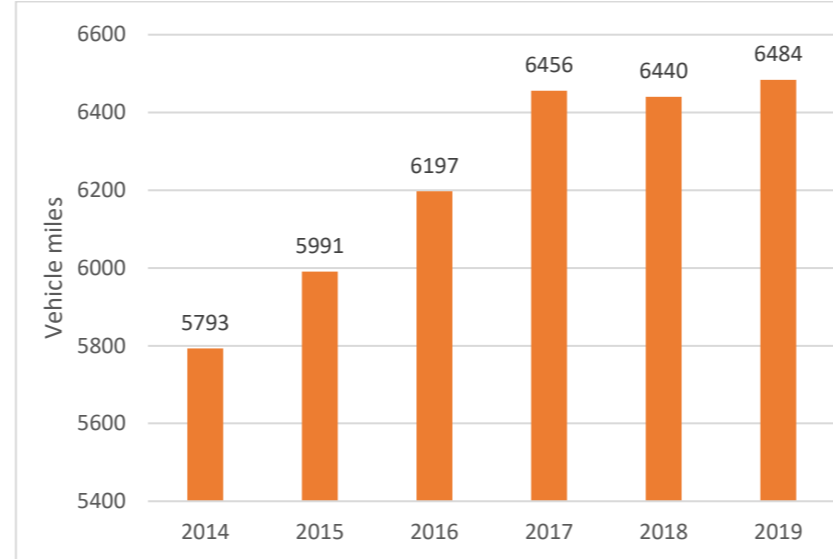
TRANSPORT METRIC REPORTING

Entries and Exits across all train stations by District



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

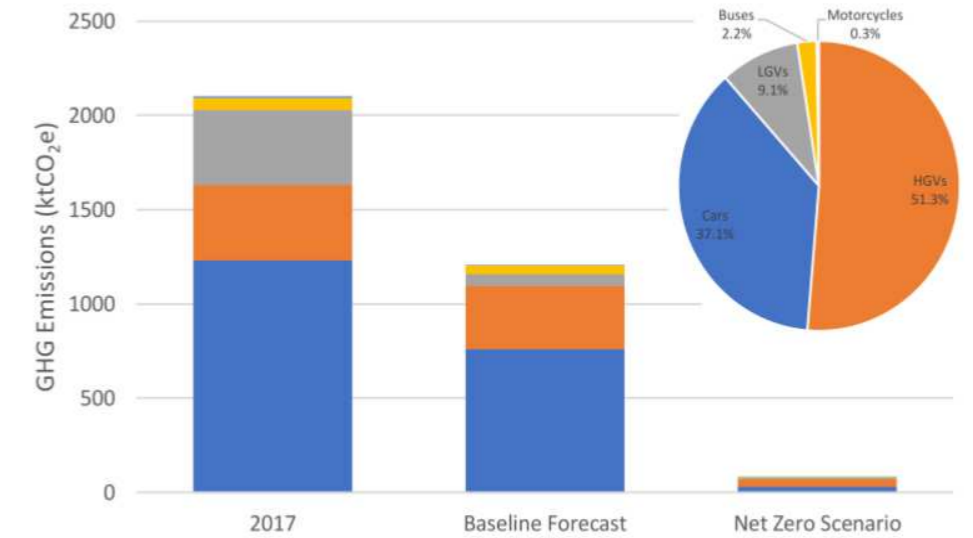
Motor Vehicle Traffic (Vehicle miles)



*Estimates for the period since 2010 have been revised to take in to account the minor road benchmarking exercise

0.4% increase in motor vehicle traffic from 2017 to 2019

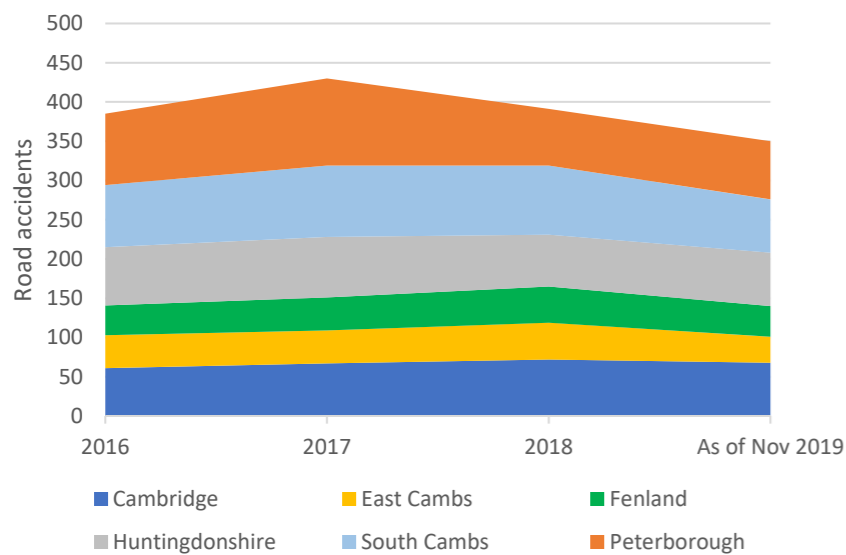
Total Green House Gas emissions for road transport (Cambridgeshire and Peterborough)



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

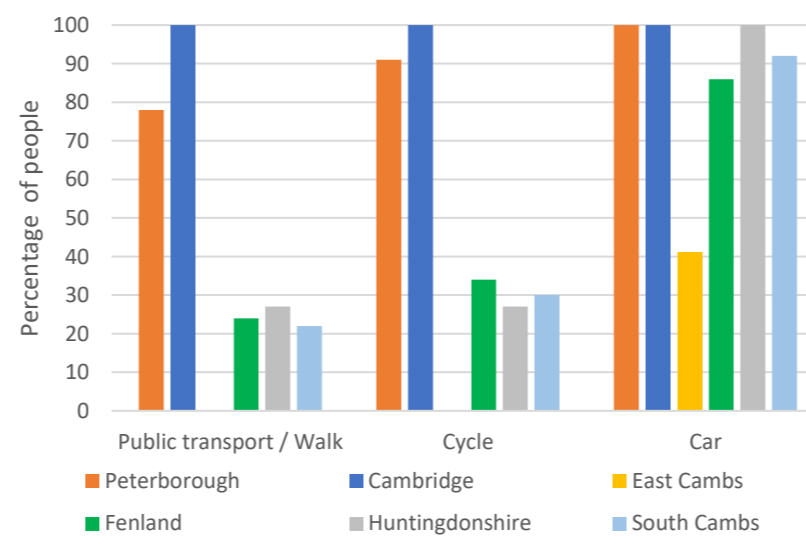
97% of transport emissions from road traffic; the major contribution from traffic on A-roads

Total serious and fatal (KSI) road collisions by District



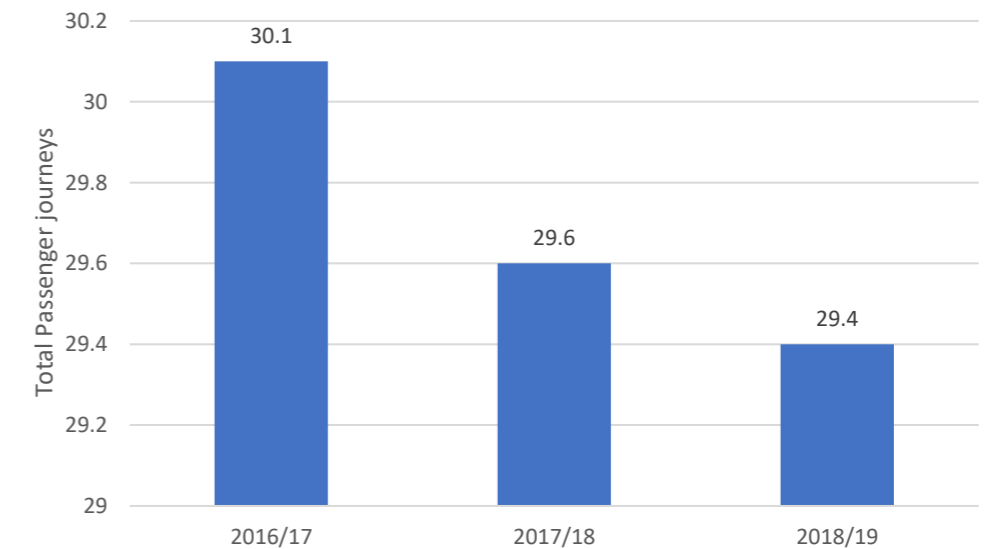
9% reduction in serious and fatal road collisions from 2017 to 2018

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