



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR

Agenda Item No: 3.2

Cambridgeshire and Peterborough Regional Transport Model

To:	Cambridgeshire and Peterborough Combined Authority Board
Meeting Date:	24 March 2021
Public report:	Yes
Lead Member:	Mayor James Palmer
From:	Paul Raynes, Director of Delivery & Strategy
Key decision:	Yes
Forward Plan ref:	KD2021/015
Recommendations:	<p>The Combined Authority Board is recommended to:</p> <p>Approve the drawdown of £750,000 from the Medium Term Financial Plan for the development of a Regional Transport Model for the Cambridgeshire Peterborough region.</p>
Voting arrangements:	<p>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 or Peterborough City Council, or their Substitute Members.</p>

1. Purpose

- 1.1 This paper sets out the process for replacing the current Cambridge Sub Regional Model (CSRM) that is currently maintained by Cambridgeshire County Council and the creation of a collaborative group to develop and maintain the next iteration of a regional model.

2. Background

- 2.1 The original Cambridge Sub Regional model (CSRM1) was developed between 2006 and 2009 by WSP and Atkins, on behalf of Cambridgeshire County Council and the Highways Agency. The model was originally designed to support both the A14 upgrade and the Transport Innovation Fund (TIF) work for Cambridgeshire County Council (CCC). As such, the model was designed to be a fully integrated multi-modal transport model, TAG compliant with respect to those schemes assessed, including major scheme business case development for multi-modal schemes.
- 2.2 CSRM1 was a successor to the previous CHUMMS model developed for the Multi-modal studies of 2000-01, and also used by the Highways Agency for the Targeted Programme of Improvements in 2004-05. CSRM1 was also used throughout the development of the South Cambridgeshire and Cambridge City Local Plans, to inform the Local Authorities on the potential transport impacts of different development strategies.
- 2.3 In early 2015 it was recognised that the 2006 Base Year validation of CSRM1 made it less suitable for work going forward, and it was agreed that a complete model refresh should take place. Following preliminary scoping work by WSP and Atkins (Phase 1 of model development), Cambridgeshire County Council commissioned Atkins to carry out an update and re-validation of CSRM, to provide a refreshed model which is termed CSRM2.

3. The Cambridgeshire Peterborough Regional Model

- 3.1 It has been recognised that a replacement of the current CSRM model is required which will assist with future investment on the region. As any traffic model, they usually have lifespan of approximately five years before they require an update.
- 3.2 A new multi-modal model will need to be able to support some of the following areas:
- Developing business cases for highway and public transport schemes that is TAG compliant,
 - Cambridgeshire County Council supporting Local Plan work, testing both different, land use scenarios, and the transport measures to support them,
 - Development and testing of transport and environmental strategies,
 - Providing evidence for scheme development and funding bids, and
 - Undertaking quick high-level scheme tests.
- 3.3 It is expected that the model coverage will cover the whole of the Cambridgeshire and Peterborough Combined Authority area within the detailed modelled area which is currently not the case. Detail of this will be developed as part of the model specification and programme development.

4. Next Steps

- 4.1 A working group has been set up amongst key partners including representatives from Cambridgeshire County Council, Peterborough City Council and the Greater Cambridge Partnership. An interface with Highways England and Network Rail will also be created to ensure synergies with strategic networks are made with the updated model.
- 4.2 Governance arrangements are to be established with a Project Board with a separate technical team. The technical team will work across all organisations in developing a model specification with a view of commencing procurement in the Spring of 2021. It is expected that a suitable supplier should be appointed to build the model to start in the Summer of 2021.

5. Financial Implications

- 5.1 The January 2021 Medium Term Financial Plan provides £750,000 of capital in 2021-22 specifically for Transport Modelling. This budget allows the Combined Authority, as Transport Authority, to fulfil its strategic responsibilities by ensuring transport scheme development is supported with adequate modelling capacity.
- 5.2 Further funding will be sought from partners to ensure that coverage of the wider region supports the activities across the region.

6. Legal Implications

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

7. Background Papers

- 7.1 [January 2021 CA Board Report - 2021-22 Budget and Medium Term Financial Plan 2021-2025](#)