



CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD	AGENDA ITEM No: 3.3
3 JUNE 2020	PUBLIC REPORT

PETERBOROUGH: TRANSPORT SCHEMES, STUDIES AND MONITORING

1.0 PURPOSE

- 1.1. To request the release of funding for the 2020/21 financial year to enable Peterborough City Council to undertake initial transport studies

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Paul Raynes, Strategy and Delivery Director
Forward Plan Ref: n/a	Key Decision: No
The Combined Authority Board is recommended to: (a) Approve the release of £100,000 from the provisional allocation in the Medium Term Financial Plan.	Voting arrangements A vote in favour by two thirds of all Members (or their Substitutes) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitutes

2.0 BACKGROUND

- 2.1. The Peterborough Local Plan sets out proposals to deliver 21,315 additional homes and 17,600 jobs from 2016 to 2036. As traffic conditions deteriorate the potential for delivering new homes and jobs will become increasingly constrained. By keeping the city moving Peterborough continues to be attractive to businesses, employees, and residents as a place to live, work or study.

- 2.2. On 28 March 2018, the Combined Authority Board approved funding for Schemes, Studies and Monitoring to enable Peterborough City Council to carry out initial transport studies in the Peterborough area, and bring forward those that relieve congestion and enhance the economic and housing growth ambition.
- 2.3. The majority of the spend in the 2019/20 financial year for Schemes, studies and Monitoring was for the development of Mass Rapid Transit feasibility study. It looked at the strategic case, technology options and corridor assessments for a comprehensive city-wide system. The outcome of the feasibility study is being considered by the Bus Review.
- 2.4. In addition to the Mass Rapid Transit feasibility study, Peterborough City Council undertook feasibility and prelim design to introduce more walking and cycling links into the city's new Fletton Quays development. This work has shown that that these links are viable and consequently it is being used to inform discussions with external parties to progress the project.
- 2.5. Schemes, Studies and Monitoring funding was also used to develop a submission for the first part of a two staged funding application process to the Department for Transport (DfT) for improvements to the Stanground fire station roundabout including developing a series of options and modelling the likely benefits. Peterborough City Council have successfully attracted funding from DfT in the past, including the current Junction 18 scheme which secured £3.85 million and the A605 Stanground scheme which secured £2.8 million

3.0 PROPOSED STUDIES FOR THE 2020/21 FINANCIAL YEAR

- 3.1 In 2020/21, Peterborough City Council plan to undertake further initial transport studies. These studies will develop the early stages of feasibility to understand whether they are viable for further funding to progress a business case. This work is expected to enable Peterborough City to develop a pipeline of future schemes.
- 3.2 The initial studies contribute, with the exception of the road safety review, to Peterborough City's growth agenda. The initial studies identified look to identify and mitigate future congestion areas potentially improving journey time reliability and network resilience.
- 3.3 A full list of the studies to be undertaken in the 2020/21 financial year is below. A number of other schemes were considered for this funding and a sifting process was undertaken and these were selected as those which would contribute to the Peterborough City's growth agenda. These schemes have Member support from Peterborough City Council.

Study Title	Description of Study	Evidence base	Outcome / future programme / next steps	CPCA LTP objectives	Cost Estimate
Review of Smart City Censors	Review and produce a business case to determine the success of the trialled smart city sensors to determine whether a full roll out would be beneficial	Initial review suggests there are decongestion benefits that can be gained at key signalised junctions which improve capacity.	The study will determine the quantified success of the trial and identify locations for future rollout. The next stage would be for capital funding to be sought to roll these out at other key sites across Peterborough to make further journey time benefits.	Supporting the economy, improving safety	£30,000
Stanground Fire Station	Develop phase 2 of submission for funding bid to DfT to reduce congestion at Junction 68 (B1092 Whittlesey Road/B1091 Peterborough Road)	The funding application that was submitted to DfT showed that there is a viable scheme.	The next stage will be the developing and submitting phase 2 of the DfT funding application. Peterborough city Council intend to develop the scheme further so that there is confidence that a full SOBC could be undertaken. The longer term plan is to secure capital funding to construct the improvements.	Supporting the economy, improving safety	£15,000
Congestion Hotspot Review	To review the latest data to determine the congestion hotspots currently and areas in the future as a result of planned growth to determine future improvements.	An updated strategic transport model is nearing completion which will give updated traffic numbers and delay. This information will allow Peterborough to undertake a network wide review to evidence where congestion is	A congestion report that ranks the key sites where traffic delay is occurring which can then form a pipeline of future highway improvement schemes. The next stage will then be to seek funding to either develop a business case if it is a larger scheme or	Supporting the economy, improving safety	£20,000

		occurring now and in the future.	funding to construct any smaller schemes		
Peterborough Wide Road Safety Review	Review and produce early scheme assessment to identify accident hotspots on the network.	Peterborough receives accident data from the police which would form the basis of the study.	A road safety report that ranks the key sites where accidents are occurring which can then form a pipeline of future highway improvement schemes.	Improving safety	£20,000
Hospital Access Study	Review and determine the transport improvements around this site	It is expected that there will be an increase in the number of staff and patients at the hospital in the future which will put pressure on the transport network.	A report will be produced looking at a series of highway improvement options and their viability and likely benefit that could then be added to the pipeline of future highway schemes. The next stage would be to seek funding to develop the schemes further and funding to construct them.	Supporting the economy, improving safety	£10,000
Consortium of East Coast Mainline Authorities	Contribution to the Consortium of East Coast Mainline Authorities which works to campaign for further investment in the East Coast Mainline.	Economic analysis and a report has previously been produced to support and justify the need for Govt investment in the East Coast Mainline. In addition, an All Party Parliamentary Group has been setup to support the East Coast Mainline	The Consortium will be able to update an existing economic report as well as supporting the All Party Parliamentary Group. A key goal for Peterborough is to have trains to and from London in under 40 minutes which could have a transformative impact. The Consortium is an effective group for lobbying Govt for further investment. The next stage will be the upcoming East Coast Mainline timetable change which will hopefully lead to improved journey times for Peterborough.	Supporting the economy	£5,000
	Total				£100,000

3.4 The Consortium of East Coast Mainline Authorities (ECMA) has been included as it will contribute to the review and updating of the “investing in Economic Growth” research undertaken by ECMA which aims to establish the economic case for investment in the East Coast Mainline.

4.0 SIGNIFICANT IMPLICATIONS

4.1 There are no significant implications at this stage

5.0 FINANCIAL IMPLICATIONS

5.1 The £100,000 revenue funding for 2020-21 is available in the MTFP as “subject to approval”.

6.0 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).

7.0 OTHER SIGNIFICANT IMPLICATIONS

7.1 None at this time

8.0 APPENDICES

8.1 None

<u>Background Papers</u>	<u>Location</u>
Combined Authority Board reports 28 March 2018	CA Board 28 March 2018