



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

## **TRANSPORT & INFRASTRUCTURE COMMITTEE**

**Date: Monday, 14 March 2022**

**Democratic Services**

Robert Parkin Dip. LG.  
Chief Legal Officer and Monitoring Officer

**10:00 AM**

72 Market Street  
Ely  
Cambridgeshire  
CB7 4LS

**Fenland District Council  
Council Chamber, Fenland Hall, County Road, March, PE15  
8NQ**

### **AGENDA**

**Open to Public and Press**

#### **Part 1: Governance Items**

- |            |   |                |
|------------|---|----------------|
| <b>1.1</b> | <b>Apologies for Absence and Declarations of Interest</b> |                |
| <b>1.2</b> | <b>Minutes - 12th January 2022</b>                        | <b>5 - 12</b>  |
| <b>1.3</b> | <b>Combined Authority Forward Plan - February 2022</b>    | <b>13 - 48</b> |

#### **1.4 Public Questions**

Arrangements for public questions can be viewed in Chapter 5, Paragraphs 18 to 18.16 of the Constitution which can be viewed here

- [Constitution](#)

#### **Part 2: Delivery**

#### **2.1 A141 Huntingdon and St Ives Outline Business Case and St Ives Local Improvements 49 - 54**

#### **2.2 Demand Responsive Transport Update 55 - 58**

#### **2.3 March Area Transport Study 59 - 76**

#### **2.4 E-Scooter Trial and E-Bike Update 77 - 82**

#### **2.5 Budget and Performance Report**

*To follow*

#### **Part 3: Items for Information**

#### **3.1 Date of next meeting:**

Monday, 25th April at 10am

#### **COVID-19**

The legal provision for virtual meetings no longer exists and meetings of the Combined Authority therefore take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Combined Authority, please contact the Committee Clerk who will be able to advise you further.

The Transport & Infrastructure Committee comprises the following members:

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

Mayor Dr Nik Johnson

Councillor Ian Bovingdon

Councillor Neil Gough

Councillor Peter Hiller

Councillor Jon Neish

Councillor Chris Seaton

Councillor Neil Shailer

Councillor Katie Thornburrow

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	Daniel.Snowdon@cambridgeshire.gov.uk



## Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee: Minutes

Date: 12 January 2022

Time: 10.00am – 12.05pm

Present: Councillors Neil Gough, Peter Hiller, Jon Neish, Chris Seaton, Richard Robertson and Neil Shailer.

Apologies: Mayor Dr Nik Johnson and Councillor Katie Thornburrow, substituted by Councillor Richard Robertson

### 31. Apologies and declarations of interest

Apologies were received from Mayor Dr Nik Johnson and Councillor Katie Thornburrow, substituted by Councillor Richard Robertson.

### 32. Election of Chair for the Meeting

Due to the apologies for absence received from Mayor Dr Nik Johnson, it was necessary to elect a Chair for the meeting. It was proposed by Councillor Hiller, seconded by Councillor Seaton and agreed unanimously that Councillor Jon Neish be appointed as Chair for the meeting.

It was resolved:

To appoint Councillor Jon Neish be elected as Chair for the meeting

### 33. Minutes – 8 November 2021

The minutes of the meeting on 8 November 2021 were approved as an accurate record and signed by the Mayor.

### 34. Combined Authority Forward Plan – 3 December 2021

The Combined Authority Forward Plan was noted.

### 35. Public questions

One public question was received the response to which can be found at Appendix A to these minutes.

### 36. Fengate Access Study

The Committee received a report that provided an update on the works undertaken within the Fengate and was requesting the approval of £150,000 drawdown which would allow to complete the Full Business Case. The scheme sought to address congestion in the area that would also enable development to continue.

During discussion Members raised the following points:

- Emphasised the vital importance of the project for Peterborough. Fengate and Boongate needed improved accessibility to allow for future growth in the area and welcomed the proposed active travel provision through the Fengate area.
- Commented that the scheme was car orientated and that there was an opportunity to improve transport links such as buses. - The Director of Transport in response highlighted the area as a vital hub of employment and economic growth. The highway aspect and interconnectivity were the initial drivers for the project; however, work was ongoing to regarding active travel and the CPCA Bus Improvement Plan would also address such issues. It was vital that the investment was made in the business case to progress it to where it needed to be. It was essential that the area had the capacity to allow people to travel to and from their place of work and that business were able to conduct their business.
- Drew attention to the overlap with the University of Peterborough Access Scheme and received assurance from officers that the interdependencies between the two schemes were appreciated from a programme management perspective.
- Highlighted the role of the Parkway system in Peterborough and that it was one of the fastest commuter cities in the country.

It was proposed by the Cllr Hiller, seconded by Councillor Seaton and resolved unanimously to:

It was resolved unanimously to:

- a) Approve the drawdown of £150,000 to complete the Full Business Case stage of the project
- b) Approve the slippage of the remaining in-year subject to approval budget and note the need for a further reprofile exercise once the revised project timeframe is established in January.

### 37. Fengate Phase 2 University of Peterborough Access

The Committee received that summary of the findings of the Package Assessment Report- Outline Business Case Phase 1 as well as sought approval of the planned reprofile.

Commenting on the report Members:

- Expressed concern regarding the heavy car dependency of the scheme that did not include modal shift. There appeared to be no analysis of alternatives to roads and could be a missed opportunity to re-prioritise traffic. There could also be a risk that a scheme was being progressed that was out of date and potentially affect government funding. Officers explained that the CPCA had been engaged with Peterborough City Council and designers. Peterborough was a rapidly evolving city and the university will attract a large number of students. Historically the area was a that was historically a car friendly environment. The emphasis of the scheme was to ease access into the university area. The project began some years ago and would be reviewed in light of climate change commitments and active travel.
- Noted that the area was not saturated with cars and attention was drawn to the Green Wheel that represented 50 miles of cycling infrastructure in the city. All modes of travel were encouraged within the city.
- Drew attention to the wider area outside of the city which was rural. It would be very difficult to remove the car entirely as rural areas depended on it. The only way to address that would be to improve the number of opportunities for people to leave the car at home through additional rail and bus services.
- Commented that there was an opportunity to design a project around the needs of students and cited Anglia Ruskin University where a significant number of students travelled in from outlying areas and sought clarity on how that was being addressed. Officers highlighted the links and interdependencies of Fengate Phase 1 and 2. The scheme was not solely about accessing the university but the area as a whole and the management of modes of transport around the area. Connectivity to Peterborough linked to the Fenland stations regeneration programme and other CPCA schemes that would also benefit wider sustainable access.
- Suggested that the Committee review the university access to ensure the CPCA was catering to all users.

It was proposed by the Cllr Hiller, seconded by Councillor Seaton and resolved unanimously to:

- a) Approve the University of Peterborough Access Study Package Assessment Report – Outline Business Case Phase 1

- b) Approve the drawdown of £1.8m in respect of the costs associated with the Outline Business Case Phase 2, and to conclude a Grant Funding Agreement with Peterborough City Council on terms approved by the Head of Transport and Chief Legal Officer/Monitoring Officer
- c) Approve the submission of the updated application at appendix 2 to the Department of Transport's Major Route Network Programme fund

### 38. A10 Outline Business Case

The Committee received a report that sought approval to develop scope and to progress the delivery of the A10 Outline Business case. Presenting the report, officers informed the Committee that a bid had been presented to the Department for Transport (DfT) for the development of an Outline Business Case to understand whether an additional £2m of funding was required whether the project would require £2m of additional funding or would be a smaller package of work. The CPCA had ongoing engagement with Cambridgeshire County Council and DfT with regard moving the project forward.

During discussion Members raised the following points:

- Expressed concern regarding time scales and whether there was a risk that funding could be withheld or returned to the Department for Transport. Officers explained that swift progress was essential in order that a scope was delivered by the end of March 2022.
- Questioned the project as there was a rail line that ran alongside the A10 and improvements to bus services would improve congestion on the road significantly. It was therefore essential that the business case justified the need and purpose of the proposed improvements.
- Noted that funding was not solely for a dualling of the A10 and discussion would be taking place at Cambridgeshire County Council's Highways and Transport Committee regarding alternatives and options other than dualling. The corridor was extremely important for local people and the connectivity of communities along the route.
- Noted the ambition to provide a fully segregated cycle route between Ely and Cambridge.
- Recognised the high volumes of traffic that travelled along the A10 at peak times. It was also an area of high agricultural use with slow moving traffic. Officers were developing a business case that provided the appropriate solution for the area. There were several factors that required consideration such as the integration with current and proposed developments and analysis of traffic movements. The CPCA Bus Improvement Plan sought to improve the bus network and how to connect people that did not have access to the main bus and train routes.



- Expressed concern that the proposed cycle path alongside the A10 would not comply with recommended layout in certain places. Officers explained that the business case process would allow consideration of all aspects and provide assurance regarding such matters. There were particular areas along the route that posed difficulties. However, engineers would be challenged to overcome them.
- Noted that the current cycle path alongside the A10 was of particularly poor quality.

It was proposed by the Seaton, seconded by Councillor Gough and resolved unanimously to:

- Note the outputs of the Cambridgeshire County Council Highways and Infrastructure Committee paper
- Delegate authority to the Head of Transport, in consultation with the Monitoring Officer and Chief Finance Officer to develop the scope for the delivery of the Outline Business Case
- Approve the release of £2m funding from Department for Transport, to be spent in 22-23, for the delivery of the Outline Business Case, and agree reprofiling the remaining 21-22 budget into 22-23.
- Subject to an extension to the existing DfT grant being agreed, delegate authority to the Head of Transport, in consultation with the Monitoring Officer and Chief Finance Officer to issue a capital grant funding agreement for the delivery of the outline business case by Cambridgeshire County Council.

### 39. A141 Huntingdon and St Ives Strategic Outline Business Case

The Committee received a report that provided an introduction and update on the progress of the St Ives Study, explained the progress outcomes of the A141 and St Ives Strategic Outline Business Case and next steps.

During discussion of the report Members:

- Commented that the project was at a stage where it could be shaped significantly. All the options were for a road scheme together with other improvements. There was concern that by grouping the proposals together it was difficult to understand what the contribution or benefits of the component parts. There was no assessment of a non-road building option which prevented effective comparison.
- Noted that the large part of the surrounding area that had been designated for growth that would place increased pressure on all modes of transport. There were areas such as St Ives where traffic and congestion was a problem. There was also a need for increased affordable housing in the area. The proposals for improvements had been progressing for some time and time was critical and such pressures were building.

- Noted the comments of the Director of Transport that provided the background and context to the project. There were significant growth pressures in the area that had to be balanced with the need to protect the Great Ouse Valley that also exacerbated connectivity issues. It was evident from the work undertaken to date that a highway solution was necessary however, the project was not about encouraging cars but to address current issues and to encourage people onto different modes of transport. Control measures were in place during the development of the business case. Needs also differed between Huntingdon and St Ives despite clear interdependencies. There were also far more stringent policy requirements made of the design team when progressing to the next stage.

It was proposed by the Chair, seconded by Councillor Shailer and resolved unanimously/majority to:

- a) Note the St Ives study and progress
- b) Note the A141 and St Ives option appraisal report
- c) Note the A141 and St Ives Strategic Outline Business Case
- d) Recommend the Combined Authority Board approve the development and costing up of the next stage of the project for Outline Business Case and Preliminary design.
- e) Recommend the Combined Authority Board approve the programme for, and costing up of, the Local Improvement schemes for St Ives

#### 40. Local Transport and Connectivity Plan Update

The Committee received a report detailing the outputs of the soft launch public engagement and provided a verbal update on progress toward the formal consultation. The presenting officer drew the attention of the Committee to a slight error contained within the report at page 1 where a reference to October consultation and should have been November.

During discussion Members raised the following points:

- Drew attention to the contrast between the results of the consultation and the proposed works in Peterborough.
- Highlighted the priority in Cambridge to reduce congestion within the city and made the link to bus routes and timetabling. It was essential that the priorities followed the public's wishes.
- Clarified the timetable for the next steps and noted that further discussion would take place with leaders regarding the timeframe. Officers explained that the work undertaken on the LTCP may constitute a rewrite rather than a refresh and therefore the next stage of consultation would be for 12 weeks rather than 6.

- Noted the extensive engagement the CPCA had committed to, and the feedback received. The review of the feedback had resulted in pressure on the team in terms of reviewing the feedback and the potential legislative requirements associated with a refresh or a rewrite of the LTCP.

It was resolved to:

Note the outputs of the October Soft Launch public engagement

## 41. Budget and Performance Update

The Committee received the January Budget and Performance Update report which presented the progress to date made against budgets set in January 2021. It included the summary of the year-to-date transport revenue budget; the RAG risk rating; statistics from the Five-Year Gateway Review results; and an expenditure timetable for the 2021-22 budget.

During discussion of the report Members:

- Sought an update regarding Coldhams Lane, Cambridge. Officers explained that Cambridgeshire County Council had undertaken budget prioritisation, further discussions with the Council would need to take place and a decision taken on whether a report should be presented to the Committee.
- Drew attention to data contained within the report relating to road traffic collision fatalities that was somewhat dated. Officers explained that there was significant lag in the data owing to the nature of the returns made to the Government and would be updated as soon as possible.
- Noted that the process relating to invoicing and that the budget forecast was accurate.
- Noted the update provided regarding Wisbech Rail. It was anticipated that following receipt of the latest report from Network Rail a report would be presented to the March meeting of the Committee.

It was resolved to:

Note the January Budget and Performance Monitoring Update.

## 42. Date of next meeting

It was resolved to note the date of the next Transport and Infrastructure Committee would be 14<sup>th</sup> March 2022.

Mayor

Public question from Mr Sean Finley.

Question

Can we ensure that a bridge for walkers, cyclists etc is included in the plans for the Broadend road roundabout?

Response

There is no segregated walking, cycling provision within the current design which is being finalised for potential future funding availability. It is noted however that segregated cycling and walking should be considered if and when funding becomes available and the current design is reviewed prior to construction.



**CAMBRIDGESHIRE  
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# Cambridgeshire and Peterborough Combined Authority Forward Plan of Executive Decisions

28 February 2022

**The Forward Plan is an indication of future decisions. It is subject to continual review and may be changed in line with any revisions to the priorities and plans of the CPCA. It is re-published on a monthly basis to reflect such changes.**

## Purpose

The Forward Plan sets out all of the decisions which the Combined Authority Board and Executive Committees will be taking in the coming months. This makes sure that local residents and organisations know what decisions are due to be taken and when.

The Forward Plan is a live document which is updated regularly and published on the [Combined Authority website](#) (click the Forward Plan' button to view). At least 28 clear days' notice will be given of any key decisions to be taken.

## What is a key decision?

A key decision is one which, in the view of the Overview and Scrutiny Committee, is likely to:

- i. result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to (usually £500,000 or more); or
- ii. have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

## Non-key decisions and update reports

For transparency, the Forward Plan also includes all non-key decisions and update reports to be considered by the Combined Authority Board and Executive Committees.

## Access to reports

A report will be available to view online one week before a decision is taken. You are entitled to view any documents listed on the Forward Plan after publication, or obtain extracts from any documents listed, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on this notice can be requested from [Robert Parkin](#), Chief Legal Officer and Monitoring Officer for the Combined Authority.

The Forward Plan will state if any reports or appendices are likely to be exempt from publication or confidential and may be discussed in private. If you want to make representations that a decision which it is proposed will be taken in private should instead be taken in public please contact [Robert Parkin](#), Chief Legal Officer and Monitoring Officer at least five working days before the decision is due to be made.

An accessible version of the Forward Plan is available on request from [Democratic Services](#).

## Notice of decisions

Notice of the Combined Authority Board's decisions and Executive Committee decisions will be published online within three days of a public meeting taking place.

## Standing items at Executive Committee meetings

The following reports are standing items and will be considered by at each meeting of the relevant committee. The most recently published Forward Plan will also be included on the agenda for each Executive Committee meeting:

### Housing and Communities Committee

1. Affordable Housing Programme Loans Update

### Skills Committee

1. Budget and Performance Report
2. Employment and Skills Board Update

### Transport and Infrastructure Committee

1. Performance and Finance Report

## Housing and Communities Committee – 9 March 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
1.	Affordable Housing Programme Scheme Approvals March 2022	Housing and Communities Committee	9 March 2022	Key Decision 2021/039	To consider and approve allocations to new schemes within the Affordable House Programme.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Lewis Herbert Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices.
2.	Northern Fringe Progress Report	Housing and Communities Committee	9 March 2022	Decision	To receive a progress report on the Northern Fringe.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Lewis Herbert Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices.



## Transport and Infrastructure Committee – 14 March 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
3.	E-Scooter Trial and E Bike Update	Transport and Infrastructure Committee	14 March 2022	Decision	To provide an update on the E-Scooter Trial and E-Bikes and outline next steps.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
4.	Transforming Cities Fund 2021/2023	Transport and Infrastructure Committee	14 March 2022	Decision	To note the content of the Transforming Cities Fund Report as a requirement of the grant and make recommendations to the Combined Authority Board on any financial profile changes to specific projects.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
5.	March Area Transport Study: Broad	Transport and Infrastructure Committee	14 March 2022	Decision	To consider a request to approve advance funding	Relevant internal and	Rowland Potter	Mayor Dr Nik Johnson	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Street Scheme				for the construction costs of the Broad Street element of the March Area Transport Study and make recommendations to the Combined Authority Board.	external stakeholders	Head of Transport		will be any documents other than the report and relevant appendices.
6.	Demand Responsive Transport	Transport and Infrastructure Committee	14 March 2022	Decision	To note the performance of the "Ting" Demand Responsive Transport (DRT) trial, consider recommendations to extend the length of the trial and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
7.	A141 and St Ives	Transport and Infrastructure Committee	14 March 2022	Decision	To note progress towards the A141 and St Ives Outline	Relevant internal and	Rowland Potter	Mayor Dr Nik Johnson	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					Business Case and preliminary design study, consider a request for the approval of funding towards the St Ives Local Improvement Schemes project and make recommendations to the Combined Authority Board.	external stakeholders	Head of Transport		will be any documents other than the report and relevant appendices.
8.	Transport Model / Data Collection	Transport and Infrastructure Committee	14 March 2022	Decision	To consider an update on previous work on a Transport Model for the region and proposals for a central data collection rather than a solely Transport Model and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Skills Committee – 16 March 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
9.	Economic Growth and Skills Strategy	Skills Committee	16 March 2022	Decision	To consider the draft Economic Growth and Skills Strategy.	Relevant internal and external stakeholders	Director of Business & Skills	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
10.	Adult Education Budget: Funding Allocations for 2022/23 and Proposed Funding Policy Changes	Skills Committee	16 March 2022	Decision	To consider proposals for Adult Education Budget funding allocations for 2022/23 and proposed funding policy changes and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Director of Business & Skills	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

11.	Economic and Skills Insight Report	Skills Committee	16 March 2022	Decision	To note the Economic and Skills Insight Report.	Relevant internal and external stakeholders	Director of Business and Skills	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
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## Combined Authority Board – 30 March 2022

### Governance Items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
12.	Minutes of the meeting on 26 January 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
13.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
14.	Cambridgeshire and Peterborough Combined Authority Constitution	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To review and approve a series of proposed changes to the Constitution.	Relevant internal and external stakeholders including the Audit and Governance Committee	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
15.	Budget Monitor Report March 2022	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2022/008	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					and to seek Board approvals as required.				other than the report and relevant appendices to be published.
16.	Treasury Management Strategies 2022/23	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To review and approve the Combined Authority's draft Capital, Treasury and Investment Strategies and Minimum Revenue Provision (MRP) Statement for 2022/23	Relevant internal and external stakeholders including the Audit and Governance Committee	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
17.	Sustainable Growth Ambition Statement	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To approve the Sustainable Growth Ambition Statement	Relevant internal and external stakeholders	Paul Raynes Director of Strategy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									the report and relevant appendices to be published.
18.	Annual Report and Business Plan 2022/23	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To approve the 2022/23 Business Plan.	Relevant internal and external stakeholders	Paul Raynes Director of Strategy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
19.	Performance Report	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To agree future performance reporting arrangements to the Board in support of the new Business	Relevant internal and external stakeholders	Paul Raynes Director of Strategy	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					Plan and Medium-Term Financial Plan.				and relevant appendices to be published.

## Combined Authority Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
20.	Combined Authority Office Accommodation  [May contain confidential appendices]	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2021/084	To approve acquisition of a leasehold property interest to serve as office accommodation for the Combined Authority and all remaining associated expenditure to	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					implement efficient operational occupation.				to be published.
21.	Climate Change Action Plan	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2022/001	To agree a Climate Action Plan based on the recommendations of the Climate Working Group	Relevant internal and external stakeholders	Paul Raynes Director of Strategy	Councillor Bridget Smith Lead Member for the Environment and Climate Change	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
22.	Market Towns Programme – Approval of Recommended Projects (Final Funding Call)	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2021/079	To approve the final tranche of recommended project proposals under the Market Towns	Relevant internal and external stakeholders	Director of Business and Skills	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	[May contain exempt appendices]				Programme (final funding).				and relevant appendices to be published.

By recommendation to the Combined Authority Board

Recommendations from the Transport and Infrastructure Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
23.	Transforming Cities Fund 2021/2023	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2022/003	To note the content of the Transforming Cities Fund Report as a requirement of the grant and approve any financial profile changes to specific projects.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and

									relevant appendices.
24.	Demand Responsive Transport	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision KD2022/006	To note the performance of the “Ting” Demand Responsive Transport (DRT) trial and consider recommendations to extend the length of the trial.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
25.	March Area Transport Study: Broad Street Scheme	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2022/004	To approve advance funding for the construction costs of the Broad Street element of the March Area Transport Study, subject to the completion of the Full Business Case.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
26.	A141 and St Ives	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2022/005	To approve funding towards the St Ives Local Improvement Schemes project.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and

									relevant appendices.
27.	Transport Model / Data Collection	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2022/007	To update on previous work on a Transport Model for the region and propose a central data collection rather than a Transport Model which would be of benefit to all Combined Authority activity.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
28.	E-Scooter Trial and E Bike Update	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To provide an update on the E-Scooter Trial and E-Bikes and outline next steps.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Recommendations from the Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted
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									to the decision maker
29.	Adult Education Budget: Funding Allocations for 2022/23 and Proposed Funding Policy Changes	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Key Decision 2021/081	To consider proposals for Adult Education Budget funding allocations for 2022/23 and proposed funding policy changes and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Director of Business & Skills	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

## Recommendations from the Business Board

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
30.	Local Growth Fund Management Budget	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To approve a revised spend profile into future years for the management budget for	Relevant internal and external stakeholders	Director of Business & Skills	Austen Adams Chair of the Business Board	It is not anticipated that there will be any documents other than

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					the Local Growth Fund Team.				the report and relevant appendices to be published
31.	Implications of the Government's Local Enterprise Partnerships Review and the Role of the Business Board	Cambridgeshire and Peterborough Combined Authority Board	30 March 2022	Decision	To note the outcomes of Government's national LEP Review and to consider the future role of the Business Board to share its views, manage and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Director of Business & Skills	Austen Adams Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
32.	Economic Growth and	Cambridgeshire and Peterborough	30 March 2022	Decision	To approve the Economic Growth and Skills Strategy	Relevant internal and external	Director of Business & Skills	Austen Adams Chair of	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Skills Strategy	Combined Authority Board				stakeholders including the Skills Committee		the Business Board	will be any documents other than the report and relevant appendices to be published
33.	Local Assurance Framework	Cambridgeshire and Peterborough Combined Authority Board	30 March 2021	Decision	To approve the revised Local Assurance Framework.	Relevant internal and external stakeholders, including the Audit and Governance Committee	Director of Business and Skills	Austen Adams Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
34.	High Performance	Cambridgeshire and Peterborough	30 March 2021	Decision	To approve and adopt the High	Relevant internal and external	Director of Business and Skills	Austen Adams	It is not anticipated that there



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Computing Strategy	Combined Authority Board			Performance Computing Strategy.	stakeholders, including the Audit and Governance Committee		Chair of the Business Board	will be any documents other than the report and relevant appendices to be published.

### Skills Committee – 27 April 2022

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
35.	University of Peterborough – Programme Business Case	Skills Committee	27 April 2022	Decision	To consider the Programme Business Case for the University of Peterborough and make recommendations to	Relevant internal and external stakeholders	Director of Business & Skills	Councillor Lucy Nethsingha Lead Member for Skills	It is not anticipated that there will be any documents other than the report

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					the Combined Authority Board.				and relevant appendices to be published

## Combined Authority Board Annual Meeting – 1 June 2022

### Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
36.	Minutes of the meeting on 30 March 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
37.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
38.	Membership of the Combined Authority	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To note the appointment of Members of Constituent Councils and a representative of the Business Board for 2022/23 (and their Substitute Members) and to appoint any Non-Constituent Members or Co-opted Members.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
39.	Appointments to Executive Committees, Committee Chairs and Lead Members	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To note and agree the Mayor's nominations to Lead Member responsibilities and the membership of the Executive Committees, including the Chairs of the Executive Committees for 2022/23.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
40.	Appointment of the Overview and Scrutiny Committee	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To appoint the Overview and Scrutiny Committee and confirm its terms of reference, size and allocation of seats to political parties in accordance with political balance requirements,	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
					according to the nominations received from constituent councils.				
41.	Appointment of the Audit and Governance Committee	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To appoint the Audit and Governance Committee and Independent Person and confirm its terms of reference, size and allocation of seats to political parties in accordance with political balance requirements, according to the nominations received from constituent councils.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
42.	Calendar of Meetings 2022/23	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To approve the calendar of meetings for 2022/23.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
43.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To provide an update on the revenue and capital budgets for the year to date.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

## Combined Authority Board Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
44.	Future Combined Authority Housing Purpose and Function beyond March 2022	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Key Decision 2021/070	To consider the likely activities and options for the future of the Combined Authority Housing activity and programme beyond March 2022.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Councillor Lewis Herbert Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Recommendations from the Transport and Infrastructure Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
45.	Bus Reform June 2022	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Key Decision 2021/045	To provide an update on the results of the Bus Reform Outline Business Case public consultation and next steps.	Relevant internal and external stakeholders	Rowland Potter Head of Transport	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Recommendations from the Skills Committee

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
46.	University of Peterborough – Programme	Cambridgeshire and Peterborough	1 June 2022	Decision	To approve the Programme Business Case for	Relevant internal and	Director of Business & Skills	Councillor Lucy Nethsingha	It is not anticipated that there



	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
	Business Case	Combined Authority Board			the University for Peterborough.	external stakeholders		Lead Member for Skills	will be any documents other than the report and relevant appendices to be published

## Recommendations from the Business Board

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
47.	Digital Sector Strategy	Cambridgeshire and Peterborough Combined Authority Board	1 June 2022	Decision	To approve and adopt the Digital Sector Strategy for Cambridgeshire and Peterborough.	Relevant internal and external stakeholders	Director of Business & Skills	Austen Adams Chair of the Business Board	It is not anticipated that there will be any documents other than

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
									the report and relevant appendices to be published

## Combined Authority Board 27 July 2022

### Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
48.	Minutes of Annual Meeting on 1 June March 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
49.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
50.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To provide an update on the revenue and capital budgets for the year to date.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Combined Authority Decisions

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
51.	Approval of Procurement Policy	Cambridgeshire and Peterborough Combined Authority Board	27 July 2022	Decision	To approve the Combined Authority's procurement policy	Relevant internal and external stakeholders including the Audit and Governance Committee	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.

## Combined Authority Board – 28 September 2022

### Governance items

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
52.	Minutes of the meeting on 27 July 2022 and Action Log	Cambridgeshire and Peterborough Combined Authority Board	28 September 2022	Decision	To approve the minutes of the previous meeting and review the action log.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
53.	Annotated Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	28 September 2022	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Robert Parkin Chief Legal Officer and Monitoring Officer	Mayor Dr Nik Johnson	It is not anticipated that there will be any documents other than the report and relevant appendices.
54.	Budget Monitor Update	Cambridgeshire and Peterborough	28 September 2022	Decision	To provide an update on the revenue and	Relevant internal and	Jon Alsop Section 73 Chief	Mayor Dr Nik Johnson	It is not anticipated that there

	Title of report	Decision maker	Date of decision	Decision required	Purpose of report	Consultation	Lead officer	Lead Member	Documents relevant to the decision submitted to the decision maker
		Combined Authority Board			capital budgets for the year to date.	external stakeholders	Finance Officer		will be any documents other than the report and relevant appendices to be published.

FP/02/22

## Comments or queries about the Forward Plan to Cambridgeshire and Peterborough Combined Authority

Please send your comments or queries to [Robert Parkin](#), Chief Legal Officer and Monitoring Officer. We need to know:

1. Your comment or query:
2. How we can contact you with a response (please include your name, a telephone number and your email address).
3. Who you would like to respond to your query (if you are unsure, please leave this blank and it will be passed to the person best placed to reply).





## Report title: A141 Huntingdon and St Ives Outline Business Case and St Ives Local Improvements

To: Transport and Infrastructure Committee

Meeting Date: 14 March 2022

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter

Key decision: No

Forward Plan ref:

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Note the progress of the St Ives Local Improvements study;
- b) Note the progress of the A141 and St Ives Strategic Outline Business Case;
- c) Recommend to the CA Board that it:
  - i. Approve the drawdown of £2.3 million for commencement of the St Ives Local Improvement Schemes; and,
  - ii. Delegate authority to the Head of Transport and Chief Finance Officer to agree a Grant Funding Agreement with Cambridgeshire County Council

Voting arrangements: a), and b) are note only items: no vote required. C) a simple majority of members present and voting.

## 1. Purpose

### 1.2 The purpose of the report is to:

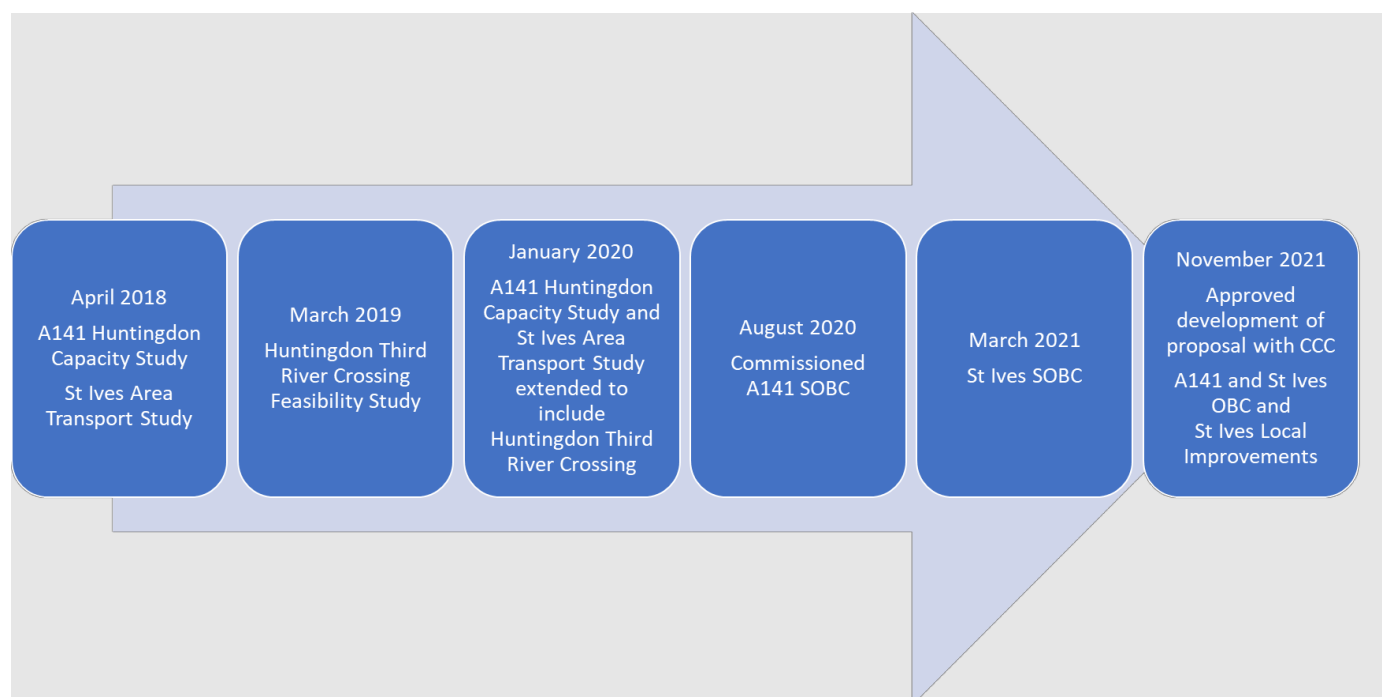
- Update the progress of the St Ives Local Improvement
- Update the progress on the A141 and St Ives Strategic Outline Business Case; and
- Recommend the approval of the drawdown of £2.3 million for commencement of the St Ives Local Improvement Schemes.

## 2 Background

- 2.2 In April 2018, the A141 Huntingdon Capacity Study (commissioned by Cambridgeshire and Peterborough Combined Authority (CPCA)) and the St Ives Area Transport Study (commissioned by Cambridgeshire County Council (CCC)) commenced as a joint delivery study to consider the capacity challenges in the local area.
- 2.3 In March 2019, the CPCA approved the commissioning of a Huntingdon Third River Crossing Feasibility Study to consider how that proposal might address the capacity challenges in the area.
- 2.4 The emerging findings from the A141 Huntingdon Capacity Study and St Ives Area Transport Study suggested that they needed to consider the wider growth issues in the Huntingdon and St Ives area. Subsequently it was agreed by the January 2020 Transport and Infrastructure Committee and CA Board that this work be extended to include work on the Huntingdon Third River Crossing.
- 2.5 The change to the study's scope meant that it was necessary to compare the performance of the wider road network as a result of both schemes. The proposal for a Huntingdon Third River Crossing was included within the traffic modelling and a high-level environmental desktop study. The options compared included a bypass route for the A141 North of Huntingdon as well as the river crossing.
- 2.6 The outcomes of the study were reported at the August 2020 CA Board. This report outlined that the study's evidence demonstrated that an A141 bypass was the better performing option in addressing current and future congestion and growth. It was agreed to commission work to develop a Strategic Outline Business Case (SOBC) for that option. Atkins were subsequently engaged through a procurement exercise to undertake the Strategic Outline Business Case work.
- 2.7 In March 2021 the CA Board were presented with a St Ives Strategic Outline Business Case paper. To continue the development of the SOBC work for St.Ives, the CA Board approved to allocate £500,000 from its capital budget. This was allocated to Cambridgeshire County Council who ensured the work progressed. Following discussions with the County Council, the CPCA has decided that there is a better way forward to progress the work associated with St Ives. The project team have found efficiency savings to fund the St Ives study and consequently the CPCA have been able to commission the work directly.
- 2.8 In June 2021 the CA Board were presented with the latest update on the A141 Huntingdon SOBC including the results on the public and stakeholder engagement.
- 2.9 In November 2021 the CA Board were shown the findings of the A141 and St Ives SOBC as well as update on the St Ives Local Improvement schemes. Both studies were approved for

progression onto the next stage. This included further collaboration with Cambridgeshire County Council (CCC) to develop a proposal, cost and programme to bring forward to the Transport and Infrastructure Committee and CA Board to drawdown the funds and commence the schemes as soon as possible.

2.10 Figure 1 below shows a summary of the timeline of the project.



**Figure 1 – A141 and St Ives project timeline.**

### 3 A141 and St Ives Outline Business Case (OBC)

- 3.1 The CPCA are continuing to work with the County Council to develop a proposal, cost and programme to bring forward to Committee and CA Board to drawdown the funds and ensure the schemes are started in a timely manner.

### 4 St Ives Local Improvement Study

- 4.1 The St Ives Local Improvement Study builds upon the highway improvements identified in the A141 and St Ives Transport Study Options Appraisal Report dated 2020. Documented below are five packages of schemes planned to be progressed.

#### Package 1 – St Ives Town Centre – Package of schemes

- 4.2 Introduction of a 20mph speed limit across St Ives Town Centre. Changing priorities and localised road widening at the Ramsey Road / North Road, Globe Place / North Road / Broad Leas and Globe Place / West Street / East Street junctions. Changes to on-street parking restrictions in the town centre area, to reduce illegal and inconsiderate parking. Focus on reducing congestion pinch points in town centre, rat running and improving bus access

#### Package 2 – Silvaco West Roundabout Improvement (A1123 / B1040) and right turn ban Needingworth Road to A1123 Audrey Lane

- 4.3 Silvaco West (A1123/B1040) roundabout improvements, including the replacement of the roundabout at the A1123 St Audrey Lane / B1040 Somersham Road junction with traffic signals.
- 4.4 A right-turn ban for all traffic from Needingworth Road onto A1123 St Audrey Lane. To re-test the impact of recommendations, consider possible alternative options and recommendation of preferred option.

#### Package 3 – Bus Stop Improvements

- 4.5 Improvements to bus stop infrastructure, including:
- a) 22 priority bus stops;
  - b) Removal of redundant bus stop infrastructure; and
  - c) Non-priority bus stops and hail and ride.
- 4.6 To make travel by public bus services in St Ives a more attractive option by improving the bus stop infrastructure facilities.

#### Package 4 – Walking and Cycling Signage Improvements

- 4.7 Package of walking and cycling signage improvements.
- a) 41 new signs;
  - b) Removal of redundant infrastructure; and
  - c) Consideration of conducting a quality audit of pedestrian and cycling routes.
- 4.8 To improve consistency and connectivity of walking and cycling signage throughout St Ives to encourage increased levels of walking and cycling.

#### Package 5 – Non-Motorised User (NMU) Routes Development Study

- 4.9 Audit, feasibility, scoping and optioneering and development of a network of active travel routes in and around St Ives. This work will build on CPCA's study work, the LCWIP, and other local evidence. Output will be a more developed package of projects for consideration for investment. Detailed programme and cost profile to be provided after engagement with the supply chain and development of a more detailed scope.

#### Programme and Cost of each pack of measures

The programme and cost of each package is shown in the table below.

<b>Package</b>	<b>Start date</b>	<b>End date</b>	<b>Cost £</b>
1	April 2022	August 2023	617,419
2	April 2022	August 2023	834,480
3	April 2022	January 2023	360,192
4	April 2022	January 2023	87,908
5	April 2022	August 2023	400,000

- 4.10 The A141 and St Ives OBC and St Ives Local Improvements will be run concurrently to make sure co-ordination between the two projects thereby offering the best possible integrated solutions.

## 5 Significant Implications

- 5.1 It is noted that the timing of establishing a preferred route for the A141 Northern Bypass is critical to the development of schemes within the planning process. The combined authority will continue to work with Cambridgeshire County Council officers in the development of a programme to consider the development of options for public consultation at the earliest opportunity, so that a preferred option can be presented for consents. Huntingdonshire District Council officers will be involved within this process.

## 6 Financial Implications

- 6.1 The project currently has subject to approval capital programme budget of £4.4m in total across financial years 2021/22 to 2024/25. This report recommends the approval of a drawdown of budget of £2.3 million for commencement of the St Ives Local Improvement Schemes, in line with the current estimated costs and timescales shown in the table in section 4.9.

## 7 Legal Implications

- 7.1 No legal implications.

## 8. Other Significant Implications

- 8.1 None

## 9. Appendices

- 9.1 None

## 10. Background Papers

[A141-St-Ives-Option-Assessment-Report-Part-A1](#)

[A141-St-Ives-Option-Assessment-Report-Part-A2](#)

[Combined Authority Board report 12<sup>th</sup> January 2022](#)





**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.2

## Report title: Demand Responsive Transport update

To:	Cambridgeshire and Peterborough Combined Authority Transport & Infrastructure Committee
Meeting Date:	14 March 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Oliver Howarth, Bus Strategy Manager
Key decision:	No
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note the performance of the “Ting” Demand Responsive Transport (DRT) trial; and</li><li>b) Approve the extension of the DRT trial by a further 3 months</li></ul>
Voting arrangements:	a) Note only item, no vote; b) simple majority

## 1. Purpose

- 1.1 To inform Transport Committee of the progress of our DRT project and to seek approval to extend the length of the trial by a further three months.

## 2. Background

- 2.1 On October 25<sup>th</sup> 2021, CPCA started a new DRT service in west Huntingdonshire named *Ting*. The service employs 4 small single deck buses of Stagecoach East to provide bus services on demand across 360 sq kms of the county. Passenger levels have continued to increase significantly, with over 90 journeys per day before Christmas (8 weeks from commencement). This level of patronage is encouraging and therefore we are intending to extend the 6-month trial for a further 3 months (the maximum permitted on this contract). This additional time will be used to review progress and potentially tender for a revised service to commence in July 2022, upon the successful completion of the trial
- 2.2 Market research work is being performed to enable lessons learnt to be fed into the project in a dynamic way and allow for future iterations to reflect and accommodate the suggested changes. The market research is being undertaken in three ways, namely:
  - Contacting passengers who booked via the app with an on-mobile survey;
  - Contacting people who booked their journey via the call centre (if they previously agreed to participate in the survey) by ringing them back; and
  - An in-person survey of passengers riding on conventional buses in the same area, carried out by market researchers.
- 2.3 *Ting* is an experimental service, and the extended trial will look at means to improve profitability by widening the passenger base. All the ticket data and the market research will be taken into account when considering a new tendering specification for Phase Two *Ting* service. This specification will ensure alignment with our vision for bus services as captured in the Local Transport and Connectivity Plan, Bus Service Improvement Plan and associated documents, whilst widening access to a sustainable form of transport for the people of Cambridgeshire and Peterborough.

## Significant Implications

### 3. Financial Implications

- 3.1 Funding of £1.2m was agreed at Board on 30 September 2020 to fund several trial public transport services and at current anticipated levels of expenditure, as part of the Bus Review Implementation project. Forecast spend for the current year is £0.5m, of which £0.2m relates to *Ting* demand responsive transport. The remaining £0.7m of available funding will support the trial services for the potential 3-month extension into 2022-23. There are no additional financial implications arising from this report.

### 4. Legal Implications

- 4.1 There are no legal implications. The existing contract (commenced 25 October 2022) is for a six-month trial, with an option to extend for three months. Extending the trial period,



allows the Combined Authority to analyse feedback and go out to the market with a product modified in the light of operational experience.

## 5. Other Significant Implications

5.1 Not applicable.

## 6. Appendices

6.1 None applicable.

## 7. Background Papers

7.1 [Bus reform – CPCA Board 30<sup>th</sup> September 2020](#)



## Report Title: March Area Transport Study

To:	Cambridgeshire and Peterborough Combined Authority Transport & Infrastructure Committee
Meeting Date:	14 March 2022
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Rowland Potter
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note the progress of the March Area Transport Study and March Future High Street Fund;</li><li>b) Recommend to the CA Board that it:<ul style="list-style-type: none"><li>i. Re-purpose £586,205 of CPCA Future High Street Fund monies to undertake the initial phases of the March Area Transport Study Broad Street construction (subject to the independent evaluation and sign off of the Full Business Case);</li><li>ii. Approves the drawdown of £3,780,387 for the construction of March Area Transport Study Broad Street scheme, in full, (subject to the independent evaluation and sign off of the Full Business Case); and,</li><li>iii. Delegate authority to the Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements</li></ul></li></ul>

with Cambridgeshire County Council in relation to the  
March Area Transport Study.

Voting arrangements: A vote in favour by a simple majority of members present and voting.

## 1. Purpose

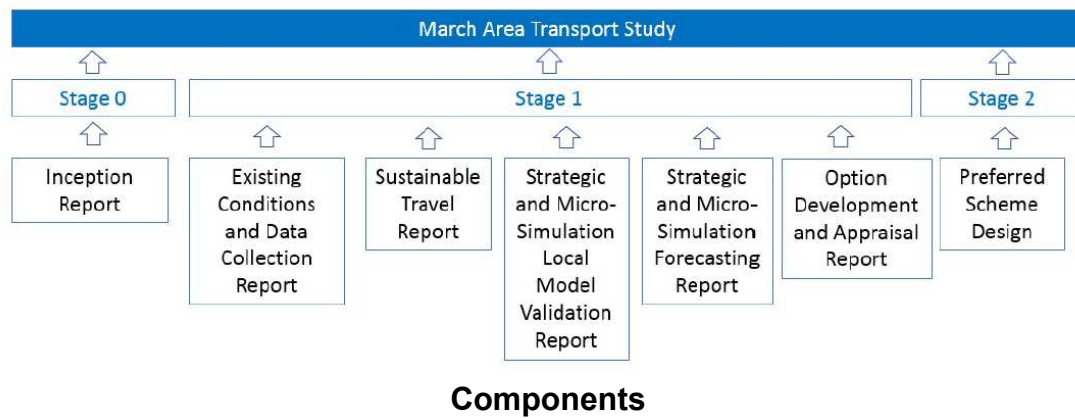
- 1.1 This report summarises the work on the March Area Transport Study (MATS) and the March Future High Street Fund (FHSF) with the recommendation to re-purpose of £586,205 CPCA Future High Street Fund monies to undertake early tasks of the MATS Broad Street construction stage. It is also recommended that approval of the drawdown of £3,780,387 for construction of MATS Broad Street scheme.
- 1.2 The approval of funds is dependent on the Full Business Case being subject to independent evaluation and subsequently signed off under assurance. This is programmed for December 2022. Following this assurance £586,205 of the funds will be repurposed back to the CPCA FHSF budget.

## 2. Background

### MARCH AREA TRANSPORT STUDY (MATS)

- 2.1 The March Area Transport Strategy (MATS) was first approved for inclusion in the Transport Programme at the March 2018 by the Combined Authority, which Cambridgeshire County Council took forward the study to establish the issues and find potential solutions to address these in an efficient and effective manner.
- 2.2 Fenland District Councils' vision for the areas is outlined within its Local Plan published in 2014. The aim is 'to maximise the potential of the area and deliver jobs, skills, improved housing and new infrastructure', and make the district 'a better place to live, work and visit'. The Local Plan includes the delivery of 4,200 new homes in March as well 30 hectares of employment land to provide new jobs.
- 2.3 The 2011 March Area Transport Study provided the transport evidence base for the Local Plan and assessed the impact of traffic growth resulting from its implementation. In addition, it proposed measures to improve the towns transport network for both current and future traffic demand. The current MATS builds upon this work and assesses potential improvement options to deliver future economic and housing growth.
- 2.4 Cambridgeshire County Council has been funded by the Combined Authority to progress several transport interventions that address the project objectives and the issues raised.
- 2.5 The MATS study has been split into three parts, namely:
  - Stage 0 Audit / Scoping;
  - Stage 1 Option Testing; and
  - Stage 2 Preferred Scheme Design.
- 2.6 There are several key components at each stage of the scheme's development. Throughout the process a number of conclusions and recommendations are outlined within the concluding reports at each stage. Figure 1 below shows how the various elements of the MATS are integrated and coordinated.

**Figure  
MATS**



1 –

- 2.7 The MATS' Outline Business Case (OBC) was completed as part of the commitment of Stage 2 and was tabled at CA Board in November 2021. This built upon the Strategic Outline Business Case (SOBC) previously submitted in October 2020 that was completed as part of Stage 1. Also, as part of the MATS study a package of minor schemes were approved for delivery in September 2020 which included nine schemes. Seven of the schemes have been completed and the other two are earmarked for completion by February 2022. Furthermore, the Pedestrian and Walking Strategy is now being assessed to determine which of the 91 interventions identified by the strategy can be progressed through to preliminary design, this work is due to be completed in January 2022
- 2.8 In addition, the CA Board in November 2021 approved the next stage of the MATS that included Full Business Case and Detailed Design. This paper also outlined within its Other Significant Implications section that the Future High Street Fund (FHSF) scheme was reliant on the MATS Broad Street project undertaking detailed design and commencing construction. This paper noted the construction costs for Broad Street to be £3,736,263.

#### Future High Street Fund (FHSF)

- 2.9 Fenland District Council has been successful in obtaining substantial funding from the Ministry of Housing, Communities & Local Government (MHCLG) under the Future High Street Fund (FHSF) scheme. The funding is to renew and reshape the town centre and High Street in a way that encourages growth, improves the experience, and ensures future sustainability.

#### Project Alignment

- 2.10 Key parts of the FHSF proposal for Broad Street have been aligned with the preliminary design proposals from the MATS. This allows for consistency in design, delivery and outcomes of the schemes. Figure 2 illustrates the location of the two projects in relation to each other and shows the interrelationship the projects and reinforces the need for a joined-up and holistic approach to tackling the transport issues within the area.



- 2.13 The Full Business Case is programmed to be complete by December 2022. In order to achieve these timeframes, there is a distinct need to accelerate work / activities in advance of Full Business Case to benefit the programme. This acceleration will also enable the delivery of both projects together, thereby providing value for money.

#### Spend Profile and Value for Money

- 2.14 The construction cost has been updated since the publication of the Outline Business Case (OBC) and now equates to £4,268,280. This is required to construct the MATS' Broad Street project, with £586,205 of this funding necessary in advance of the completion of the Full Business Case. This will cover statutory undertakers works, utilities coordination, preparation of tender documents and procurement.
- 2.15 In terms of the FHSF the initial profile of spend is shown in Table 1 and the new updated revised profile of spend is shown in Table 2. The FHSF project is progressing on track at present but there has been no drawn down any CPCA grant as yet, as the DLUHC grant is in place and that has supported the ongoing preparation work. It is expected that the majority of the expenditure required from CPCA's grant will not be needed till 2023/2024 for the Broad Street and Riverside.

**Table 1 – Initial Profile of FHSF project spend**

<b>Profile</b>	<b>2021/2022</b>	<b>2022/2023</b>	<b>2023/2024</b>	<b>Total</b>
Package 1 Broad Street	£61,660	£500,000		£561,660
Package 2 Riverside North	£61,670	£500,000		£561,670
Package 3 Riverside South	£61,670	£100,000		£161,670
Package 4 Market Square	£715,000			£715,000
Package 5 Acre Road and Backlands				-
Town Centre wide - Vacant Units Activation Programme				-
<b>Total</b>	<b>£900,000</b>	<b>£1,100,000</b>		<b>£2,000,000</b>

**Table 2 – Revised Profile of FHSF project spend**

<b>Revised Profile</b>	<b>2021/2022</b>	<b>2022/2023</b>	<b>2023/2024</b>	<b>Total</b>
Broad Street & Riverside	-	£200,000	£1,285,000	£1,485,000
Market Square	-	£515,000	-	£515,000
<b>Total</b>	<b>-</b>	<b>£715,000</b>	<b>£1,285,000</b>	<b>£2,000,000</b>



- 2.16 Of the CPCA FHSF allocation, £586,205 will be repurposed from the 2023-2024 financial year. This reprofiling of spend will allow for the work on the MATS FBC to be undertaken and progress in alignment with the March FHSF project. Once the FBC is approved and the full funds of £4,268,280 will be released, with £586,205 being repurposed back to the FHSF.
- 2.17 The OBC economic case showed the overall MATS package offered high value for money with a central growth scenario benefit to cost ratio (BCR) of 2.898. The revised cost was re-run and produced a revised BCR of 2.606 (still high value for money).

### DfT Guidance

- 2.18 Throughout the preliminary design stage, cycling and pedestrian requirements have been considered and provisions included within the MATS Broad Street proposals. These will be developed further in the detailed design phase of the scheme and further information on the LTN 1/20 considerations can be found in the background document entitled *MATS Broad Street LTN 1-20*.
- 2.19 The DfT have recommended that from November 2021 Carbon Baseline Assessment should be undertaken at the preliminary design stage (OBC) and a Final Carbon Baseline Assessment should be undertaken at detailed design stage (FBC). The MATS OBC was submitted and approved before this guidance. A full Carbon Baseline Assessment will be undertaken as part of the FBC and detailed design as document in the background document *MATS\_FBC\_Carbon Assessment*.

### Risks

- 2.20 The key risks have been highlighted including:
- Construction cost estimates and utility protection and /or diversion cost estimates – the BCR is based upon cost estimates for construction and not on contractual target costs or utility company diversion estimates.
  - Impact of COVID on construction – potential to be a significant resource and programme risk.
  - Mobilisation – upon confirmation to commence construction it is approximately four weeks for the contractor to mobilise before construction can commence. This is a risk to the FHSF and overall programme.
  - Long lead items – items cannot be ordered until instructed to commence and may potentially delay the overall programme; and
  - Limits of scheme – the Future High Street Fund public realm works are subject to funding from third parties and a completion date/spend of March 2024. If FHSF were to expire the completion of scheme is at risk.

### Changes

- 2.21 There is a £140,000 underspend on the MATS Outline Business Case stage of the project. available once the £180,000 has been allocated to the Broad Street detailed design (agreed a CPCA Transport Board September 2021). Of the £140,000 remaining, £40,000 will be utilised to undertake environmental monitoring before and after construction of the MATS schemes and £60,000 will be used for the updated design of the A141 / Hostmoor junction due to a change in the design of the scheme from a roundabout (previously

considered to be developer funded and delivered) to an all movement traffic signal controlled junction. The A141 / Hostmoor Avenue junction will need to be developed through the preliminary design stage to enable this option to proceed through detailed design where the construction costs can be incorporated into the Final business Case. Construction Costs for this junction will now become part of the March Area Transport Study and not developer funding. The business case would also see the economic benefits of incorporation of this junction also.

### 3 Significant Implications

- 3.1 The MATS Broad Street project and the March FHSF projects are intrinsically linked, and one cannot be successfully built without the other. A delay with the MATS Broad Street project will have implications on the March FHSF project and the March 2024 deadline for construction / full spend will not be met.

### 4. Financial Implications

- 4.1 Of the CPCA FHSF allocation, £586,205 will be repurposed from the 2023-2024 financial year. This reprofiling of spend will allow for the work on the MATS FBC to be undertaken and progress in alignment with the March FHSF project. Once the FBC is approved and the full funds of £4,268,280 will be released (sign off under assurance (planned December 2022), with £586,205 being repurposed back to the FHSF.
- 4.2 The 2021-22 approved capital budget for MATS is £3.62m, of which £0.90m has been spent to the end of February 2022. There is an additional subject to approval budget in the current year of £1.22m. Budgets will be carried forward into 2022-23 due to slippage in the project timescales.

### 5. Legal Implications

- 5.1 No significant legal implications.

### 6. Other Significant Implications

- 6.1 Should this request not be approved it jeopardise the progression of the March Area Transport element but also the Broad Street element currently funded by the Future High Street fund which has a time limit upon it.

### 7. Appendices

- 7.1 Appendix 1 – *MATS Broad Street LTN 1-20*
- 7.2 Appendix 2 - *MATS\_FBC\_Carbon Assessment*

### 7. Background Papers

[Combined Authority Board reports 25 November 2020](#)





February 2022

# Technical Note

<b>Project:</b>	March Area Transport Strategy – Broad Street	<b>To:</b>	Emma White
<b>Subject:</b>	Application of “Gear Change” and “LTN 1/20”	<b>From:</b>	Steven Bown
<b>Date:</b>	14/02/2022		

## 1. Purpose

This Technical Note has been produced to demonstrate the application of DfT’s “Gear Change – A bold vision for cycling and walking” and Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design” in the development of the March Access Transport Strategy (MATS) Broad Street Scheme.

The DfT’s Gear Change policy sets out the vision to transform the role that cycling and walking play in the transport system in England, promoting a healthier lifestyle and combatting climate change.

LTN 1/20 sets out the standards expected of cycle infrastructure and was introduced in late July 2020 and is considered as key to providing modal shift away from private car use and supports the Gear Change policy. As such consideration of LTN1/20 should be made within the design processes of highways schemes so that they promote this modal shift.

## 2. Broad Street Proposals

The Broad Street element of the wider MATS proposals involves improvements to the layout of the Broad Street area of March by reallocating space, which is currently used by vehicles, to enable public realm improvements to be carried out under funding allocated by the District Council called Broad Street Future High Street Fund.

The MATS Broad Street scheme will revise the allocation of carriageway space in the area by realigning the carriageway to the east side of Broad Street and changing the Broad Street junction with the B1101 Station Road from a signalised junction to a mini roundabout.

## 3. Application of Gear Change and LTN 1/20

### *Design*

Throughout the preliminary design stage, cycling and pedestrian requirements have been considered and provisions included within the MATS Broad Street proposals. These will be developed further in the detailed design phase of the scheme.

Current proposals on MATS Broad Street include, but are not limited to, cycle emblems along with the removal of carriageway centre lines to reduce vehicle speeds and provide an

February 2022

environment where cyclists can share the carriageway with other users along with reappportionment of the space away from vehicular traffic.

To ensure that Broad Street area remains attractive for cyclist users as a destination, cycle parking will be provided as part of the public realm improvements put forward by the FHSF scheme which will allow parking for users of the shops and other amenities in the area. The provision of improved public realm and the reappportionment of space away from vehicular traffic to pedestrians and cycles will allow for the themes proposed in “Gear Change” to be incorporated into the place-making proposals of the FHSF.

The scheme area, combined with that of the Future High Street Funded element of works, does however contain physical constraints which restrict application of some of the best practice put forward by LTN1/20. Such constraints include the war memorial at the southern end of Broad Street, which restricts the available carriageway width to safely include elements such as on road cycle lanes.

### ***Review and Audit***

LTN 1/20 also refers to a range of assessment techniques and audits that should be used to review proposals being put forward, including Road Safety Audits, Walking Cycling and Horse-Riding Assessment and Review, and Equality & Access statements.

#### CCC QAA Audit

As part of the design process the designs will be audited and assessed, and Cambridgeshire County Council’s ongoing Quality Assurance process will provide a peer review by liaising with key CCC teams, including the Project Delivery Cycle Team. As part of this process, any feedback or requests will be reviewed as part of the design process and will be incorporated within the design where possible.

#### WCHAR Audit

A Walking, Cycling and Horse-Riding Assessment Report (WCHAR) is currently being developed as part of the detailed design phase as per DMRB requirements. The report will review the policies and strategies at the time of review along with accident data, trip generators and current provisions inside and outside of the scheme extents and propose user opportunities for consideration of the designers. Acceptable routes for cyclists adjacent to the scheme will also be considered during the assessment, such as along Gray’s Lane which runs parallel to Broad Street to the west, and Mill View/Station Road & Creek Road to the east.

#### Equality Impact Assessment

As part of CCC’s project development, an Equality Impact Screening document and Assessment will be carried out as part of the detailed design stage. This assessment will review the impacts on who will be affected by the proposals, including minority and disadvantaged groups, and ensure that the proposals do not disadvantage these users.

#### Road Safety Audit

Road Safety Audits (RSA’s) ensure that scheme designs are compliant with design standards, are safe and will aid in the adoption of LTN1/20. RSAs are an ongoing process in the development of the design and even though there have already been RSA audits undertaken on the scheme they will continue through the design and delivery process.





## March Area Transport Study

### Carbon Assessment

## Document Control

Job Number:						
Document ref: MATS_FBC_CARBON ASSESSMENT					Authorisation	
Rev	Purpose	Originated	Checked	Reviewed	Milestone	Date
001	Final Issue	JS	OB	OB	RJ	11/02/2022
002	Formatting Update	JS	-	-	JS	16/02/2022



## 1. Carbon Assessment

### 1.1 Introduction

- 1.1.1 This report sets out the approach for calculating the embodied greenhouse gas (GHG) emissions associated with the March Area Transport Study schemes (hereafter referred to as the Proposed Scheme) and culminates in a total embodied carbon value which can be used as a baseline to drive carbon reductions and assess the benefits of value engineering, using alternative materials, and implementing more efficient construction methods.
- 1.1.2 Embodied carbon is the term used for the GHG emissions associated with the creation of a highway's asset, including the production and transportation of materials to site. It is referred to within this report as 'carbon' and is measured in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e). The quantification and assessment of embodied carbon is a key stage in the carbon management process in accordance with PAS2080 principles.
- 1.1.3 Materials, fuel and energy use, waste arisings and transportation during construction all produce carbon emissions either directly, as in the case of transportation, or indirectly as embodied carbon which relates to the emissions from production/manufacturing processes for the materials being used.
- 1.1.4 Cambridgeshire County Council (CCC) declared a climate emergency in May 2019 and aims to be a carbon neutral organisation by 2030. There is also an objective for net-zero carbon emissions across the entire county by 2045. In line with the Cambridgeshire & Peterborough Combined Authority (CPCA) and CCC's commitment to combating climate change and achieving 'Net Zero' carbon emissions by 2030, the proposed scheme will undergo carbon assessment prior to gaining formal approval for the final design and construction.
- 1.1.5 Carbon emissions associated with the Proposed Scheme will be quantified using a combination of the Milestone Infrastructure Carbon Tool and manual calculations. The carbon data will be presented in a dashboard to facilitate identification of carbon 'hotspots' and help designers/delivery teams to

focus their carbon reduction efforts accordingly. This assessment will be undertaken based on the information available at preliminary and detailed design development with assumptions and interpretation where necessary.

## 1.2 Methodology

- 1.2.1 The following methodology is proposed for calculating carbon emissions associated with preliminary and detailed design phases of the proposed scheme. It would also be possible to update the carbon assessment post-construction using an as-built Bill of Quantities to assess the benefits of any carbon reduction initiatives implemented during the construction phase.
- 1.2.2 The calculation of carbon emissions associated with the proposed scheme will be undertaken using a combination of the Milestone Infrastructure Carbon Tool and manual calculations. This tool uses carbon conversion factors from the UK Government GHG Conversion Factors and Inventory of Carbon and Energy (ICE) databases.
- 1.2.3 The data used within the Carbon Tool will comprise estimates of Proposed Scheme construction material types and quantities, based on information provided by the Design Team in the form of a Bill of Quantities (BoQ). This data is used as inputs to the Carbon Tool to generate an initial estimate of the carbon footprint of the proposed scheme. The tool is based on the standard Method of Measurement for Highways Works from the Specification for Highways Works to align with the typical BoQ format. In addition to fuel and energy usage, it captures Scope 1, 2 and 3 emissions for the follow 'Bill' elements:
  - Site Preliminaries
  - Traffic Management
  - Site Clearance
  - Fencing
  - Vehicle Restraint Systems
  - Drainage
  - Earthworks
  - Pavements
  - Kerbs & Footways
  - Signs and Road Markings
  - Street Lighting
  - Ducting & Electrical

- Structural Concrete
- Piling
- Waterproofing
- Bridge Joints
- Brickwork & Blockwork

1.2.4 Each category within the Carbon Tool is further divided into item /material types e.g. fill and aggregate (within the bulk materials category). For each item type the Carbon Tool provides a unit and CO2e value for that item.

1.2.5 It is noted that elements of the design would continue to be refined throughout the design process resulting in changes in material quantities.

### 1.3 Data and Key Assumptions

1.3.1 Estimated quantities of proposed material use and waste arisings will be based on the latest design information available (October 2021).

1.3.2 Attempts will be made to calculate the carbon emissions for every item. However, in some scenarios, either carbon factors do not currently exist (and therefore carbon cannot be estimated with a suitable degree of accuracy) or suitable information does not exist on which to base carbon assumptions.

1.3.3 In scenarios where an appropriate carbon factor in the carbon tool is not available; a suitable alternative will be used (i.e. manual calculation to estimate carbon emissions based on spend data or other available information).

1.3.4 It is expected that the highway construction will require maintenance and replacement during its design life. The carbon emissions associated with these future activities have will be excluded from the assessment due to the inherent uncertainty in their frequency and extent.

1.3.5 The information provided will be based on the carbon footprint following any carbon reduction initiatives delivered during the preliminary and detailed design phases. Further carbon reductions could be driven by the contractor going forwards and should be a point of discussion where construction methods may contribute to a reduction or increase in emissions.

## 1.4 Approach to Carbon Reduction

- 1.4.1 Reporting and guidance, such as PAS 2080:2016 (BSI, 2016) indicate that the potential to influence carbon emissions decreases as a project progresses. The largest savings can be achieved during the planning stage, with more modest reductions achievable during design and construction.
- 1.4.2 Carbon quantification is necessary on the proposed scheme to better understand the carbon footprint of the scheme and to enable opportunities for carbon savings to be identified.
- 1.4.3 The facilitation of workshops will help to identify how design decisions and construction activities can influence the proposed schemes carbon footprint. The most significant carbon reductions are likely to be attributed to the fact that opportunities have been sought to enhance the sustainability of the design early in the process. Workshops will help to highlight 'carbon hotspots' and allow designers to focus carbon reduction efforts in the right areas whilst highlighting the carbon implications of certain decisions throughout the design development.
- 1.4.4 As a starting point, the ongoing design specification should aim to reduce or avoid where practicable, the use of significant high impact materials, (e.g. steel and concrete), or processes (e.g. significant earthwork excavations). Where this is not possible, material volumes or processes should be substituted with lower intensity replacements if achievable within the bounds of the design standards for safety and quality.
- 1.4.5 It is hoped that this approach leads to tangible changes in the design which improve the overall sustainability of the scheme in line with the CPCA and Cambridgeshire County Councils climate objectives.



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.4

## Report title: E-Scooter Trial and E-Bike Update

To: Transport and Infrastructure Committee

Meeting Date: 14 March 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter, Head of Transport

Key decision: No

Forward Plan ref: N/A

Recommendations: The Transport and Infrastructure Committee is recommended to:

Recommend to the Combined Authority Board that it:

- a. Approve the extension of the e-scooter trial to 30 November 2022;
- b. Approve market engagement and a procurement process to enable the expansion of the e-bike service region wide; and,
- c. Delegate authority to the Head of Transport in consultation with the Chief Finance Officer and Chief Legal Officer to enter a contract with the successful tenderer

Voting arrangements: A simple majority of all Members present and voting

## 1. Purpose

- 1.1 To seek a recommendation to the Combined Authority Board to approve an extension to the e-scooter trial in Cambridge; and to seek approval to undertake market engagement and procurement for expanding e-bikes to our market towns.

## 2. Background

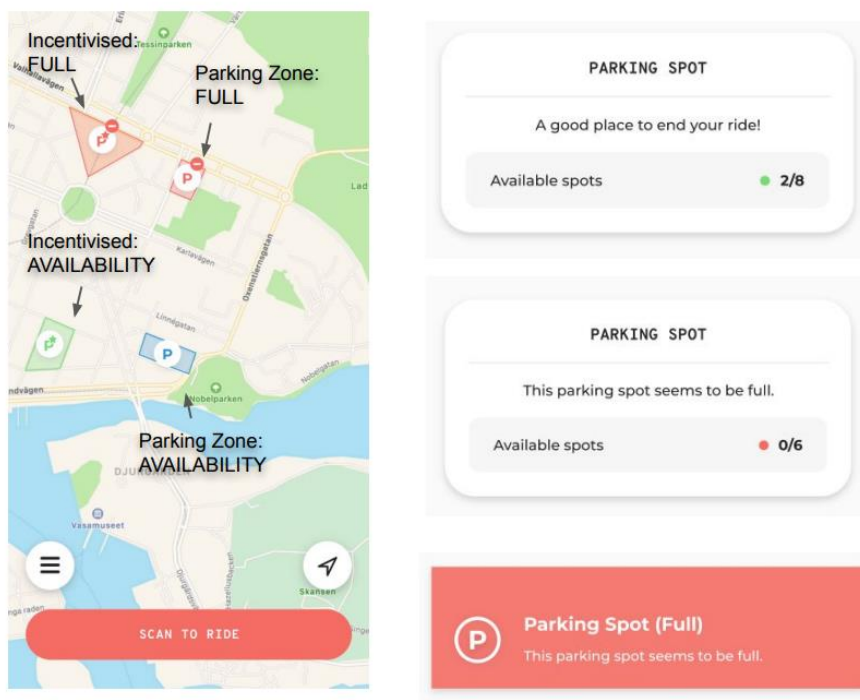
- 2.1 In the summer of 2020 the Department for Transport (DfT) fast tracked the introduction of trials for e-scooters to support a green restart of local transport. The Combined Authority with its partners and operator Voi, launched in October 2020 the e-scooter trial in Cambridge with e-bikes in circulation since February 2021.
- 2.2 E-bikes were also made available in Peterborough; however, these were withdrawn for a period whilst the e-bikes were made more secure. E-bike operations are expected to resume in Peterborough by the end of March.
- 2.3 In September 2021 the Transport and Infrastructure Committee recommended the extension of the trial period from October 2021 to March 2022. This was later ratified by the Combined Authority Board alongside the recommendation to expand the e-bike service to market towns across the Combined Authority area.

## 3. E-Scooter Extension

- 3.1 E-scooter trials nationally had been expected to end at the end of March 2022 and transitioning into pilot schemes. The DfT, however, has asked that current trial areas participate in a trial extension to 30 November 2022. Extending the current trials, rather than transitioning to pilots, will allow DfT to continue to fill data gaps and assess and utilise new data sources.
- 3.2 In Cambridge there are 900 scooters and 250 e-bikes in circulation covering an area approximately 40km<sup>2</sup> and 48,000 unique users (those with the Voi app). Since the start of the trial, 639,030 rides have taken place with over 1,670,608km ridden. That is an estimated total of 210,880 car trips replaced with a CO2 reduction of 112.6 tonnes.
- 3.3 The data collected by Voi has shown that Cambridge was the only city in which they operate to have an increase in both e-bike and e-scooter utilisation in the winter. A total of 26% more rides took place between October and December 2021, and this is likely due to a mild winter and students returning to university.
- 3.4 In the summer Voi undertook a summer survey of its users to understand riders' reasons for using the service and whether e-scooters influenced mode shift. The survey showed that the main reason for riding an e-scooter was for leisure (31%), followed by commuting (22%) and running errands, like shopping (19%).
- 3.5 Importantly, 33% of respondents noted that they would have used a private car for their journey if an e-scooter had not been used. Followed by 30% who would have walked and 23% who would have cycled. Although there is an effect on active travel, there is a significant mode shift from the private car to e-scooters.

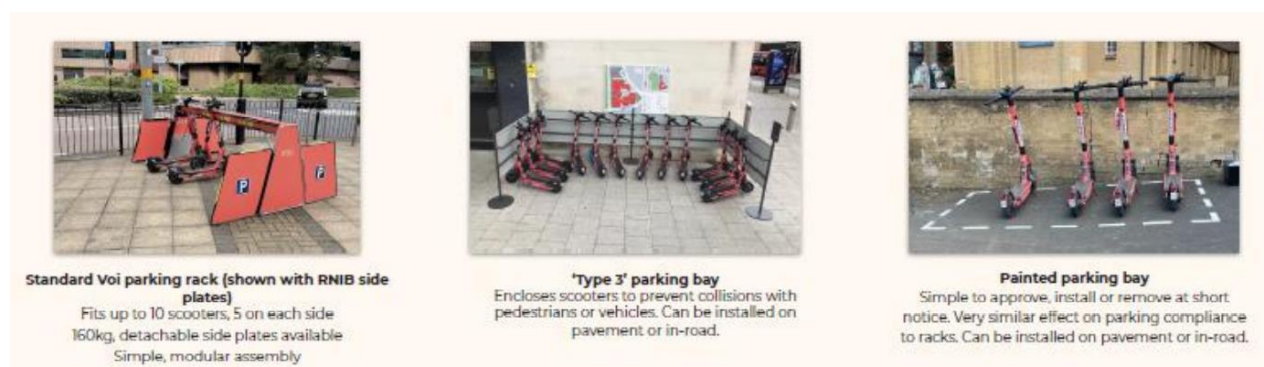
- 3.6 To better appreciate the utilisation of e-scooters, further data is required to understand demand without the disruption of Covid 19, when there is a steadier and regular demand for the service.
- 3.7 Parking and tidiness of e-scooters is being closely monitored. All parking areas for e-scooters are capped to manage capacity and an end of ride image is taken and assessed by Voi operatives. As a result, parking compliance has gradually increased and is at approximately 90% compliance.

*Image 1, Voi, In-app virtual parking locations availability*



- 3.8 To improve parking compliance further, Voi are preparing to introduce parking infrastructure, physical racks or markings to encourage tidy parking by users.

*Image 2, Voi, Parking infrastructure options.*



- 3.9 Parking and hub locations are regularly discussed with Cambridge City Council and Cambridgeshire County Council to continually seek improvements to the service offered.

Particularly, looking at improving utilisation of e-scooters. Voi are operating a pre-emptive rebalancing of e-scooters to ensure availability of e-scooters in areas of demand whilst also managing parking capacity. This has led to more Cambridge University hub locations becoming active whilst minimising the idle e-scooters in areas of low demand.

- 3.10 User behaviour on e-scooters is improving, the number of twin riding reports had reduced. Voi operate a three strikes approach for riders not complying with proper usage of the e-scooters. The first strike is a ban for 7 days, the second strike is a 30-day ban, and the third strike is a permanent ban. The number of strikes issued is also reducing.
- 3.11 Safety levels are continually monitored. A total of 307 incidents have been reported (including unverified reports) since the Voi service launched. 46% are damage only, 44% are slight and 10% are serious incidents. In order to address some of the concerns and issues, safety events are being planned, Voi have recently partnered with TTC Group which has over 25 years' experience delivering behavioural change in road safety training for drivers, cyclists, and pedestrians
- 3.12 Illegal use of private e-scooters remains a concern and we continue to liaise with DfT to look for ways to reinforce the message that private e-scooters are not permitted on the highway.
- 3.13 The Combined Authority continue to engage with the City and County Councils around the e-scooter programme. In February, a well-attended Councillor briefing took place, providing an update on the trial and an opportunity for members to provide feedback.

## 4 E-Bike Expansion

- 4.1 E-bikes are a valuable tool in encouraging cycling take up, improving air quality, supporting healthy lifestyles and increasing access to opportunities. In its meeting of 8 September 2021, the Transport and Infrastructure Committee agreed with the principle of expanding the e-bike offer to our market towns. This was later ratified at the September 2021 Combined Authority Board.
- 4.2 Since then, a workshop has taken place with the Combined Authority's constituent Councils to identify objectives and to understand the potential risks, challenges and opportunities in implementing e-bikes across the region.
- 4.3 The top three objectives from the workshop were,
  - Mode shift away from the private car;
  - Encourage healthier lifestyles; and
  - Attract people who would not normally cycle.
- 4.4 Analysis by CoMoUk, a leading charity in the UK's transition to integrated mobility solutions and the development of shared modes of transport, support these objectives. CoMoUk found that e-bikes can reduce car use. For example, in one commuter scheme 46% of regular shared e- bike trips were previously made by car. Additionally, e-bikes can help improve health and wellbeing. Regular users have reported, 58% felt happier and 41% felt healthier. Importantly, 1 in 3 of those using a shared e- bike scheme had rarely or never cycled before they started using the scheme.
- 4.5 The market towns and areas under consideration for e-bikes are,



- Ely
- St Ives
- Huntingdon
- Wisbech
- March
- St Neots

- 4.6 In addition, the Whittlesey to Peterborough walking and cycling route was suggested at the workshop as a location where the use of e-bikes should be actively promoted. The Combined Authority will continue to engage with constituent Councils to agree specific locations.
- 4.7 The next step for expanding e-bikes to the market towns is to undertake market engagement with potential operators. The purpose of this market engagement would be to ensure that the procurement specifications will enable a sustainable operating model. It is proposed that a concession contract is used whereby the operation of the e-bike service is met by the operator through revenue from the service.
- 4.8 The feedback received through the market engagement will inform the invitation to tender and programme particularly around mobilisation time.
- 4.9 Expansion of e-bikes within Peterborough is currently being discussed with Peterborough City Council officers and is likely to be delivered through the existing contract with Voi.

## 5. Financial Implications

- 5.1 As the costs of operating the existing Voi e-scooter and e-bike network are met by Voi there are no direct financial implications to extending the scheme.
- 5.2 Future expansion of e-bikes to market towns is being pursued through a concession contract which does not require any capital or revenue funding from the Combined Authority. All costs relating to purchase of equipment and operating costs will be the responsibility of the operator.

## 6. Legal Implications

- 6.1 None

## 7. Appendices

- 7.1 None

## 8. Background Papers

- 8.1 [Transport and Infrastructure Paper 8 September 2021](#)
- 8.2 Electric bike statistics from CoMoUK [Shared Bikes - Impacts and Research - CoMoUK](#)

