



Agenda Item No: 2.5

## Transport Modelling for Cambridgeshire and Peterborough

To: Transport and Infrastructure Committee

Meeting Date: 13<sup>th</sup> July 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Michael Soper, Analysis and Evaluation Manager

Key decision: No

Forward Plan ref: n/a

Recommendations: The Board is recommended to:

- a) Agree to change delivery for a new transport model, with Cambridgeshire County Council being commissioned to lead the delivery of the model on behalf of all partners.
- b) Recommend the Combined Authority Board agree the changes to the spending objectives for the existing transport model budget. Previously approved budget of £740k will now be committed to:
  - i. Collection of data to populate current and future transport models.
  - ii. Preparation of a full business case for the design and build of a new transport model;
  - iii. Retention of residual to be put towards model development (together with addition funding identified within the 2022/23 mtfp).
- c) Note the future arrangements for the review of the model, full business case, and sign-off of MTFP funds (subject to approval) at a future date.

Voting arrangements: Recommendation a) and b) requires a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the

Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

Recommendation c) is for noting only: no vote required.

## 1. Purpose

- 1.1 The purpose of the report is to inform the Transport and Infrastructure Committee (TIC) about a variation to the proposed approach to develop a transport model for the Cambridgeshire and Peterborough area. Under the DfT framework for taking forward transport schemes, a compliant transport model is mandatory to test options and demonstrate benefits.
- 1.2 The TIC and CA Board were previously informed that the Combined Authority would take forward the development of a cloud based 'data layer' to store transport movement data. With data collection and transport modelling being commissioned at a later stage, however the timelines of the Combined Authority and other partner's schemes require a swifter approach.

## 2. Background

- 2.1 During the assessment of recent studies, the DfT have suggested that the use of the existing suite of models will not be suitable going forward for use in scheme business cases due to the age of the data and the area of coverage. The issue of data age has been addressed by the recent creation of a '2019 Present Year Validation' which indicates that the model validates well within the core area of the model, but this does not address the issues with the coverage of the modelled area.
- 2.2 There is currently a significant number of Combined Authority's and other organisation's transport schemes that are either at the proposal stage or in early business case stage. These require a valid transport model to test the scheme impact and benefits. The proposed new model of the whole Combined Authority area will enable the testing of multiple schemes for a wide range of end users, including (but not limited to):
  - The Combined Authority;
  - CCC;
  - GCP;
  - Local Plans: and
  - Developers.
- 2.3 Schemes that might benefit from the provision of the proposed model are listed in full in appendix one. The advantage of building a single model covering the whole of the region instead of a range of smaller scheme specific models is that the larger model will be more efficient to build and use and will ensure consistency of results across all schemes that would not be possible if the current model system continued.
- 2.4 In addition, the use of a single large model will enable the true level of benefits from a package of schemes to be assessed and will also enable an accurate assessment of where the

benefits sit. It is important to note that without a fully TAG compliant model it will be harder for identified Combined Authority transport interventions to prove their impact and benefits.

- 2.5 The proposed model will also facilitate the testing of the impact of a wide range of modes of Transport and will also facilitate the testing of the interchange between modes. Making a significant contribution to testing policies aimed at achieving change in mode share, increasing sustainable modes of travel, and tackling climate change.

### 3. Delivery of the model

- 3.1 The Combined Authority Board previously approved a £750k budget for 2021-22 to commission and build a data layer, to hold transport data in a cloud-based storage system. £10k of this was used in year (for a stake-holder engagement exercise and scoping document), creating a £740k underspend. Whilst the principles behind establishing the data layer were appropriate at the time, the capacity to take the project forward was limited by staff vacancies. The Combined Authority is faced with a pressing need to commission a core transport model. Spending prioritisation as part of the MTFP process showed that there were a considerable number of other partner transport projects that could be taken forward therefore repurposing the £740k underspend to the model and creation of the FBC will free up budget capacity elsewhere compared to taking both projects forward.
- 3.2 Cambridgeshire County Council (CCC) has the capacity and expertise to commission a model and manage it once it has been built. In line with almost all other authorities they do not have the inhouse skills to build a model of this scale therefore the model build will be undertaken by consultants, but the project management will be undertaken by CCC on behalf of all partners. This approach is more in line with the new partnership model that the combined authority is focusing on compared to leading all delivery itself.
- 3.3 It is envisaged that the model build will be procured via an existing procurement framework (JPSF) managed by CCC. The experience of the teams employed by the parties on the JPSF are best placed to provide the strategic model build in the first instance with the smaller more detailed models following on utilising the same data used in the strategic model. The consultants on the JSPF are market leaders in transport modelling and therefore have the necessary expertise, in addition the use of the JPSF will speed up the procurement process as the pre checks have already been completed.
- 3.4 The Combined Authority commissioned a piece of work to prioritise the uses that our stakeholders might want from a transport model. As part of the scoping exercise this list of requirements will be collated and evaluated to determine what elements can be accommodated. The results of this exercise will be shared with stakeholders. Partnership working will be an important part of delivery with an officer management board being set-up to ensure that all local partners can be involved in the detail of the model specification.

## 4. Financial Implications

4.1 The current budget profile for spending on transport modelling within the MTFP is shown below.

	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>
Previously Approved	Carry forward of £740k		
Subject to approval (2022-23 – 2024-25 mtfp)	£1.136m	£585k	£215k
<b>Total</b>	<b>£1.876m</b>	<b>£585k</b>	<b>£215k</b>

4.2 The proposed expenditure plan is to commit the £740k approved expenditure that has been carried forward from 2021-22 to data collection (the bulk of the sum) and to the preparation of a full business case / model specification by consultants, commissioned through CCC's framework.

## 5. Legal Implications

5.1 None.

## 6. Public Health Implications

6.1 Neutral implications for public health from modelling activities. The development of the model will support the development of a range of transport schemes that will be assessed individually for their impact on public health.

## 7. Environmental and Climate Change Implications

7.1 Neutral implications for the environment and climate change from the modelling activities. The development of the model will support the development of a range of transport schemes that will be assessed individually for their impact on environment and climate change.

## 8. Other Significant Implications

8.1 None.

## 9. Appendices

9.1 None.

## 10. Background Papers

10.1 Appendix 1. Transport Model Project Initiation Document (PID).