

Mobility Hub Programme Scope DRAFT

Purpose

The purpose of the Cambridgeshire and Peterborough Combined Authority (CPCA) Mobility Hub (MH) programme is to scope, plan and deliver the Combined Authority's aspirations and for Mobility Hubs. The outcome of the programme will be the publication of CPCA's Mobility Hub Strategy.

The programme will review the feasibility and suitability of siting Mobility Hubs across the CPCA region. Several locations have already been suggested and other locations will be identified. They will be reviewed as test cases from which a strategy can be developed. Engagement with national/international mobility hub experts is being undertaken.

Through stakeholder engagement, the MH programme will recommend suitable mobility hub facilities and physical infrastructure for each type of site and a strategy will be developed. The goal is to establish a continuous programme for development, monitoring and delivery of Mobility Hub facilities across the Combined Authority, ensuring improved connectivity and sustainable transport options for residents and visitors alike.

The outcome of this programme will be delivery of a Mobility Hub strategy similar to Oxfordshire County Council's: [Oxfordshire Mobility Hub Strategy](#).

The purpose of the CPCA Mobility Hub Strategy will be to guide transport planning decisions to consider all mobility options and move towards greater sustainability in transport mode choice. The feasibility and requirements for transport options will be different in different settings, i.e. urban or rural locations. The strategy will help planners consider all options and decide what mobility hub facilities suit each different location. The strategy will have separate specific guidance for more rural areas, as per the Oxfordshire strategy.

The MH strategy will recognise key targets in the LTCP such as enabling a transport mode shift to more sustainable modes and assisting delivery of the 15% road mileage reduction LTCP / climate commission target. The strategy will aim to deliver the most impact towards CPCA transport objectives and also recognise other transport strategies such as the Greater Cambridge Transport Strategy.

Background

The Cambridgeshire and Peterborough Combined Authority (CPCA) area covers a diverse region of cities, market towns and large rural areas of open countryside, interspersed with small villages. Each part of the area has its own unique characteristics.

The [Local Transport Connectivity Plan \(LTCP\)](#) outlines CPCA's the long-term vision for transport and travel in the region and the policies required to deliver it. One key objective in the plan is to better integrate and encourage the use of sustainable transport modes. One idea to do this is to create Mobility Hubs.

There has been a growing interest in the benefits that Mobility Hubs can potentially bring to communities across the region and suggestions for sites have been made. However, exactly what each

site requires from a Mobility Hub and what infrastructure is best to deliver for each location can vary considerably from place to place. The definition of what a Mobility Hub is flexible. Some definitions include:

- Mobility hubs are places where people can switch from one mode of transport to another, with convenient facilities designed for a low-carbon society – ARUP
- Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all - CoMoUK

It is therefore recognised that there is no 'one size fits all' definition of a Mobility Hubs and plans for them need to be flexible. Across the country MH's are being delivered, albeit sometimes on an experimental basis to find what works for different communities.

If there is one definition of the purpose of a mobility hub it is that they are there to offer communities alternative sustainable transport solutions that would not be otherwise available to them.

CPCA already has good examples of 'Mobility Hubs' which are the large Travel Hubs with park and ride facilities around Greater Cambridge City. There are also smaller MH's being developed at Alconbury, Northstowe and Waterbeach, as well a further large and/or relocated Travel Hubs, also around Greater Cambridge. There is also aspiration for smaller local Travel Hubs in surrounding villages

Areas of Focus

CPCA are currently working with EEH and SYSTRA to undertake a high-level review of potential MH sites across the region and undertake a more detailed review of three pilot sites: Ramsey, Alconbury Weald and Waterbeach. As part of this scope CPCA will be undertaking wider engagement with Peterborough City Council (PCC) and Cambridgeshire County Council (CCC) about other possible MH sites.

As part of the MH strategy the essential criteria that all mobility hubs in CPCA must meet could be defined as:

- facilitating transport interchange between at least two transport mode options.
- having at least one element from each of the 4 element groups (element groups yet to be defined).
- must have visual, social and community appeal.
- must be accessible and understandable to all.

The focus will be on what MH modes/facilities are feasible to implement at each site. Mobility Hub Modes/transport facilities may include any of the following as appropriate:

- mixed cycle parking – some stands and some long term secure (usually fob key)
- bike tyre pumps and repair stations
- cycle hire of bikes/e-bikes/cargo bikes
- e-bike charging
- changing rooms/toilets/showers;
- High quality pedestrian and cycle routes to and from the surrounding area car-pooling/club service with electric vehicles;

- EV charging points;
- social Media/APPs to promote MH and use of modes;
- bus stops – ensure convenient and visible location;
- good signage and interchange with other transport modes i.e. bus/train, public facilities (toilets, coffee shop, shops etc.);
- Digital pillar/app/QR / code with transport info, ticketing, way finding, walking and cycling distances to local services
- post/parcel pick-up points and distribution hub (from van to e-cargo bike)
- permanent/pop-up shops and food outlets;
- seating / benches;
- taxi services;
- rail interchange;
- covered waiting area – potentially a public toilet
- art works and civic centre / improved public realm: green spaces/community art/pavement repairs/safer road crossings
- Wi-Fi/phone charging Also consider allocating space for 5G base units and integration with full fibre;
- take into account horse/bridal way requirements
- Coach interchange for tourists
- Public water fountain.

The key to this MH programme is to identify what local authority and Councillors’ aspirations are for Mobility Hubs and investigate what is possible at each site. For instance, Ramsey is a small rural site which may limit what can be implemented. Furthermore, Guyhirn in Fenland is another rural location that could potentially be reviewed as it is where bus services connect to A47/A141, together with options for the Whittlesea Relief Road project. In East Cambridgeshire, there is an opportunity to review 3 new travel hubs created as part of the fast bus proposal [Fast Bus Concept Proposal – A TO B1102](#). Furthermore, a DRT trial is due to commence in October in East Cambs which offers opportunities for MH’s along the route.

Alconbury and Waterbeach are part of a large developments with potential as new residents move in and demand for transport grows. Developers Urban and Civic are already working collaboratively with CPCA and planning councils to develop mobility and travel hubs for these new developments.

There is a possibility that every rail station in the CPCA region should have an MH assessment and existing Travel Hubs reviewed for their potential to incorporate additional MH facilities (notably Fenland District have 3 stations that have already benefitted from enhancements but could be further reviewed and built on).

The location of any MH will influence design. Those in the Green Belt will be constrained by NPPF which may limit land-uses to those directly related to the LTCP.

The scope of works encompasses several sectors. As such funding may also be derived from multiple sources including S106 etc which might determine roll-out.

Note: may need MCAF or similar to look at potential social benefits, likely catchment areas and how to prioritise schemes. May also include health and wellbeing assessment.

Key Stakeholders

- Cambridgeshire County Council (CCC)
- Huntingdonshire District Council (HDC)
- Peterborough City Council (PCC)
- Cambridge City Council
- South Cambridgeshire District Council (SCDC)
- East Cambridgeshire District Council (ECDC)
- England's Economic Heartland (EEH)
- Greater Cambridge Shared Planning (GCSP)
- Greater Cambridge Partnership (GCP)
- Bus operators – potentially

Programme

The aim is to undertake the programme of works through 2024/25 financial year and achieve delivery of and agreed Mobility Hub transport strategy in early FY 2025/26. This will involve collaborative consideration with stakeholder (listed above).

It is also an aim of the programme to start reviewing and potentially delivery mobility hub facilities in FY 2024/25. Work has already commenced on a strategic review with EEH/SYSTRA which is planned to be followed by a more detailed review of potential sites.

Governance - the programme will be led by CPCA in collaboration with Cambridge City Council (CCC), Peterborough City Council (PCC), District Councils, County Councils, Transport East, GCP and EEH. Consultancy support is being scoped to commission assistance from organisations such as CoMoUK, WSP, SYSTRA and other national/international mobility hub experts.

Key milestones in the programme are primarily reporting progress to the quarterly Transport and Infrastructure Committee (TIC), next meeting is 18th September. Aim is to develop a draft CPCA Mobility Hub Strategy and to have made progress in the planning and delivery of MH facilities on sites in CPCA by end of FY 2024/25.

Delivery

Current progress, next steps and delivery:

Progress:

- Engaged with stakeholders and have had preliminary introductory discussions about MHs;
- Drafted this Mobility Hub Programme Scope and circulated to stakeholders for comment;
- Urban and Civic visits and review of Alconbury Weald and Waterbeach sites for potential MH infrastructure;
- Attended MH conference in Birmingham;

- Engagement with EWR promoting mobility hub facilities being considered at every one of their planned stations;
- Reviewing planned Peterborough station masterplan for MH enhancement;
- Obtained funding from EEH to employ SYSTRA to carry out MH assessment across CPCA;

Next steps:

- End of August – receive comments from stakeholders of draft programme scope. Update draft and submit to the Transport and Infrastructure Committee with progress note (September TIC requires documents to be prepared end of Aug)
- September: following TIC, update scope with comments and guidance;
- October: report on progress of MH strategic review and detailed assessment of 3 potential sites by EEH and SYSTRA;
- Continue detailed discussions on scope, strategy and delivery with key stakeholders to keep them updated and receive comment/guidance/ideas;
- Continue updating TIC with progress;
- Engage with U&C about Alconbury Weald and Waterbeach sites to review potential for MH facilities.
- Scope and procure external expert consultancy support. A key requirement will be to advise on developing business cases for MH's;
- Site visit of successful mobility hub – lessons learned about how other MH's have been developed, costs and how they are funded.

Deliverables:

- Short term deliverables – agreement with stakeholders on this programme scoping paper and submit to September TIC. Undertake strategic MH assessment with EEH/SYSTRA;
- Medium term deliverables – undertake detailed assessment of specific sites identified by EEH SYSTRA study to be appropriate for MH delivery. Review existing Travel Hubs and Rail/Bus stations for potential enhancement;
- Long-term - end of FY 2024/25 – deliver draft CPCA Mobility Hub Strategy document for comment/consultation and to have made progress in the planning and delivery of MH facilities on sites around CPCA region by end of FY 2024/25.