



# Transport & Infrastructure Committee

**4 November 2024**

Title:	Director's Highlight Report: November 2024
Report of:	Judith Barker, Executive Director – Place & Connectivity
Lead Member:	Councillor Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

## Recommendations:

A	Note the content of this report.
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## Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Achieving good growth
X	Increased connectivity
X	Enabling resilient communities

## 1 Purpose

1.1	This report provides a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which are not covered in other reports to this meeting. It also provides information on some key developments, risks and opportunities that have emerged.
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## 2 Recent and Forthcoming Events

2.1	<p>On 10 October, the Deputy Mayor and a representative from the Combined Authority visited the headquarters of Great British Rail Freight (GBRF) in Peterborough. This meeting provided a valuable opportunity to explore several key topics, including the development of GBRF's new facility and the vital role of rail freight in supporting sustainable growth.</p> <p>The discussion highlighted the significant potential for rail freight to reduce carbon emissions compared to alternative methods, underscoring its importance in the broader context of environmental sustainability. However, the conversation also acknowledged the various challenges facing the sector as it seeks to expand and adapt to increasing demands. The insights gained from this site visit, combined with the valuable connections established, will play a crucial role in supporting the Combined Authority continue its work to develop and refine the freight strategy.</p>
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Additionally, attendees had the chance to tour the freight train driver facility, gaining insight into the operational aspects of rail freight and its strategic importance for the future of transport logistics.

On 23 October CPCA officers hosted a meeting with officers from the Shadow Great British Railways team to discuss the vision for the railways and how we could work with them locally in partnership.

2.2 The Active Travel Ambition Series on the 9 October was a great success. The event, that was funded by Active Travel England and organised by the Combined Authority, brought together sustainable transport professionals from the region and beyond to share ambition and showcase the great work being done in Cambridgeshire and Peterborough.

The conference, that was held in Whittlesford, saw over 100 officers attend from the active travel teams, public health, accessibility groups, consultants and developers. By strengthening our convening power, enhancing our technical expertise, and fostering trust with Active Travel England, the Combined Authority continue to solidify our leadership in active travel. Mayor Dr Nik Johnson warmly welcomed the attendees, while Cllr Anna Smith provided a thoughtful close to the day. The event clearly showcased our ability to offer strong and supportive leadership in walking, wheeling, and cycling, further positioning us as a driving force in this critical area.

A wide range of presentations provided details on the Local Transport and Connectivity Plan and how active travel continues to play a fundamental role in the Combined Authority meeting it's overarching aims and objectives, as well as updates on Cambridgeshire's Active Travel Team's overall ambition, School Street management with cameras in Peterborough and Love to Ride's progress in our region.

The photo below includes officers from the bus and transport teams at the Combined Authority, mayor Dr Nik Johnson, Cllr Anna Smith and Graham Grant, the Director of Planning and Development, Active Travel England.



### 3 Combined Authority activity updates

#### 3.1 Active Travel Update

##### Love to Ride – Cycle September

Love to Ride is a behaviour change programme which uses web and app-based platform to encourage cycling through challenges and incentives. The Combined Authority is funding the 2024/25 programme through the Capability and Ambition fund and is available across the area.

Cycle September, a work-based challenge, took place and resulted in:

- 1,610 people registered for the challenge
- 233 workplaces participating
- 1,151 riders participating
- 390 new users signed up for the challenge (51 of these were new riders!)
- 165,644 miles logged
- 60% of trips logged were for transport
- 26,647 lbs of CO2 saved from entering the atmosphere

	<p>The Love to Ride campaigns continue to see more people and workplaces participating.</p> <p>Compared to Cycle September 2023 there has been an overall increase in figures with an additional 162 people registered for the challenge, 12 additional workplaces and 2,113 additional lbs of CO2 saved.</p> <p>The Active Travel Team work closely with Love to Ride to ensure the campaigns are reaching more people across the region and we are building on our success year after year.</p> <p><b>Hail Weston Ford</b></p> <p>Unfortunately, the bid to National Highways' A428 Social Value Fund to improve the bridge over Hail Weston Ford was unsuccessful. Although our application '<i>scored highly across a number of criteria</i>' National Highways did not feel they could fund this project in this funding round. We have been encouraged to apply again in the next funding round.</p>
3.2	<p><b>Uttlesford Local Plan Consultation</b></p> <p>Cambridgeshire County Council (CCC) has submitted a comprehensive response to the Uttlesford Local Plan / Regulation 19. After a thorough review by the Combined Authority, officers have endorsed CCC's response to this crucial consultation. The response raises important questions regarding the transport modelling, development assumptions, and the proposed mitigation scenarios. By addressing these key issues, we aim to ensure that the plan effectively considers the transport implications and promotes sustainable development within the region. Our collaborative efforts emphasise the importance of thorough scrutiny in planning processes to support informed decision-making and enhance overall community well-being.</p> <p>In summary, the information currently available is insufficient to determine detailed transport impacts in Cambridgeshire which could affect the regional connectivity in the Combined Authority and beyond. It is programmed that in December 2024 the Plan will be submitted to Secretary of the State with examination in public throughout 2025 leading with a planned adoption in the second quarter of 2026.</p>
3.3	<p><b>CaPCAM: The Cambridge and Peterborough Combined Authority Model</b></p> <p>The Cambridge and Peterborough Combined Authority Model is important as it offers a comprehensive and data-driven approach to planning and managing the region's transport infrastructure, enabling informed decision-making that supports sustainable growth, reduces congestion, and enhances connectivity across communities.</p> <p>Work on the CaPCAM project is progressing steadily. To summarise, the model's base year is set as 2023, utilising PT Visum 2024 software for its development. The model encompasses 2,249 count sites, with 263 dedicated to validation and 1,986 for calibration. It incorporates 29 bidirectional screen lines and 31 bidirectional journey time routes for both calibration and validation purposes.</p> <p>In terms of calibration and validation results, the highway model aligns closely with the TAG criteria guidance across all parameters, demonstrating strong correlation with observed data for traffic counts, journey times, and screen lines. The Variable Demand Model (VDM) and Public Transport model results also exhibit a robust correlation with National Travel Survey data across all purposes and modes. Moreover, they show a favourable match with observed Public Transport Model data, including ticket sales and survey results.</p> <p>Analysis of mode share distribution at the district level reveals strong alignment, particularly with park and ride sites and rail station boarders/alighters performing well against actual data. Consequently, we can conclude that the highway, VDM, and Public Transport models provide a solid foundation for forecasting, which is the next critical stage of the project. The forecast model for the year 2046 is expected to be completed by the beginning of 2025 that will allow for informed decision making to be made around scheme and Local Plan development.</p>

### 3.4 **Monitoring and evaluation development**

The Strategic Transport team is actively collaborating with the Policy, Insight, and Performance team at the Combined Authority to enhance the monitoring and evaluation of both the Local Transport and Connectivity Plan (LTCP) and various transport projects, including the precept bus routes. This work is focused on ensuring our strategies are data-driven and effective in meeting our objectives.

Key actions currently underway include:

- **Enhanced Resource Allocation:** We have successfully recruited and onboarded additional specialist performance management and evaluation resources within the Chief Executive's Office to bolster our efforts.
- **New Evidence Base Development:** A comprehensive Cambridgeshire and Peterborough State of the Region evidence base is set to be recommended to the Combined Authority Board (CAB) for approval on 16th October. This evidence base includes several contextual indicators that will enhance our understanding of transport and connectivity in the region.
- **Framework Refresh:** The Monitoring and Evaluation Framework is being refreshed to align with the Single Assurance Framework (SAF), with a plan to present this for CAB approval in January 2025.
- **LTCP Review:** We are reviewing the LTCP monitoring and evaluation plan, aiming to present our findings and recommendations to the January Transport and Infrastructure Committee.
- **TCF Scheme Review:** A thorough review of the monitoring and evaluation of Transforming Cities Fund (TCF) schemes is currently in progress.
- **SAF Implementation:** The SAF implementation includes robust data collection, monitoring, and evaluation planning throughout the project lifecycle, ensuring evaluations are conducted post-completion where appropriate.
- **Business Case Integration:** All transport business cases, whether at the outline or full stage, now include a proposed programme for monitoring and evaluation, linking closely with the refreshed Monitoring and Evaluation Framework and establishing a forward-looking programme of works for 1- and 5-year post-scheme reviews.
- **Coordination with Highway Authorities:** We have initiated discussions with Highway Authorities to enhance data sharing and monitoring coordination as part of our role as the Transport Authority.
- **Collaborative Evaluation Planning:** The Policy, Insight and Performance Team, in partnership with the Public Transport Team, is developing an evaluation plan for the new and improved bus routes funded through the additional precept investment.

The outputs from this work will be brought to the Transport and Infrastructure Committee (TIC) in spring 2025 and reported as part of the robust performance management framework we are developing collaboratively as officers and for members. This approach will ensure transparency, accountability, and ongoing improvements in delivering key transport and infrastructure outcomes

### 3.5 **EV Update**

Local Electric Vehicle Infrastructure Update (LEVI)

Information on the LEVI Capability Fund can be found here: [Local electric vehicle infrastructure fund - Energy Saving Trust](#)

During the Transport and Infrastructure Committee meeting in September, we presented an update on the Local Electric Vehicle Infrastructure (LEVI) initiative for the Combined Authority area and sought approval for the Electric Vehicle (EV) strategy. The Committee provided valuable feedback on the initial draft of the business case that covers the whole of the Cambridgeshire and Peterborough region, which has since been incorporated into the updated version. Alongside the revised business case, the Invitation to Tender (ITT) documents and specifications have also been refined and are set to be resubmitted by the 15 November deadline – it is unclear as to when the Combined Authority and partners will be provided with feedback. It is important to note that some of the commercial information within these documents will still require confirmation after the deadline, as work on those details is ongoing. This collaborative process underscores our commitment to ensuring that the LEVI initiative is comprehensive and aligned with best practices in EV infrastructure development. We are currently awaiting timeframes for the next stages of submission.

3.6	<p><b>Peterborough Station Quarter</b></p> <p>The public engagement period for the Peterborough Station Quarter (PSQ) concluded on 27 September, and we are pleased to report a very positive response from the community. The level of public participation has been commendable, reflecting strong interest and support for the project. A comprehensive report is currently being developed to analyse and evaluate the feedback received. This report will play a crucial role in informing the final stages of the scheme's design and will be included in our documentation for the Full Business Case submission scheduled for early next year.</p> <p>In parallel, significant progress has been made on the design aspects of the project. The process to select the preferred options for the station buildings is nearing completion. Preliminary modelling suggests that these selected options will effectively alleviate forecasted passenger congestion during peak hours, enhancing the overall passenger experience at the station.</p> <p>Furthermore, ground investigations and surveys are planned for the coming months. These activities are essential for informing the cost plan for the Full Business Case, ensuring that we have a thorough understanding of the site conditions and potential challenges ahead. The PSQ project represents the critical initial phase that will enable the successful delivery of the wider masterplan for the city. This comprehensive masterplan is important in ensuring that Peterborough reaches its full potential, providing a strategic blueprint for sustainable growth, improved connectivity, and economic vitality. This holistic approach will guide development, infrastructure investment, and public realm enhancements, ensuring long-term benefits for residents, businesses, and visitors.</p>
3.7	<p><b>A505</b></p> <p>The Royston to Granta Park Strategic Growth and Transport study was initially commissioned by Cambridgeshire County Council (CCC) with funding from the Cambridgeshire and Peterborough Combined Authority (CPCA) in 2019. Work on stage 1 concluded in 2021. In 2023 CCC began work on refining and updating the initial work, moving the study to the next stage of the Business Case process by producing a Strategic Outline Case (SOC) jointly funded with the CPCA. The work on producing the SOC has now concluded and demonstrates a strong case for change and need for transport investment in the corridor, which aligns with economic growth, social and environmental indicators as well as local, regional and national policy objectives and priorities.</p> <p>Three packages of interventions have been identified through the assessment process as having the best overall performance when assessed against the identified problems/issues, SMART spending objectives and the HMT 5 case model.</p> <p>The CPCA Assurance Framework process has been followed with an independent assessment of the SOC by the CPCA's consultants to ensure compliance with DfT guidance. The independent assessment has found the SOC to be in accordance with DfT guidance and therefore suitable to move to the next stage. An Equality Impact Assessment (EQIA) has been produced alongside the study.</p> <p>Should further funding be identified, it is proposed to undertake another stage of work that will take the study through to a completed Outline Business Case for a preferred package of schemes and if possible, to bring forward specific projects or interventions if funding can be secured. Alternatively, individual schemes or specific elements within the broader packages could be expedited, provided sufficient funding becomes available. To maximize the chances of securing such funding, it will be essential for this scheme—like all others—to demonstrate strong alignment with both the Local Transport and Connectivity Plan and the emerging Local Growth Plan. This alignment ensures that projects are strategically positioned to contribute to regional priorities and deliver impactful, long-term benefits.</p>
3.8	<p><b>Whittlesey Relief Road Strategic Outline Business Case (SOBC) Project</b></p> <p>The project has completed the baseline data and optioneering stages, including a number of stakeholder workshops. As a result, four potential transport schemes to relieve congestion and improve transport in Whittlesey have been identified.</p>

	These schemes and the project objectives are the subject of a public consultation which opened on 23rd October and will run until 22nd November. The responses from the consultation will be reflected in the final version of the SOBC which will be submitted for the CPCA independent review in early 2025.
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## 4 Appendices

4.1	None
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## 5 Implications

Financial Implications	
5.1	None.
Legal Implications	
5.2	None.
Public Health Implications	
5.3	None.
Environmental & Climate Change Implications	
5.4	Neutral.
Other Significant Implications	
5.5	None.
Background Papers	
5.6	None.