



# Transport & Infrastructure Committee

**26 June 2024**

Title:	Director's Highlight Report: June 2024
Report of:	Judith Barker, Executive Director – Place & Connectivity
Lead Member:	Cllr 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. A broader suite of reports will be provided to the July Committee to include bus reform and the 12 June submission of the provision Bus Services Improvement Plan.
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## 2 Recent and Forthcoming Events

2.1	<b>Transport Summit – 7 June 2024</b> The Transport Summit originally scheduled for Friday 7 June has been postponed. This decision was made due to announcement of the general election. The Combined Authority are looking to reschedule the Summit for later in the year, likely in the autumn. We will provide the Transport and Infrastructure Committee with the new date and further details as soon as they are confirmed.
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2.2	<p><b>East-West Rail</b></p> <p>East West Rail Ltd have met with the Mayoral team and with the Combined Authority and constituent Council officers to discuss the ongoing development of the project, including their door-to-door strategy. Following the announcement of the general election, the EWR Ltd have decided to defer their planned consultation and are looking to announce new dates after the election. As and when these dates are known, officers will inform the Transport and Infrastructure Committee.</p>
2.3	<p><b>Autonomous Vehicles Conference</b></p> <p>The Assistant Director for Transport spoke at the <i>Exploring commercial and research opportunities for future smart cities and connected autonomous vehicle services</i> conference in Ipswich in May. This provided an opportunity to showcase the strategy work being carried out by the Combined Authority to examine the possibility for the use of autonomous vehicles to meet some of our challenges and opportunities. In addition, it allowed for conversations to be had with other Local Authorities (such as Coventry, Solihull, and Milton Keynes) to understand the various options being developed and delivered across the country. Supporting innovation and effective delivery across the authority area is a key objective.</p>

### 3 Combined Authority scheme updates

3.1	<p><b>Accessible Transport Charter</b></p> <p>After the Assistant Director of Transport attended the Accessible Transport Commission earlier this year, the Combined Authority has been evaluating the potential impact of endorsing the Accessible Transport Charter – available <a href="#">here</a>. This Charter is designed to empower disabled individuals by enhancing their representation in the oversight and provision of transport services, thus enabling greater inclusivity in transportation. Furthermore, the Charter seeks to address obstacles to travel, whether by vehicle, foot, or wheelchair. The team will persist in evaluating the financial implications before presenting a proposal later in the fiscal year.</p>
3.2	<p><b>Regional Transport Model (CapCAM)</b></p> <p>An update on the Regional Transport Model includes:</p> <ul style="list-style-type: none"> <li>• The base network is now complete, and checks are in the final stages</li> <li>• Most of the data collected is now in place for the model, although there were delays and issues with some of the data collected including: <ul style="list-style-type: none"> <li>- A delay in agreeing/signing a Non-disclosure Agreement with a bus operator before they would release Electronic Ticket Machine (ETM) data for buses and some season ticket information being unusable.</li> <li>- The ETM data was an essential input to the Mobile Network Data (MND) which is used to derive the travel demand for CaPCAM. Delays in providing the ETM data led to delays with starting and the ongoing MND analysis.</li> </ul> </li> <li>• The issues with the bus ETM and MND have resulted in an extension to the overall model programme of 6 months. The revised programme after the delays have been accounted for means that the model build is due to complete in October with the reporting to follow in November 2024.</li> <li>• No extra cost is associated with this extension</li> <li>• Calibration and validation of the model started in May</li> <li>• Further work has started on the related Activity Based Model including refinements to the cycle mode share in the model as well as on-going training and support.</li> </ul> <p>An update on the Peterborough Transportation Model (PTM4) associated with the CapCAM include:</p> <ul style="list-style-type: none"> <li>- The base network is aligned with CapCAM's network for consistency and compatibility.</li> <li>- Detailed weekly audits have refined the Peterborough section of the network, with updates shared and jointly authorised with the CapCAM team through a 'Network Log'.</li> <li>- The pre-calibration and validation of the network are 90% complete and will finish this month.</li> <li>- The zoning system for PTM4 has been finalised.</li> </ul>
3.3	<p><b>Active Travel Update</b></p> <p>The Combined Authority have been offered the opportunity to work with Sustrans on the development of a Quiet Lanes Pilot project. Sustrans have funding to run a trial of Quiet Lanes that are on the National Cycle Network.</p>

	<p>In April we were notified that the £351,122 grant that was awarded to the Combined Authority by DEFRA for the air quality behavioural change project was withdrawn due to a ministerial decision. This was not a decision that specifically related to our region, as the entirety of the air quality grant was withdrawn nationally. The Combined Authority have spoken with DEFRA to express our displeasure and understand what the future holds for the air quality grant. This will now be subject to the outcome of the election.</p> <p>Following on from discussions at the March TIC, the Active Travel Team have explored the extension and expansion of the eCargo bike Try-Before-You-Buy scheme. There will be an update on active travel at the July meeting</p> <p>The Walking, Wheeling, and Cycling Commissioner (formally known as Tsar or Advocate) position is being developed with the support of Active Travel England and the HR team.</p> <p>The Active Travel Ambition Series being hosted by the Combined Authority and sponsored by Active Travel England on 3 July was postponed due to the general election. The conference is for active travel officers from our region and neighbouring authorities to showcase the progressive active travel projects we have locally.</p> <p>There is a full report on Active Travel with updates from partner authorities at the July meeting.</p>
3.4	<p><b>Transforming Cities Fund</b></p> <p>Combined Authority officers met with DfT officials to discuss the existing programme and associated budgets and timelines. Although budgets for this financial year are currently limited nationally, DfT officials advised that the Combined Authority and our partners should continue as planned to deliver our programme in full to March 2025. This directive is a testament to the work carried out by the Combined Authority and our partners, illustrating central government's confidence in our ability to deliver. This position has since been reiterated through a letter from officials to the Assistant Director for Transport.</p> <p>The Transport Team and partners will continue to deliver our programme in a timely and effective manner with appropriate risk management.</p> <p>The Combined Authority's aim remains to deliver the programme in full by autumn thereby meeting the revised deadline of March 2025 outlined by government. An update will be presented to the Transport and Infrastructure Committee in September 2024.</p>
3.5	<p><b>Wisbech to March Line</b></p> <p>Due to the announcement of the general election, the decision was made to postpone the briefing to Fenland District Council by Network Rail in relation to its engineering and economic analysis reports until later this year. In the meantime, Network Rail, Fenland District Council and the Cambridgeshire and Peterborough Combined Authority will continue to progress with further work on available options and update in due course.</p> <p>The study into possible autonomous vehicle options continues and a final report is expected over the summer.</p> <p>A meeting was held with Fenland DC councillors and officers in May on wider transport matters and it is intended to continue to develop the joint working to enable collaborative solutions to rural transport issues.</p>
3.6	<p><b>GCTS</b></p> <p>Officer led work is ongoing to understand the governance and workstream requirements necessary for the timely development of the Greater Cambridge Transport Strategy. An update will be provided in July with members briefing sessions being planned.</p>
3.7	<p><b>Peterborough Station Quarter</b></p> <p>Due to the general election, we have decided to postpone the visit and programme update until later this year. Peterborough City Council and the Combined Authority will review the impact of delays to planned public activities and will continue to progress the scheme's development.</p>
3.8	<p><b>Peterborough Transport Strategy</b></p> <p>The Combined Authority recognises that the Peterborough Local Plan is being reviewed, and the city centre is developing at a rapid pace, therefore this provides the ideal opportunity to start the development of a Peterborough Transport Strategy. Initial discussions with Peterborough City Council officers have begun to establish the scope of the Peterborough Transport Strategy. An update on the bus depot project will also be brought forward at a future meeting.</p>

3.9	<p><b>Department of Transport - Adaption Strategy</b></p> <p>The Department for Transport (DfT) sought views on their transport adaptation strategy, which includes actions and policies to enhance climate adaptation planning and action across the sector. The Combined Authority submitted a technical response (due to the limited timescales). In summary the submission detailed a general support for the strategy though commenting on a strategic framework being needed with associated information, understanding of best practise and business case use as well as the need for support, training and funding. A copy is available to members on request.</p>
3.10	<p><b>Digital Connectivity Strategy 2025-29 and Future Programme Funding</b></p> <p>Over the past 13 years, the <i>Connecting Cambridgeshire Programme</i> has gained a strong reputation for the delivery of government contracts and facilitating the private investment in digital infrastructure. The programme has delivered a number of successes, most recently including:</p> <ul style="list-style-type: none"> <li>• Full Fibre broadband coverage across the region exceeds the national average and we have already achieved the government’s target of 85% coverage over a year early</li> <li>• Almost £10 million government funding has been secured to lead and trial new telecoms technology.</li> </ul> <p>In 2021, the Combined Authority Board approved a <i>Digital Connectivity Strategy for 2021-2025</i> and provided funding to support the expansion of the <i>Connecting Cambridgeshire Programme</i> to deliver better digital connectivity across Cambridgeshire and Peterborough.</p> <p>As the current strategy is coming to an end, a new digital connectivity strategy for the next 4 years is being developed. This is to ensure that the region continues to exceed the ambitious targets set by central government on the availability and accessibility of digital connectivity across the UK.</p> <p>A new strategy for the period 2025-2029 will be a component to the Combined Authority’s <i>Local Transport and Connectivity Plan (LTCP)</i> and will build on the foundations of this multi-agency programme, which has been led by the Combined Authority since 2017. This strategy will ensure that the Combined Authority can deliver its ambition of outstanding and much needed digital connectivity, supporting effective public service delivery, thriving communities and sustainable business growth. Building on investment in digital infrastructure to develop connected communities is central to the vision for the region.</p> <p>The Connecting Cambridgeshire programme’s collaborative work with multiple partners underpins wider ambitions for the region including greater use of sustainable transport, reducing health inequality, progress towards net zero and mitigating climate change. It is proposed that the revised strategy and programme will cover three themes:</p> <ul style="list-style-type: none"> <li>• Digital Infrastructure – ensuring that digital connectivity is available to all communities across Cambridgeshire and Peterborough to meet the connectivity needs of residents and businesses. This will focus on future-proof full fibre, 4G and 5G as well as other advanced wireless communication solutions.</li> <li>• Innovation – supporting and demonstrating the capabilities of innovative solutions to offer a wide range of benefits for residents, visitors, and businesses. Encouraging commercial and government investment to drive innovation enabling data-driven decision-making in the region.</li> <li>• Inclusion – empowering our residents and businesses to develop the skills and confidence they require to make the most of the digital connectivity available to them and raising awareness of the benefits of being online. Working collaboratively to promote access to affordable connectivity and devices.</li> </ul> <p>The Connecting Cambridgeshire Programme are planning to run several workshops for the CPCA members, officers, Business Board (from July 2024) in advance of presenting the future programme strategy and the capital funding business case to the Combined Authority Transport and Infrastructure Committee in autumn 2024. The new strategy progress update is being shared with the other local authorities regularly as part of the programme board agenda.</p>
3.11	<p><b>E-Scooter Trial Update</b></p> <p>On 28<sup>th</sup> May, the Combined Authority were informed by the DfT that Ministers did not take a decision on applications, for changes in boundary and/or e-scooter numbers, before the general election was called, which means DfT is unable to progress the paperwork to make the changes. As such, all trial areas will continue with their existing fleet size and geographies.</p>

3.12	<p><b>Mobility Hubs</b></p> <p>Mobility hub scoping and feasibility studies is on-going with a focus on sites at Alconbury and Ramsey. Research has been undertaken to define the scope of a mobility hub and how new facilities are can be installed. An application of funding for consultancy support to investigate new sites and deliver existing ones has been sent to EEH.</p>
3.13	<p><b>Vision Zero – Road Safety</b></p> <p>Vision Zero (VZ) is a mayoral priority and progress is being made to resurrect the VZ Strategic Board and agree a governance structure. The purpose of the project is to bring the many road safety schemes and initiatives being delivered across to region into a single programme. The programme of schemes can then be enhanced, priority schemes fast-tracked, and new initiatives identified and funded in order to reduce killed and seriously injured (KSIs) on the transport network.</p>
3.14	<p><b>EEH Investment Brochures</b></p> <p>England’s Economic Heartland (EEH) has developed a series of draft transport investment brochures, including two focusing on the Combined Authority region (Peterborough-Northampton-Oxford &amp; Cambridgeshire and Peterborough). Upon receiving these drafts from EEH, the Combined Authority team promptly circulated them to members of the Transport and Infrastructure Committee (TIC) and constituent Council officers.</p> <p>The purpose of these brochures is to advocate for necessary investment in our region. Recognising the importance of feedback from constituent Council officers and TIC members, EEH has agreed that their input is crucial. Consequently, a paper will be presented at the July TIC meeting to capture the comments and insights from members and officers alike. This feedback will then be relayed to EEH.</p> <p>As a result, the brochures affecting our region will not be finalized alongside the other investment brochures at the EEH Strategic Leaders Board meeting scheduled for July 12th. Instead, they will be approved at a later date to ensure incorporation of feedback before their presentation to new MPs and Ministers.</p>

## 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.