

New Strategic Transport Model

To: Highways and Transport Committee

Meeting Date: 12th July 2022

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): County Wide

Key decision: Yes

Forward Plan ref: 2022/061

Outcome: The purpose of the report is to update the Committee regarding the procurement of a new strategic transport model to replace the Cambridge Subregional model

Recommendation: That the committee:

a) notes the progress made in the procurement of a new strategic transport model;

b) delegates the decision to enter into a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority to the Service Director of Highways and Transport; and

e) grants approval to procure the delivery of a new strategic transport model, delegating the decision to Award and enter into Contract to the Service Director of Highways and Transport;

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Member contacts:

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1. Background

- 1.1 The existing model suite in Cambridgeshire, which is currently used to test transport schemes, local plans as well as the impact of large development sites is based on transport data collected in 2015 with a check of the model performance (Present Year Validation) undertaken using 2019 travel data. Transport models need to be acceptable to the Department of Transport and must therefore meet the current guidance set out in the Transport Assessment Guidance (TAG). One of the key components of TAG is the age of the data used, TAG states that models should be based on data that is less than 5 years old. This requirement means that the existing models owned and managed by the County Council (CCC) will need to be revalidated using new data by the end of 2024.
- 1.2 The restrictions imposed during COVID19 and the move to different ways of working (e.g. increased home and remote working) has significant implications for the validity of historic transport data, and therefore there will need to be a large data collection exercise to collect the transport data required to revalidate the models.
- 1.3 CCC have been in discussion with the Cambridgeshire and Peterborough Combined Authority (CPCA) about the new models required as well as the data needed to feed into the models. During these discussions it became clear that the CPCA wanted to see a strategic model that covered the whole of the CPCA sub-region to enable testing of planned highway interventions.
- 1.4 The scope of the model is currently being drafted and will be shared with members when available.

2. Main Issues

- 2.1 The base data on which the existing models in Cambridgeshire are based was collected in 2015. A full refresh of the data underpinning the model was planned for 2020 but the pandemic meant that an alternative approach was needed. As a result, a Present Year Validation (PYV) was undertaken using existing data from 2019. This PYV extended the life of the County's model suite to the end of 2024.
- 2.2 The coverage of the existing Cambridge Sub-Regional Model (CSRM) is such that it is not possible to test some of the CPCA schemes, as a result the CPCA have requested that any future model covers the whole of the CPCA sub-region.
- 2.3 In addition to the count data and the area covered by CSRM, some of the software used is now obsolete which limits the number of runs that can be undertaken at any one time, this software also limits the uses to which the model can be put. Therefore, as part of the commissioning of a new model there will be a full review of the software on which the model is built to ensure that the new model has scope to test new methodologies and schemes such as live travel plotting and real time information.

Financial Implications

- 2.4 In order to secure the funding the Council will need to enter into a Grant Funding Agreement with the CPCA.

- 2.5 Project risks will be managed through project governance, where the Council are the Delivery Agent and the CPCA are the Project Sponsors (funders), who make the key decisions and hold the financial and programme risks.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

Transport modelling helps inform where the most sustainable location for development might be and also helps inform on the likely reduction in car journeys as a result of investment in non-car modes of transport.

3.2 Health and Care

Transport modelling can help provide input to the impacts of increased use of active modes that can help increase health of residents.

3.3 Places and Communities

Transport modelling can help improve the sense of place and build communities by assessing the impact of reduced reliance on the private car and increased use of active travel modes.

3.4 Children and Young People

Limited impact on this apart from the issues set out above.

3.5 Transport

Transport modelling enables the assessment of the best mix of transport modes in an area to help reduce car use and encourage use of alternative modes of travel. The new model that is the subject of this report will be built using the most up to date software available to ensure that the model will be of greater use in the wider assessment of transport impacts over the next 10-15 years.

4. Significant Implications

4.1 Resource Implications

- If approved, resources will be required from within the Transport Strategy and Funding team, subject to approval of funding by the Cambridgeshire and Peterborough Combined Authority. The project budget will cater for these costs fully.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- A Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority will be required to release funding for the development and delivery of the new Strategic model. Delivery will be through the Joint Professional Services

Framework or other approved appropriate procurement routes working closely with the Council's Procurement Team.

4.3 Statutory, Legal and Risk Implications

- Risks around funding will be addressed in a Grant Funding Agreement with the Cambridgeshire and Peterborough Combined Authority. Delivery risks for the model will be managed by experienced staff using robust processes adopted within the Transport Strategy Team.

4.4 Equality and Diversity Implications

- An equality impact assessment will be prepared for the model.

4.5 Engagement and Communications Implications

- Appropriate consultation on the model build will be carried to ensure all stakeholders are aware of the new model and what it can do.

4.6 Localism and Local Member Involvement

There are no implications in this area.

4.7 Public Health Implications

There are no implications in this area.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

4.8.2 Implication 2: Low carbon transport.

Status: Neutral

Explanation: There are no implications in this area.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: Neutral

Explanation: There are no implications in this area.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

4.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

4.8.6 Implication 6: Air Pollution.

Status: Neutral

Explanation: There are no implications in this area.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Status: Neutral

There are no implications in this area.

The contacts for the sign off process are as follows:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 None