



TRANSPORT AND INFRASTRUCTURE COMMITTEE

Wednesday 6 February 2019

9:30 a.m – 11:30 a.m

**Meeting Room 1, Incubator 2, Alconbury Weald Enterprise Campus,
Huntingdon, Cambs PE28 4WX**

AGENDA

Open to Public and Press

Number	Agenda Item	Mayor/ Lead Member/ Chief Officer	Papers	Pages
	Part 1 – Governance Items	Chair		
1.1	Apologies and Declarations of Interests	Chair	Oral	-
1.2	Minutes – 10 October 2018	Chair	Yes	3 - 5
1.3	Public Questions	Chair	No	-
1.4	Agenda Plan	Chair	Yes	6 - 7
	Part 2 - Delivery			
2.1	A10 update	Chair/Chris Twigg – Transport Director	Yes	8 - 15
2.2	Soham Station update	Chair/Chris Twigg – Transport Director	Yes	16 - 25
2.3	Project Management System Update	Chair/Chris Twigg – Transport Director	Yes	26 - 30
2.4	Performance Report – November 2018	Chair/Chris Twigg – Transport	Yes	31 - 33

Number	Agenda Item	Mayor/ Lead Member/ Chief Officer	Papers	Pages
	<i>This report has a confidential appendix 2 at item 2.3 of thereport as they contain information relating to the financial or business affairs of any particular person (including the authority holding that information) under paragraph 3 of Part 1 of Schedule 12A of the Local Government Act.</i>	Director		
	Part 4 – Date of next meeting			
3.1	Date: Wednesday 3 April 2019 – Incubator 2, Alconbury Weald Enterprise Campus, Huntingdon, Cambs PE28 4WX			-

The Transport and Infrastructure Committee currently comprises the following Members:

		Portfolio Responsibilities/Member	Board Member	Substitute Member
1	Chair	Portfolio Holder for Transport Chair of Transport Committee	James Palmer, Mayor	Cllr Charles Roberts
2	Member	Member for Cambridgeshire County Council	Cllr Ian Bates	Cllr Roger Hickford
3	Member	Member for Peterborough City Council	Cllr Peter Hiller	Cllr John Holdich
4	Member	Member for Cambridge City council	Cllr Lewis Herbert	Cllr Aiden Van de Weyer
5	Member	Member for Fenland District Council	Cllr Chris Seaton	Cllr David Oliver

The Combined Authority is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens.

Public speaking on the agenda items above is encouraged. Speakers must register their wish to speak by making a request in writing to the Democratic Services Manager (Tamar Oviatt-Ham) no later than 12.00 noon three working days before the day of the meeting. The request must include the name, address and contact details of the person wishing to speak, together with the full text of the question to be asked. For more information about this meeting, please contact Tamar Oviatt-Ham at the Cambridgeshire County Council's Democratic Services on Cambridge (01223) 715668 or by email at Tamar.Oviatt-Ham@cambridgeshire.gov.uk



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY
TRANSPORT AND INFRASTRUCTURE COMMITTEE: MINUTES

Date: Wednesday, 10th October 2018

Time: 10.45 am – 11.00 am

Present: James Palmer (Mayor and Chairman), Councillors Ian Bates Peter Hiller, and Chris Seaton.

1. APOLOGIES AND DECLARATIONS OF INTERESTS

Apologies were received from Councillor Herbert.

2. PETITIONS

None received.

3. PUBLIC QUESTIONS

None received.

4. MEMBERSHIP AND TERMS OF REFERENCE

The Chairman welcomed the members of the Committee to their first meeting.

The Committee received a report detailing its terms of reference, and procedural arrangements.

One Member drew attention to the fact that the terms of reference were quite specific. He highlighted the need to broaden the remit of the Committee to enable it to consider other relevant matters in the future. It was clarified that this would be taken into account as part of the overall review of the Combined Authority's Constitution.

It was resolved unanimously to:

note the terms of reference and procedural arrangements for the Committee

5. LOCAL TRANSPORT PLAN

The Transport Programme Manager presented a report on the scope and outputs proposed in the commissioning of the Local Transport Plan (LTP) for the Combined Authority.

Members were asked to note that Appendix 2, Engagement Strategy for the Cambridgeshire and Peterborough LTP, had not been circulated ahead of the meeting and that this was an error in distribution.

Agenda Item: 1.2

Following devolution, the Combined Authority was now the Local Transport Authority with the strategic transport powers for the areas previously covered by Cambridgeshire County Council and Peterborough City Council. The Mayor and the Combined Authority were together responsible for:

- The Statutory requirement for delivery of the LTP;
- Establishing the local transport budget for Cambridgeshire and Peterborough;
- Management and maintenance of a Key Route Network of local authority roads when established; and
- Passenger transport, including the ability to franchise bus services in the Cambridgeshire and Peterborough area.

Currently there was an interim plan in place which was an amalgamation of both Cambridgeshire and Peterborough's LTPs. This covered the current requirement until a comprehensive statutory process could be undertaken. The new plan would build on this with further ambition and growth aligning with the aspirations of the Cambridgeshire and Peterborough Combined Authority as set out by the Mayor and in the wider CPCA 2030 Strategy. There would be particular focus on addressing historic deficit in transport investment and improving transport and physical connections between communities and a significant improvement of connectivity for the Cambridgeshire and Peterborough area through digital infrastructure and tackling congestion and pollution.

Attention was drawn to the four phases of delivery relating to initiation and building a programme, options and issues; draft LTP and Long Term Transport Statement; production of full LTP, LTTS and Implementation Plan; and consultation response and finalising of plan. The process would take account of complementary documents and strategies such as the CPIER Report, Non-Statutory Spatial Plan. The Mayor drew attention to the following comments raised in writing by Councillor Herbert.

The LTP needs explicit links to;

- current and emerging local plans.
- the CA Non Statutory Spatial Plan and ambition for major uplift in housing delivery.
- the CPIER report, particularly relevant conclusions, and its analysis on future growth of the three interlinked economies.
- needs also to be clearer on the timescales and mitigating risks from it being short, and with limits on consultation.
- needs a list of key organisations who will be consulted.
- keen to contribute including the link to CA and local spatial planning.

In conclusion, it was felt that these comments had been covered appropriately by the presenter. The Mayor commented that the CPIER Report had been launched officially in London on 10 October 2018. Members were encouraged by reference to North of the Combined Authority area.

It was resolved unanimously to recommend that the Combined Authority Board on 31st October:

Agenda Item: 1.2

- A) agree on the scope of the Local Transport Plan for the Combined Authority;
- B) agree the stakeholder engagement strategy.

6. DATE OF NEXT MEETING

It was resolved unanimously to:

note the date of the next meeting Wednesday 21st November 2018 –
Incubator 2, Alconbury Weald Enterprise Campus, Huntingdon.

Chairman

TRANSPORT AND INFRASTRUCTURE COMMITTEE AGENDA PLAN

Updated on 17.01.19



Notes

Committee dates shown in bold are confirmed.
Committee dates shown in italics are TBC.

The definition of a key decision is set out in the Combined Authorities Constitution in Chapter 6 – Transparency Rules, Forward Plan and Key Decisions, Point 11 <http://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Constitution-.pdf>

- * indicates items expected to be recommended for determination by Combined Authority Board
- + indicates items expected to be confidential, which would exclude the press and public.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.
The agenda dispatch date is five clear working days before the meeting.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Agenda Plan

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for Reports	Agenda despatch date
06.02.19	A10 update	Katie Randall	No	24.01.19	29.01.19
	Soham Station update	Asia Williams	No		
	Project Management System update	Chris Twigg	No		
03.04.19				21.03.19	26.03.19

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for Reports	Agenda despatch date
03.07.19				20.06.19	25.06.19
02.10.19				19.09.19	24.09.19
08.01.20				18.12.19	23.12.19
01.04.20				20.03.20	24.03.20

To be programmed:



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.1
6 FEBRUARY 2019	PUBLIC REPORT

A10 PROGRESS UPDATE

1.0 PURPOSE

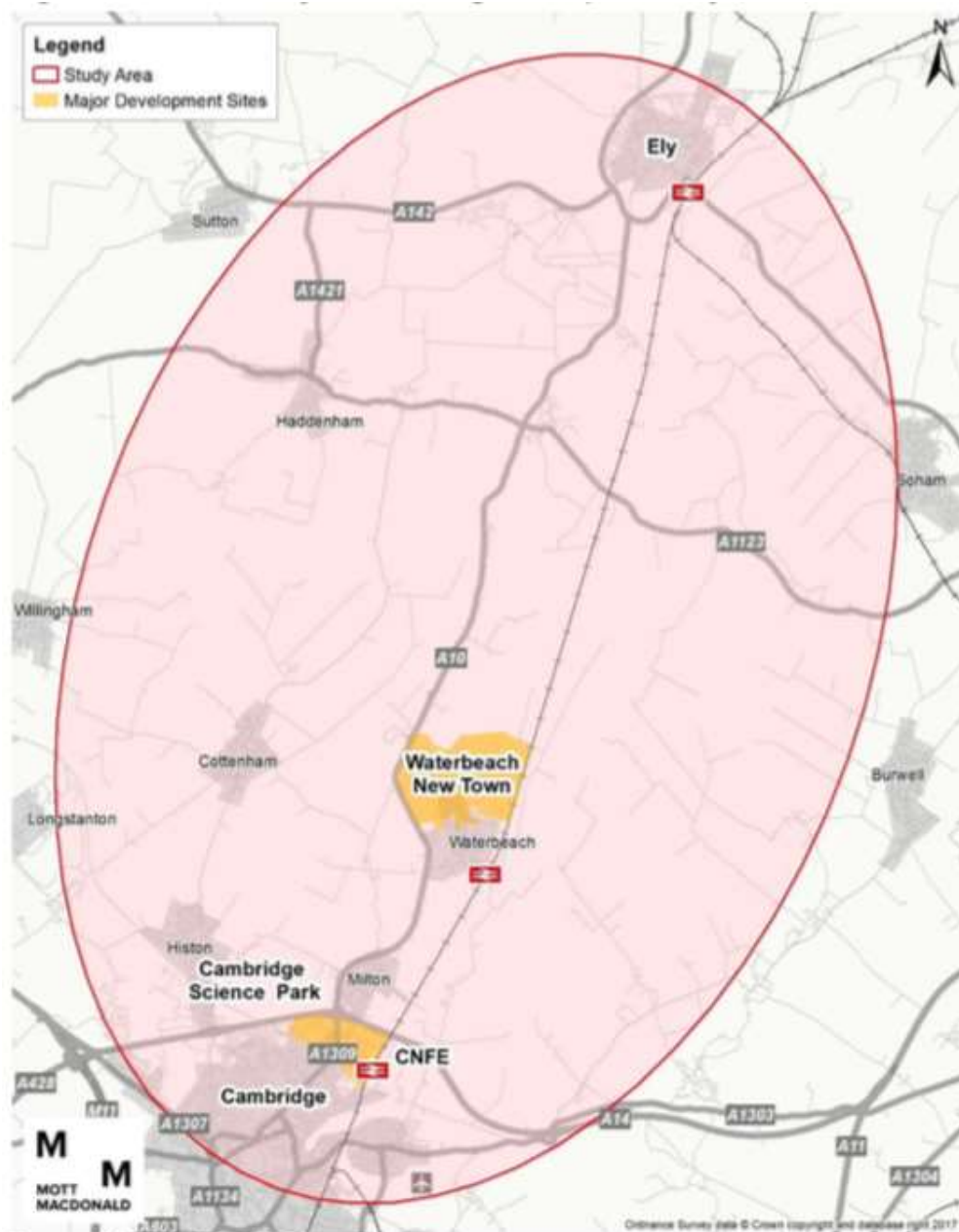
- 1.1. The Ely to Cambridge (A10) Corridor is defined around the A10, a primary road route of 16 miles (25km) that connects the two cities. More than 18,000 vehicles currently use the corridor daily, with capacity issues along the corridor resulting in significant delays to travel the length of the route and restraining growth in the area.
- 1.2. This report provides an update to the Transport Committee on the progress to date of the A10 Corridor project and the next steps for this work. It provides further clarity following the publication of guidance on the Major Roads Network (MRN) in late December 2018, and how this will inform the further work on this programme of works, particularly the A10 Dualling project.
- 1.3. The report also provides further updates on the Lancaster Way / A142 Witchford Road roundabouts and progress to date on these projects.
- 1.4. A report will be brought forward to the Combined Authority Board to propose that the Combined Authority move to the next step, a Strategic Outline Business Case, specifically for the A10 Dualling in March 2019.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Chris Twigg, Director of Transport
Forward Plan Ref: n/a	Key Decision: No
The Transport and Infrastructure Committee is recommended to: (a) Note the update on the A10 Corridor and its programme of works, including the guidance on the Major Roads Network.	Voting arrangements Simple majority of all Members

<p>(b) Note that a further report will be brought forward to the Combined Authority Board to request approvals for the next steps in the A10 Dualling project in March 2019.</p>	
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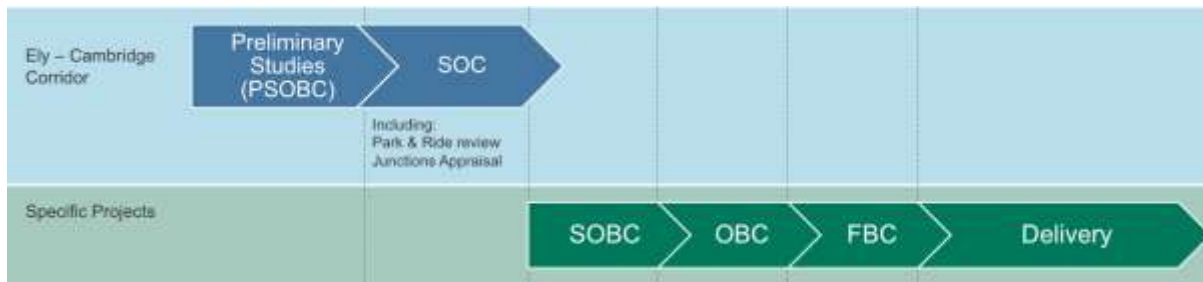
2.0 BACKGROUND

- 2.1. In February 2018, the Combined Authority Board agreed to proceed to a Strategic Outline Case for the A10 Corridor following the Cambridge to Ely Transport Feasibility Study that was led by Cambridgeshire County Council and the Greater Cambridge Partnership. The Ely to Cambridge (A10) Corridor is defined around the A10, which is a primary route of 16 miles (25km) that connects the two cities. Together with the Kings Lynn rail connection, the corridor provides the main transport connections between Ely and Cambridge and onward links on to the national networks via the A14. The Ely – Cambridge Corridor carries the highest level of north-south traffic flows in the county. More than 18,000 vehicles currently use the corridor daily, with peak period traffic congestion and network reliability issues regularly resulting in trips taking over 45 minutes to travel the length of the route. These capacity issues along the corridor now adversely affect the quality of life, amenity and opportunities to increase the economic wellbeing of the area.



Source: Mott MacDonald/OS

- 2.2. In considering the previous paper, Members requested a deeper understanding of: how the A10 report aligns with the strategic context, particularly the Cambridge Autonomous Metro; how this would interface with the Park & Ride; and the potential junction improvements along the A10. Along with the review of the Strategic Outline Case itself, this work has been completed and is summarised within this report.
- 2.3. This is the first stage in what is likely to become a programme of works across multiple projects, led by varying partners, which will each undertake their own assurance process. The diagram below shows the expected process for these projects in relation to the work undertaken to date.



Strategic Outline Case Recommendations

2.4. The finding of this report have demonstrated that:

- The Ely to Cambridge Corridor is currently affected by congestion and connectivity issues;
- Model analysis shows that travel demand should increase further on the Ely to Cambridge Corridor;
- Significant additional developments are also planned around the Ely to Cambridge Corridor; and
- This will exacerbate issues on the corridor, leading to deterioration of economic opportunities, the environment and the wider transport offer.

2.5. A joined-up strategy is therefore required that seeks to introduce both demand and supply-side measures along the corridor that cater to all modes and ensure that potential issues are mitigated.

2.6. The recommended approach to addressing these issues is split into three distinct stages:

- Policy, planning and regulation
- Delivery of multimodal 'quick wins'
- Longer-term transport interventions.

Policy, Planning and Regulation

2.7. The study recommends that a robust demand management approach should be required for all new development and applied to planning applications for proposals that impact on the corridor. In particular, any new development should seek to:

- Minimise the level of private car trips generated through provision of good non-car modes;
- In line with national and local guidelines, provide lower levels of car parking than has traditionally been provided, particularly at employment locations;
- Promote a holistic development site approach to car parking management to reduce the need for significant increases in car parking provision across the sites; and
- Promote the use of non-car modes through appropriate investment in supply-side measures and focussed travel planning to encourage the

required mode shift.

2.8. This work will be taken forward by partner authorities.

Delivery of multi-modal 'quick wins':

2.9. The recommended strategy requires sequential delivery of “quick wins” – comprising public transport, pedestrian and cycle enhancements and active parking restraint to promote mode shift away from the private car, and a series of prioritised localised highway improvements to create capacity for additional trips to deter potential re-assignment of trips onto less suitable routes. The proposed strategy includes early implementation of:

- the pedestrian and cycle routes and measures; and
- individual junction improvements along the A10 route.

2.10. These interventions will be considered in the context of need based upon identified growth. As such, the CPCA and its partners should seek to reach agreement as part of any development process in relation to contributions from developers to deliver these interventions.

Longer-term transport interventions:

2.11. Implementation of the ‘quick-win’ proposals alongside ambitious travel planning for new and existing communities in the corridor should potentially create some headroom for early, moderate scale, development at Waterbeach and at Cambridge Northern Fringe East and the Cambridge Science Park. In order to release full development aspirations, however, longer-term transport interventions will be phased in as follows:

- The existing Waterbeach rail station should be enhanced and relocated nearer to the proposed new town north of Waterbeach;
- A form of segregated rapid-transit corridor extending from Waterbeach to Cambridge should be implemented, together with supporting interchange enhancements required to support this; and
- The capacity of the A10 route should be further improved through dualling and through the upgrade of key junctions such as Milton Interchange.

Major Roads Network

2.12. In December 2018, the Department for Transport released Investment Planning Guidance on the Major Roads Network following consultation in December 2017. The Major Road Network has previously been identified as a key potential source of funding for the A10 Dualling project, as the A10 has been expected to be classified as part of the MRN.

2.13. This guidance provides clarification on several key points relevant to the A10:

- (a) Initial consultation on the MRN indicated that the funding envelope was likely to be between £20m - £100m, with an average scheme size of approximately £50m. This has now been clarified to state that the MRN will be for schemes of £20m - £50m, with any scheme larger than £50m falling into the Large Local Majors (LLM) funding scheme.
 - (b) The Large Local Majors funding scheme has been set up to cater for the “small number of exceptionally large local highway authority transport schemes that could not be funded through the normal routes, such as Local Growth Fund or other devolved allocations” which should be “single schemes that can only be delivered or justified as a whole, as opposed to being split into phases or smaller elements.”
 - (c) LLM schemes request that the local or third party contribution is at least 15% of the total scheme costs, and local contributions of each scheme will be discussed as the scheme develops.
 - (d) Subnational Transport Bodies (STB) have been asked to put together a shortlist of schemes they would like to recommend both for MRN and LLM funding.
- 2.14. It should be noted that to date, 9 LLM schemes have been approved with a combined DfT contribution of just over £600m. As an average, this is therefore circa £66.67m per scheme.
- 2.15. The LLM is not fully competitive at Outline Business Case (OBC) stage. As such, applicants wishing to apply for LLM funding should seek to develop an SOBC and engage with the DfT in relation to progressing to OBC. The DfT will carefully select schemes that it wishes to take forward for further development to OBC and may provide a funding contribution to do so. A definitive commitment to funding for construction of the scheme will only come at OBC stage.
- 2.16. It should be noted also that for any scheme put forward by a Subnational Transport Body (STB), the local authority needs to be committed to developing the scheme to OBC stage and be able to reach OBC by the end of 2021 at the latest. This is in line with current timescales.

Next Steps

- 2.17. The Combined Authority will bring forward a report to the Combined Authority Board in March 2019 detailing the proposed next steps. These next steps will be influenced by any further communication from the Department for Transport (DfT) that clarifies LLM funding streams, however will seek to progress to the next phase of the A10 Dualling project, specifically. The scope of this next phase of assessment for A10 Dualling will extend from the Milton Interchange through to the A142/A10 roundabout.

A142/A10 and Lancaster Way Roundabouts



2.18. Congestion issues relating to the A142/A10 and Lancaster Way were identified in 2017/18, and work has been ongoing in relation to these schemes.

2.19. Grovemere Property Ltd, who are developing Lancaster Way, have a planning obligation to undertake improvements to the A142/A10 roundabout in order to provide a net nil detriment to that roundabout as a result of their development. A feasibility study for this roundabout has been undertaken and a design for a scheme which meets this obligation has been developed. Grovemere have applied for and secured funding from the Combined Authority through the Growth Fund in order to deliver the requirements from that s106.

2.20. Completion of the A142/A10 roundabout without delivering improvements to the Lancaster Way roundabout will only provide a short term improvement to congestion in this area. As a result, the Combined Authority is working with partners to evaluate whether other sources of funding may be available to implement an intervention on the Lancaster Way roundabout that would unlock continued growth within that enterprise zone.

3.0 FINANCIAL IMPLICATIONS

- 3.1. To date a total of £220,394 has been spent, which has contributed towards:
- (a) Completion of a revised Corridor Strategic Outline Case for the A10;
 - (b) Completion of a junctions report to assess interventions on the A10 junctions;
 - (c) Completion of a review of park and ride in the A10 corridor;
 - (d) Development and sign off of the A10 base traffic model;
 - (e) And partner resource to deliver the above.

- 3.2. Subject to the approval by the Combined Authority Board of the Medium-Term Financial Plan, a budget of £500,000 will be available in the 2019/20 financial year to progress to the production of a Strategic Outline Business Case for the A10 Dualling.

4.0 LEGAL IMPLICATIONS

- 4.1. By virtue of the devolution of powers under the Cambridgeshire and Peterborough Combined Authority Order 2017. The Combined Authority is the local transport authority for the strategic road network and for major transport corridors like the A10. It is in this capacity as the local transport authority that it has the power to formulate local transport plan policy to seek improvements to traffic management and to plan for interventions and enhancements of the highway network.
- 4.2. The report is updating the progress made in preparing business cases for securing major funding for further improvements and interventions in the A10 Corridor. These interventions will need the support of the DfT and following the release of the latest guidance is likely to be part of the Large Local Majors schemes programme. The report also explains how these works interrelate to other projects and proposals that the Combined Authority are proposing across the authority area.

5.0 SIGNIFICANT IMPLICATIONS

- 5.1. There are no significant implications arising from this report.

<u>Source Documents</u>	<u>Location</u>
Major Road Network and Large Local Majors programmes investment planning	https://www.gov.uk/government/publications/major-road-network-and-large-local-majors-programmes-investment-planning



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.2
6 FEBRUARY 2019	PUBLIC REPORT

SOHAM RAIL STATION – STATUS UPDATE

1.0 PURPOSE

- 1.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) Order 2017 transferred the local transport planning powers to the Combined Authority and created the CPCA as the local transport authority for the area and created responsibility for strategic transport activity in the area.
- 1.2. The CPCA assumed responsibility for the Soham Rail station project in June 2018, with the intention to accelerate delivery for the project as much as possible. The project was transferred from Cambridgeshire County Council (CCC) to the Combined Authority and requires novation of the current contract between Network Rail and CCC to CPCA. This will ensure that legally the project lies with CPCA. The project, which has significant partner support, will reinstate the railway station at Soham, providing a direct link to Ely supporting regeneration and housing growth locally.
- 1.3. At present, the CPCA have allocated £3.2m to the delivery of the current phase. An additional £20m has been allocated in the CPCA budget to deliver the station through to detailed design, construction and handover. As part of the overall sum being requested, £7m est. will be used to ringfence monies to upgrade the station to include a second platform which will increase the capacity required if the Ely Area Capacity Enhancements (EACE) scheme comes forward.
- 1.4. The project is currently at Network Rail's Governance for Railway Investment Projects (GRIP) Stage 3 – Option Selection. Network Rail (NR) is working to design the most appropriate option that delivers the CPCA's requirements and confirm how the outputs can be economically delivered through to Approval in Principle (AIP). A consultation on the proposed station design is to be held at the end of February 2019. GRIP 3 is programmed to end in August 2019.

- 1.5. This report sets out a status update for the project. This will bring confidence to the delivery of the Soham Rail project in line with the Mayor's ambitions and the needs of residents, businesses and other partners and agencies over the long-term direction of transport in this region.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Chris Twigg - Transport Director
Forward Plan Ref: n/a	Key Decision: No
The Transport Committee is recommended to: Note the current status of the Soham Rail station project	Voting arrangements No vote is necessary

2.0 BACKGROUND

- 2.1 As Soham grows, it is vital to ensure the necessary infrastructure and facilities are in place to support the continued growth of the town. Whilst the town has a railway line, there is no train station. The project will support the opportunities for growth in the Soham area and improve the connectivity between Soham and the surrounding countryside. Re-development will provide an attractive approach and setting to the new station building, as well as facilitating access to the area via enhanced public transport.
- 2.2 The Soham Station project will deliver the following benefits:
- **Relieving congestion and improving accessibility.**
 - The scheme will help reduce congestion along the A142 between Ely, Soham and Newmarket, a route already under traffic pressure, which is likely to worsen if sustainable alternatives to the private car are not provided, given the level of growth planned in Ely and Soham.
 - **Encouraging growth and supporting local businesses.**
 - The project will support the delivery of 1,655 new homes in the town by 2031.
 - It will contribute to the wider regeneration proposals for the Mereside area in Soham including the provision of new homes and office space which could lead to the creation of approximately 125 high-tech jobs.
 - The station will lead to an estimated 0.5% increase in property values in the town; a total increase in value of around £4m.

- The station has potential to stimulate increased tourism activity, for example as an access point to Wicken Fen.
- **Economic Growth**
 - A large proportion of the population of Soham commutes to nearby towns such as Cambridge and other locations. Improved accessibility to the rail network for residents of Soham will enable better connectivity to employment in key areas such as Ely and Bury St Edmunds

3.0 PROGRESS TO DATE AND NEXT STEPS

- 3.1. Network Rail have assessed a variety of rail station options for the area through an early investigations procedure as part of the GRIP process. They have identified a single preferred option which is being carried forward for Approval in Principle (AIP).
- 3.2. The design for the single preferred option will be displayed during a Public Information Event on Tuesday 26th February 15:00 – 20:00 and Wednesday 27th February 10:00 – 14:00 at: Venue Ross Peers Centre, Soham. The information event will be staffed by Network Rail project team and include display boards with plans and diagrams showing the location of the proposed station platform. Please refer to 'Proposed Timeline' leading up to the Public Consultation in Appendix E.
- 3.3. The key next steps for the project beyond this event are:
 - (a) Continue development from single option to a more detailed cost plan for the entirety of station works
 - (b) Develop the procurement strategy for GRIP Stage 4 – 8, with a view to ensuring that the project is accelerated as much as possible within appropriate risk scales;
 - (c) Bring a further report to CA Board in Autumn 2019 to secure funding for GRIP stages 4-8.

4.0 FINANCIAL IMPLICATIONS

- 4.1. There are no financial implications of this status update to date. The budget has been committed as per Paragraph 1.3. Appendix D outlines the overall costs for a double platform station. Network Rail are currently costing a single station option to be delivered in June 2019.

5.0 LEGAL IMPLICATIONS

- 5.1. The Combined Authority assumed the role of the Local Transport Authority by virtue of Article 8 of the Cambridgeshire and Peterborough Combined Authority Order 2017. The Combined Authority must exercise the statutory functions of the local transport authority under Part II Local Transport Act 2000 and Parts 4

& 5 of the Transport Act 1985 so as to achieve effective and efficient transport within the area.

- 5.2. The general power of competence was granted to the Combined Authority by virtue of Article 11 of the Cambridgeshire and Peterborough Combined Authority Order 2017 and enables the Combined Authority to rely upon the powers under Chapter 1 Part 1 of the Localism Act 2011. The Mayor's general power of competence exists under Article 12 of the 2017 Order.

6.0 SIGNIFICANT IMPLICATIONS

- 6.1. There are no other statutory matters to bring to the Board's attention.

7.0 APPENDICES

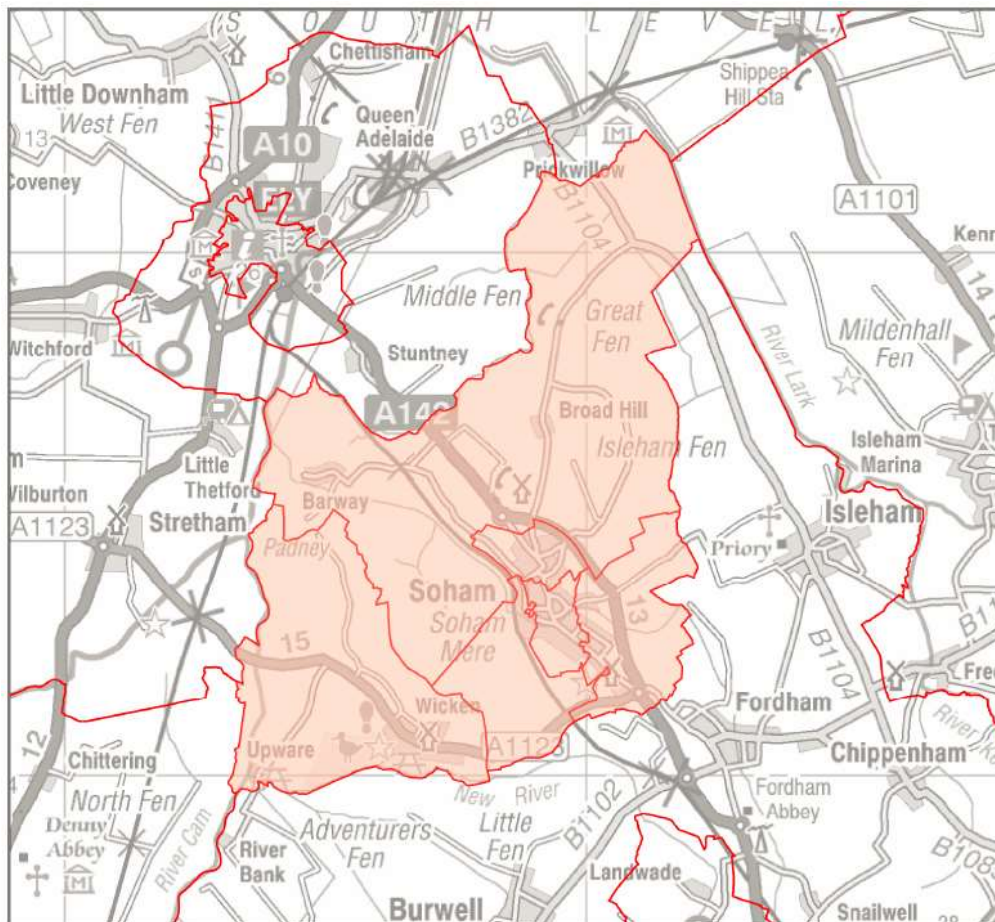
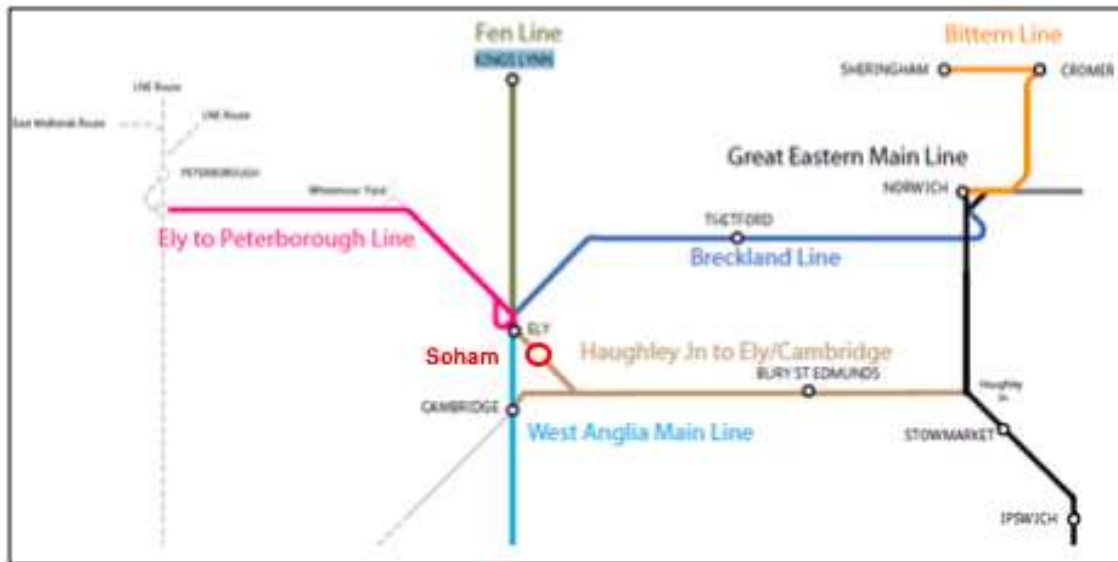
- APPENDIX A - Proposed location of new station.
- APPENDIX B - Accelerating delivery
- APPENDIX C - Transport Delivery Board – March 2018
- APPENDIX D - Total Funding Breakdown for Soham Station Grip 4-8
- APPENDIX E - Proposed timeline to Public Consultation

<u>Source Documents</u>	<u>Location</u>
<p>Mayoral Interim Transport Strategy Statement</p> <p>Soham SOBC</p> <p>Board Report: Accelerating Delivery</p> <p>Soham Station: DSA and draft Novation Agreement</p> <p>Soham Station draft Amendment</p> <p>Soham Station Estimate: Network Rail</p>	<p>Location of background papers:</p> <p>The Incubator 2, First Floor, Alconbury Weald Enterprise Campus, Alconbury Weald, Huntingdon, PE28 4WX</p> <p>https://cambridgeshirepeterborough.sharepoint.com/sites/CPCATeamSite/Shared%20Documents/Forms/AllItems.aspx?newTargetListUrl=%2Fsites%2FCPCATeamSite%2FShared%20Documents&viewpath=%2Fsites%2FCPCATeamSite%2FShared%20Documents%2FForms%2FAllItems%2Easpx&id=%2Fsites%2FCPCATeamSite%2FShared%20Documents%2FProjects%2FSoham</p> <p>https://cmis.cambridgeshire.gov.uk/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=Fu1GCsTfr0Vv6YPLDxX9BI4C86cK%2bva5WkRDLjwRyxhzP2EozRhMPw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNih225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSfXsDGW9IXnlq%3d%3d=hFfIUdN310</p>

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APPENDIX A -

Proposed location of new station. Ely area link; indicating the merge point for a number of key routes and Soham station catchment area



APPENDIX B –

Accelerating delivery

Soham Station

Baseline

Baseline programme based on conventional approach and funding meant a station opening date of March 2022.

Opportunities

The following opportunities have been identified by officers to accelerate the programme:

Potential time saving	Description	Risks
Up to 2 months	Through upfront and advanced approval by CA board of GRIP 4-8 work	None
Up to 7 months	By continuing design concurrently with planning and the network change approval process	Would require the Combined Authority to take the risk on potential redesign costs. That Network Rail do not agree to commence design work early and therefore to achieve time saving the Combined Authority would have to use an alternative supplier

Additional programme gains may also be achieved as follows:

Potential time saving	Description	Risks
Up to 1-2 months	Persuading Network Rail to amend their internal approval process prior to the appointment of the GRIP 4-8 team	That Network Rail do not agree to amend their internal approval process
TBC	By procuring the GRIP 4-8 team with an emphasis on programme acceleration to better the timescales in Network Rails current programme.	None

APPENDIX C -

Transport Delivery Board – March 2018

See link to previous Board Report:

<http://cambridgeshirepeterborough-ca.gov.uk/assets/Combined-Authority/Transport-Delivery-2018-19-280318.pdf>

Greater Cambridgeshire Greater Peterborough Local Transport Body

Link to decision to allocate £1m funding to Soham as part of a group of transport projects to be funded:

<https://ccc->

live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/LTB_paper_and_shortlisted_schemes.pdf?inline=true

APPENDIX D –

TOTAL FUNDING BREAKDOWN FOR SOHAM STATION GRIP 4-8

Scope	Doubling scheme, 2nr Platforms
Base date	3Q16
Group Element	£
Direct Construction Works	
1.01 Railway Control Systems	672,539
Train Power Systems	0
Electric Power and Plant	925,101
Permanent Way	1,105,940
Operational Telecom	75,820
Buildings and Property	5,034,227
Civil Engineering	375,018
Enabling Works	129,000
Total Direct Construction Works	8,317,645
Indirect Construction Works	
Preliminaries	1,850,530
Overheads and Profit	860,483
Total Indirect Construction works	2,711,013
Total Construction Works (GRIP 6)	11,028,658
Project / Design Team & Other Project Costs	
Design Team	1,562,790
Project Team	2,204,977
Other Project Costs	2,330,543
Total Project / Design Team & Other Project costs £	6,098,310
Point Estimate	17,126,968
Risk	
4.01	2,980,000
Proposal Estimate £	20,106,968
Escalation	
5.01	1,757,801
Estimated Project Outturn £	21,864,769
Cost of GRIP 4 & 5	10,347,124
GRIP 4 Estimate	5,173,562

Appendix E – Proposed timeline to Public Consultation

Week	Date	Activity	Audience
41	w/c 7 Jan	<ul style="list-style-type: none"> • Draft community letters, press release, • Draft Briefing note for East Cambridgeshire political members for • Draft Letter to local MP 	Prep
42	w/c 14 Jan	<ul style="list-style-type: none"> • Issue MP letter and Cambs East briefing note • Set up Webpage • NR - Press Release • First Draft of Info panels text and images 	Political stakeholders Local media
43	w/c 21 Jan	<ul style="list-style-type: none"> • Letter/leaflet drop to community - advanced notice • Second draft of text and images 	Soham Community
44	w/c 28 Jan	<ul style="list-style-type: none"> • Finalise text and images for info panels and supply to graphic design agency 	prep
45	w/c 4 Feb	<ul style="list-style-type: none"> • Review info panel design (round 1) 	prep
46	w/c 11 Feb	<ul style="list-style-type: none"> • Review and finalise designs for info panels 	prep
47	w/c 18 Feb	<ul style="list-style-type: none"> • Reminder Letter/leaflet drop to community • Info panel printing 	Soham Community
48	w/c 25	<ul style="list-style-type: none"> • Delivery of materials to venue • 2x public info events on 26 and 27 Feb (include 1 hour private viewing for political members prior to opening to the public) 	ALL - Public info event
49	w/c 4 Mar	<ul style="list-style-type: none"> • Publish Info panels onto project webpage 	Online audiences

TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.3
6 FEBRUARY 2018	PUBLIC REPORT

PROJECT MANAGEMENT SYSTEM UPDATE

1.0 PURPOSE

- 1.1. This report provides the Transport Committee with an overview of transport project management systems and funding, and how these may guide the development of projects within the Transport portfolio.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Chris Twigg, Director of Transport
Forward Plan Ref: n/a	Key Decision: No
<p>The Transport and Infrastructure Committee is recommended to:</p> <p>Note the Transport Delivery Process and the funding implications outlined within the report.</p>	<p>Voting arrangements No vote is required</p>

2.0 BACKGROUND

- 2.1. The budget report taken to CA Board in January 2019 identifies the transport projects that have been prioritised for delivery over the next three years. They range from large-scale projects of national importance to smaller local schemes that need to be equally well controlled throughout their development, assurance and delivery.
- 2.2. This report provides some background on funding routes and project assurance frameworks for transport and infrastructure schemes, and the implications of these for the Combined Authority.

Project Assurance

- 2.3. Officers within the Combined Authority have undertaken a review and developed an appropriate project management and assurance framework to deliver this suite of projects.

- 2.4. The result of this work has been summarised in the graphic contained in appendix A, which outlines how the CA assurance framework (based upon the Treasury Five Cases model) aligns with the Guidance for Rail Infrastructure Projects (GRIP) process and Highways England's Project Control Framework. This also defines a process for the Combined Authority itself, which integrates governance and procurement requirements that are crucial for success of the project within the public sector environment.
- 2.5. This graphic outlines in detail the progress from project inception through to construction preparation. Both the GRIP and the Highways England processes continue past stage 6 (Construction) through to Handover and Closeout. For the purposes of demonstrating alignment and maintaining brevity, these have been excluded from the graphic.

Funding

- 2.6. Funding requirements for large scale transport projects are significant and it is reasonable to assume that for many of its priority projects, the Combined Authority will need to secure funding from central government and local contributions to progress projects to delivery and completion.
- 2.7. In order to secure funding for these projects, the Combined Authority will need to undertake and pay for the initial feasibility work and be able to make a case for the project to the relevant delivery and funding body (for example Department for Transport, Highways England and Ministry of Housing Communities and Local Government). This is referred to on the graphic as the initial proof point. This shows the earliest point at which the Combined Authority reaches a position to engage with external stakeholders and seek funding for the scheme.
- 2.8. Increasingly, central government is seeking match contributions from the local area. For example, in December 2018 the DfT published the latest guidance for the Major Roads Network funding initiative where it states that the local or third party contribution is at least 15% of the total scheme costs. As a result, the Combined Authority must be aware that its funding responsibility is very likely to continue through the project.
- 2.9. For most projects, funding commitment to construction is only available following the Outline Business Case, when a single option has been assessed and the cost certainty is higher.
- 2.10. The core implication for the Combined Authority is that for transport projects, certainty of funding from central government requires projects to reach a suitable stage of development. This early feasibility work will need to be funded locally and it is likely that the Combined Authority will need to make a contribution to the overall scheme costs.

3.0 FINANCIAL IMPLICATIONS

- 3.1. There are no financial implications related to this report, as the financial implications for projects will be assessed on a case by case basis.

4.0 LEGAL IMPLICATIONS

- 4.1. There are no legal implications as a result of the above report.

5.0 SIGNIFICANT IMPLICATIONS

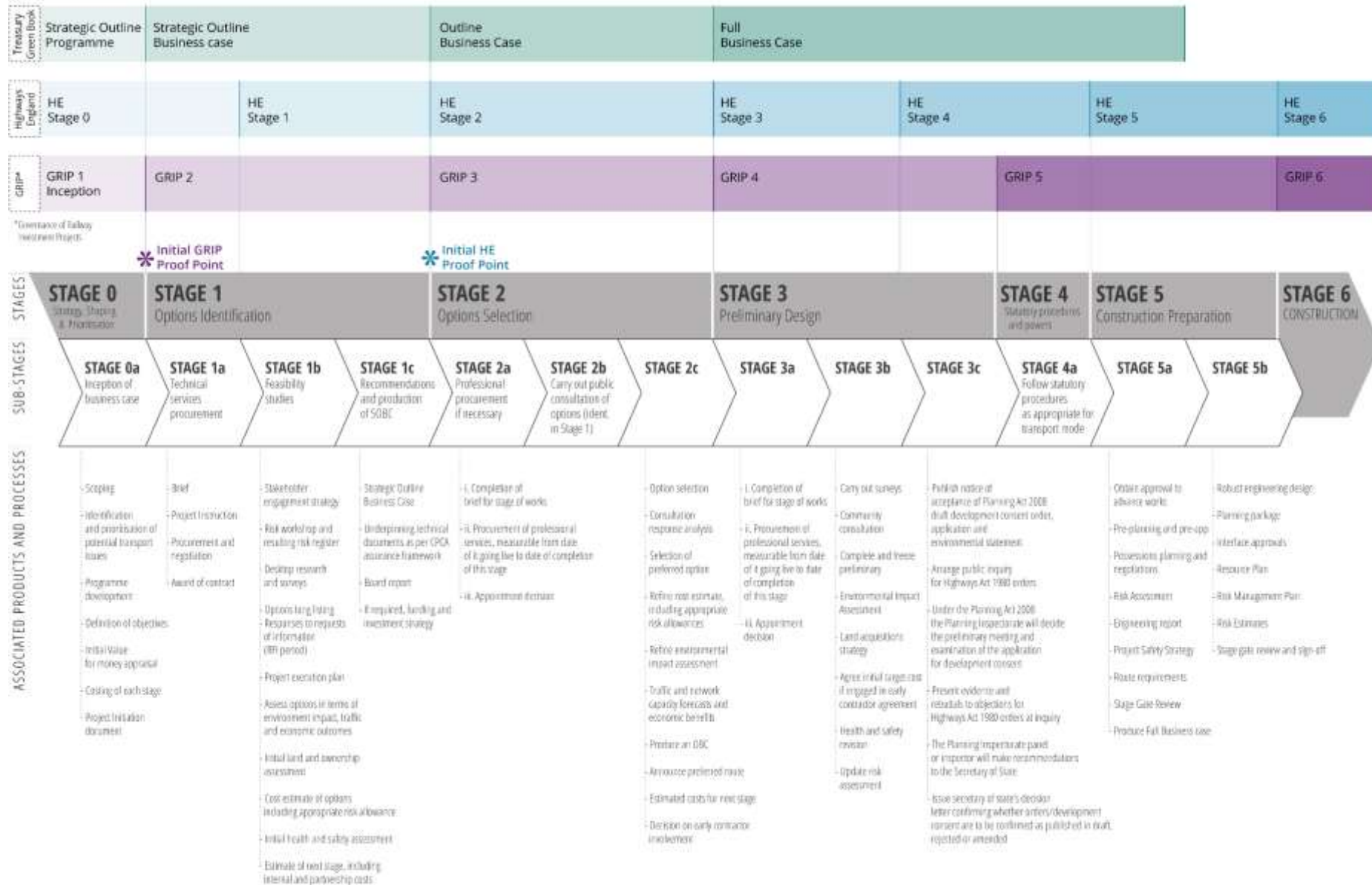
- 5.1. There are no significant implications as a result of the above report; ongoing risks, engagement and consultation issues will be addressed on an individual project basis, as they will vary between projects.

6.0 APPENDICES

- 6.1. Appendix 1 – Transport Delivery Process Graphic

<u>Source Documents</u>	<u>Location</u>
List background papers:	
None	

PCPA TRANSPORT DELIVERY PROCESSES





TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.4
6 FEBRUARY 2019	PUBLIC REPORT <i>This report has a confidential appendix 2 at item 2.3 of the as they contain information relating to the financial or business affairs of any particular person (including the authority holding that information) under paragraph 3 of Part 1 of Schedule 12A of the Local Government Act.</i>

PERFORMANCE REPORT – FEBRUARY 2019

1.0 PURPOSE

- 1.1. To share the Transport Dashboard with the Transport and Infrastructure Committee.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Chris Twigg, Director of Transport
Forward Plan Ref: n/a	Key Decision: No
The Transport Committee is advised to: (a) Note the current activity within the Transport Team and be aware of status and progress to date.	Voting arrangements Simple majority of all Members.

2.0 BACKGROUND

- 2.1. The Transport Dashboard is produced in line with the Combined Authority's strategic policy to give an overview of current projects, programmes and studies within the Transport Portfolio, as well as the progress of the Combined Authority's key targets that relate to transport. The project highlight reports completed by officers on a monthly basis are reported to Directors and Combined Authority Boards/Committees.

Reporting arrangements

2.2. Please see appendix 1, the Transport Performance Report from December 2018, which includes the following:

- (a) A summary of the latest data available on key transport related Combined Authority priorities of commuting times, GVA and jobs
- (b) The 'RAG' status of the Transport Directorate's programme

2.3. Please see appendix 2 (exempt), which includes the following:

- (a) Updates of all ongoing Transport and Infrastructure projects to inform all members of current project status
- (b) Overview progress of projects to deliver outcomes

3.0 FINANCIAL IMPLICATIONS

3.1. None.

4.0 LEGAL IMPLICATIONS

4.1 It is a condition of the Devolution Deal that we have proportionate performance monitoring arrangements in place.

5.0 SIGNIFICANT IMPLICATIONS

5.1 None not mentioned above.

6.0 APPENDICES

6.1. Appendix 1 – December Transport Dashboard

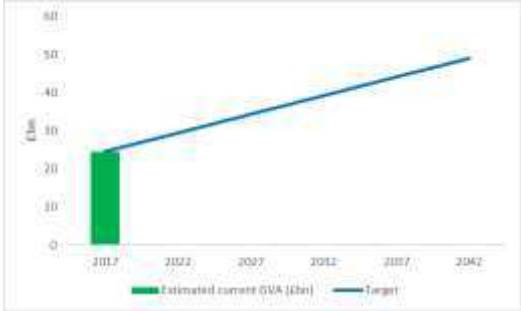
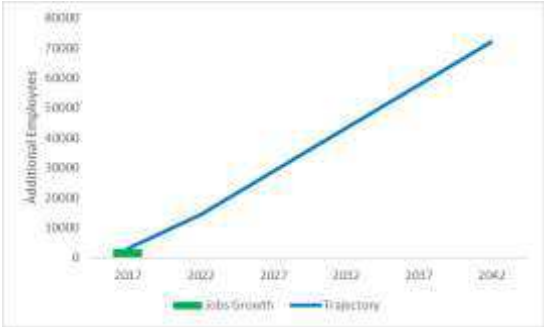
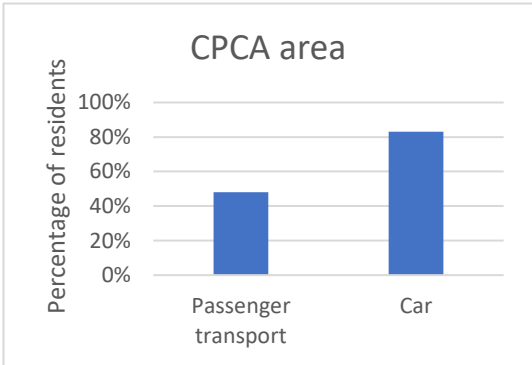
6.2. Appendix 2 – Confidential - (a) Updates of all ongoing Transport and Infrastructure projects to inform all members of current project status and (B) Overview progress of projects to deliver outcomes

<u>Source Documents</u>	<u>Location</u>
List background papers: Cambridgeshire & Peterborough Devolution Deal	http://cambridgeshirepeterborough-ca.gov.uk/home/devolution/



Transport Performance Report

(Data from the end of December 2018)

<p>Double GVA over 25years</p>		<p>4.1% increase between 2015-2016</p>
<p>Jobs Growth</p>		<p>2900 new employees 2016 to 2017</p>
<p>Within 30 mins travel of major employment centres</p>	<p>CPCA area</p> 	<p>83% % of residents as at 2016</p>
<p>Directorate overview:</p> <p>Transport Projects</p> 