



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 4.2

Kings Dyke – Request to draw down subject to approval funding

To: Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: 19 October 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Anna Graham, Transport Programme Manager

Key decision: Yes

Forward Plan ref: 2022/025

Recommendations: The Transport and Infrastructure Committee is recommended to:

Recommend that the Combined Authority Board approve the drawdown of £1m of subject to approval funding for Kings Dyke levelling crossing closure from the Medium-Term Financial Plan.

Voting arrangements: A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members *or*

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

1. Purpose

- 1.1 To seek approval from the Combined Authority Board for the drawdown of funding from the subject to approval funding from the Medium-Term Financial Plan (MTFP).

2. Background

- 2.1 The A605 is an important east-west route between the Fens and Peterborough, providing connections to the A1(M) and the A47 via the Peterborough Parkway Network. It currently suffers significant congestion during closures at the level crossing which services approximately 120 daily train movements. The scheme's objective is to remove this road-rail conflict.

- 2.2 At its meeting in October 2018 the Combined Authority Board approved funding of up to £16.4m from the MTFP and the apportionment of 40 / 60 as a split of any under/overspend against the budget between Cambridgeshire County Council [CCC] (40%) and the Combined Authority (60%).

- 2.3 The main contractor, Jones Bros Civil Engineering UK, was appointed for the construction phase which commenced on 15th June 2020. The scheme is forecast to complete in December 2022 and the project remains on programme to achieve this.

- 2.4 The total scheme budget of £29.98 million is made up of £5.58 million from Cambridgeshire County Council [CCC] (Local Transport Bodies and residual capital), £8 million Growth Deal funding approved by the former Local Enterprise Partnership and £16.4 million from the Cambridgeshire and Peterborough Combined Authority's Gainshare.

- 2.5 In April 2020, CCC's Economy and Environment Committee recommended to the General Purposes Committee that additional funding of £2.018 million be allocated to the scheme to cover the value of the risk register as outlined in CCC's Economy and Environment Committee paper, Annex 1. In addition to the £2.018 million the Committee recommended £1.5 million Covid-19 risk contingency be created. The General Purposes Committee approved both recommendations April 2020.

- 2.6 The approval of the £3.5m at the CCC General Purposes Committee in April 2020 changed the budget to £33.5m for the project, however, the approval of the October 2018 CA Board paper agreed that funding more than the £29.98 million budget would be apportioned between the Combined Authority and CCC, 60/40.

- 2.7 The current forecast is within the revised budget of £33.5m. The table below shows the forecast compared to the original budget of £29.980,000 and current Combined Authority share,

Budget	Forecast	Variance	CPCA Share
£29,980,000.00	£32,898,000.00	-£2,918,000.00	-£1,750,800.00

- 2.8 Whilst construction progresses well, a key activity was the requirement to part fill the Star Pit to support the embankment for the bridge. This was a complex engineering challenge and has needed additional work than originally envisaged. This is being worked through collaboratively between CCC and their contractor. The forecast is based on the assumed outcome of the Star Pit work and includes disallowed cost deductions.

- 2.9 Within the existing approved budget there is £1.1m. The drawdown of £1m with the existing approved £1.1m enable the Combined Authority to meet its obligations under the funding agreement and honour the current forecast value of the Combined Authority portion. However, the current forecast is based on an assumed outcome for the Start Pit work and therefore, if the final outcome is different, it may be necessary to return to board to seek approval for further utilisation of the Subject to Approval Funding.
- 2.10 CCC has received and spent the £8 million Local Growth Funding and the £16.4 million from gainshare.
- 2.11 The project remains on target to complete in December 2022.

3. Financial Implications

- 3.1 The MTFP has a subject to approval amount of £2.1m for Kings Dyke levelling crossing closure and if approved, the current funding drawdown will be spent in the current financial year.

4. Legal Implications

- 4.1 The Kings Dyke Level Crossing project has a signed Grant Funding Agreement in place between the Combined Authority and CCC.
- 4.2 The Grant Funding Agreement includes the approved apportionment of 40 / 60 as a split of any under / overspend against the budget between CCC (40%) and the Combined Authority (60%).

5. Public Health Implications

- 5.1 The £1.5 million contingency was used to enable safe working on site throughout the Covid – 19 pandemic and suitable precautions remained onsite enabling teams to continue to work.

6. Environmental and Climate Change Implications

- 6.1 The project is in construction and includes areas of landscaping that aims to reduce the visual impact of the road. In addition, the planting offers the opportunity for biodiversity.

7. Other Significant Implications

- 7.1 None

8. Appendices

- 8.1 Appendix 1 – County Council’s 23 April 2020 Economy and Environment Committee Paper
- 8.2 Appendix 2 – County Council’s 23 April 2020 General Purposes Committee Paper.

9. Background Papers

- 9.1 [October 2018 Combined Authority Board Paper](#)
- 9.2 [January 2021 Transport and Infrastructure Paper](#)