



Transport & Infrastructure Committee	Agenda Item
13 March 2024	8

Title:	Transforming Cities Fund
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Lead Member for Transport
Public Report:	Yes
Key Decision:	KD2024/002
Voting Arrangements	<p>A: No vote required</p> <p>B, C & D: A vote by consensus otherwise a vote in favour by at least two thirds of the members present including the Cambs County and Peterborough members or their subs A simple majority of voting Members</p> <p>E: No vote required</p>

Recommendations:

A	To note on the progress in the Transforming Cities Funds (TCF) projects and recognise the positive feedback from central government.
B	Recommend that the Transport and Infrastructure Committee approve the projects listed at paragraph 3.10 of the report, as these projects have approval within the MTFP.
C	Recommend to the Combined Authority to delegate authority to the Executive Director for Place and Connectivity in consultation with the Chief Finance Officer and Monitoring Officer to sign change requests with Cambridgeshire County Council and Peterborough City Council concerning TCF projects.
D	Recommend to the Combined Authority to delegate authority to the Executive Director for Place and Connectivity in consultation with the Chief Finance Officer and Monitoring Officer to agree change of deeds to the Grant Funding Agreement with Cambridgeshire County Council and Peterborough City Council concerning TCF projects.
E	Note the progress in managing the overarching TCF programme and recognise the positive feedback from central government.

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):	
	<p>Achieving ambitious skills and employment opportunities</p> <ul style="list-style-type: none"> Aligns with TCF objectives of improving access to good jobs within English cities and delivering apprenticeships and improving skills investments
	<p>Achieving good growth</p> <ul style="list-style-type: none"> Aligns with TCF objective of encouraging the use of new mobility systems and technology.
	Increased connectivity

	<ul style="list-style-type: none"> Aligns with TCF objective of encouraging an increase in journeys made by low-carbon and sustainable modes of transport.
	<p>Enabling resilient communities</p> <ul style="list-style-type: none"> Aligns with TCF objective of delivering more homes.

1. Purpose

1.1	The purpose of this paper is to provide an update in relation to the Transforming Cities Fund (TCF) and agree the additional works that will be undertaken to utilise project underspend.
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2. Proposal

2.1	The proposal is to note the positive delivery of work to date and approval of the way forward on additional works that fit within existing projects and scope, by utilising TCF underspend as agreed by Department for Transport (DfT) and Combined Authority.
2.2	The proposal is aligned to TCF and Combined Authority strategic objectives.

3. Background

3.1	The TCF is a capital grant transport fund aimed at driving up productivity through investments in public and sustainable transport infrastructure in some of England's largest city regions. Unlike the large city regions where the application was expected to focus on urban areas, the funding allocated in this region was to improve the quality of life for those within the whole of Cambridgeshire and Peterborough. (i.e., across the urban and rural area) – the fund is not restricted to cities but must be spent within the boundaries of the Combined Authority.
3.2	<p>The aims of the TCF are to:</p> <ul style="list-style-type: none"> Improve access to good jobs; Encouraging an increase in journeys made by low-carbon and sustainable modes; Tackling air pollution; Access to good jobs; Delivering more homes; Delivering apprenticeships and improving skills investments; and Encouraging the use of new mobility systems and technology as part of the Future of Mobility Grand Challenge established in the Industrial Strategy.
3.3	This was reiterated through the Grant Determination of March 2018, that stated that the purpose of the TCF was to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in Cambridgeshire and Peterborough. It is therefore imperative that all TCF projects meet at least one or more of these objectives.
3.4	Around half of the TCF (£1.08 billion) was allocated to six Mayoral Combined Authorities (MCAs) on a per capita and devolved basis. The Combined Authority area was allocated £95 million with funding initially requiring to be utilised by the end of this financial year.
3.5	<p>In Cambridgeshire and Peterborough, the TCF has been devolved to the Combined Authority. Decisions about how to invest the fund are taken by the Combined Authority Board in accordance with the aims for the Fund set out in the devolution agreement, the Authority's Constitution, Assurance Framework, and strategic policy framework.</p> <p>Within the TCF guidance, government outlined that it recognises Local Authorities were best placed to identify the types of projects to deliver and seeks to partner to develop packages of proposals that deliver transformative improvements in connectivity.</p>

3.6	<p>The Combined Authority has worked transparently and collaboratively with DfT throughout the TCF programme. As part of this process, quarterly review meetings have taken place and update reports provided to the Department. The reports show progress to programme, budget, risk, and overall confidence rating.</p> <p>The Department for Transport (DfT) has affirmed in the quarterly review meetings that there are no significant concerns regarding the Combined Authority's programme and projects. Central government has provided positive verbal feedback, commending our collective capacity to deliver, attributed to robust project management and effective risk mitigation measures.</p> <p>The appendix to the paper outlines the high level of confidence that central government has in the Combined Authority's ability to deliver the entirety of the TCF programme in a timely and effective manner. This has been built up over the course of the last 18-24 months whereby the Combined Authority and partners have taken an active role in the DfT's audit of the national TCF programme. Within the letter DfT state that "<i>funding will remain available, and we will continue to work with you in the coming months as schemes pass through this process in order to confirm future payments</i>", thereby allowing for the programme to be delivered in full.</p>
3.7	<p>As part of their assurance processes, DfT has used independent reporters (ARUP) to assess our works and delivery with no major concerns or issues raised.</p>
3.8	<p>TCF-backed schemes will deliver considerable improvements to our local communities and our projects include:</p> <p><u>Kings Dyke Level Crossing:</u></p> <p>The scheme to provide a road bridge over the railway line enabling the A605 level crossing to be closed is complete. The final accounting of the project remains.</p> <p><u>Wisbech Access Strategy:</u></p> <p>Design of three junction improvements, to enable planned housing growth. National Highways identified the A47/A1101 junction for improvement for potential delivery in RIS 3. National Highways awaiting DfT steer on RIS 3 schemes. County and the Combined Authority have worked with National Highways to include the Weasenham Lane junction within their optioneering – which complements the A47/A1101 Junction.</p> <p><u>A16 Norwood Dualling:</u></p> <p>Improvements to the A16 to the roundabout with the A47 to support significant housing growth (approx. 2,000 houses) from the Norwood development. Full Business Case development started. The Combined Authority is providing part of the future funding; however, additional funding sources are required.</p> <p><u>University Access:</u></p> <p>Project seeks to improve traffic flow and active travel around the Embankment and Peterborough University area. Further modeling work was identified after the potential development of a key project site.</p> <p><u>A1260 Junction 15:</u></p> <p>Improvement works on the junction linking the A47 with A1260 Nene Parkway. Also including biodiversity and active travel measures such as building of footbridge.</p> <p><u>A1260 Junction 32/3:</u></p> <p>Improvements between Junction 32 of A1260 Nene Parkway and Junction 3 of A1139 Fletton Parkway which experiences severe congestion during peak hours of the day. Also including biodiversity and active travel measures.</p> <p><u>Centre for Green Technology:</u></p> <p>This is a key project for Inspire Education Group in delivering green skills for the future. The Project consists of a 3-storey new build providing a mixture of large and medium workshop space, classrooms, staff room space and a lab (please see Director's Report for further detail).</p> <p><u>Wisbech – March Rail:</u></p>

	<p>Funding provided to support Network Rail in delivering an Options Appraisal Report into different rail and light rail solutions for a potential link between the two towns (please see Director’s Report for further detail)..</p> <p><u>March Area Transport Study:</u> The study will look to: improve regeneration in March Town Centre; address existing traffic congestion and safety issues; facilitate housing and employment growth across March; and improve local environmental conditions.</p> <p><u>Fengate Access Study:</u> The Fengate Access Scheme aims to improve access to a large employment area at Red Brick Farm within Eastern Industries at Fengate. [OBJ]</p> <p><u>St Ives Local Improvements:</u> Delivery of packages of improvement measures identified in the St Ives Transport Study. Aim of the measures is to reduce congestion on the main A1123 and A1096 corridors in the St Ives area, reduce unwanted through traffic through St Ives Town Centre, including improvement of bus journey times through the Town Centre.</p> <p><u>Cambridgeshire County Council TCF renewal works:</u> Various packages of work to include changes to smaller crossings and junctions, countywide speed reductions scheme and support for the countywide School Streets programme.</p> <p><u>A10 Cambridge to Ely study:</u> The TCF funding allocation pays for part of the A10 study. The study focuses on movement along the corridor between Ely and Cambridge and explores opportunities to address existing and future challenges around capacity and road safety.</p> <p><u>A141 and St Ives Improvements Study:</u> A fully TCF-backed study looking at upgrades to the transport network along the A141 corridor and around Huntingdon and St Ives to improve the way people move both locally and around the region. Through this improvement scheme, we aim to support long-distance travel, while also providing an opportunity to change more local trips to sustainable ways of travel.</p> <p><u>Royston and Granta Park Corridor Study:</u> multi-modal study into transport issues and potential solutions in a corridor along the A505 between Royston and the Granta Park cluster.</p>
3.9	<p>DfT have recognised that due to legitimate reasons some TCF-backed projects being delivered by the Combined Authority and our partners have programme extensions in place. Through the quarterly meetings and other discussions, DfT has agreed that these fit within their timescales and we can continue to deliver these works using TCF monies. Those projects are:</p> <ul style="list-style-type: none"> • A10 (due to revalidation of work to date); • A141 (due to revalidation of work to date); • Some packages of work within St Ives Local Improvements (due mainly to contractor resource); and • Some smaller elements within CCC TCF renewal works (due to contractor resource and consultation delays).
3.10	<p>DfT has a right to clawback any monies where the Combined Authority has not spent the funds allocated within the TCF envelope. With this in mind, the Combined Authority has continually had an open and transparent dialogue with DfT around budgets and spend. As it became clear that there would be an underspend in some projects, we looked at potential additional works that we could use TCF monies for within the project scope. As agreed with DfT we have kept additional works within existing projects and within scope and aligned to TCF objectives.</p> <p>These are outlined below:</p> <ul style="list-style-type: none"> • CCC TCF Renewals Works and St Ives Local Improvements – details outlined in the attached appendix found here Transforming Cities Fund and St Ives Local Imps - Underspend Report January 2024.pdf

	<ul style="list-style-type: none"> • March Area Transport Study – (£109k 4-month programme) Walking and Cycling – further Road Safety Audits, additional surveys on phase 2 and 2n schemes and new schemes for preliminary design, (55k) MATS Broad Street – additional / extension of surfacing for scheme. • Fengate Access Study (£890k 4-month programme) –Fengate resurfacing, Improvements to Fengate signalised junctions, Improvements to Fengate street lighting. • Junction 3 – (cost £468k, 4-month programme) - Improvements to Junction 3 area signals and area resurfacing.
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4. Appendices

4.1	Appendix A. Transforming Cities Fund and St Ives Local Imps - Underspend Report January 2024.pdf
4.2	Appendix B. 240124 CPCA January payment letter.pdf

5. Implications

Financial Implications

5.1	The current MTFP includes an allocation for each of the projects named above in section 3.8 and 3.10 above. These projects are all funded from the transforming cities grant.
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Legal Implications

5.2	Existing Grant Funding Agreements will be varied by a Deed of Variation to account for changes. There is a risk that should funding not be spent by 31 st March 2024, funds will need to be returned to DfT.
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Public Health Implications

5.3	The TCF aims to enhance public health through various urban development projects that prioritise accessibility, sustainability, and community well-being. While the Combined Authority's specific strategies varies on the locality and the focus of the TCF investment, including active travel improvements, urban regeneration, and improvements to air quality.
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Environmental & Climate Change Implications

5.4	The Transforming Cities Fund (TCF) typically delivers environmental benefits through a variety of strategic investments aimed at promoting sustainability, reducing carbon emissions, and enhancing the resilience of urban areas. These include improvements such as developments to the bus and active travel networks, amongst others.
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Other Significant Implications

5.5	None.
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Background Papers

5.6	16 November 2023 Transport and Infrastructure Committee Paper 15 March 2023 Transport and Infrastructure Committee Paper
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