

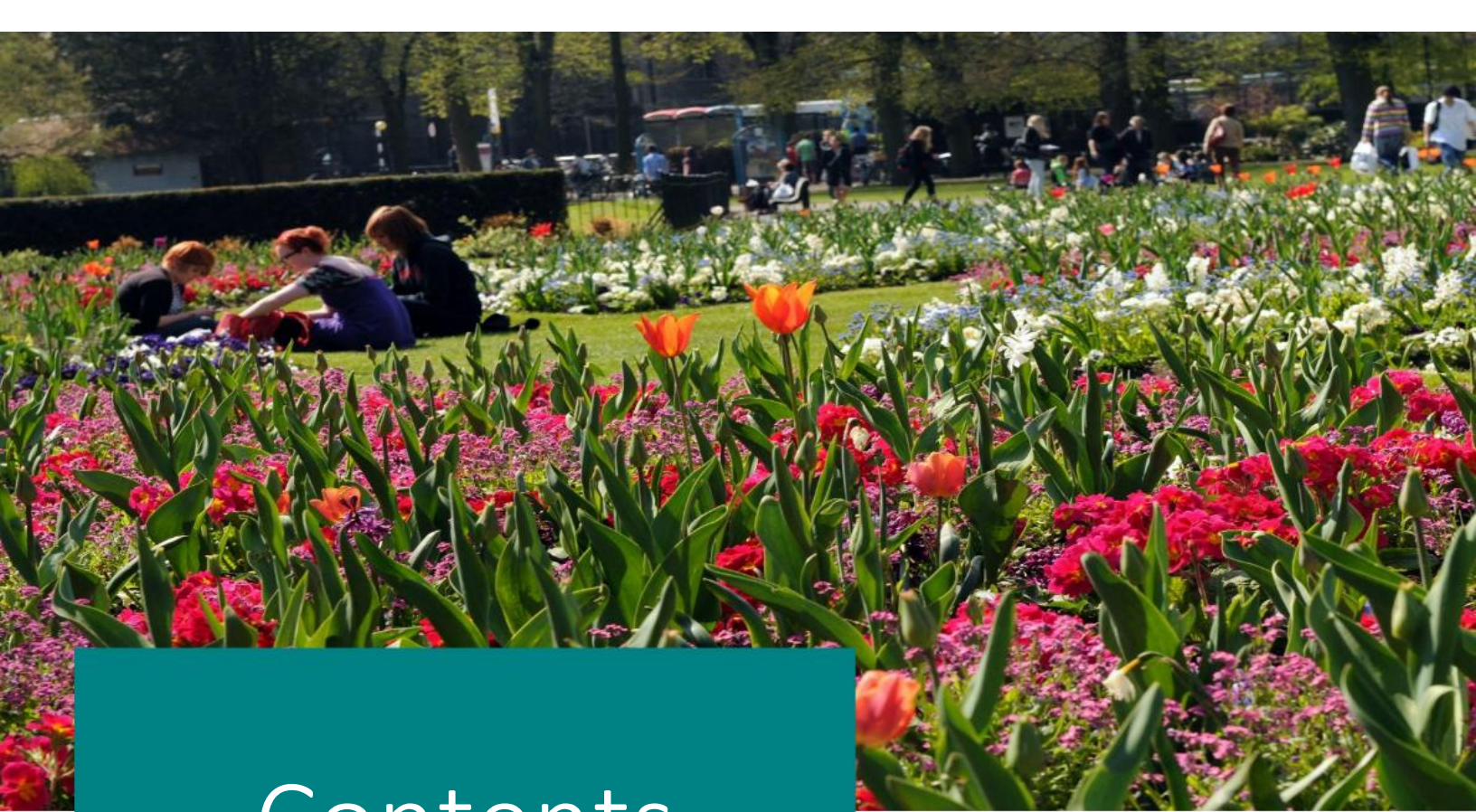


TRANSFORMING CITIES FUND

October 2022



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY



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Introduction

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 aims of the TCF are to:

- Improve access to good jobs;
- Encouraging an increase in journeys made by low-carbon and sustainable modes;
- Tackling air pollution;
- 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.

The Grant Determination of March 2018 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.

Around half of the TCF (£1.08 billion) was allocated to six Mayoral Combined Authorities (MCAs) on a per capita and devolved basis. Cambridgeshire and Peterborough Combined Authority area received £95 million.

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.

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

Alignment with Local Transport and Connectivity Plan

The TCF schemes have and will continue to enable the Combined Authority to deliver its vision for transport. The revised Local Transport and Connectivity Plan (LTCP) is currently being finalised following an extensive 12-week public consultation and engagement exercise. The final LTCP will be published early in the new year.

The revised vision and objectives are outlined below:

“ A transport network which secures a future in which the region and its people can thrive.



It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region’s nationally important and innovative economy. ”

 <p>Productivity</p> <p>Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity</p>	 <p>Connectivity</p> <p>People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure</p>	 <p>Climate</p> <p>Successfully and fairly reducing emissions to Net Zero by 2050</p>
 <p>Environment</p> <p>Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.</p>	 <p>Health</p> <p>Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.</p>	 <p>Safety</p> <p>To prevent all harm by reducing risk and enabling people to use the transport system with confidence.</p>

In addition, the Combined Authority’s Sustainable Growth Ambition Statement outlines that the investment programme recognises six themes, all of which are anchored in the devolution deal. We aim to build up the capital stock of Cambridgeshire and Peterborough across the six dimensions of:

-  **People:** building human capital - the health and skills of the population - to raise both productivity and the quality of life so that that people in our region are healthy and able to pursue the jobs and lives they want;
-  **Climate and Nature:** restoring the area’s depleted natural capital and addressing the impact of climate change on our low-lying area’s special vulnerabilities, and encouraging businesses to come up with solutions;

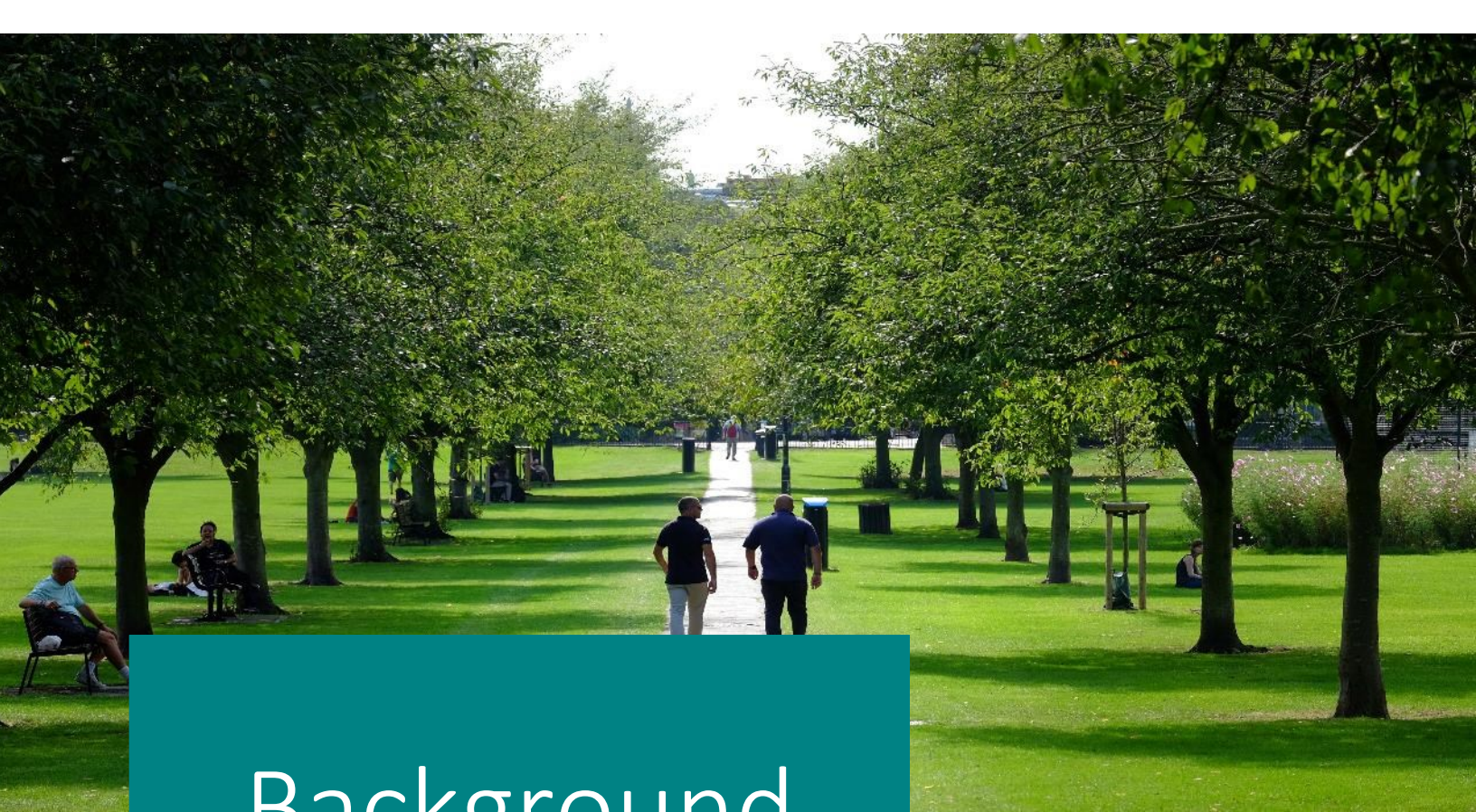
- 🌀 **Infrastructure:** from digital and public transport connectivity to water and energy, building out the networks needed to support a successful future;
- 🌀 **Innovation:** building on our reputation for new thinking, new technology and new ideas in Cambridgeshire and Peterborough to ensure this area can continue to be one of the most dynamic and knowledge economies in Europe;
- 🌀 **Reducing Inequalities:** investing in the community and building social capital to complement improved skills and connectivity as part of the effort to narrow the big gaps in life expectancy and people’s income between places;
- 🌀 **Financial and Systems:** improving the institutional capital – the ways we work, organise, and fund ourselves - which supports decision-making and delivery.



The utilisation of this approach in prioritising spends and schemes will allow the Combined Authority and partners to monitor more outcomes than simply GVA growth (data which is anyway only available from the ONS with a two-year time lag). Progress will be tracked on outcome indicators such as the gap in healthy life expectancy, employment, land use for nature, CO₂ emissions, and earnings gaps and therefore the TCF schemes will assist the achievement of these goals.

As can be seen from the diagram below, there is clear alignment between the TCF objectives, those contained within the LTCP and the six capitals of the Cambridgeshire and Peterborough’s Sustainable Growth Ambition Statement.

TCF Objectives	LTCP Objectives	Six Capitals
Improve access to good jobs	Productivity and Connectivity	Reducing Inequalities
Encouraging an increase in journeys made by low-carbon and sustainable modes;	Climate and Environment	Health and Skills
Tackling air pollution;	Environment	Climate and Nature
Delivering more homes;	Productivity	Infrastructure
Delivering apprenticeships and	Productivity	Health and Skills
Encouraging the use of new mobility		Innovation



Background

In Cambridgeshire and Peterborough, the TCF was devolved and 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 Combined Authority’s Constitution, Assurance Framework, and strategic policy framework.

The delivery of an appropriate transport network plays a key, critical role in the realisation of the Combined Authority’s ambitions. The programme of measures offers a coherent package of integrated interventions that will transform connectivity across the region and on specific key commuter routes within Cambridgeshire and Peterborough. The Combined Authority is continually challenging the status quo and looking for new, innovative approaches (such as new technologies, engineering solutions and delivery models) to deliver the necessary improvements across the region.

Transport is a key enabler to economic and housing growth. There is strong alignment between the Government’s ambitions to transform connectivity through improved public transport and active travel infrastructure, reducing congestion and enhancing air quality, and the aims of the LTCP, and the Combined Authority reflects those priorities in its own arrangements for scheme prioritisation.

The TCF grant is treated as part of the Combined Authority’s Investment Fund. Decisions about its allocation to individual projects in support of the overall aims of the Fund and of the Combined Authority are made by the Combined Authority and subject to its local Assurance Framework.

TCF: Revised Profile

Project title	Sept Budget £'000	Actuals YTD £'000	FO Spend £'000	STA O/S & future years	RAG YTD	RAG FO £	RAG Project	Finance commentary
A1260 Nene Parkway Junction 15	8,011	451	7,143	8,960	RED	AMBER	GREEN	On site - construction underway - to be completed by March 2023. Some issues with invoicing and therefore a red RAG rating for YTD
A1260 Nene Parkway Junction 32/3	192	3	27	7,549	AMBER	AMBER	GREEN	Report going to Board in November for drawdown of funds
A141 & St Ives	1,900	-	1,737	7,728	RED	AMBER	AMBER	Work starting to complete by March 2024. Slippage on 2023 spend as none spent to date. Total cost of project to be £8.3 million (if TCF conditions allow, a further £600k will be sought from TCF)
A16 Norwood Dualling	227	51	227	1,200	AMBER	AMBER	RED	OBC completed, FBC to board in Nov at a cost of £1.2m. STA £10m risk. Scheme will not be delivered due to issues with developers and timing of necessary decisions
A505 Corridor	134	21	134	544	AMBER	AMBER	AMBER	Work paused on the A505 ahead of LTCP publication and single prioritised list of schemes
Coldhams Lane roundabout improvements	234	-	-	367	RED	AMBER	RED	Project paused, due to the lack of available funds from partner organisations
Fengate Access Study - Eastern Industries Access - Phase 1	109	37	109	11,837	GREEN	GREEN	GREEN	FBC complete in December, construction to be complete by March 2024
Fengate Access Study - Eastern Industries Access - Phase 2	1,342	14	1,336	2,149	RED	AMBER	AMBER	FBC complete Dec spend to complete by March 2024
March Junction Improvements	2,493	212	2,114	10,159	RED	GREEN	GREEN	Broad St. FBC to Jan board spend completed by March 2024 March walk/cycle approval at Board in October 2022 and spend to be complete by March 2024 Risk contingency to be reallocated c.£252K
Regeneration of Fenland Railway Stations	-	-	-	3,667	GREEN	GREEN	BLUE	Completed project
Soham Station	2,268	22	175	18,715	GREEN	GREEN	BLUE	Completed project with underspend reinvested
Wisbech Rail	241	11	241	3,089	AMBER	AMBER	AMBER	Paper to November board for rail modelling. Cost of £350K
ZEBRA capital funding	6,258	-	6,258		RED	GREEN	GREEN	Purchase of E-buses - confident will spend
Local Transport Plan	-	22	100	100	GREEN	GREEN	GREEN	Spending against STA value
A10 Upgrade				1,726	GREEN	GREEN	GREEN	Project continuing using alternative funding
A605 Oundle Rd Widening - Alwalton			1,006	1,006	GREEN	GREEN	GREEN	Study finalised
Cambridge South Station			1,384	1,384	GREEN	GREEN	GREEN	Study finalised
A47 Dualling			650	650	GREEN	GREEN	GREEN	Study finalised
Queen Adelaide Level Crossing			183	183	GREEN	GREEN	GREEN	Study finalised
Transport Services			66	66	GREEN	GREEN	GREEN	Assistance with strategy and scheme development (register)
Kings Dyke			1,700	3,209	GREEN	GREEN	GREEN	Scheme delivered ahead of schedule (6 months) - case study within main document provides more information
TCF projects	23,409	843	19,601	84,288				

(Note: the re-forecast and revised programme is subject to Board approval in November; however, Leaders have been engaged and understand the need and changes expected). 7



Current Assessment: Key Issues

Some schemes such as Soham Station have been delivered to less than the cost originally envisaged (savings) and these funds have been reinvested within the overall TCF pot for Cambridgeshire and Peterborough.

In addition, a number of projects included within the original Delivery (Implementation) Plan have been delayed for a number of factors including:

- Significant policy changes both nationally and regionally;
- Upgrading LTN 120 / Gearchange compliance within stage design;
- Environmental design additions due to climate change policy changes; and
- Road space clashes with Strategic Road Network schemes.

Due to the number of concerns, outlined above, around the deliverability of the initial TCF schemes in the timescales, resulting in a potential underspend of £11m; the Combined Authority with partners (Cambridgeshire County Council, Peterborough City Council, and the Greater Cambridge Partnership) have been, and will continue to, identify potential alternative projects which are deliverable in the short term.

Any proposed replacement scheme needs to demonstrate a good strategic fit with the goals, aims and objectives of the TCF itself, the emerging Local Transport and Connectivity Plan and the six capitals of the Sustainable Growth Ambition Statement. These schemes are categorised by themes that align closely with the LTCP, namely road safety; active travel; supporting growth; public transport and active travel; footway improvements; and public rights of way.

The recommended (prioritised) capital replacement schemes will seek approval at the Transport and Infrastructure Committee and subsequent Combined Authority Board meetings in November, thereby ensuring their effective delivery within the timescales of the fund.

In the meantime, Combined Authority officers will continue to liaise with the Department for Transport (DfT) to build confidence around the deliverability of the overarching programme. As part of this process, officers will be demonstrating the appropriate governance and programme management measures that are in place to ensure the effective management of the revised TCF programme.

Case Study: Soham Station

Total Cost: £18.75m

Cost Saving (on estimate): £1.918m

Opened: 13th December 2021

Key Facts: Greater Anglia's first passenger train called at Soham station at 06:57 on Monday 13th December making it the first service since 1965 to serve Soham.

Delivery

Funded through a TCF £18.6million investment, the Cambridgeshire & Peterborough Combined Authority delivered a new railway station for the community, reconnecting Soham to the rail network for the first time in 56 years. The opening of the new station is the realisation of a long campaign to rebuild the station which was closed and demolished in the mid-1960s. The new station provides residents and local businesses with better connections and will help support more investment as part of the Council's vision for the wider area.

Why was it important?

- Soham is a growing market town, with housing and job opportunities increasing quickly;
- Without a rail connection this growth would have been stifled or have placed extra pressure on roads, buses, and the local environment;
- We are committed to providing practical links to public transport networks across the region, to help people travel in a sustainable and convenient way; and
- Without a rail connection to nearby towns, job opportunities for the people of Soham were fewer, holding back economic growth.

What difference is the project making?

Reopening the station in Soham has had major impact:

- Making rail travel easy for people in Soham and the nearby villages;
- Encouraging growth, housing, and jobs in the area; and
- Linking Soham to nearby communities.

The new station at Soham includes

- A single 99 metre platform to accommodate four car train services including waiting shelters, lighting, information screens and a public address system;
- A stepped footbridge across the railway to connect to an existing public right of way, designed for future installation of lifts if a second platform is constructed;
- A car park to accommodate 50 vehicles and four spaces for blue badge holders, as well as lighting masts and a drop off/pick up area; and
- Cycle parking and ticket vending machines on the station forecourt



[Soham Station Footbridge installation video](#)



[Soham Station construction timelapse](#)

MAYOR'S BLOG: PLATFORM FOR THE FUTURE



Case Study: Kings Dyke

Opened: 11th July 2022

Key Facts: Opened six months ahead of schedule



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.

For some fifty years, people around Fenland and the market town of Whittlesey have campaigned for a solution to rising delays at the notorious crossing.

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.

The new road scheme was opened, including a bridge over the Ely to Peterborough railway line as well as two new roundabouts. The new layout, chiefly funded by the Combined Authority and delivered by Cambridgeshire County Council, has cost £32 million and is designed to end the blockage caused by the King's Dyke Level Crossing which will be closed and removed in the ensuing last stage of the construction.

The major project was delivered thanks to the support of several partners, including Fenland District and Whittlesey Town Councils and the Cambridgeshire and Peterborough Combined Authority, which provided the lion's share of the funding.

Feedback from members, including the mayor

"This is a triumph for everyone who has worked to make it happen. Helping get landmark projects like this off the ground is exactly what the Combined Authority was created for."

"We're here to support ambitious schemes that will benefit all the community and turn sustainable growth into reality for all. With Combined Authority backing, Cambridgeshire and Peterborough can think big and deliver real change for the wider public good."

Overall, the King's Dyke scheme will support sustainable housing and job growth within Whittlesey, as well as reducing the unnecessarily long journey times that have for so long added costs to business, emissions to the environment, and stress to motorists. In peak periods, the level crossing barrier can be down for up to 23 minutes an hour – and future rail plans mean the number of trains travelling along the route may well increase. "

Mayor of Cambridgeshire & Peterborough Dr Nik Johnson

"This is a momentous day and one which has only been made possible thanks to the hard work of so many people".

Cllr Chris Boden, Leader of Fenland District Council, and local County Council member for Whittlesey North



Case Study: St Ives






In April 2018, the A141 Huntingdon Capacity Study (commissioned by the Combined Authority) and the St Ives Area Transport Study (commissioned by Cambridgeshire County Council) commenced as a joint delivery study to consider the capacity challenges in the area. Following this, in March 2019, the Combined Authority approved the commissioning of a Huntingdon Third River Crossing feasibility study to also consider how that proposal might address the capacity challenges in the area.

In January 2020 the Combined Authority's Transport and Infrastructure Committee and Combined Authority Board agreed as part of the overall package to develop and implement an identified programme of St Ives improvements that included pedestrian and cycle accessibility improvements, junction improvements and further traffic management initiatives.

Whilst work is continuing on the business case work for the St Ives scheme (SOBC and subsequently OBC) the cost for the combined A141 and St Ives work is estimated to be in the region of £6 million and take two years to deliver. As a key component of the overall package of measures the St Ives Local Scheme Improvements have been agreed and work has started costing £2.3 million. The schemes build on the Options Appraisal report from 2020 and these are due to be in delivery imminently.



This includes work on:

-  Package 1 – St Ives Town Centre – Package of schemes
-  Package 2 – Silvaco West Roundabout Improvement (A1123 / B1040) and right turn ban Needingworth Road to A1123 Audrey Lane
-  Package 3 – Bus Stop Improvements
-  Package 4 – Walking and Cycling Signage Improvements
-  Package 5 – Non-Motorised User (NMU) Routes Development Study





Capital Replacement Scheme

Potential Use of Funds – Capital Replacement Scheme

As outlined previously, the Combined Authority is looking at key schemes that can be delivered in short order by way of capital replacement to utilise the potential £11m underspend in the TCF programme. One of the schemes that is likely to be funded is the *Centre for Green Technology* in Peterborough (subject to Member approval). This scheme is not a traditional transport scheme and has emerged as a priority following effective engagement and cross directorate working within the Combined Authority.

Centre for Green Technology

The Centre for Green Technology is a core, priority project identified at a strategic level within the Peterborough City Council Town Investment Plan, and the Inspire Education Group Estates Strategy. The objective is to provide learning space to increase capacity for skills development in green technologies. This Outline Business Case (OBC), building on the previously prepared Strategic Outline Business Case (SOBC), seeks to determine the type and format this provision of increased skills development capacity should take.

This project seeks support to deliver a three-storey specialist educational building at Peterborough College to provide qualifications for students aged 14 to adult. The building equates to approximately 10% of the site's GIFA. The curriculum offer will cover motor vehicle and construction areas, providing specific green technologies skills for the current and future workforce. The need for both the building and the new curriculum offer has been clearly demonstrated in the business case written by independent consultants for the Peterborough Town's Fund.

The proposed project aligns closely to the issues identified as the case for change and the vision and objectives, in particular, it will:

- Support economic recovery from Covid 19 and reducing the risk of unemployment.
- Improving accessibility to vocational and technical qualifications.
- Contribute to achieving net zero, both through provision of a high-quality low carbon buildings and via the development of green technology skills within the labour force; therefore, overcoming challenges linked to IEG's existing estate at Peterborough College.
- Reduce inequality and regional disparity in educational standards allowing young people in Peterborough the same opportunities as young people elsewhere; particularly in high growth sectors including 'green' construction and automotive/engineering which currently suffer from skills shortages.
- Raise productivity levels through enhanced human capital, culminating in access to higher value employment and higher salaries and therefore helping to alleviate socioeconomic challenges linked to unemployment.
- Meet growing local demand for skilled workforce in the 'green' construction and automotive/engineering sectors.
- Ensure Peterborough and its labour market is prepared for the major programme of inward investment forecast over the next twenty years (i.e., £600m of investment, 19,440 new homes, 76ha employment land and 17,600 new jobs).
- Foster closer collaboration between stakeholders in the education and green technology sectors to support pathways to learning and employment and promote growth in key training areas.