



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT & INFRASTRUCTURE COMMITTEE

Date: Thursday, 07 November 2019

14:00 PM

Democratic Services
Dermot Pearson
Interim Monitoring Officer

The Incubator
Alconbury Weald
Cambridgeshire
PE28 4WX

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

AGENDA

Open to Public and Press

Part 1: Governance Items

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1.2 Minutes - 3rd April 2019

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Part 3: Date of Next Meeting

9th January - Incubator 2, Alconbury Weald Enterprise Campus,
Huntingdon, Cambs, PE28 4WX

The Transport & Infrastructure Committee comprises the following members:

Mayor James Palmer

Councillor Ian Bates

Councillor Ryan Fuller

Councillor Peter Hiller

Councillor Nicky Massey

Cllr Joshua Schumann

Cllr Chris Seaton

Councillor Aidan Van de Weyer

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

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CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY
TRANSPORT AND INFRASTRUCTURE COMMITTEE: MINUTES

Date: Wednesday, 26 June 2019

Time: 13:40pm – 14:21pm

Present: James Palmer (Mayor and Chairman), Councillors Ian Bates, Chris Boden and Mike Sargeant

Apologies: Councillor Peter Hiller

24. APOLOGIES AND DECLARATIONS OF INTERESTS

Apologies were received from Councillor Hiller. No declarations of interest were received.

25. MINUTES – 3 APRIL 2019

The minutes of the meeting held on 3 April 2019 were agreed as a correct record and signed by the Chairman. The action log was noted.

26. PUBLIC QUESTIONS

None received.

27. AGENDA PLAN

The agenda plan was noted.

Councillor Sargeant requested reports on the Bus Task Force and CAM Metro be added to the agenda plan for a future meeting. **ACTION**

Councillor Sargeant queried the item on Transport Funding that appeared on the Combined Authority Forward Plan for July 2019, and what this report would cover. Officers agreed to clarify this with Members. **ACTION**

28. FUTURE MOBILITY ZONE SUBMISSION

The Committee received a report that gave an outline of the Combined Authority's Future Mobility Zone submission.

In presenting the report officers outlined that as part of the 2018 Budget, Government had announced £90 million of capital funding, as a top up to the Transforming Cities Fund, to create up to four Future Mobility Zones. The zones would focus on trialling new mobility services, modes and models, transforming the transport offer in these areas and providing evidence of their efficacy to inform the development of future

schemes. The Combined Authority had worked with the Greater Cambridge Partnership to submit the proposal on 24 May 2019.

In discussing the report Members:

- Queried whether the Zones would be replicable elsewhere, and commented that they should not be confined to one particular area
- Questioned when the Combined Authority were likely to hear the result of the submission and how much funding had been bid for. Officers clarified that the funding was not included in the submission as this would be determined by the Secretary of State if the submission was successful.
- Sought clarity on what the priorities would be from the long list of asks, if the submission was successful.
- Queried whether that had been conversations with operators about the bid and what their reactions had been, and if the Combined Authority were looking at new operators. The Mayor explained that it was an open market and that relationships with operators were improving particularly in relation to the 15% reduction on fares for NHS staff, improved guided busway frequency and the introduction of 100 seater buses.
- Questioned why the figures in the submission were flagged as capital but looked like revenue figures. Officers explained that Greater Cambridge Partnership undertook the modelling and were satisfied that they could use the capital in the way that they had set out. The model had also identified that there was no funding deficit for ongoing funding of the zone if the bid were to be successful.
- Highlighted the need to focus on demand responsive transport in the future with this work being the first steps towards this, but that there was a lot more work to be done.

It was resolved unanimously to note the CPCA Future Mobility Zone submission.

29. CAMBRIDGE CAPACITY STUDY

The Committee considered a report outlining the outcomes of the Cambridgeshire Rail Capacity Study. In presenting the report officers explained that Cambridgeshire County Council officers had produced a comprehensive report covering the Cambridge Rail Capacity Study and that this had been considered at the County Council's Economy and Environment Committee on 23 May 2019. The report to Transport and Infrastructure Committee highlighted two key matters that the Combined Authority needed to address, one being that the study did not consider the impact on potential growth levels contained within the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and that it would be necessary to update the study once work on the Non Statutory Spatial Framework and local plans had been sufficiently progressed. The second matter related to the interface with Cambridge Autonomous Metro and highlighted that the CAM team would work in conjunction with Network Rail to integrate and co-ordinate with work on the CAM outline Business Case.

In discussing the report Members:

- Raised concerns in relation to the growth projections not being taken into account in the report and some of the assumptions that had been made regarding increases in housing, workers and GDA and an assumption that there would be no significant increase in productivity. One Member commented that there were indications that productivity would increase with the introduction of Artificial Intelligence and that the job market would change as a result of this.
- Raised further concerns that Cambridge Station would be full in a years' time, as the growth in rail transport to Cambridge Station had grown by 60%. East West Rail also not been factored in to the report, and further input on Cambridge North Station was required. One member commented that there were only four through platforms at Cambridge Station and that the Anglian route required longer trains. Members were concerned that the report had not addressed these issues. The Mayor explained that he had spent a lot of time lobbying Government on these issues. He had recently attended a meeting with Government about capacity at Cambridge South Station. He clarified that these issues had already been identified by Government and Network Rail. He explained that there needed to be interaction between the rail and Metro and that considerations needed to be made on which trains needed to stop at Cambridge Station in the future. He explained that Network Rail were looking at capacity and that he had already written to the Rail Ministers in relation to these issues. One Member commented that there was significant unused capacity in the network and that further work needed to be done on understanding the technical reasons why some of the constraints existed.
- Queried what actions had been taken by Cambridgeshire County Council in responding to the report. The Mayor explained that the Combined Authority had been working with the County Council on reviewing stops at Cambridge North Station and that further joint working was envisaged. The Mayor reiterated that he would continue to lobby for the best solutions and that there was a need to sweat the assets of the rail companies.
- Reiterated concerns that the report was inadequate as it did not look at projections for the next 25 years. The report did not support the case to Government fully enough and did not take note of the CPIER. The Mayor stated that this was a valid point to make and that the expected growth needed to be taken into account. The Committee requested that the Combined Authority to write to Network Rail on the identified inadequacies of the study. **ACTION**

It was resolved unanimously to:

- a) note the contents of the Cambridgeshire Rail Capacity Study and specifically the key matters for the CPCA set out in section 3.0 of the report.

30. PERFORMANCE REPORT - APRIL 2019

The Committee received a report on the Transport Dashboard reporting for June 2019.

In discussing the report Members:

- Queried the mechanism for raising issues in relation to projects in between meetings and the need to have more information in the public domain in relation to progress on key projects. Members requested that in future if they wished to discuss a project in more detail that they could request that it be added to the agenda plan for a future meeting, this would then avoid going into an exempt session wherever possible.

It was resolved unanimously to:

note the current activity within the Transport Team and be aware of status and progress to date

31. DATE OF NEXT MEETING

The Mayor requested that an alternative date be sought for the next meeting due to a prior commitment. **ACTION**

Chairman



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 1.4
7 NOVEMBER 2019	PUBLIC REPORT

THE TERMS OF REFERENCE OF THE TRANSPORT AND INFRASTRUCTURE COMMITTEE

1.0 PURPOSE

- 1.1. At its meeting on 25 September 2019 the Combined Authority Board agreed amendments to the Constitution which created new governance arrangements for the Combined Authority. The new arrangements took effect on 1 November 2019 and include significant delegation of decision making to the Transport and Infrastructure Committee. This this report sets out the new arrangements as they affect the Committee.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor, James Palmer
Lead Officer:	Dermot Pearson, Interim Legal Counsel
Forward Plan Ref: N/a	Key Decision: No
The Transport and Infrastructure Committee is recommended to: (a) Note the new governance arrangements for the Committee.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. At its meeting on 25 September 2019 the Combined Authority Board agreed amendments to the Constitution which created new governance arrangements for the Combined Authority. The new arrangements took effect on 1 November 2019. The new arrangements work by reserving some matters to the Combined Authority Board and delegating decision making on other matters to the Transport and Infrastructure Committee, subject to the Mayor's powers. The information set out below is limited to issues relevant to the Transport and Infrastructure Committee.

Matters Reserved to the Combined Authority Board

- 2.2. The adoption of certain plans, strategies and frameworks, and their amendment or withdrawal is reserved to the Combined Authority Board. Those plans and strategies include:
- 2.1.1 The Local Transport Plan;
 - 2.1.2 The Bus Strategy;
 - 2.1.3 Approval of the Key Route Network
 - 2.1.4 Business Cases for key projects identified in the Business Plan
 - 2.1.5 The Assurance Framework; and
 - 2.1.6 The Monitoring & Evaluation Framework.
- 2.3. This means that while the Committee may make recommendations on those reserved matters to the Combined Authority Board, the final decision on those matters is reserved to the Board. Key transport projects within the Business Plan include the CAM Metro, A10 Upgrade, Huntingdon 3rd River Crossing, King's Dyke, A47 dualling, Soham Station, Cambridge South Station, Wisbech Rail, Fenland Stations Regeneration and the Bus Review Task Force.
- 2.4. Other matters reserved to the Combined Authority Board which relate to the work of the Committee include:
- 2.4.1 Consulting on the allocation of Local Highways Maintenance Capital Grant
 - 2.4.2 Approving business cases and loans to third party businesses including wholly owned subsidiaries;
 - 2.4.3 Approving applications to bid for external funding where there are wider budgetary implications, or the bid relates to a matter outside the strategic framework.
 - 2.4.4 Establishing Trading Companies;
 - 2.4.5 Delegating functions to third parties
 - 2.4.6 Setting the Transport Budget, including any transport levy

Matters Delegated to the Transport and Infrastructure Committee

- 2.5. The Committee has responsibility for agreeing transport and infrastructure programmes and projects within the budget and policy framework. This includes responsibility for ensuring all programmes and projects comply with the Assurance Framework and that they are monitored and evaluated in accordance with the Monitoring and Evaluation Framework. In any case where a proposal which the Committee would like to pursue does not fall within its delegated powers it can initiate proposals for the Combined Authority Board to approve.
- 2.6. The main limitation upon the delegated powers of the Committee is that it must ensure all programmes and projects are within the scope of the strategic and budget framework approved by the Combined Authority Board. Subject to that limitation the Committee's responsibilities include:
- 2.6.1 Overseeing the development and maintenance of the Local Transport Plan and Bus Strategy and any other key strategies reserved to the Combined Authority Board, including overseeing consultation and engagement processes, and making recommendations to the Board.
 - 2.6.2 Overseeing the development of all business cases for key priority projects as identified in the Business Plan. All business cases for key projects require approval from the Combined Authority Board.
 - 2.6.3 Approving the commissioning of feasibility studies to be funded from the transport feasibility study fund.
 - 2.6.4 Ensuring all programmes and projects are within the scope of the strategic and budget framework approved by the Board
 - 2.6.5 Overseeing the development and approval of transport policies and programmes not reserved to the Combined Authority Board.
 - 2.6.6 Approving the commissioning of delivery partners where this is required and authorising the staged release of budget for transport and infrastructure projects in the Business Plan and funded from the Medium Term Financial Plan.
 - 2.6.7 Ensuring effective engagement and consultation is in place and can be evidenced.
 - 2.6.8 Monitoring the delegation of passenger transport functions to delivery partners
 - 2.6.9 Monitoring agreements with the Minister or strategic highways companies for the exercise of functions relating to the strategic network
 - 2.6.10 Overseeing strategic relationships with national bodies (Network Rail), utility providers and other key stakeholders
- 2.7. Chapter 8 of the Constitution (Transport and Infrastructure Committee) is set out in full in the Appendix to this report.

3.0 FINANCIAL IMPLICATIONS

- 3.1. As set out in the body of the report, expenditure by the Committee must be within the Business Plan and funded from Medium Term Financial Plan.

4.0 LEGAL IMPLICATIONS

4.1. The legal implications are set out in the body of the report. If decisions are made which are not in accordance with the Constitution they may be subject to legal challenge on that basis.

5.0 APPENDICES

5.1. Appendix 1 – Chapter 8 of the Constitution (Transport and Infrastructure Committee)

<u>Background Papers</u>	<u>Location</u>
Report to the meeting of the Combined Authority Board on 25 September 2019 – Governance (Decision Making) Review – and Decision Summary	Report 25 September 2019 Decision Summary [Item 1.7]

Chapter 8 - Transport and Infrastructure Committee

1. Governance

1.1. The Combined Authority has appointed a Transport and Infrastructure Committee. The committee is an executive committee of the Combined Authority Board. It takes decisions within the strategic and budgetary framework agreed by the Combined Authority Board.

2. Introduction

2.1. The Transport and Infrastructure Committee operates within the terms agreed by the Combined Authority Board.

2.2. The Combined Authority Board retains responsibility for agreeing its strategies, key priorities and the budget as set out in Chapter 4 of the Constitution (for example Annual Business Plan, Medium Term Financial Strategy Local Transport Plan and Bus Strategy). These are known as 'reserved matters' or “the budget and policy framework”.

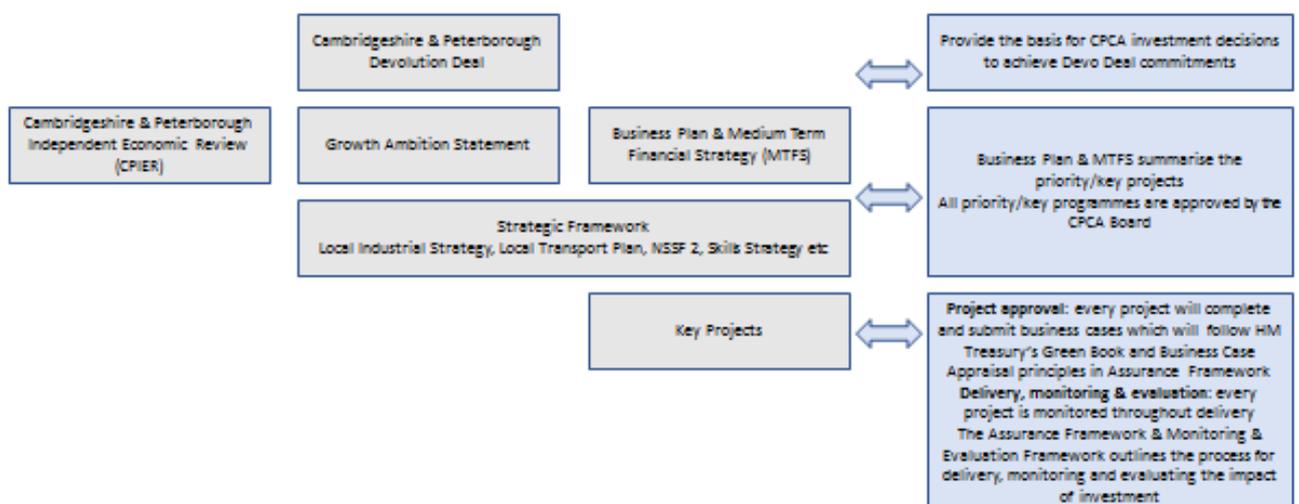
2.3. The committee has responsibility for agreeing transport and infrastructure programmes and projects within the budget and policy framework.

2.4. The committee shall have responsibility for ensuring all programmes and projects comply with the Assurance Framework, and that they are monitored and evaluated in accordance with the Monitoring and Evaluation Framework.

2.5. The committee can initiate proposals for the Combined Authority Board to consider.

2.6. The committee shall apply the weighted voting rights that the Combined Authority Board applies to transport matters as set out in the committee procedure rules.

2.7. The budget and policy framework is summarised below:



3. Terms of Reference

Functions

3.1. The Transport and Infrastructure Committee may make recommendations on the following matters to the Combined Authority Board (reserved matters):

- (1) The Local Transport Plan
- (2) Bus Strategy
- (3) Transport budget, including any transport levy
- (4) Annual programme of strategic transport projects
- (5) Creation of the key route network
- (6) Delegation of passenger transport functions to delivery partners,
- (7) Business Cases for key priority projects identified in the Business Plan or
- (8) Any other matters reserved to the Combined Authority Board

3.2. The committee shall exercise the Combined Authority's functions for the following:

3.2.1. Oversee the development and maintenance of the Local Transport Plan and Bus Strategy and any other key strategies reserved to the Combined Authority Board, including overseeing consultation and engagement processes, and making recommendations to the Board.

3.2.2. Oversee the development and approve all business cases for key priority projects as identified in the Business Plan. All business cases for priority projects require Cambridgeshire and Peterborough Combined Authority Board approval.

3.2.3. Approve the commissioning of feasibility studies to be funded from the transport feasibility study fund. This is unallocated budget for in-year determination of spend.

3.2.4. Ensure all programmes and projects are within the scope of the strategic and budget framework approved by the Board.

3.2.5. Oversee the development and approve transport policies and programmes not reserved to the Combined Authority Board.

3.2.6. When appropriate, ensure effective engagement and consultation is in place and can be evidenced.

3.2.7. Approve the commissioning of delivery partners where this is required and authorise the staged release of budget for transport and infrastructure projects in the Business Plan and funded from allocation within the Medium Term Financial Plan.

3.2.8. Monitor the delegation of passenger transport functions to delivery partners.

3.2.9. Ensure all programmes and projects comply with the Assurance Framework and are monitored and evaluated in line with the Monitoring and Evaluation Framework.

3.2.10. Monitor agreements with the Minister or strategic highways companies for the exercise of functions relating to the strategic network.

3.2.11. Oversee strategic relationships with national bodies (Network Rail), utility providers and other key stakeholders.

3.2.12. Matters initiated by the committee can be referred up to the Board for decision.

3.2.13. The Combined Authority Board may decide to refer further individual matters to the committee.

4. Strategic and Budget Framework

4.1. The Committee should ensure schemes contribute and meet the targets in the agreed strategic and budget framework. Any decisions must be within the parameters agreed by the Board.

5. Accountability

5.1. The Committee is accountable to the Combined Authority Board.

6. Membership

6.1. The Transport and Infrastructure Committee shall comprise eight members to include the Mayor or his/her nominee and a Board Member from each of the seven constituent councils or their nominee. The Chair must be a Board member.

6.2. Where the Mayor does not take up his/her appointment on a committee. The membership shall be seven members comprising a Board member from each of the seven constituent councils or their nominees.

6.3. The Combined Authority Board shall appoint the committee and substitute members. With the exception of the Chair, Board members may nominate another member from their constituent council to be a member of the committee in their place. The Board member shall also nominate a named substitute member. Nominations are in consultation with the Mayor and subject to approval by the Board. In principle, neither the Mayor nor the Board will seek to exercise their voting rights to veto or vote against the appointment of constituent council members to executive committees. See also Chapter 11, paragraph 2 of the procedure rules of executive committees and Chapter 4 paragraph 4.4.

6.4. Co-opted Members of the Combined Authority Board should receive an open invite to all executive committees to enable them to attend for items of interest. If a co-opted member wishes to attend and speak at the meeting, they should notify the relevant Chair prior to the meeting. The rights and responsibilities of co-opted members as set out in the relevant paragraphs in chapter 2 paragraph 5 of the constitution apply to committees.

7. Voting

7.1. Weighted voting rights apply to all transport related decisions and transport funding as set out in paragraph 3 of Chapter 11 - Procedure rules of Executive Committee meetings.

8. Lead Director

8.1. The Lead Director for the Committee is:

(a) Director Delivery & Strategy

9. Working Groups

9.1. The Committee may establish informal working groups to assist with the delivery of its objectives. These groups are non-decision making groups of Officers and Members.

9.2. The remit and terms of reference for any such subordinate body shall be approved by the committee.

9.3. The following groups have been established:

(a) Cambridgeshire Autonomous Metro (CAM) Partnership Board (b) Bus Review Task Group



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.1
7 NOVEMBER 2019	PUBLIC REPORT

BUDGET AND PERFORMANCE UPDATE

1.0 PURPOSE

- 1.1. This report provides a proposal for future Budget and Performance reporting to the Transport and Infrastructure Committee.

<u>DECISION REQUIRED</u>	
Lead Member:	Councillor Steve Count, Portfolio for Investment and Finance
Lead Officer:	Jon Alsop, Head of Finance (Section 73 Officer)
Forward Plan Ref:	Key Decision: No
The Transport and Infrastructure Committee is recommended to:	Voting arrangements
(a) Note the November budget and performance monitoring update;	N/A
(b) Agree to take reports in the format proposed for future meetings.	N/A

2.0 BACKGROUND

- 2.1. Budget and performance reporting should be seen in the round. This report proposes the new format of reporting to the bi-monthly Transport & Infrastructure Committee meetings.
- 2.2. At its September 2019 meeting, the Board approved a refreshed Medium-Term Financial Plan (MTFP), including balanced revenue and capital budgets for 2019/20. This report shows the actual expenditure to date and forecast outturn position against those budgets.

3.0 BUDGET

Revenue Budget

3.1. The revenue position for Transport for the five-month period to 31 August 2019 is set out in the table below.

	<u>MTFP refresh Budget</u>	<u>Actuals to 31 August 2019</u>	<u>Forecast Outturn</u>
	£'000	£'000	£'000
Transport			
CAM	1,907.0	342.8	1,907.0
A10 SOBC	0.0	4.0	0.0
A14 Revenue Feasibility	150.0	0.0	150.0
Huntingdon 3rd River Crossing	300.0	8.7	300.0
Bus Review Implementation	800.0	0.0	800.0
Cambridge South - Interim Concept	100.0	96.5	100.0
Transport Levy PCC	3,631.0	1,512.9	3,631.0
Transport Levy CCC	8,738.0	3,640.8	8,738.0
Local Transport Plan	376.7	264.2	376.7
Sustainable Travel	150.0	45.2	150.0
Schemes, Studies and Monitoring	100.0	59.3	100.0
Total Transport	16,252.7	5,974.5	16,252.7

3.2. Actual figures are based on payments made and accrued expenditure where known. The year to date costs may therefore be understated due to the delay between goods and services being provided by suppliers, and invoices being raised and paid.

3.3. The actual expenditure to date reflects the expected cost profile of the transport programme throughout the year. A higher run-rate of spend can be expected in the second half for projects which have been mobilised over the summer such as the Cambridgeshire Autonomous Metro (CAM), Strategic Bus Review and Huntingdon Third River Crossing.

Capital Budget

3.4. The capital position for Transport for the five-month period to 31 August 2019, is set out in the table below.

	<u>MTFP Refresh</u>	<u>Budget</u>	<u>Revised 19-20</u>	<u>Actuals to</u>	<u>Forecast</u>	<u>Forecast</u>
Capital	<u>Budget</u>	<u>Adjustments</u>	<u>Budget</u>	<u>31 August</u>	<u>Outturn</u>	<u>Outturn</u>
	<u>£m</u>	<u>£m</u>	<u>£m</u>	<u>2019</u>	<u>£m</u>	<u>Variance</u>
				<u>£m</u>		<u>£m</u>
Kings Dyke CPCA Contribution	2.50		2.50	0.00	2.50	0.00
Cambridge South Station	0.75		0.75	0.00	0.75	0.00
A10 SOBC Capital	0.25		0.25	0.00	0.25	0.00
Soham Station GRIP 3	0.95		0.95	0.14	0.95	0.00
St Neots River Crossing Cycle Bridge	0.60		0.60	0.00	0.60	0.00
St Neots Masterplan Capital	0.15	0.18	0.33	0.05	0.33	0.00
Wisbech Rail	1.48		1.48	0.29	1.48	0.00
Wisbech Access Strategy	0.30		0.30	0.48	0.30	0.00
Digital Connectivity Infrastructure	0.84		0.84	0.18	0.84	0.00
A47 Dualling	0.41		0.41	0.10	0.41	0.00
Ely Rail Capacity next stage	1.00		1.00	0.00	1.00	0.00
Coldhams Lane roundabout improvements	0.53		0.53	0.06	0.13	(0.40)
Eastern Industries Access - Phase 1	0.43		0.43	0.01	0.43	0.00
Eastern Industries Access - Phase 2	0.10		0.10	0.00	0.10	0.00
March junction improvements	1.08		1.08	0.14	1.08	0.00
Regeneration of Fenland Railway Stations	0.39		0.39	0.00	0.39	0.00
Regeneration of Fenland Railway Stations - Non Platforms	0.61		0.61	0.05	0.61	0.00
A1260 Nene Parkway Junction 15	0.36		0.36	0.00	0.10	(0.26)
A1260 Nene Parkway Junction 32-3	0.32		0.32	0.04	0.20	(0.12)
A141 Capacity enhancements	1.27		1.27	0.02	1.27	0.00
A16 Norwood Dualling	0.05		0.05	0.00	0.05	0.00
A505 Corridor	1.00		1.00	0.01	0.20	(0.80)
A605 Oundle Rd Widening - Alwalton-Lynch Wood	0.51		0.51	0.04	0.51	0.00
Total	15.04	0.18	15.21	1.44	13.64	(1.58)
Passported	<u>MTFP Refresh</u>	<u>Budget</u>	<u>Revised 19-20</u>	<u>Actuals to</u>	<u>Forecast</u>	<u>Forecast</u>
	<u>Budget</u>	<u>Adjustments</u>	<u>Budget</u>	<u>31 August</u>	<u>Outturn</u>	<u>Outturn</u>
	<u>£m</u>	<u>£m</u>	<u>£m</u>	<u>2019</u>	<u>£m</u>	<u>Variance</u>
				<u>£m</u>		<u>£m</u>
Highways Maintenance Capital Grants	23.08		23.08	9.81	23.54	0.46
A47 J18 improvements	3.85		3.85	1.55	3.85	0.00
A605 Stanground East (Whittlesea Access)	2.80		2.80	0.00	2.80	0.00
Passported/Ringfenced Total	29.73	0.00	29.73	11.36	30.19	0.46
Growth Funds						
King's Dyke Crossing (Growth Fund)	0.78		0.78	0.00	0.78	0.00
Ely Area Capacity Enhancements	2.32		2.32	0.00	1.00	(1.32)
Wisbech Access Strategy - Delivery Phase	1.00		1.00	0.45	1.00	0.00
Soham Station Feasibility	1.00		1.00	0.03	1.00	0.00
Whittlesea and Manea Railway Stations	0.03		0.03	0.00	0.03	0.00
Growth Funds Total	5.13	0.00	5.13	0.49	3.81	(1.32)
Total	49.90	0.18	50.07	13.28	47.64	(2.43)

3.5. Many of the capital programmes show limited spend to date. These apparent underspends are due mainly to suppliers not yet having charged for services provided, or where commissioned activities are work in progress.

3.6. Capital underspends may also be due to emerging differences from assumptions made in the profiling of expenditure forecasts across multi-year projects. Specific variances of forecast outturn against the revised 2019/20 budget are as follows:

- (a) Coldhams Lane roundabout improvements (£0.40m under): The outturn forecast is dependent on the approval of the next tranche of funding for the project;
- (b) A1260 Nene Parkway (£0.38m under): Spend to date has been on the development of the Strategic Outline Business Case (SOBC). Further costs will be dependent on the outcome of the SOBC;
- (c) A505 Corridor (£0.8m under): The outturn forecast reflects the revised expenditure profile against the project. Costs are now expected to be incurred in 20/21 and 21/22;

- (d) Ely Area Capital Enhancements (£1.32m under): The outturn forecast is based on Network Rail advising that expenditure will continue into 2020/21.

4.0 PERFORMANCE REPORTING

- 4.1. The Cambridgeshire and Peterborough Devolution Deal is about delivering better economic outcomes for the people of our area and commits us to specific results. The Combined Authority needs to monitor how well it is doing that.
- 4.2. A performance report update is currently presented quarterly at the Combined Authority Board meeting. This provides an overview of the rating of key projects on a Red/Amber/Green scale, which reflects financial, delivery and risk considerations.
- 4.3. Appendix 1 shows the current Performance Dashboard with the RAG status for Transport & Infrastructure projects. The format of this performance report is currently being updated at the request of Combined Authority Board members and a revised version will be proposed to the Combined Authority Board at the end of November.
- 4.4. It is proposed that once updated, the Performance Dashboard is presented to the bi-monthly Transport & Infrastructure Committee meetings, along with an overview of the RAG status of projects that fall within this Directorate.

5.0 FINANCIAL IMPLICATIONS

- 5.1. There are no other financial implications other than those included in the main body of the report.

6.0 LEGAL IMPLICATIONS

- 6.1. The Combined Authority is required to prepare a balanced budget in accordance with Chapter 7 Paragraph 4 of the Constitution and section 40 of Local Government Finance Act 1992 (with reference to the draft Combined Authorities (Finance) Order 2017 Parts 2, 3 and 4) as applicable and all other statutory requirements.”

7.0 SIGNIFICANT IMPLICATIONS

- 7.1. There are no other significant implications.

8.0 APPENDICES

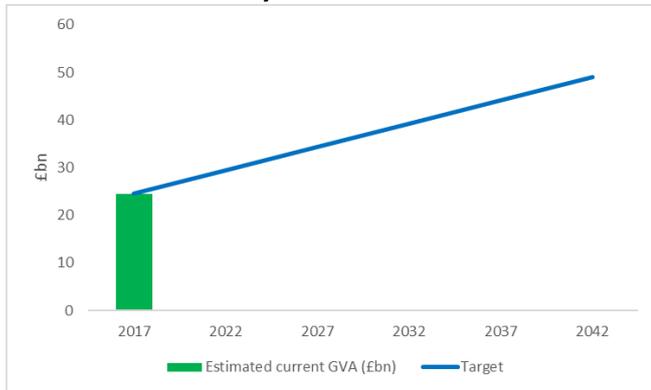
- 8.1. Appendix 1 – Performance Dashboard.



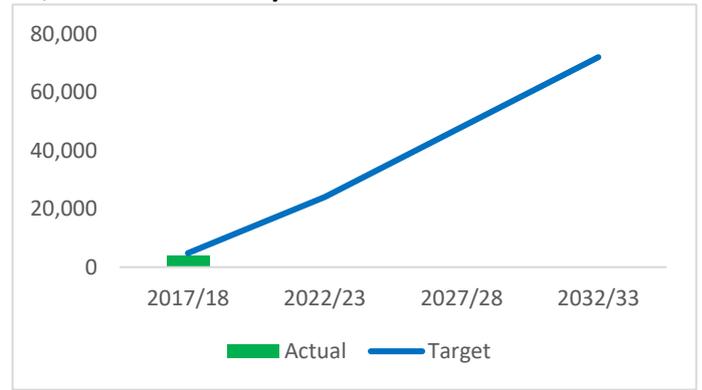
Appendix 1 PERFORMANCE REPORT - SEPTEMBER 2019

CAMBRIDGESHIRE
& PETERBOROUGH
COMBINED AUTHORITY

Double GVA over 25 years



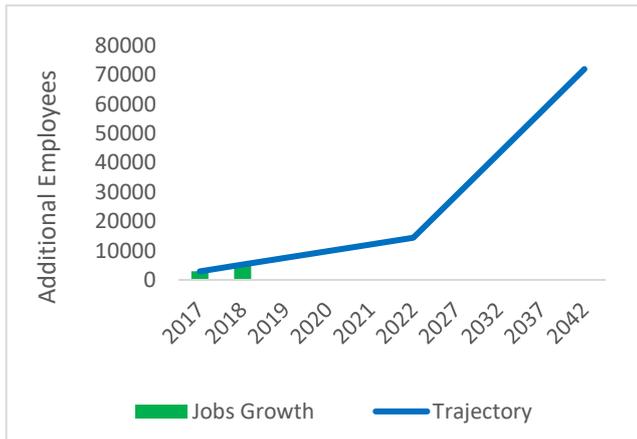
72,000 homes built by 2032



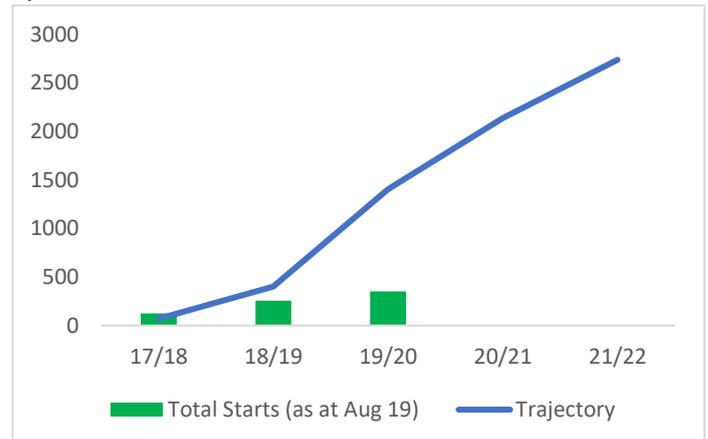
4.1% increase between 2015-2016

4033 new builds completed April 17–December 2018

Jobs Growth



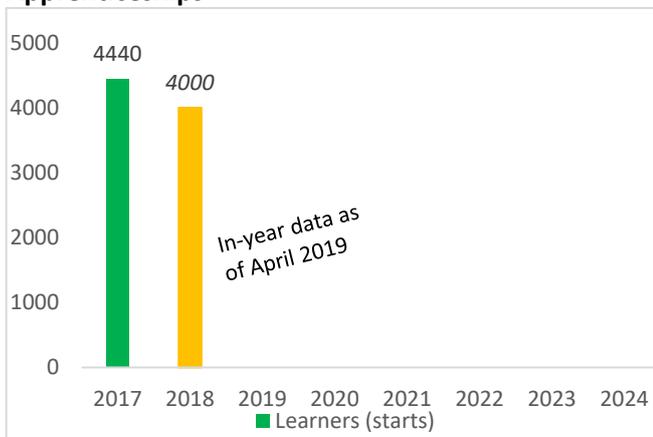
2,500 affordable homes



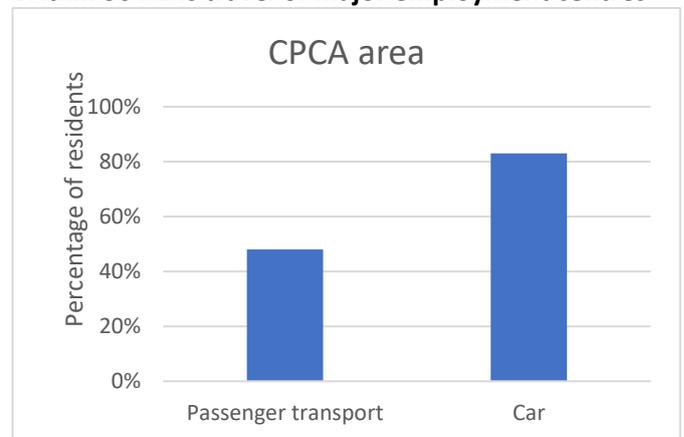
5600 new employees 2016 - 2018

351 total new builds to August 19

Apprenticeships



Within 30 mins travel of major employment centres



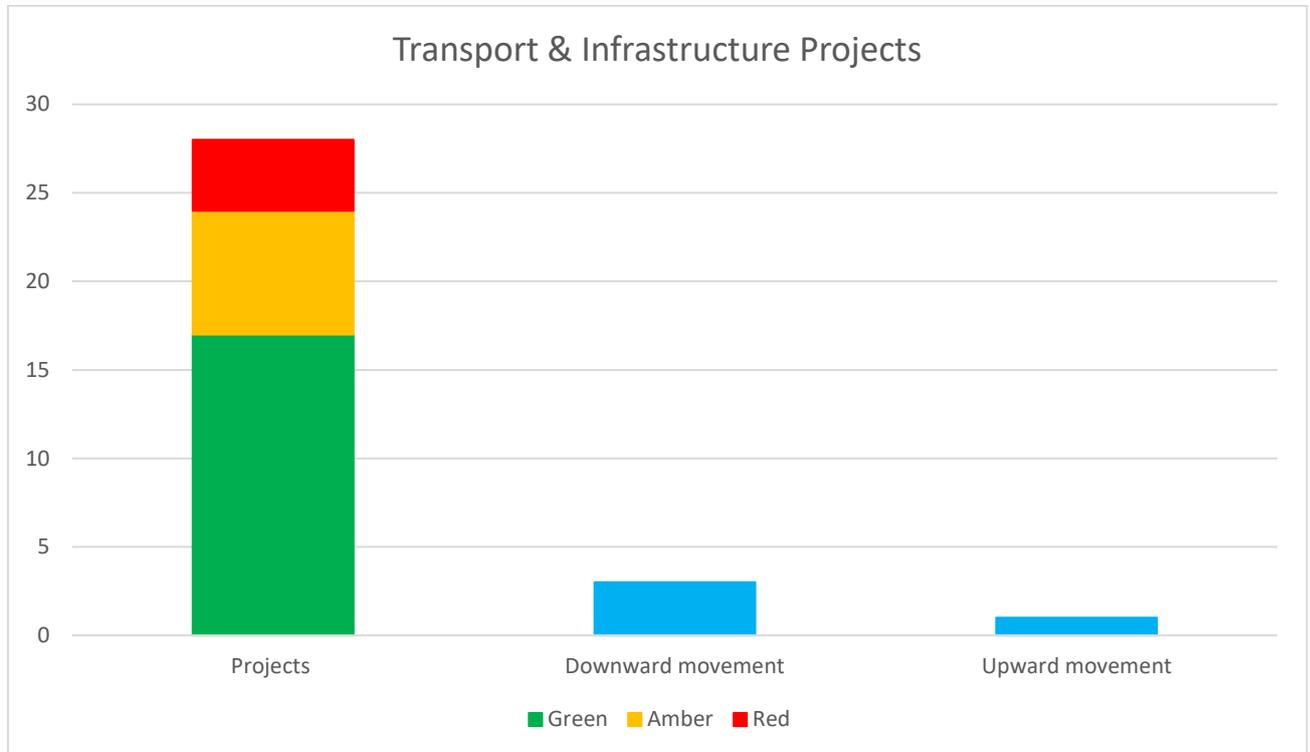
8840 Cumulative apprenticeship starts (up to April 2019)

83% of residents as at 2016



Combined Authority

Transport & Infrastructure Project Profile: September



Overview of Projects RAG status	
Green	17
Amber	7
Red	4
Total	28



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.2
07 NOVEMBER 2019	PUBLIC REPORT

COLDHAMS LANE ROUNDABOUT PROGRESS REPORT

1.0 PURPOSE

- 1.1. The original allocation for the Coldhams Lane Roundabout project was approved by the Cambridgeshire and Peterborough Combined Authority (CPCA) in March 2018. This assumed a programme lasting from 2017/18-2020/21. The project has since been developed by Cambridgeshire County Council.
- 1.2. This report presents a summary of the work undertaken on the Coldhams Lane Roundabout project to date and outlines the next steps and decision points that are planned.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery & Strategy
Forward Plan Ref: N/A	Key Decision: No
<p>The Transport and Infrastructure Committee is recommended to:</p> <ol style="list-style-type: none"> (a) Note this progress report. (b) Advise on any issues requiring consideration within the emerging Coldhams Lane Roundabout proposals 	<p>Voting arrangements</p> <p>Simple majority of all Members</p>

2.0 BACKGROUND

- 2.1. This project has sought to develop options for improvements to the roundabout at the junction of Coldhams Lane, Brooks Road and Barnwell Road, Cambridge. The main driver for the project is to improve safety for all road users whilst providing a more pleasant environment for pedestrians / cyclists.

Any improvements considered should not have an adverse effect on traffic flows.

- 2.2. It has been identified that there are safety issues for all road users on this roundabout. At this location in the last 5 years, there have been fifteen slight and one serious collision. Since 1999, in terms of recorded collisions involving cyclists, there have been 7 serious and 43 slight collisions, of which 14 of the slights involved children cycling.
- 2.3. The key aims for the project will be to implement a scheme that:
 - Reduces accidents and improves use of the roundabout for both pedestrians and cyclists;
 - Safer, direct and more convenient routes for cycling and walking;
 - Improved access to employment areas, retail sites, green spaces, schools, leisure facilities and residential centres;
 - Positive impacts on bus journey times;
 - Positive impacts on motor traffic journey times;
 - Enhance the environment, streetscape and air quality

3.0 PROGRESS TO DATE

- 3.1. Cambridgeshire County Council under instruction from the CPCA has been progressing a range of potential design options for achieving the key aim of improving cycling safety at the Coldhams Lane roundabout.
- 3.2. Cambridgeshire County Council has procured a consultant to develop an initial exploration of design options, to undertake transport modelling and to report on what interventions could deliver improved safety for cyclists whilst avoiding any negative impact on traffic flows.
- 3.3. Preferred options for the design have now been identified in preparation for public consultation on the project.

4.0 NEXT STEPS

- 4.1. Cambridgeshire County Council will go to public consultation on the preferred design options, dates to be confirmed.
- 4.2. Cambridgeshire County Council will continue engagement with key stakeholders and internal partners such as Road Safety, Traffic Signals, Bus Operator and City Council Officers whilst the design options are progressed.
- 4.3. Further analysis of these potential design interventions will be carried out, resulting in a final preferred design option which will establish a cost benefit ratio, construction programme and delivery costs. The business case for delivery of a final preferred option will be brought to the committee at the earliest opportunity.

5.0 RECOMMENDATIONS TO THE COMMITTEE

5.1. The Transport Committee is invited to note the progress made to date and to advise on any further matters that would inform the emerging Coldhams Lane design proposals.

6.0 FINANCIAL IMPLICATIONS

6.1. There are no significant financial implications to report at this stage

7.0 LEGAL IMPLICATIONS

7.1. There are no legal implications at this stage

8.0 SIGNIFICANT IMPLICATIONS

8.1. None

9.0 APPENDICES

9.1. None

<u>Source Documents</u>	<u>Location</u>
NA	



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.3
07 NOVEMBER 2019	PUBLIC REPORT

CAM PROGRAMME OUTLINE BUSINESS CASE UPDATE

1.0 PURPOSE

- 1.1. The purpose of this paper is to provide the Transport and Infrastructure Committee with an update on the CAM Outline Business Case stage tasks that have been completed and to provide a forward look at the activities to be undertaken up to January. No decisions are needed at this stage.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref:	Key Decision: No
<p>The Combined Authority Transport and Infrastructure Committee is recommended to:</p> <p>(a) Note the update. (b) Provide officers with any comments members may have on the update.</p>	<p>Voting arrangements</p> <p>Simple majority of all Members</p>

2.0 BACKGROUND

- 2.1. Since the commencement of the OBC stage in August 2019 the following activities have been undertaken:

- The CPCA CAM Programme Director has been appointed;
- The following contract lots have been awarded:
 - Lot 1: CPCA-side project management
 - Lot 2: engineering and technology

- Lot 3: transport planning and demand modelling
- Lot 4: environment and planning
- Lot 5: OBC advancement and funding;
- Contract discussions are ongoing with:
 - Legal consultants
 - Property and land referencing;
- A tender has been released for the engagement and communications consultancy services;
- The Alternatives Report (to support to OBC strategic case) workshop has been held and the draft Alternatives Report issued to the CAM Officer Programme Board for comment;
- The CPCA CAM team has been actively engaging with:
 - GCP Better Journeys team (Cambridge to Cambourne (C2C) and Cambridge South East Transport (CSET))
 - Smart Cambridge team (AV trials)
 - Cambridge Guided Busway team
 - CCC Transport Modelling team
 - CCC Spatial planning team
 - Cambridge Connect
 - Cambridge Ahead;
- CAM OBC sub-committees have been held for Finance and Technology;
- Commenced the production of an overall CAM Programme Level 2 programme;
- Held initial RAIDIC workshop (Risk, Assumptions, Issues, Dependences, Interfaces, Constraints).

2.2. During the next three months, the CAM Programme OBC team will:

- Review / update the finding of the SOBC;
- Finalise the Alternatives Report which supports the OBC strategic case;
- Undertake optioneering / option sifting for core route, station, portal and shaft locations;
- Prepare CAPEX and whole life costs for preferred option(s);

- Review / update the transport planning / demand modelling assumptions using the updated Greater Cambridge transport model;
- Undertake full engagement with GCP on their current and planned “Better Public Transport Projects” for the C2C and CSET projects via dedicated transport modelling, technology / engineering, special planning, planning consents and system safety / system certification workshops;
- Appoint and mobilise the Engagement and Communications consultant;
- Commence legal, land and property and engagement and communications activities for OBC and TWAO pre-submission activities;
- Develop a consultation strategy as per OBC / TWAO requirements;
- Develop funding / financing strategies;
- Continue focused engagement with DfT, HMT, ORR etc.

3.0 FINANCIAL IMPLICATIONS

3.1. None. The OBC project is currently within budget.

4.0 LEGAL IMPLICATIONS

4.1. All appointments and procedures as set out in paragraph 2 have been and will be conducted in accordance with CPCA Contract Procedure rules and EU Public Contract Regulations 2015 as applicable.

5.0 OTHER SIGNIFICANT IMPLICATIONS

5.1. None

6.0 APPENDICES

6.1. None

<u>Source Documents</u>	<u>Location</u>
1. CAM SOBC	https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CAM-SOBC-v2.1.pdf
2. SOBC Board Paper	Pages 86-272



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.4
08 NOVEMBER 2019	PUBLIC REPORT

A1260 J15 OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To provide an update on work undertaken to date and request approval to proceed with the Outline Business Case for the A1260 Junction 15 project.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Approve the drawdown of £140,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case (b) Agree to proceed with the development of Outline Business Case.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. Junction 15 is a partially signalised grade separated roundabout (positioned beneath the A47 Trunk Road), which is situated on the western edge of Peterborough's urban area. The junction provides access to the A1260 Nene Parkway, Bretton Way, Thorpe Wood and the A47 Soke Parkway. The project

is not identified as a key project within the Combined Authority's Business Plan 2019-20.

- 2.2. It is heavily used by trips between the west of Peterborough and the City Centre, and a significant proportion of north – south trips as it provides access to one of only three river crossings within Peterborough. The junction also provides direct access to a major employment centre (Thorpe Wood) and accommodates a large number of peak hour commuter trips to / from this location.
- 2.3. A Strategic Outline Business Case has been developed to identify schemes that together will provide the necessary increase in highway capacity to unlock congestion and significantly reduce delay at Junction 15, which is a major pinch-point on the network. This will improve the capacity and operational performance of the Peterborough Parkway system which is crucial to supporting further growth.
- 2.4. Additionally, improvements at Junction 15 are expected to have wider network benefits beyond the Parkway system, particularly to the A605 Oundle Road which experiences congestion as vehicles queue back from the northbound on-slip onto the A1260 Nene Parkway (towards Junction 15) during the PM peak hour.
- 2.5. As part of the development of the Strategic Outline Business Case, the key issues that were identified were:
 - (a) queueing on the A1260 Nene Parkway northbound approach to the junction in excess of 1 mile affected Junction 32 in the PM peak period;
 - (b) queueing on the A47 eastbound off-slip that extends back onto the A47 affecting the mainline flow; and
 - (c) conflicts occurring between the dominant movements at the junction;
- 2.6. The following constraints to the delivery of any solution were also identified:
 - (a) Environmental: Land to the east of Nene Parkway is protected, supporting ancient woodland and rare species;
 - (b) Topographical: There are significant level differences around Junction 15, which is approximately 10m – 15m beneath the level of the surrounding ground;
 - (c) Structural / Highway Boundary: Improvements will need to be achievable within the land available. The site is further constrained by a number of existing bridges.
- 2.7. The following objectives were set:
 - (a) Reduce congestion and improve journey time reliability;
 - (b) Enable growth and encourage the development of homes and jobs
 - (c) Improve Road Safety
 - (d) Improve Air Quality

- 2.8. Through the options development process, fourteen options were identified. These were sifted against Department for Transport (DfT) Early Assessment and Sifting Tool (EAST) criteria which reduced the number to a shortlist of nine. These were then tested in the transport modelling software AIMSUN in order to identify the better performing options in terms of journey times and delay only.
- 2.9. Each option was tested using 2021 and 2026 forecast flows which further reduced the shortlist to 5 better performing options. However, of these 3 options were not recommended for further assessment as they either did not resolve the issues fully or transferred the problem to another junction. Of the remaining two, one option was identified as the better performing and at this stage, preferred option. This consists of the following improvements:
 - (a) Widening of A1260 Nene Parkway northbound to three lanes from Junction 33;
 - (b) A new footbridge between Longthorpe and Thorpe Wood as the existing one provides a constraint to the delivery of the third lane; and
 - (c) Associated widening of the Junction 15 circulatory between A1260 Nene Parkway and Bretton Way.

And is the option recommended to proceed to Outline Business Case

3.0 FINANCIAL IMPLICATIONS

- 3.1. A funding allocation of £140,000 is being sought to develop the Outline Business Case. There is currently an allocation of £500,000 in the Medium Term Financial Plan, of which, £221,000 is the expected outturn for developing the Strategic Outline Business Case and Options Assessment Report.
- 3.2. Based on the current cost estimate, the Benefit Cost Ratio (BCR) is 8, demonstrating very high value for money.

4.0 LEGAL IMPLICATIONS

- 4.1. The Outline Business Case will be procured via the Peterborough Highways Services contract.

5.0 OTHER SIGNIFICANT IMPLICATIONS

- 5.1. Implications for nature
 - (a) While it is expected that the preferred option can be delivered within the highway boundary, the embankments on either side of the parkway at this location are well-known/regarded for their wild flower populations and the exposed rock on the embankment is of local geological interest. This will be subject to further investigation within the OBC stage.
 - (b) Likewise, on either side of A1260 Nene Parkway there are areas designated as ancient woodland. While it is not currently anticipated that

any of this will need to be removed, the potential impacts of widening nearer to this will be considered as part of the OBC.

5.2. Other resource implications

- (a) The project will be undertaken through the Peterborough Highways Services contract.

5.3. Risks

- (a) Scheme(s) cannot offer sufficient decongestion or other benefits to generate a Benefit Cost Ratio of 2 or more. This is unlikely as the initial assessment has generated a BCR of 8, so even if costs escalate, or benefits decrease, the BCR is likely to remain over 2. If it appears at the end of the OBC there is a potential for poor value for money, the decision could be taken to stop the project.
- (b) Scheme(s) are not found to be feasible. Through this initial stage various options have been identified, therefore if the preferred option is found not to be feasible as design develops, alternatives could be considered, although they may not generate the same expected benefits.
- (c) Scheme(s) are not popular with members of the public. It is expected that public consultation will take place during this stage as part of the development of the Outline Business Case.
- (d) Design finds that ancient woodland is required to be removed as part of the works meaning the scheme could not be delivered unless it is considered that there are wholly exceptional reasons or there's a suitable compensation strategy in place.

<u>Background Papers</u>	<u>Location</u>
i. Draft Strategic Outline Business Case	TBC
ii. Draft Options Assessment Report	TBC



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.5
08 NOVEMBER 2019	PUBLIC REPORT

A1260 J32 – 3 OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To provide an update on work undertaken to date and request approval to proceed with the Outline Business Case for the A1260 Junction 32 – 3 project.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Approve the draw down of £130,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case (b) Agree to proceed with the development of Outline Business Case.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. Junction 3 is a large, grade separated junction between two of Peterborough's busiest strategic roads. The junction is a crucial cornerstone of the Parkway Network, connecting the A1139 Fletton Parkway and A1260 Nene Parkway, thus providing the majority of access to south-west Peterborough. The junction is used by trips from across the Peterborough area, and experiences significant

peak hour congestion, on the A1260 Nene Parkway and the A1260 The Serpentine approaches. Because of its strategic location, the junction is critical to Peterborough's growth aspirations. The project is not identified as a key project within the Combined Authority's Business Plan 2019-20.

- 2.2. It is heavily used by trips in the southwest of Peterborough, as it accommodates eastbound, westbound, and northbound trips. A large number of facilities, businesses, and residences are also accessed by the southern arm.
- 2.3. The Strategic Outline Business Case (SOBC) sought to identify schemes that together will provide the necessary increase in highway capacity to unlock congestion and significantly reduce delay at Junction 3, which is a major pinch-point on the network. This will improve the capacity and operational performance of the Peterborough Parkway system which is crucial to supporting further growth.
- 2.4. Additionally, improvements at Junction 3 are expected to have wider network benefits beyond the Parkway system, particularly to Malborne Way which experiences congestion as vehicles rat-run in order to avoid queues during the peak hours
- 2.5. As part of the development of the Strategic Outline Business Case, the key issues that were identified were:
 - (a) Significant queuing on a number of approaches to the junction in peak periods;
 - (b) Queuing on the circulatory carriageway;
 - (c) Conflicts occurring on the dominant movements on the junction; and
 - (d) Poor collision statistics.
- 2.6. The impacts of no intervention would be:
 - (a) Worsening of congestion, delay, and journey times;
 - (b) Increased likelihood of accidents; and
 - (c) Attractiveness of business in Hampton (and Peterborough) will decrease.
- 2.7. The following objectives were set:
 - (a) Reduce congestion and improve journey time reliability;
 - (b) Enable growth and encourage the development of homes and jobs
 - (c) Improve Road Safety
 - (d) Improve Air Quality
- 2.8. Through the options development process, ten options were identified. These were sifted against Department for Transport (DfT) Early Assessment and Sifting Tool (EAST) criteria which determined that all ten should be taken forward for further assessment. These were then tested in the transport modelling software AIMSUN in order to identify the better performing options in terms of journey times and delay only.

- 2.9. Each option was tested using 2021 and 2026 forecast flows which identified that none of the ten options on their own provided a suitable solution to resolving congestion and improving delay at the junction. However, by combining the better performing elements from these options, a preferred option has been identified. This consists of the following improvements:
- (a) Extend Junction 31 on-slip to Junction 3
 - (b) Add a flare to A1260 Nene Parkway approach to Junction 3 to create a 4 lane approach
 - (c) Add 4th lane to circulatory between A1260 Nene Parkway southbound approach and A1139 Fletton Parkway eastbound exit
 - (d) Add flare of 150m to A1139 Fletton Parkway westbound off-slip to create a 3rd lane.
 - (e) Add a 3rd lane to circulatory between A1260 The Serpentine southbound exit and A1260 The Serpentine northbound approach
 - (f) Add 3rd lane on A1260 The Serpentine northbound to the north of Hargate Way
 - (g) Add flare to A1260 The Serpentine northbound approach to create a 4 lane approach
 - (h) Add 4th lane to circulatory between A1260 The Serpentine northbound approach and A1139 Fletton Parkway westbound on-slip
 - (i) Install traffic signals on the A1260 Nene Parkway approach to Junction 3
 - (j) Install traffic signals to A1260 The Serpentine approach to Junction 3.

And is the option recommended to proceed to Outline Business Case.

3.0 FINANCIAL IMPLICATIONS

- 3.1. A funding allocation of £130,000 is being sought to develop the Outline Business Case. There is currently an allocation of £350,000 in the Medium Term Financial Plan, of which, £119,425 has been spent to date developing the Strategic Outline Business Case and Options Assessment Report.
- 3.2. Based on the current cost estimate, the Benefit Cost Ratio (BCR) is 3.26, demonstrating high value for money.

4.0 LEGAL IMPLICATIONS

- 4.1. The project will be undertaken through the Peterborough Highways Services contract.

5.0 OTHER SIGNIFICANT IMPLICATIONS

- 5.1. Implications for nature

- (a) While it is expected that the preferred option can be delivered within the highway boundary, there is a Site of Special Scientific Interest (SSSI) to

the south west of the junction due to a population of Great Crested Newts. This will be subject to further investigation within the OBC stage.

5.2. Other resource implications

- (a) The project will be undertaken through the Peterborough Highways Services contract.

5.3. Risks

- (a) Scheme(s) cannot offer sufficient decongestion or other benefits to generate a Benefit Cost Ratio of 2 or more. This is possible as the initial assessment has generated a BCR of 3.26, based on a relatively conservative cost estimate. If it appears at the end of the OBC there is a potential for poor value for money, the decision could be taken to stop the project.
- (b) Scheme(s) are not found to be feasible. Through this initial stage various options have been identified, therefore if the preferred option is found not to be feasible as design develops, alternatives could be considered, although they may not generate the same expected benefits.
- (c) Scheme(s) are not popular with members of the public. It is expected that public consultation will take place during this stage as part of the development of the Outline Business Case.
- (d) Design finds that the SSSI is affected by the works. A mitigation or compensation plan will need to be developed and the design will need to show that there is no way to avoid affecting the SSSI.

<u>Background Papers</u>	<u>Location</u>
i. Draft Strategic Outline Business Case	TBC
ii. Draft Options Assessment Report	TBC



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.6
07 NOVEMBER 2019	PUBLIC REPORT

CAMBRIDGE SOUTH STATION PROGRESS UPDATE

1.0 PURPOSE

- 1.1. This report updates the Committee on progress to date and planned activities to progress Cambridge South Station.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Paul Raynes, Delivery and Strategy Director
Forward Plan Ref: Not applicable	Key Decision: No
<p>The Transport Committee is recommended to:</p> <p>(a) Agree to continue with the Interim Station options within allocated budget.</p> <p>(b) Mandate officers to request the Department for transport to permit their supplier, Network Rail, to release details of the Permanent Station layout.</p>	<p>Voting arrangements</p> <p>Simple majority of all Members</p>

2.0 BACKGROUND

- 2.1. The Department for Transport (DfT) have asked Network Rail to develop the business case for a new permanent station at Cambridge South to serve the Biomedical Campus. That study is jointly funded by DfT, AstraZeneca, and the Combined Authority. The planned delivery date for the permanent solution is currently 2027. This project is identified as a key project within the Combined

Authority's Business Plan 2019-20, approval of the business case will be a matter for the Combined Authority Board.

- 2.2. There are risks to the permanent station project. These include the need to integrate it with an increase in railway capacity to the South of the existing Cambridge South Railway Station by increasing the existing two track network to four track; the need for extra capacity at Ely North Junction; and the need to take into account the independently developed East West Rail link and future Network Rail signalling upgrades to the region. Network Rail has previously indicated that it plans to commence consultation on the project in December 2019. The total cost is estimated at £300-600 million, of which perhaps half is a potential need to fund the link to East West Rail. If the station were to wait until the East West Rail solution were finalised, the delivery date of 2027 may be at risk.
- 2.3. Because of these uncertainties, Cambridgeshire and Peterborough Combined Authority is looking at an interim Cambridge South Railway solution for delivery early in the decade to meet immediate and growing demand.
- 2.4. The interim Station would serve an area of significant growth. In 2017, there were more than 41,000 trips to the campus daily, of which over 28,000 were made by car. By 2031, Cambridge Biomedical Campus is expected to see 26,000 workers, 25,100 patients and 16,400 other visitors accessing the campus each day. If current travel patterns continue, this will equate to 67,500 daily trips to the biomedical campus, 46,400 of which are predicted to be made by car (source: Cambridge Biomedical Campus Transport Needs Review).
- 2.5. The scope of the Combined Authority interim station study has been to conduct an investigation into a potential timetable for a stopping service at the interim station without making any changes to the existing railway infrastructure. It also looked at a "balanced timetable" to equalise the service pattern in either direction and highlight any potential risks to delivery.
- 2.6. Further work has commenced to investigate options for the location of the interim station. The scope is for a twin platform and footbridge located with minimum intervention to the existing railway infrastructure. The scope includes:
 - (a) Interim station layout;
 - (b) Land ownership and any special land designation;
 - (c) Track access (Possession) planning and potential temporary land (to enable the construction of the interim station);
 - (d) Review of Planning and Consents options;
 - (e) Review with Network Rail and Train Operator;
 - (f) An interim station design which will be for pedestrian and cycle access only with provision for access for emergency vehicles.

2.7. The Mayor has discussed the need to accelerate the delivery of a station at Cambridge South with Ministers and with the No. 10 Policy Unit. These discussions have indicated there would be government support for early delivery of a Cambridge South solution.

3.0 SIGNIFICANT IMPLICATIONS

3.1. Following a meeting with Mayor Palmer and Network Rail Regional Director, engagement with the Network Rail team will be important for potential integration with a future 4 track and permanent station and the interim station.

3.2. Network Rail require an instruction from their client, DfT, to engage with CPCA.

4.0 FINANCIAL IMPLICATIONS

4.1. There are current no further financial implications for the commissioning of this study, all is within approved budget.

4.2. Following the study and risks raised, a risk register will be prepared to be used and updated should further studies be sanctioned.

5.0 LEGAL IMPLICATIONS

5.1. There are no direct legal implications at this stage.

6.0 OTHER SIGNIFICANT IMPLICATIONS

6.1. There will continue to be interfaces with Network Rail 4 track and permanent Cambridge Station team.

7.0 APPENDICES

7.1. None

<u>Background Papers</u>	<u>Location</u>
Not Applicable	



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.7
07 NOVEMBER 2019	PUBLIC REPORT

BUS REFORM PROGRESS REPORT

1.0 PURPOSE

- 1.1. This report presents a summary of the work undertaken by the Bus Reform Task Group to date and outlines the next steps and decision points that are planned.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery & Strategy
Forward Plan Ref: 2019/xxx	Key Decision: No
The Transport and Infrastructure Committee is recommended to: (a) Note this progress report. (b) Comment on the update in the progress report, including identifying issues the Bus Reform Task Force might consider.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. As part of the Devolution Agreement, the Cambridgeshire and Peterborough Combined Authority (CPCA) received statutory responsibility for public transport. Operational responsibility for the current arrangements for subsidising bus services and routes is delegated by the CPCA to Peterborough City Council and Cambridgeshire County Council.
- 2.2. In November 2017, CPCA commissioned a Strategic Bus Review intended to undertake a high-level study of the bus network and make recommendations for the way forward for bus provision across the region.

- 2.3. In January 2019 the CPCA Board took note of the recommendations of the Strategic Bus Review and approved the establishment of a cross-organisational group to respond to the Strategic Bus Review by developing an implementation strategy.
- 2.4. In March 2019 the Board gave approval to draw down funds of £400,000 within the 2019/20 budget to commence work, including:
 - (a) preparing the programme brief,
 - (b) developing the bus subsidy assessment framework and
 - (c) procuring external consultancy support for the business case.
- 2.5. The Board delegated authority to the Transport and Infrastructure Committee to spend within the allocated budget upon recommendation from the Bus Reform Task Group.
- 2.6. In September 2019 the CPCA Board approved a further drawdown of £400,000 to allow work to progress as described below.

3.0 PROGRESS TO DATE

- 3.1. A Bus Reform Officer Task Group was established in April 2019 with officers from Cambridgeshire County Council, Peterborough City Council and Greater Cambridge Partnership. A programme board has been established, comprising senior officers from CCC, PCC, GCP and CPCA, which meets monthly.
- 3.2. Following consultation with a range of stakeholders, including bus user groups, bus operators and local authorities, the group prepared a Programme Initiation Document (PID) for a Bus Reform Programme that set out the key outcome of the programme to be:

To improve, in both the short- and long-term, the service delivered by buses in the CPCA region, aligning with the Combined Authority's Ambition 2030 goals.

This PID was signed off by CPCA directors in July 2019.

- 3.3. The PID defined the following workstreams:

- (a) **Review of bus subsidies**

- i. In early 2019 CCC developed a 5-stage Bus Service Assessment Framework designed to evaluate the impact of changes in the level of subsidy on communities.
- ii. The Bus Reform Programme has applied this framework to subsidised bus routes in both Cambridgeshire and Peterborough to identify the potential for optimising the allocation of bus subsidy across the region. This has highlighted the different approach to subsidy taken to date by the two councils.
- iii. Options for future subsidies are subject to ongoing discussions between officers. Work on developing the framework will reflect the outcome of these discussions and endorsement of the way forward by the CA Board.

(b) Tactical improvements

- i. The aim of this workstream is to make tangible improvements in bus services that can be implemented in the short term. A number of such 'quick win' initiatives were identified in the Strategic Bus Review developed in 2018. The Bus Reform Programme engaged with a wide range of stakeholders, including bus user groups and operators, and identified over 100 potential opportunities. Following a structured process of evaluation and prioritisation the following opportunities have been selected and agreed by the Programme Board for the first tranche of implementation:
 - **Longer minimum contracts for contracted services**, thereby giving more certainty to bus operators to invest in better buses and offer more attractive prices
 - **Optimisation of the contracted services network**, to optimise the return gained from public sector investment in bus services
 - **Provide better information** to bus users and non-users, eg on bus timetables and bus facilities, to encourage bus usage and increase ridership
 - **Improved bus stop signage and infrastructure**, particularly in rural areas, to make it easier to use buses, thereby increasing ridership
 - **Marketing the bus** as a mode of transport, in particular to drive mode shift from cars – coordinating with the marketing campaigns of bus operators, in particular Stagecoach
- ii. Further initiatives may be identified and progressed following delivery these projects.
- iii. Resourcing and detailed planning of these initiatives has started, and progress will be reported in future reports to the Committee.
- iv. This workstream will require close cooperation with bus operators and will explore operators' appetite for partnership approaches such as Enhanced Partnerships, providing experience to inform the Delivery Options Review workstream below.

(c) Strategic Delivery Options Business Case

- i. This is the key workstream within the programme and will develop the business cases for a number of possible delivery options for bus services in the CPCA region, including Enhanced Partnership(s) between CPCA and the regional bus operators, and Franchising. The business cases will be developed to Outline Business Case (OBC) level using the Treasury's five-case model approach.
- ii. Following a competitive tender process, Integrated Transport Planning Ltd (ITP) were appointed in early October 2019 to develop the business cases and have started work by conducting a number of stakeholder workshops to start to develop the vision for improved bus services

across the region. Key milestones for this work-stream are shown in Table 1 below.

Milestone	Timescale
Vision; stakeholder insights; benchmarking report	End December 2019
Future bus delivery environment report	Mid-February 2020
Specification of appraisal options	End March 2020
Draft Economic Case & identification of preferred option	End April 2020
Final Outline Business Case	End June 2020
Independent audit of OBC complete	September 2020
Public consultation on recommended option complete	End December 2020
Mayoral decision on option to adopt	Early 2021

Table 1: Key milestones in Strategic Delivery Options Business Case development

- iii. As indicated in Table 1, if franchising were to be preferred option, there is a requirement under the Bus Services Act 2017 for an independent audit of the business case, followed by a period of public consultation, before a final Mayoral decision is taken. The audit will be undertaken by an audit firm that is independent of CPCA and any other party involved in the development of the business.
- iv. ITP will closely monitor the strategies emerging from the Local Transport Plan and ensure that the bus delivery business cases are aligned.

4.0 BUS REFORM TASK FORCE

- 4.1. Officer level work has now reached a stage where it is appropriate to convene the Bus Reform Task Force. This will bring together a range of stakeholders, including Bus User Groups and independent public transport experts nominated by the CPCA and member councils. Its first meeting is planned before the end of the year. Terms of reference are being developed and will be submitted to the first meeting of the Group for approval.

5.0 RECENT EXTERNAL DEVELOPMENTS

- 5.1. On 30 September 2019 the government announced a major package of new measures to boost buses - 'A better deal for bus users' - that included £220m of funding to be used to implement improvements to buses. Schemes outlined in the announcement included a Superbus network pilot in Cornwall, new bus express lanes in the West Midlands, a digital revolution including contactless payments on all buses, a plan for Britain's first all-electric bus town and an

extra £30 million to local authorities to improve current services and restore lost services.

- 5.2. Close liaison is being maintained with DfT to ensure that CPCA secures its fair share of the available funding.

6.0 RECOMMENDATIONS TO THE COMMITTEE

- 6.1. The Transport Committee is invited to note the content of this report and to advise on any further matters that it wishes the Bus Reform Programme to address.

7.0 FINANCIAL IMPLICATIONS

- 7.1. The integrated approach to public transport is the first step of a long term strategy. The future of bus provision should be guided by efficiency and integration, while looking at delivery models that provide income streams and private sector involvement in the provision of improved public transport.
- 7.2. The Combined Authority's Medium Term Financial Plan allocated £800,000 in 2019/20 and £1.2m in 2020/21 to fund the work on Bus Reform.

8.0 LEGAL IMPLICATIONS

- 8.1. The Combined Authority is the local transport authority by virtue of Article 8 of The Cambridgeshire and Peterborough Combined Authority Order 2017.

9.0 SIGNIFICANT IMPLICATIONS

- 9.1. None

10.0 APPENDICES

- 10.1. None

<u>Source Documents</u>	<u>Location</u>
1. CA Board Report November 2017	1. Agenda pack
2. CA Board Report January 2019	2. Strategic Bus Review
3. CA Board Report March 2019	3. Agenda pack
4. CA Board Report September 2019	4. Bus Reform Taskforce Drawdown



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.8
07 NOVEMBER 2019	PUBLIC REPORT

ELY AREA CAPACITY ENHANCEMENT PROGRESS REPORT

1.0 PURPOSE

- 1.1. This report presents a summary of the work undertaken on the Ely Area Capacity Enhancement project to date and outlines the next steps and decision points that are planned.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery & Strategy
Forward Plan Ref: N/A	Key Decision: No
The Transport and Infrastructure Committee is recommended to: (a) Note this progress report (b) Advise on any issues requiring escalation to the Ely Area Capacity Enhancement Programme Board.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. The rail network within the Cambridgeshire and Peterborough Combined Authority (CPCA) area is considerably constrained due to the complex issues at Ely.

These include:

- (a) four significant rail routes converge
- Peterborough to Cambridge
 - Kings Lynn to Cambridge

- Norwich to Cambridge
 - Ipswich / Felixstowe to Cambridge
- (b) 126 identified crossings across these routes, including complex challenges at Kiln Lane and Queen Adelaide
- (c) outdated signalling
- (d) outdated infrastructure, including bridge crossings and track
- (e) reduced track speeds
- 2.2. There have been numerous historical studies in relation to the corridors that include Ely Junction, but to date, none have developed to deliver actual improvements. This project is not identified as a key project in the Combined Authority's Business Plan 2019-20.

3.0 Progress to date

- 3.1. In March 2017 the former Local Enterprise Partnership approved the engagement of Network Rail as a joint funder with New Anglian LEP and SFM to deliver a Strategic Outline Business Case (SOBC) to identify the constraints to rail capacity in the Ely area and to identify options to unlock these constraints.
- 3.2. The Business Board is now accountable for funding the project. The Transport Committee should, however, be sighted on the project and may wish to make recommendations to the Business Board.
- 3.3. Network Rail, under instruction from the funder programme board and Department for Transport (DfT), have been undertaking an SOBC to:
- (a) identify and understand the challenges
 - (b) identify opportunities and consider options to resolve
 - (c) establish the potential benefits through an economic review
 - (d) understand the technical challenges and establish cost estimates
 - (e) produce an SOBC with options for improvement and economic case to support this.
- 3.4. In addition to the Ely Area Capacity Enhancements SOBC, which is restricted to rail issues, the CPCA approved the production of an SOBC for the Queen Adelaide area to consider the current road and rail crossings to the Peterborough, Kings Lynn and Norwich Lines. This SOBC has been completed and has been issued to Network Rail for consideration in the Ely Area study.
- 3.5. In July 2019, the DfT also advised that the Secretary of State at the time had authorised £200m for improvements at Ely Junction to identify improvements to be delivered within the Control Period 6 (CP6) which concludes at the end of the 2023/24 period. Initially, it appeared that DfT regarded this as a financial cap on the scope of the SOBC. Following challenge by the Mayor and at officer level, DfT have said that this £200m is a separate workstream to the Ely Area Capacity Enhancements programme of activity. It is not yet clear, however, how that workstream and the SOBC are related.

- 3.6. In October 2019, the government published the Rail Network Enhancements Pipeline Autumn 2019 update. A commitment is made within this report to progress the Ely Area Capacity Enhancements scheme from SOBC and into detailed design and Outline Business Case stage to improve both passenger and freight capacity through Ely. [No budget has so far been set].

4.0 Next Steps

- 4.1. The Ely Area Capacity Enhancements Task Force Group and Programme Board meet regularly to review progress and agree next steps. As the SOBC is still being developed, the OBC programme is yet to be finalised. In broad terms the programme is expected to be:
- (a) SOBC to complete Quarter 4 2019/20
 - (b) OBC to commence Quarter 1 2020/21
 - (c) Public information exhibitions Quarters 1 / 2 2020/21
 - (d) Public consultation Quarter 3 2020/21 and then again Quarters 3 / 4 2021/22
 - (e) Between now and Quarter 1 2021 / 22, there will likely be survey activity in the area establishing environmental and ground condition data.
- 4.2. The additional £200m workstream will run alongside the Ely Area Capacity Enhancement work. The Minister has recently confirmed that both strands of work will form the subject of a single funding decision in Spring 2020.

5.0 RECOMMENDATIONS TO THE COMMITTEE

- 5.1. The Transport Committee is invited to note the content of this report and to advise on any further matters that it wishes escalated to the Ely Area Enhancement Programme Board. In particular, the Committee may want to seek greater clarity about the relationship between the SOBC work and the DfT-mandated package of work for Control Period 6.
- 5.2. It should also be noted that the CPCA, as a major funder of this project, have stressed their desire for the SOBC to consider the wider regional and national importance of unlocking the constraints to passenger and freight capacity, and the Mayor recently wrote to the Rail Minister expressing the need for this complex issue to be resolved.
- 5.3. The CPCA has taken the view that access for residents at Queen Adelaide will need to be maintained whatever solutions may be considered for the three rail crossings, and that this is a condition of continued CPCA support for the work.

6.0 FINANCIAL IMPLICATIONS

- 6.1. There are no direct financial implications at this stage

7.0 LEGAL IMPLICATIONS

- 7.1. There are no legal implications at this stage

8.0 SIGNIFICANT IMPLICATIONS

8.1. None

9.0 APPENDICES

9.1. None

<u>Source Documents</u>	<u>Location</u>
1. RNEP Autumn update	https://www.gov.uk/government/publications/rail-network-enhancements-pipeline-autumn-2019-update



CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.9
08 NOVEMBER 2019	PUBLIC REPORT

A605 Oundle Rd Widening - Alwalton-Lynch Wood

1.0 PURPOSE

- 1.1. This report considers a request by Peterborough City Council for funding to enable the construction of the A605 Oundle Rd Widening - Alwalton-Lynch Wood scheme to proceed to completion in 2020, following the completion of detailed design.
- 1.2. The detailed design has provided greater cost certainty over the budget required to deliver the scheme. The scheme continues to deliver high value for money.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Agree to proceed to board to take a decision on funding the additional £795,000 required to progress with construction.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. The project originated from a need to investigate the current traffic situation on the A605 between the village of Alwalton and Lynchwood Business Park. This arose following the submission of a planning application for a housing

development in Alwalton and advice from Highways England that to approve the application, traffic signals would need to be installed at the junction of Alwalton and the A605.

- 2.2. The driver for change is a need to make highway improvements in order to improve traffic flows in this area. A 'do nothing' scenario will lead to an increase in traffic congestion and jeopardises Peterborough's growth ambitions and the local economy
- 2.3. A study was therefore undertaken which identified the following key points:
 - (a) Mainly an AM peak problem at the Alwalton Junction;
 - (b) Link over capacity eastbound between the Alwalton and Lynch Wood junctions, caused by the volume of traffic joining the from the A1 (Southbound), and;
 - (c) No noticeable delay at Lynch Wood junction.
- 2.4. As a result, four options were developed which were as follows:
 - (a) Add an additional lane eastbound from the entrance of Alwalton to the junction of Oundle Road and Lynchwood.
 - (b) Install traffic signals at the junction of Alwalton and Oundle Road (this option was put forward by Highways England in order for them to approve the intended development).
 - (c) Install traffic signals at the junction of Alwalton and Oundle Road and also provide an additional lane eastbound between Alwalton and the Oundle Road/Lynch Wood junction.
 - (d) Close the A1 off-slip which brings traffic through Alwalton, divert traffic to Junction 17 and improve that junction.
- 2.5. These options were assessed and it was determined that the first option, of adding an additional lane eastbound from the entrance of Alwalton to the junction of Oundle Road and Lynchwood, should be progressed through design.
- 2.6. Early estimates indicated a scheme cost of £1.5m (CPCA contribution of £725k), however following detailed design and development of a Target Cost, the final cost estimate is £2,293,000. PCC have therefore requested an additional £795,000 from the CPCA to enable construction to take place.
- 2.7. The primary reason for the increase in cost is the requirement, following a road safety audit, for the construction of an access road and the utility diversion associated with this which was not previously identified during earlier stages of design.
- 2.8. Through the construction and implementation of this scheme it is expected that 2,000 new jobs will be unlocked.

3.0 Programme

- 3.1. The current timeline for project completion and the initial realisation of benefits is as follows, based on successfully securing additional funding in late November:

January 2020	Mobilisation
February 2020	Construction Commences
July 2020	Construction complete; Scheme opens

4.0 FINANCIAL IMPLICATIONS

- 4.1. A funding allocation of £795,000 is being sought, this is due to increased construction costs as detailed previously within this report following detailed design.
- 4.2. It is anticipated that this will be funded from the Combined Authority's £74m allocation from the Transforming Cities Fund and the scheme complies with the requirements of that funding.
- 4.3. Based on the Target Cost, the Benefit Cost Ratio (BCR) is 2.77, demonstrating high value for money.

5.0 LEGAL IMPLICATIONS

- 5.1. There are direct legal implications

6.0 OTHER SIGNIFICANT IMPLICATIONS

- 6.1. Implications for nature

- (a) It is not expected that this scheme will have an adverse affect on the natural environment.

- 6.2. Other resource Implications

- (a) The project will be delivered through the Peterborough Highways Services contract.

- 6.3. Risks

- (a) Weather delays affecting operation which could result in delays and additional expenditure;
- (b) Programme overrun due to onsite construction problems.

6.4. Engagement and Consultation

- (a) Public consultation on the scheme was undertaken in July 2018. There was some feedback from a local parish council that has been resolved during the detailed design stage.

<u>Background Papers</u>	<u>Location</u>
A605 Alwalton to Lynch Wood Technical Note	TBC



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.10
07 NOVEMBER 2019	PUBLIC REPORT

UNIVERSITY ACCESS STRATEGIC OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To provide a summary of why the University Access project (formerly Fengate Access Study – Eastern Industries Access – Phase 2) should be commenced and to request approval to proceed with the Strategic Outline Business Case (SOBC).

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Approve the draw down of £200,000 from the provisional allocation in the Medium Term Financial Plan to develop the Strategic Outline Business Case (b) Agree to proceed with the development of Strategic Outline Business Case.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. Peterborough University will be located on the Embankment in Peterborough, an area with many access points and junctions. Due to the likely number and

dispersal of options across the Study Area, this study will focus on a number of areas around the University, most specifically junctions 38, 39 and 5 of the A1139, with the option of an additional junction between 4 and 5. Walking and cycling will play an important part of access to and from the University and these options will also be developed in the business case. The project is not identified as a key project in the Combined Authority's Business Plan 2019-20.

- 2.2. The project's aim is to identify and assess highway improvements to improve access to the University and bring a series of decongestion benefits to the area. A scheme or series of schemes will be developed that will offer a value for money score that will determine which option(s) are progressed through to the Outline Business Case.
- 2.3. In July 2018, a bid was submitted to the Major Road Network (MRN) fund for improvements to junction 5 on the A1139 as it has been recognised that this junction in particular would likely need significant investment in order to resolve congestion. This project will therefore seek to develop this element from its current pre-SOBC stage, along with identifying and developing other highway, public transport, cycling and walking measures.
- 2.4. Peterborough has ambitious growth plans with 7 urban extensions, a number of strategic employment sites, and the University. Many of these will be accessed from the A1139.
- 2.5. If this occurs without significant infrastructure improvements to provide additional capacity, the road network across the city, particularly the Parkway Network will face increased levels of traffic, and the resilience of the MRN across Peterborough will diminish.
- 2.6. The Peterborough Transportation Model shows if no intervention is delivered, the operation of the transport network, particularly Junction 5 and the A1139, the MRN route, will deteriorate significantly. The A1139 Frank Perkins Parkway forms part of a much wider regional east – west route, connecting the A1 with the A47, and so a significant deterioration of this route would have a wide-reaching impact, and not just for local traffic.

3.0 FINANCIAL IMPLICATIONS

- 3.1. A funding allocation of £200,000 is being sought to develop the Strategic Outline Business Case. There is currently a provisional allocation of £200,000 in the Medium Term Financial Plan.

4.0 LEGAL IMPLICATIONS

- 4.1. The project will be undertaken through the Peterborough Highways Services contract.

5.0 OTHER SIGNIFICANT IMPLICATIONS

5.1. None

<u>Background Papers</u>	<u>Location</u>
i. Major Road Network Bid Submission	TBC



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.11
07 NOVEMBER 2019	PUBLIC REPORT

A16 NORWOOD STRATEGIC OUTLINE BUSINESS CASE

1.0 PURPOSE

- 1.1. To provide a summary of why the A16 Norwood project should be commenced and to request approval to proceed with the Strategic Outline Business Case (SOBC).

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
The Combined Authority Transport and Infrastructure Committee is recommended to: (a) Approve the draw down of £130,000 from the provisional allocation in the Medium Term Financial Plan to produce the Strategic Outline Business Case (b) Agree to proceed with the development of Strategic Outline Business Case.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. The Norwood development is located in the north east of Peterborough and will comprise 2,000 new houses. The project will look to dual a small section of the

A16 and improve the roundabout with the A47. The project is not identified as a key project within the Combined Authority's Business Plan 1019-2020.

- 2.2. This project will enable the development of Norwood comprising 2,000 houses, which would otherwise be difficult to bring forward due to developer cash flow issues as the infrastructure improvements are required from day 1 of the development. Walking and cycling will play an important part of access to and from the development and these options will also be developed in the business case.
- 2.3. The project's aim is to produce a series of highway improvements to improve access to the Norwood development and bring a series of decongestion benefits to the area. A scheme, or series of schemes, will be developed that will offer a value for money score that will determine which option(s) are progressed through to the Outline Business Case.
- 2.4. The scheme supports the Combined Authority's vision to accelerate house building rates to meet local and UK need through the unlocking of the Norwood development. A 'do nothing' scenario will lead to an increase in traffic congestion and jeopardises the viability of the development.

3.0 FINANCIAL IMPLICATIONS

- 3.1. A funding allocation of £130,000 is being sought to develop the Strategic Outline Business Case. There is currently a provisional allocation of £130,000 in the Medium Term Financial Plan.

4.0 LEGAL IMPLICATIONS

- 4.1. The Strategic Outline Business Case will be procured via the Peterborough Highways Services contract.

5.0 OTHER SIGNIFICANT IMPLICATIONS

- 5.1. None

<u>Background Papers</u>	<u>Location</u>
i. None	