



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Transport and Infrastructure Briefing Notes

5th July 2022



Version History

Revision Number	Revision Date	Nature of Revision	Checked by	Reviewed by	Approved by
V1.0	1/7/22		SP	TB	TB

Contents

LUF Round 2	4
Background of Scheme	4
Key Issues/ Areas of Concern	4
Successes so far	5
Scheme Detail	5
Wisbech Rail	6
Background of Scheme	6
Key Issues/ Areas of Concern	6
Successes so far	7
Scheme Detail	7
Snailwell Loop	8
Background of Scheme	8
Key Issues/ Areas of Concern	8
Successes so far	8
Scheme Detail	8
A10	9
Background of Scheme	9
Key Issues/ Areas of Concern	9
Successes so far	9
Scheme Detail	9

LUF Round 2

Background of Scheme

In March 2022 the Government announced the second round of the Levelling Up fund which focuses on the same investment themes as the initial round. The fund is focused on local transport projects that make a genuine difference to local areas, town centre and high street regeneration, and support for maintaining and expanding of cultural and heritage assets.

The fund will prioritise places in need of economic recovery and growth, regeneration, and improved transport connectivity. The funding is capital and can be for a project with a value of up to £20m, in exceptional cases large transport projects will be considered with a value of up to £50m.

The Combined Authority is eligible to put forward one transport only project.

The deadline for the levelling up funding applications was noon 6 July 2022, with a view that successful bids will be announced in Autumn of this year.

At its meeting of 27 June, the Combined Authority Board approved the Peterborough Station Quarter as the Combined Authority’s transport only bid for the Levelling Up Fund Round 2.

Peterborough Station Quarter

The Peterborough Station quarter is a programme of improvements that aim to stimulate the local economic, social, and cultural landscape of Peterborough through the delivery of an enhanced rail station and new station quarter precinct. The Levelling Up Round 2 bid is a project within this programme and includes new and upgraded facilities, a new western

entrance, reallocation of space for commercial and residential use and active travel improvements.

This will enable future expansion of the rail network including additional platforms that Network Rail has confirmed will be required to meet future demand.



By reallocating space for commercial development and enabling future rail enhancement it is expected to boost Peterborough’s ability to attract more knowledge intensive high-level employment in a category 1 area.

Key Issues/ Areas of Concern

Whilst the project has a strong strategic case, the programme is challenging and extends to the maximum time, by exception, within the Levelling Up Fund Round 2 Prospectus – 2026

As part of the application a governance structure has been developed, the Combined Authority is classed as “funder,” given that if successful the LUF 2 funding is provided by government to the Combined Authority. A grant funding agreement would be used as the

mechanism to grant the funding to Peterborough City Council.

A sizeable portion of the proposed work is to be undertaken by Network Rail with Peterborough City Council undertaking the overall management of the project and delivery of highway works. A draft Head of Terms with Network Rail has been prepared.

Successes so far

The Levelling Up Round 2 bid will be submitted in line with the government's recent update, that the application portal

will be opened as soon as possible and, once open, will be live for two weeks. The application has been developed by a collaborative group made up of Peterborough City Council and their consultant team, Network Rail, and the Combined Authority.

The full application is available in Appendix 1

Background Papers

[27 June 2022 Board Paper](#) (note that the 8 June Board was resumed on 27 June 2022)

Scheme Detail

Lead Officer *Anna Graham*

Email: anna.graham@cambridgeshirepeterborough-ca.gov.uk

Value of Project: *£70 million*

Start Date: *TBC once government decision has been given*

Estimated Completion Date: *TBC once government decision has been given*

Wisbech Rail

Background of Scheme

A Business Case and Governance in Railway Investment Projects (GRIP) 3b was completed in the summer of 2020 and identified that a heavy rail, two trains per hour service direct to Cambridge from Wisbech, with a centrally located station, would be a viable option.

Following engagement with Department for Transport, Office of Rail and Road and Network Rail, the March 2021 Combined Authority Board agreed that Network Rail would undertake a review of the existing work and assess options for the Wisbech to March line. It was intended the outcome of this work would coincide with the results of the Ely Area Capacity Enhancements Outline Business Case.

Network Rail has completed,

- Business Case review
- PACE (Project Acceleration in a Controlled Environment) review of documentation
- Engineering review
- High Level Light Rail Feasibility

Key Issues/ Areas of Concern

Network Rail's review concluded that there was a strong strategic focus within the 2020 business case, highlighting the need for public transport links from Wisbech and the benefits of connecting to Cambridge. However, Network Rail recommended removing assumptions about Ely Area Capacity Enhancements.

A Key assumption within the 2020 business case was that one train path may be available at Ely North Junction and a further train path could be sought through the Ely Area Capacity Enhancement. Network Rail's work has shown that there is currently no capacity at Ely and securing future train paths is highly competitive and there is no guarantee the

Wisbech to Cambridge would be successful.

Whilst the Ely Area Capacity Enhancement Outline Business case demonstrates decarbonisation and connectivity benefits, it does, however, require a significant funding, with a total cost of over £450 million. Government have not yet announced the next steps for Ely Area Capacity Enhancements.

Network Rail's review of the 2020 Wisbech Rail Business Case noted that,

- the passenger demand figures are different – higher - to those that have been prepared for the Ely Area Capacity Enhancement Business Case.
- the assessment of cost for each mode option needed greater detail and,
- further detail around timetabling at Cambridge would be needed.

Network Rail also produced a high-level feasibility study for light rail, this was produced following engagement with DfT and ORR. The report concluded that there is potential for a light rail passenger operation between March and Wisbech highlighting Tram-Train or Very Light Rail could be used.

Wisbech Rail and connectivity with Cambridge is constrained by Ely North Junction. Next steps for Wisbech had been to consider a Outline Business Case for a Wisbech to March service. The Wisbech to March Outline Business Case would further assess mode options with a view to developing a case for a shuttle service that could be delivered more cost effectively and in a shorter period of time.

A service running between Wisbech and March could help to develop passenger demand that could later support a case for connectivity with Cambridge.

Initial engagement with Fenland District Council and Members about next steps for Wisbech Rail following the Network Rail review took place. The feedback received supported the need for connectivity for Wisbech, but there were concerns that a shuttle service would not be viable and the benefits of connectivity direct with Cambridge would not be achieved. Also, heavy rail remained the preferred mode.

As a way forward, and to explore cost effective solutions, it may be more suitable to undertake an Options Assessment Report (OAR) rather than an entire business case. This would consider all modes of transport, their cost and benefits without funding a large business case. The OAR may provide the reassurance to Members around modes of transport and potential benefits.

Successes so far

Further engagement with Members to discuss the next steps for Wisbech would be beneficial to be able to progress the project further. It is intended that a Councillor briefing is set up to discuss the development of the OAR/next steps.

The Combined Authority has also been approached about a government led competition, Connected and Automated Mobility R&D competition. This explores the feasibility of autonomous vehicles – this work could feed into the OAR. The OAR would assess all options to determine value for money.

Engagement with Network Rail continues and are interested in potentially undertaking the OAR.

Scheme Detail

Lead Officer *Anna Graham*

Email: anna.graham@cambridgeshirepeterborough-ca.gov.uk

Value of Project: *£230m (Heavy Rail Option)*

Snailwell Loop

Background of Scheme

This project is a proposal to reinstate approximately 1500 linear metres of railway track and associated rail signalling system, including a new bridge to maintain access to private land.

Key Issues/ Areas of Concern

The Snailwell loop along with other local rail projects benefits cannot be realised until the Ely Area Capacity Enhancements (EACE) project is complete. The Secretary of State for Transport has written to the CPCA Mayor advising that whilst EACE has a positive Business Case the high

value of funding required and currently that is not available.

CPCA along with other local bodies continue to lobby Government for the funding. CPCA officers continue to update members and Senior Management.

Key decision is to progress this project or not.

Successes so far

Network Rail have completed the business case for the CPCA funded EACE project.

Scheme Detail

Lead Officer: *Robert Jones*

Email: robert.jones@cambridgeshirepeterborough-ca.gov.uk

A10

Background of Scheme

CPCA completed the Strategic Outline Business Case (SOBC) in summer 2020. The project is jointly funded by both DfT and CPCA directly. The DfT funding was appointed to CPCA on 8th July 2021 and CPCA funding agreed at Board January 2022.

Key Issues/ Areas of Concern

Cambridgeshire County Council (CCC) are the delivery agent for this project. CCC have appointed a project manager and currently assembling their team. A costing and programme is awaited from CCC for

the inclusion into a drafted Grant Funding Agreement (GFA). Currently CCC are currently funded by a series of rolling letters of intent in the absence of approved GFA.

As part of the agreement from DfT for their funding contribution CPCA have to quarterly submit progress reports.

Successes so far

CCC are in the process of appointing WSP as a consultant. To date there have been three project board meeting to facilitate the start up

Scheme Detail

Lead Officer: *Robert Jones*

Email: *robert.jones@cambridgeshirepeterborough-ca.gov.uk*

Value of Project: *£50 million*

Start Date: *To be determined via Cambridgeshire County Council as delivery agent*

Estimated Completion Date: *To be determined via Cambridgeshire County Council as delivery agent*