



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.5
09 JANUARY 2020	PUBLIC REPORT

THE CAMBRIDGESHIRE AUTONOMOUS METRO PROGRAMME: REGIONAL ARMS SOBC TENDER DOCUMENT PREPARATION

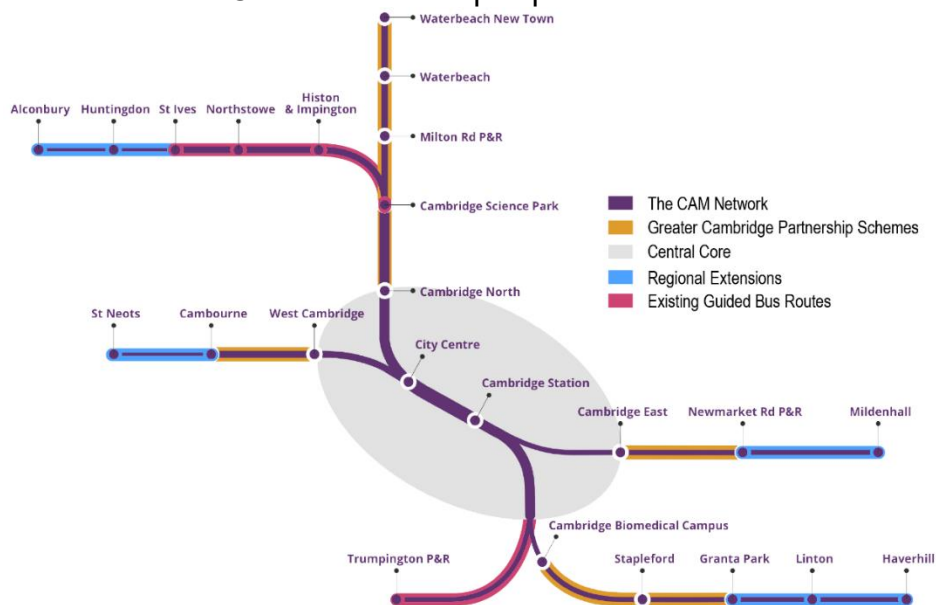
1.0 PURPOSE

1.1. The CAM will provide a high quality and fast transport network that will transform transport connectivity across the Cambridge and Peterborough area. This paper seeks approval and funding to commence with the development of the SOBC brief and tender documents for the regional arms of the network, earlier than planned, with the intention of commencing the production the SOBC for the Alconbury regional extension in Summer 2020. To progress this, the CPCA CAM programme team are requesting approval for £100,000 drawn from uncommitted contingency within the CAM OBC project budget to fund the early development of the CAM Regional Arms SOBC tender documents.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: Insert ref no on FP	Key Decision: No
<p>The Transport and Infrastructure Committee is invited to:</p> <p>(a) Recommend to the Combined Authority Board the approval of early development of the CAM regional arms SOBC tender documents as part of the wider CAM programme and for £100,000 to be utilised from uncommitted contingency within the current 19/20 CAM OBC budget to fund the early development of these documents.</p>	<p>Voting arrangements</p> <p>Simple majority of all Members</p>

2.0 BACKGROUND

- 2.1. The Cambridgeshire & Peterborough Combined Authority, working with the GCP are developing the Cambridgeshire Autonomous Metro (CAM) which will provide a high-quality, fast and reliable transport network that will transform transport connectivity across the Greater Cambridge region. The vision for the CAM programme is to create an expansive metro network that seamlessly connects Cambridge City Centre, key rail stations (Cambridge, Cambridge North and future Cambridge South), major city fringe employment sites and key 'satellite' growth areas, both within Cambridge and the wider region. The CAM project is a key project for the purposes of the Combined Authority's Business Plan 2019/20.
- 2.2. The CAM is planned to be developed across the Greater Cambridgeshire region and the current CAM network map is provided below:



- 2.3. The CAM OBC for the core city centre tunnelled section is underway. The GCP schemes are also at OBC stage. It is now timely to begin the development of the SOBC's for the CAM regional arms to ensure efficient public transport will be accessible for the wider public in the Cambridgeshire region.
- 2.4. The initial activities to be undertaken will be to prepare the tender documents for the procurement of the services of a consultancy to undertake the production of the SOBC for one or more of the CAM Regional Arms to:
- St Ives to Alconbury
 - Cambourne to St Neots
 - Newmarket P&R to Mildenhall
 - Granta Park to Haverhill

2.5. The key considerations that the CAM regional arm SOBCs need to address to meet the requirements of the DfT five case model include, but are not limited to, the following:

- (a) Build upon the work undertaken to date on the CAM OBC for the core city centre tunnelled section to promote the overall CAM programme. Its primary role is a platform for growth and a way to connect communities, bring forward housing projects and create jobs.
- (b) Ensure that the SOBC is focused on the route and the economic benefits of CAM, both to local businesses and as a system that could be exported to other areas.
- (c) The integration of the CAM Regional Arms with the GCP segregated transport corridors (CAM Phase 1) corridors from Cambridge to Camborne (C2C), Cambridge to Granta Park (CSET), Cambridge East Access and Cambridge A10 to Waterbeach and the CAM core city centre tunnel network with proposed transport nodes.
- (d) The frequency of service that the CAM Regional Arms could achieve at full operational capacity and the implications on the wider CAM network.
- (e) The projected capital and operational cost and the sources of funding that could be leveraged from the public and private sectors to deliver the CAM Regional Arms.
- (f) Integration of the Regional Arms with the wider Cambridgeshire and Peterborough public transport network.

2.6. The proposed budget to produce a brief as well as tender documents for the Regional Extensions of the CAM is based on the reported cost of producing the SOBC brief and tender documents for the CAM Core section. To progress this, the CPCA CAM programme team are requesting that £100,000 be released from the current 19/20 CAM Budget OBC to fund the early development of the CAM Regional Arms SOBC tender documents.

3.0 LEGAL IMPLICATIONS

3.1. Any procurement will be conducted in accordance with Combined Authority's Contract Procedure Rules.

4.0 OTHER SIGNIFICANT IMPLICATIONS

4.1. None noted

5.0 APPENDICES

5.1. None