



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Transforming Cities Fund
Cambridgeshire and Peterborough Delivery Plan
March 2022



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1 Introduction

The local transport Plan is currently, undergoing a rewrite which will be consulted upon in May 2022 as Local Transport and Connectivity Plan.

Refreshed vision



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

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

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

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



Aims and Objectives:



Over the 5 years since it commenced operations, the Combined Authority has developed a strong track record in progressing infrastructure schemes in a timely manner for the benefit of businesses and residents alike.

As stated within the Grant Determination of March 2018, the purpose of the Transforming Cities Fund (TCF) is to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in Cambridgeshire and Peterborough.

In Cambridgeshire and Peterborough, the TCF has been devolved and decisions about how to invest the fund are taken by the Combined Authority Board in accordance with the aims

for the Fund set out in the devolution agreement¹, the Combined Authority's Constitution, Assurance Framework, and strategic policy framework.

Within the TCF Guidance, Government outlined that it recognises Local Authorities are best-placed to identify the types of projects to deliver and seeks to partner with regions to develop packages of proposals which will deliver transformative improvements in connectivity. The Delivery Plan and associated schemes contained within the LTP are strongly aligned to the vision, aims and objectives of the LTP and other key strategic documents, such as the Devolution Deal, the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and the CPCA Growth Ambition Statement which responded to it, the Non-Statutory Spatial Framework and the Local Industrial Strategy. The LTP was developed in tandem with these documents to ensure it outlines a coherent and complementary suite of schemes, programmes and initiatives that support wider environmental, social, and economic objectives.

The CPCA's overarching ambition and objectives are contained within our Growth Ambition Statement and annual business plans. The CPCA and its partners, over the next 25 years, will deliver a leading place to live, learn and work. This will be realised through the achievement of the following ambitions:

- Doubling the size of the local economy over 25 years.
- Accelerating house building rates to meet the local and UK need.
- Delivering outstanding and much needed connectivity in terms of transport and digital links.
- Transforming public service delivery to be much more seamless and responsive to local need.
- Growing international recognition for our knowledge-based economy.
- Improving quality of life by tackling areas suffering from deprivation; and
- Providing the UK's most technically skilled workforce.

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

The CPCA consider transport as a key enabler to economic and housing growth, we are running an integrated work programme across spatial planning, transport and housing to ensure that the region grasps the economic opportunities open to it, and these economic opportunities are of national significance.

The CPIER provides the most comprehensive assessment of the region's economy ever undertaken and identifies a significant opportunity for transformational growth that aligns with the CPCA devolution deal objective of doubling the size of the regional economy. This will only happen though if the transport challenges facing greater Cambridge are overcome, and TCF has a key role to play in this.

¹ TCF grant letter dated [27 March 2018].

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

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

2 Projects funded from TCF in 18/19, 19/20 & 20/21

The Investment Fund funding is designated corporately, taking account of spend in each year, available funding sources, and any restrictions – actual attribution is then reviewed when the accounts are closed, and actual expenditure for the year known, to make the most efficient use of the funds available to us.

TCF funding forms part of the larger single pot allocation to its transport programme. The projects within this report are financed solely by the TCF funding or a combination of TCF and partner funding. The TCF Budget Expenditure and Forecast table (Appendix 1) further in this report details the spend to date in years and the approved and subject to approval future forecast, within this table there is a column against each project that details; approved by the board (committed) and subject to approval within a gateway approval process in line with our assurance framework.

The Combined Authority will comply with the requirement to make a full project closedown report to DfT after completion of projects which are TCF funded.

The projects funded by TCF in 2018-19 are set out in the table below:

Project	Transforming Cities Funding
Transport Services	66
Cambridge South Station	250
A505 Corridor	122
Wisbech Rail	39
A10 Upgrade	226
Coldhams Lane roundabout improvements	71
A47 Dualling	597
Wisbech Access Study	275
Soham Station	1,858
A1260 Nene Parkway Junction 15	121
A1260 Nene Parkway Junction 32-3	34
March junction improvements	303
A141 capacity enhancements	133
Queen Adelaide Level Crossing	183
A605 Oundle Rd Widening - Alwalton-Lynch Wood	225
Eastern Industries Access - Phase 1	122
Grand Total	4,626

Table 1: Projects funded by TCF in 2018-2019

The projects funded by TCF in 2019-20 are set out in the table below:

Project	Transforming Cities Funding
Soham Station	1,213
March junction Improvements	455
Wisbech Rail	1,139
Coldhams Lane roundabout improvements	121
Fengate Access Study - Phase 1	86
Regeneration of Fenland Railway	492
A1260 Nene Parkway Junction 15	171
A1260 Nene Parkway Junction 32-3	303
A16 Norwood Dualling	69
University Access (Fengate Ph 2)	53
Grand Total	4,103

Table 2: Projects funded by TCF in 2019-2020

The TCF funded projects in 2020-21 is set out in the table below:

Project	Transforming Cities Funding
Soham Station	4,493
March junction Improvements	583
Wisbech Rail	336
Coldhams Lane roundabout improvements	175
Fengate Access Study - Phase 1	287
Regeneration of Fenland Railway	297
A1260 Nene Parkway Junction 15	446
A1260 Nene Parkway Junction 32-3	278
A16 Norwood Dualling	65
A10 Junctions & Dualling	-
A141 Capacity Enhancements	143
A505 Corridor	279
A605 Oundle Rd Widening – Alwalton	781
University Access (Fengate Ph 2)	146
Cambridge South Station	1,134
A47 Dualling	53
Grand Total	9,495

Table 3: Projects funded by TCF in 2020-21

3 Funded projects 2021-22

The project as listed below, have slipped during the period due to several factors, to include:

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

Each of the above has meant revision to the way the business cases are delivered from their stage inception. Some schemes have already come to board for change approvals. This slippage is considered carefully within the 2022/23 budget paper.

The Combined Authority will approach the DfT to discuss potential extension to the March 2023 delivery completion date due to the substantial policy changes in year.

In agreement with DfT colleagues' and Combined Authority Board members, recommendations will come back to board to propose a capital swap of projects that are likely to underspend or slip further in 2022/23, with new sustainable travel projects identified within the Medium-Term Financial Plan presented at March 2022 board.

These could include for instance:

- permanent delivery of Tranche 1 & 2 Capability funded temporary schemes
- additional active travel schemes across the region
- new Nene cycle / footbridge across Peterborough
- Thorpe Wood Cycle Scheme Peterborough
- Green Wheel extension Peterborough.

The TCF funded projects in 2021-22 is set out in the table below:

Project	Transforming Cities Funding
Soham Station	9,244
March junction Improvements	4,582
Wisbech Rail	2,993
Coldhams Lane roundabout improvements	2,434
Fengate Access Study - Phase 1	1,657
Regeneration of Fenland Railway	3,284
A1260 Nene Parkway Junction 15	5,208
A1260 Nene Parkway Junction 32-3	5,269
A16 Norwood Dualling	1,046
A10 Junctions & Dualling	2,000
A141 Capacity Enhancements	826
A605 Oundle Rd Widening – Alwalton	-
A505 Corridor	143
University Access (Fengate Ph 2)	821
Grand Total	39,777

Table 4: Projects funded by TCF in 2021-22

(at time of writing this report the schemes identified for TCF spend in 2021/22 were showing a delivery spend slippage of £23.7m, some will be carried forward into 2022/23 for continued delivery, some will be identified for proposed capital swap as described in body of text)

4 Proposed TCF delivery 2022/23

In addition to the projects detailed within the table below, consideration will be given for capital swaps between single pot transport projects, where more appropriate Active Travel and Bus Improvement schemes can be delivered in an accelerated way. The TCF funded projects in 2022-23 is set out in the table below:

Project	Transforming Cities Funding
Soham Station	4,000
March junction Improvements	-
Wisbech Rail	3,000
Coldhams Lane roundabout improvements	-
Fengate Access Study - Phase 1	4,200
Regeneration of Fenland Railway	-
A1260 Nene Parkway Junction 15	-
A1260 Nene Parkway Junction 32-3	1,500
A16 Norwood Dualling	12,000
A10 Junctions & Dualling	-
A141 Capacity Enhancements	1,650
A605 Oundle Rd Widening – Alwalton	-
University Access (Fengate Ph 2)	1,280
Zebra Phase 1 - Cambridge	1,693
Grand Total	29,323

Table 5: Proposed Project funding by TCF in 2022-23 (prior to any agreed carry forwards of unspent 2021-22 budgets)

5 Value for money, monitoring and evaluation

Transport projects within the CA are prioritised and their value for money is independently assessed in accordance with our Assurance Framework; the latest version of our assurance framework can be found here:

[Local-Assurance-Framework-.pdf \(cambridgeshirepeterborough-ca.gov.uk\)](#) Only projects offering strong value for money or strategic importance are approved for funding, subject to clearly specified exceptions agreed with DfT

Monitoring and Evaluation is carried out in line with the Combined Authority's Monitoring and Evaluation framework. A copy of that framework can be found here:

[Monitoring-and-Evaluation-Framework-v1.6.pdf \(cambridgeshirepeterborough-ca.gov.uk\)](#) **All projects are subject to robust project management arrangements including monthly highlight reporting. All projects are required to have a logic model and evaluation plan.**

In addition, we are a partner in the independent gateway review of TCF and are engaging with the independent review team appointed by DfT.

6 Delivery timescales

The below appendices include:

- Appendix 1 - A expenditure and forecast budget profile (as at January 2022) with indicative delivery programmes against each
- Appendix 2 - A summary report for each scheme as of January 2022

Appendix 1: Transforming Cities Fund Budget Expenditure and Forecast

Project	2018/19	2019/20	2020/21	2021/22	2022/23	Total	2021/22 Forecast Spend (£000s)	2021/22 Forecast Underspend (c/fwd into 2022/23 budget) (£000s)	2021/22				2022/23				Delivery Confidence
	Actual (£000s)	Actual (£000s)	Actual (£000s)	Budget (£000s)	Budget (£000s)	Budget (£000s)			Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	

Income

DfT	5,000	17,000	22,000	30,000	21,000	95,000
Brought Forward from Prior Year	0	374	13,271	10,438	1,405	
Total Income	5,000	17,374	35,271	40,438	22,405	95,000

Expenditure

Soham Station	1,858	1,213	4,493	9,244	4,000	20,809	10,975	(1,731)		GRIP 6 Construction Complete	GRIP 7/8	100%
March Junction Improvements	303	455	583	4,852	-	6,193	2,083	2,769		FBC & Quick Win Construction		100%
Wisbech Rail	39	1,139	336	2,993	3,000	7,506	110	2,883		Review GRIP 3 Heavy Rail	GRIP 3 Light Rail Development	100%
Coldhams Lane roundabout improvements	71	121	175	2,434	-	2,801	-	2,434		Project Currently on Hold		25%
Fengate Access Study - Phase 1	122	86	287	1,657	4,200	6,352	418	1,239		OBC	FBC	100%
Regeneration of Fenland Railway	-	492	297	3,284	-	4,074	2,657	627		Construction March and Manea Stations plus Design works for Whittlesea station Carpark		100%
A1260 Nene Parkway Junction 15	121	171	446	5,208	-	5,946	429	4,779		FBC	Construction	100%
A1260 Nene Parkway Junction 32-3	34	303	278	5,269	1,500	7,384	213	5,056		FBC	Construction Preparation	75%
A16 Norwood Dualling	-	69	65	1,046	12,000	13,180	376	670		FBC	Pre Lim Design & Construct	100%
A10 Junctions and Dualling	226	-	-	2,000	-	2,226	50	1,950		OBC		50%
A141 St Ives capacity enhancements	133	-	143	826	1,650	2,752	337	489		SOBC	OBC & Quick Wins Construction	100%
A505 Corridor	122	-	279	143	-	544	6	137		Pre SOBC	SOBC	50%
A605 Oundle Rd Widening - Alwalton	225	-	781	-	-	1,006	-	-		Project Complete		100%
University Access (Fengate Ph 2)	-	53	146	821	1,280	2,300	186	635		OBC	FBC	100%
Zebra Phase 1 - Cambridge	-	-	-	-	1,693	1,693	-	-			Implementation	100%
Transport services	66	-	-	-	-	66	-	-		No further funding		100%
Cambridge South Station	250	-	1,134	-	-	1,384	-	-		CPCA Funded Stage Complete		100%
A47 Dualling	597	-	53	-	-	650	-	-		CPCA Funded Stage Complete		100%
Wisbech Access Strategy	275	-	-	-	-	275	-	-		FBC stage completion for future funding consideration (Future Pipeline Scheme)		100%
Queen Adelaide Crossing	183	-	-	-	-	183	-	-		CPCA Funded Stage Complete		100%
Total Expenditure	4,626	4,103	9,495	39,777	29,323	87,324	17,840	21,937				

Figure 1: An expenditure and forecast budget profile (as at Jan 2022) with indicative delivery programmes against each

Appendix 2: Project Context and Delivery Rationale

Summary Reports

Project	Soham Station	Delivery Confidence	
Description	Develop the GRIP 4 to 8 design of a new Railways Station and car park in Soham.		
Confidence rationale	Station opened in December 2021 as planned 6 months ahead of schedule.		
Project	March Junction Improvements	Delivery Confidence	
Description	"The aim of the study is to identify potential transport interventions in March, Fenland which will address existing capacity and safety problems whilst mitigating for future growth. In addition, a set of Quick Win schemes have been identified by the project team in collaboration with the Member Steering Group."		
Confidence rationale	Preliminary design work complete and OBC approved by independent technical review. CCC H&T committee and CA T&I committee approved moving to FBC/detailed design stage in November 2021. CA Board approved £1.51m funding for next stage on 24 November 2021. Funding agreement for next stage ready to be signed/sealed. Some underspend from current stage of study (£180k) re-allocated to progress detailed design for Broad St scheme. Completion date extended to 31 Mar 2022 to reflect that. CCC PD and Atkins developing activity schedule, fee proposal and design programme for detailed design. PD team also engaging and facilitating development of FBC with Milestone. The walking and cycling feasibility study work is underway Task 1 and 2 completed, Task 3 underway. Work related to final two QW schemes is ongoing and detailed design and programmes to construction are in development. RAG maintained as Green for these reasons.		
Project	Wisbech Rail	Delivery Confidence	
Description	To progress development work to support the reopening of the historic railway line between March and Wisbech. The Combined Authority working with Network Rail will look to refine the existing work delivered by the Combined Authority, as well as assessing options for the Wisbech to March line, and developing significant cost savings.		
Confidence rationale	Network Rail light rail team are reviewing the options for Wisbech Rail to enable the Combined Authority to address previously received feedback from DfT about options. PACE/GRIP and Engineering reviews underway and good progress being made		
Project	Coldhams Lane Roundabout improvements	Delivery Confidence	
Description	This project will consider introducing improvements to the roundabout at the junction of Coldhams Lane, Brooks Road and Barnwell Road, Cambridge.		
Confidence rationale	Project currently on hold. At previous T&I Committee it was agreed that this project remain live subject to future funds becoming available. Red is status as the project remains on hold.		

Project	Fengate access Study Phase 1	Delivery Confidence	
Description	A business case and design to look at improving access to a large employment area at Red Brick Farm within Eastern Industries at Fengate.		
Confidence rationale	Approval for additional funding to develop business case for sustainable transport additionality.		
Project	Regeneration of Fenland Railway Stations	Delivery Confidence	
Description	The Fenland Stations Regeneration Programme contains a range of short, medium and long-term projects, designed to improve Manea, March and Whittlesea Stations. These are station improvements that are part of a wider Fenland Rail Development Strategy (2011-2031) including railway service improvements and more local community involvement with the railways.		
Confidence rationale	Manea and March schemes are currently in construction - both currently on budget. There are slight delays on programme mostly linked to the weather but both projects are on target to complete in early 2022. A new SOBC and options assessment study has been commissioned for Whittlesea Station and is in early progress. This will confirm the revised approach for this station in the Spring/Summer 2022, it remains green as a result.		
Project	A1260 Nene Parkway Junction 15	Delivery Confidence	
Description	Improvement works on the junction linking the A47 with A1260 Nene Parkway.		
Confidence rationale	Current phase of the project is Full Business Case and Detailed Design. A paper was taken to November Board, and it was resolved to approve the FBC and the £8.014m for construction. Construction is expected to begin in February and complete in December 22. Official completion following demobilisation is February 2023.		
Project	A1260 Nene Parkway Junction 32/3	Delivery Confidence	
Description	Improvements between Junction 32 of A1260 Nene Parkway and Junction 3 of A1139 Fletton Parkway which experiences severe congestion during peak hours of the day.		
Confidence rationale	The current phase of the project is Full Business Case and Detailed Design. This project cannot begin construction until next year when A1260 J15 has completed and therefore project has moved down to Amber.		
Project	A16 Norwood Dualling	Delivery Confidence	
Description	Infrastructure improvements to the existing section of the A16 to the roundabout with the A47, to aid with additional traffic growth expected from Norwood development.		

Confidence rationale	Pre-lim design and OBC modelling work continuing. Responses to the consultation have been received and are being reviewed.		
Project	A10 Junctions & Dualling	Delivery Confidence	
Description	This stage of the A10 Dualling and Junctions project is to refine the SOBC options to a single preferred option and the production of a robust high quality Outline Business Case (OBC) to the highest standard of scrutiny via an infrastructure and Projects Authority independent review.		
Confidence rationale	Project remains Amber whilst delivery scope discussion with CCC ongoing.		
Project	A141 / St Ives Capacity Enhancements	Delivery Confidence	
Description	Individual SOBC work for A141 Huntingdon and St Ives Capacity studies, bringing both into a single delivery.		
Confidence rationale	Completion of A141 and St Ives SOBC work for congestion relief and journey time reliability with Sustainable Transport Solutions. Approval to join schemes into single OBC with St Ives Quick Wins		
Project	A505 Corridor	Delivery Confidence	
Description	Capacity Study along A505 and surrounding corridors		
Confidence rationale	Pre sobc work complete and awaiting proposal from CCC to progress SOBC stage		
Project	University Access Fengate Phase 2	Delivery Confidence	
Description	Access and congestion improvements around the Peterborough Embankment and the site for the new University of Peterborough.		
Confidence rationale	Project status is green. Phase 2 OBC is funding approval at January CPCA Board - 26/1/22. Next Phase to begin in April 2022.		
Project	Wisbech Access Strategy	Delivery Confidence	
Description	This is phase 1 of a three-phase programme to improve traffic flow in and around Wisbech, stimulating 3550 new homes and 2500 new jobs.		
Confidence rationale	The status of the project has been revised to Green following revised scope of works as agreed with CA Board on 25/08/2021 for the scheme to complete design and land purchase only, becoming a shovel ready pipeline scheme for future funding opportunities.		