



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.8
04 NOVEMBER 2020	PUBLIC REPORT

COLDHAMS LANE ROUNDABOUT PROGRESS REPORT

1.0 PURPOSE

- 1.1. This report summarises the assessment of partner funding and the outcome of the independent review of the construction costs since 29 April 2020 Transport and Infrastructure Committee (T&IC).

<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 update on the potential for additional contributions from partners other than the Combined Authority b) Authorise pausing the project until the Comprehensive Spending Review has been concluded and the value for money report is reviewed as part of the Combined Authority's assurance processes.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. Coldhams Lane Roundabout was approved for inclusion in the Transport Programme at the October 2017 Combined Authority Board and then again at the March 2018 Combined Authority Board. Cambridgeshire County Council took forward the study to establish the issues and find a solution.

- 2.2. The study location is a roundabout of significance in North-west Cambridge, connecting Coldhams Lane, Brooks Road and Barnwell Road. A number of challenges create congestion and safety concerns.
- 2.3. The main drivers for the project are:
- (a) to improve safety for all road users;
 - (b) to provide an improved environment for pedestrians / cyclists; and
 - (c) without having an adverse effect on traffic flows.

3.0 PROGRESS TO DATE

- 3.1. At the April 2020 Transport and Infrastructure Committee it was requested that an assessment was made on what partner funding contribution opportunities were available from Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and the Greater Cambridge Partnership in support of greater enhancements at Coldhams Lane Roundabout. These discussions have now concluded, and no further funding is currently forthcoming.
- 3.2. In addition, an independent review of the costs for each of the options has been completed, commissioned by Cambridgeshire County Council. The review challenged the cost and allocation of risk for this stage of the project and this indicated that the cost estimates provided are robust for this stage of the project. The review also indicated that 30% risk was the correct level to be included at this stage of project
- 3.3. Transport Modelling has also been undertaken for each option. A value for money report has been produced which provides an assessment of the likely health, journey quality, mode shift and accident benefits, environmental improvements, and travel time benefits.
- 3.4. As part of the Treasury Green Book proposals are judged on whether they offer poor, low, medium, high and very high value for money based on the benefit cost ratio. These categories include:
- Poor VfM if BCR is below 1.0
 - Low VfM if the BCR is between 1.0 and 1.5
 - Medium VfM if the BCR is between 1.5 and 2.0
 - High VfM if the BCR is between 2.0 and 4.0
 - Very High VfM if the BCR is greater than 4.0
- 3.5. The cost and indicative value for money category for each option are presented in **Table 1**.

Table 1: Expected Costs and indicative value for money category

Option	Cost	Value for Money Category
Option A1	£2.5m	Poor
Option A2	£3.2m	High
Option B	£6.5m	Poor
Option C	£6.2m	Low
Option D	£5.8m	High

- 3.6. It has been identified through the work completed by Cambridgeshire County Council that all options are significantly above the £2.4 million budget still available for construction. It is clear from the work completed that the emerging options that deliver the highest benefits are Option A2 and Option D. Option A2 develops the existing roundabout to include segregated walking and cycling facilities. Option D is a smaller sized 'Dutch Style' roundabout with segregated walking and cycling facilities. However, there remains a deficit of approximately £3.4 million for Option D and £800,000 for Option A2.

4.0 Next Steps

- 4.1. Now the independent review of costs has been completed, and in the absence of additional funding, the proposal is to pause the project until the Comprehensive Spending Review is concluded. A view will then be taken on affordability.
- 4.2. In addition, the value for money report will need to be reviewed as part of the Combined Authority's assurance process. That will be undertaken during this pause.

5.0 FINANCIAL IMPLICATIONS

- 5.1. The recommendation would postpone the requirement to spend the budget allocated to this project.

6.0 LEGAL IMPLICATIONS

- 6.1. CPCA has entered into a grant funding agreement with Cambridgeshire County Council dated 6th October 2020 for the delivery of the project. The terms of the grant funding agreement do not permit CPCA to suspend payments to Cambridgeshire County Council as Applicant in the absence of breach but may only be made in this situation with the formal agreement of Cambridgeshire County Council.
- 6.2. The recommendations accord with CPCA's powers under Part 3 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251)".

6.3. This Transport and Infrastructure Committee meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020 (SI 2020 No.392).

7.0 OTHER SIGNIFICANT IMPLICATIONS

7.1. As additional work is required to achieve a solution that is acceptable, it is likely that the existing programme, which involves completing construction by mid-2021, will be achieved.

<u>Background Documents</u>	<u>Location</u>
1: March 2018 Combined Authority Board Paper	1: CA Board Report March 2018
2: 09 January 2020 Transport Infrastructure Committee Report	2: CA Transport and Infrastructure Committee Report – January 2020
3. 29 April 2020 Transport Infrastructure Committee Report	3: CA Transport and Infrastructure Committee Report – April 2020