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South
Cambridgeshire
District Council

Report To: Greater Cambridge City Deal Executive Board

28 January 2015

Lead Officer: Graham Hughes, Cambridgeshire County Council

2015-20 prioritised infrastructure investment programme

Purpose

1. To consider proposals for the transport infrastructure investment programme for delivery from 2015/16-2019/20 as part of the Greater Cambridge City Deal, supported by economic assessment work, and to consider recommendations from the Joint Assembly on a robust and deliverable programme for 2020.

Recommendations

2. It is recommended that the Executive Board:
 - (a) Consider the outcomes of the work undertaken to help identify a recommended prioritised programme for 2015/16-2019/20.
 - (b) Consider the recommendations of the City Deal Joint Assembly set out in the body of this report.
 - (c) Agree the 2015-20 prioritised infrastructure investment programme.

Reasons for Recommendations

3. Following the steer of the Shadow Board, relevant Committees at the three partner Councils and feedback from Member and stakeholder briefing sessions, officers commissioned an independent economic assessment and prioritisation of the proposed City Deal infrastructure schemes to help assess their anticipated economic impacts. This has been paired with an evaluation of the deliverability of the various schemes.
4. The recommended prioritised infrastructure investment programme for tranche 1 of the City Deal (2015/16-2019/20) is the result of this combination of prioritisation according to economic impact and deliverability, and is therefore considered to represent a robust and deliverable programme for this period.

Background

5. The Greater Cambridge City Deal Joint Assembly considered the attached report at its meeting on 12 January 2015, which sets out the background of the Greater Cambridge City Deal and the prioritised infrastructure investment programme.

Considerations

6. Key considerations for the Executive Board are set out in the attached report as presented to the Joint Assembly on 12 January 2015.
7. The draft minutes of that meeting are included on the agenda for this meeting of the Board under a separate item, but the Joint Assembly recommended the prioritised infrastructure investment programme to the Executive Board, as set out in table 1 of this report (detailed below):

Table 1: Prioritised City Deal programme (recommended by the City Deal Joint Assembly)

Weighted Rank	Scheme	Indexed score	Est. cost (£m)	Earliest start on site	Risk of delay to start	Earliest completion
Priority schemes – City Deal Years 1 to 5						
1	Histon Road bus priority	133.5	4.28	2017	Medium	2018
2	Saffron Walden & Haverhill cycle / pedestrian routes	45.9	4.80	2015	Low	2016
3	Milton Road bus priority	188.3	23.04	2017	High	2019
4	Chisholm Trail cycle links / Chisholm Trail bridge	47.1	8.40	2015	Medium	2016
5	A428 to M11 segregated bus route / A428 corridor Park & Ride	127.3	24.48	2017	High	2019
6	Madingley Road bus priority	158.9	34.56	2017	High	2019
7	Bourn Airfield/ Cambourne cycle / pedestrian routes (phase 1)	29.8	5.00	2015	Low	Rolling programme
8	City centre capacity improvements / cross-city cycle improvements (phase 1)	75.1	7.00	2015	Low	Rolling programme
11	Bourn Airfield / Cambourne busway	59.5		2017	Medium	2018
12	Cambridge to Royston cycle link	13.4	7.20	2015	Low	2016
22	Foxton level crossing and interchange*	7.4		2016	Medium	2017
-	Year 1 to 5 reserve scheme development	-	10.60	-	-	-
-	Year 6-10 programme development	-	9.00	-	-	-
-	Programme management and early scheme development	-	4.50	-	--	-
7	Bourn Airfield / Cambourne cycle / pedestrian routes (phase 2)	29.8	3.40	2015	Low	Rolling
8	City centre capacity improvements / cross-city cycle improvements (phase 2)	75.1	15.66	2015	Low	Rolling
9	Airport Way Park & Ride	49.7	15.58	2018	Medium	2020
13	Western orbital	37.8	20.74	2017	Medium	2019
14	A1307 corridor to include bus priority / A1307 additional Park & Ride	63.4	39.00	2018	Medium	2020
16	Project Cambridge – Hills Road	31.9	23.35	2018	High	2019
Total			260.59			

Options

8. Options and proposed next steps are set out in the body of the attached report that was presented to the Joint Assembly on 12 January 2015.
9. The Board could opt to approve the prioritised infrastructure investment programme set out in table 1 of this report, as recommended by the City Deal Joint Assembly, it could opt to approve the original programme set out in table 1 of the attached report, or it could opt to approve further amendments.

Implications

10. The implications set out in the attached report to the Joint Assembly on 12 January 2015 apply to this report in respect of financial and other resources, staffing, risk management, climate change and environmental and consultation and communications.

Background Papers

The attached report to the City Deal Joint Assembly on 12 January 2015, and its associated appendices, were relied upon in the writing of this report.

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