



**Report To:** Greater Cambridge City Deal Executive Board 3 December 2015

**Lead Officer:** Graham Hughes, Executive Director: Economy, Transport and Environment, Cambridgeshire County Council

### The process for Tranche 2 prioritisation

#### Purpose

1. This paper outlines the proposed process and timescale for making decisions on priority schemes for Tranche 2 of the City Deal Infrastructure Programme. The proposed process will enable schemes to be progressed and implementation to commence without delay in the Tranche 2 period from April 2020.

#### Recommendations

2. The Executive Board is recommended to:
  - (a) Approve the process and timescales for agreeing the Tranche 2 prioritised infrastructure investment programme.
  - (b) Approve preparatory work to support and inform Tranche 2 decisions, including scheme assessment and interim work for the Local Plans regarding Cambridge Northern Fringe East (CNFE), and approve funding from the prioritised 'Tranche 2 programme development' budget to cover 1/3 of the cost of the CNFE work (estimated at £70,000) as part of the pipeline work.

#### Reasons for Recommendations

3. Many schemes in the City Deal programme aim to support growth at specific sites included in the Cambridge and South Cambridgeshire Local Plans. The process and timescales proposed for agreeing the Tranche 2 prioritised infrastructure investment programme represents the best balance between waiting for further Local Plan information to emerge and moving at a pace that allows delivery from early on in the Tranche 2 period. It would ensure that the programme was capable of allowing implementation of any Tranche 2 scheme to commence from April 2020.
4. On the CNFE a number of options for potentially very high levels of growth need to have their transport impacts tested. The CNFE is on the southern end of the A10(N) corridor between Ely and Cambridge, where the City Deal prioritises investment to support the proposed new town to the north of Waterbeach.
5. The scale of work involved means that it is considered prudent to bring forward Tranche 2 development work for the A10(N) corridor earlier than for the rest of the Tranche 2 candidate schemes, alongside and integrated with the transport study to inform the Area Action Plan for CNFE. This would allow the A10(N) schemes to be included in the proposed prioritisation exercise in autumn 2017 on the same basis as all of the other schemes.

## Background

6. The City Deal indicative programme was developed based on the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), which is aimed at supporting planned growth in the Local Plans to 2031, and the continued economic prosperity of the Greater Cambridge area. The programme includes a £1 billion long list of high-level proposals for new and improved transport infrastructure to support growth. The following processes were used to produce a ranked list of priority schemes, which was considered by the Executive Board in January 2015:
  - Initial assessment of the programme using the Department for Transport's Early Assessment and Sifting Tool (EAST), which assesses and ranks schemes on the basis of their performance against five business cases – economic, commercial, management, deliverability and value for money. This approach is required to comply with the Assurance Framework that was agreed with Government.
  - An independent economic prioritisation was also undertaken to assess which schemes best support the City Deal objectives.
  - County Council officers separately assessed the deliverability of each of the transport infrastructure schemes.
7. From the ranked list, the Executive Board agreed to prioritise £180 million worth of projects in the Tranche 1 period (2015/16-2019/20) of the City Deal programme for the £100 million of grant funding available over that time. This includes £24 million to support 'year 1 to 5 pipeline development', 'year 6 to 10 programme development', programme management and early scheme development.
8. The schemes that remain from the initial long list that were not prioritised for investment in Tranche 1 are:
  - A10 dualling and junctions
  - A14/A10 Milton Interchange
  - Addenbrooke's to Newmarket Road bus priority
  - Bourn Airfield / Cambourne busway (being developed alongside the two Tranche 1 schemes on the A428 corridor, but not prioritised for delivery in Tranche 1)
  - Bourn Airfield/Cambourne pedestrian/cycle route programme
  - Cambridge to Royston cycle link
  - Foxton Level Crossing and Interchange
  - Hauxton Park & Ride
  - Hauxton-Trumpington busway
  - Newmarket Road bus priority phase 1 – Elizabeth Way to Abbey Stadium
  - Newmarket Road bus priority phase 2 – Abbey Stadium to Airport Way
  - Newmarket Road bus priority phase 3 – Airport Way Park & Ride
  - Newmarket Road to Cambridge Science Park Station bus priority
  - Saffron Walden/Haverhill corridor pedestrian/cycle route programme
  - Waterbeach Barracks to North Cambridge busway
  - Waterbeach new station
  - Waterbeach Park & Ride
  - Waterbeach pedestrian/cycle route programme
  - Western Orbital
9. In addition to the schemes listed above, other proposals or schemes may come forward from work underway looking at city centre capacity (Cambridge Access Study) or from Smart Cities work. Any such proposals will be assessed alongside the rest of the programme and assessed against the five EAST business cases.

## **Considerations**

10. A key aim of the City Deal is supporting the delivery of planned growth. Therefore in order to take decisions on the Tranche 2 investment programme, it will be necessary to have clarity on the adopted growth strategy for the Greater Cambridge area. This will ensure that the agreed priority schemes are those that best support the delivery of the planned growth, and help to mitigate its impacts and support the area's continued economic prosperity.
11. The Cambridge and South Cambridgeshire Local Plans are not yet adopted and work is currently underway to respond to the Examination Inspector's requirements. Consultation is planned in December, and the Examination into the plans is expected to resume in the summer of 2016. Provided that all issues are resolved, and the Inspector is content, it is thought the plans could be adopted in the summer of 2017.
12. Additional work related to the Local Plans is also being commissioned to support the Cambridgeshire Northern Fringe Easy (CNFE) Area Action Plan. The CNFE is a key area where a significant uplift in housing and employment numbers is being considered, and the transport implications of this need to be better understood.
13. A transport study is being commissioned to provide clarity on the likely impacts of CNFE and measures required to help mitigate its impacts. This work will also consider the Tranche 2 schemes associated with the proposed new town north of Waterbeach, which addresses the same parts of the strategic transport network as the CNFE. The results will be used to both inform the Area Action Plan and update the list of candidate schemes for Tranche 2 investment. This work is expected to be finished by mid-2016.
14. Since the work links heavily to the City Deal's objectives around supporting and driving economic growth in Greater Cambridge, Executive Board approval is sought for funding to cover the costs of 1/3 of this work (estimated at £70,000), with the remainder covered by the Local Authorities and developers.
15. At the same time, it will be important to ensure momentum is maintained so that schemes are ready for implementation from 2020. In addition, the prioritised Tranche 2 programme will need to fit with the Tranche 1 schemes, and to be planned and delivered in a sequence that allows decisions to be made in a timely manner and on the basis of all relevant information. It is therefore proposed to undertake an initial assessment of the long list in autumn 2016, which will enable preparatory work to develop schemes through their 'options assessment' stage. For reference, this is the stage that Tranche 1 schemes have been through recently, with initial options being developed before public consultation.
16. It is then proposed to undertake a 'stock take' in autumn 2017 to review progress and current funding commitments, and to assess the schemes' fit with City Deal and Local Plan objectives and timescales. This would then inform recommendations on the prioritised Tranche 2 investment programme, for Executive Board approval in winter 2017, and help to ensure that the prioritised schemes can be progressed for consultation and implementation from 2020.

## **Options**

17. The proposed approach and timeline for Tranche 2 programme prioritisation is shown in Table 1.

**Table 1: Proposed approach and timeline for tranche 2 programme prioritisation**

Autumn 2015 – Summer 2016	Undertake Local Plans-related work (CNFE/A10(N)) to assess the likely implications of growth and identify the transport requirements to support and mitigate impacts.
Summer 2016	Review study outputs/recommendations for infrastructure, and review and update the long list of candidate schemes for the Tranche 2 investment programme.
Autumn 2016	Initial sift and assessment of the long list of schemes, and ranking using EAST and a re-run of the economic impacts model that was used for Tranche 1 prioritisation.
Winter 2016	Results of assessment and recommendation of initial priorities for preparatory work to develop to 'Options Assessment' stage.
Autumn 2017	Re-run assessment of schemes in relation to fit with City Deal objectives, adopted Local Plans and deliverability consideration, in light of the information available following options assessment work.
Winter 2017	Results of assessment and recommendation of priorities for progressing to public consultation on options, and further development to preferred option status.

18. Alternative options for the Executive Board, and a brief summary of their implications are:
- (a) Earlier prioritisation of tranche 2 schemes may lead to aborted work should that prioritisation not reflect the Local Plans, given that they will not have been adopted by this time. This could lead to wasted resource and public perception to be skewed. -
  - (b) At the other end of the scale we could wait until the Local Plans have been adopted before prioritising schemes for options assessment – This would mean that the initial decision is taken with the benefit of complete knowledge of the Local Plans, ensuring that the work is not in anyway misdirected. However, it would mean that programme and scheme development work does not begin in earnest until 2018, which would mean that most of the candidate schemes may not be in a position in April 2020 for the Executive Board to approve implementation.

## **Implications**

19. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

### ***Financial and other resources***

20. The recommendations would see around £70,000 spent on the CNFE/A10(N) transport study work, alongside funding from the Local Authorities and developers. This would come from the Tranche 1 programme's 'Tranche 2 programme development' budget.

## **Consultation responses and Communication**

21. The proposed approach has been developed in collaboration by officers from all three partner Local Authorities.

## **Background Papers**

None.

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