

GREATER CAMBRIDGE GREATER PETERBOROUGH LOCAL TRANSPORT BODY

INTRODUCTORY COMMENTARY: GROWTH CONTEXT

Background

The Greater Cambridgeshire Greater Peterborough (GCGP) area has a current population of 1.3 million people, which is estimated to grow to 1.5 million by 2031. It hosts a number of globally-significant business clusters, world class research centres linked to universities and a number of thriving market towns. The area boasts 700,000 jobs, 60,000 enterprises and generates £30 billion gross value added (GVA) per annum. It is one of the UK's fastest growing and most dynamic areas.

Greater Cambridgeshire and Greater Peterborough have strong links, both in terms of labour market and complementary economic strengths. This relationship is reflected in the close working and joint initiatives that take place within the Local Transport Body (LTB) area.

Greater Cambridge is often referred to as an “engine of growth”. Since the 1970s the area has transformed into a world-leading hi-technology cluster; an evolution widely known as the ‘Cambridge Phenomenon’. Greater Cambridge now acts as the scientific research and development capital of the UK with five times more R&D jobs than the UK average and a cluster of around 1,500 hi-tech businesses employing nearly 43,000 people. The broader geography includes a number of sizeable settlements, each with a distinctive economy in its own right. Functionally, these settlements have strong relationships with Cambridge in terms of labour markets, housing markets and business networks. Hence, this area is recognised as a functional, highly connected economic sub-region. However, transport constraints represent a key challenge to supporting further growth.

Cambridgeshire was the fastest growing county in the country between 2001 -11 with the population increasing from 552,700 to 621,200; a 12.8% increase. Further growth is planned for this area to 2031/2036 where some 70,000 new houses are proposed to be delivered. Investment in transport infrastructure is critically important to help sustain this growth and economic prosperity. This has been recognised by the partners in developing a Long Term Transport Strategy for Cambridgeshire County Council to ensure that growth is planned for the long term in an integrated way with supporting infrastructure. This Strategy is being developed incorporating Peterborough's Long Term Transport Strategy, which has already been adopted and sets the policy framework for transport infrastructure investment in the long term. (See Figure 1 and Figure 2). Transport is recognised as a key enabler of growth and supporting housing delivery, both ensuring

businesses have good access to labour markets (and people to jobs), and that the network is efficient and reliable.

Greater Peterborough comprises the City of Peterborough urban area and 25 surrounding villages. Around 89% of people live within the urban area, and 11% live across the rural areas. The city has excellent communication links. It is located adjacent to the A1 Motorway and its rail station, with ongoing investment of circa £49m in station and platform improvements, is a critical node on the east coast main rail line, with a journey time of just 43 minutes to London's King's Cross. Peterborough has a long history of growth with recent population growth almost double the national average. The city has a diverse economy with a range of service industries including insurance, finance, publishing, travel, retailing and logistics, and a number of major public sector employers. High value manufacturing still has a significant place in the economy and a particularly important characteristic of Peterborough is the concentration of companies engaged in environment-related activities and technologies. One of the challenges is promoting growth in higher value-added sectors, including new technologies and in attracting people with higher levels of skills to live and work in Peterborough. Peterborough's adopted growth agenda will provide an additional 25,000 houses and 20,000 new jobs by 2026. Transport infrastructure investment will be central to delivering sustainable economic growth, and Peterborough's Long Term Transport Strategy sets out how transport is necessary to deliver growth and prosperity.

A range of strategic infrastructure investments are currently being developed to support planned growth; across the Greater Cambridge Greater Peterborough area. These include major capacity enhancements for the key A14 trunk road between Ellington & Milton, a new Cambridge Science Park Station, enhancements to frequency and capacity for rail travel, carriageway widening between Junction 17 on the A1 Motorway and Junction 2 on the A1139, and other junction improvements in Peterborough.

Major scheme investment could help to unlock significant further investment of up to £40m for the Greater Cambridge Greater Peterborough area, helping to deliver priority projects in support of local objectives and supporting growth to 2021. Investment is critically important in enhancing the economic prosperity of this area which is an essential net contributor of GDP to UK Plc.

FIGURE 1 SUMMARY OF INFRASTRUCTURE IMPROVEMENTS TO 2021

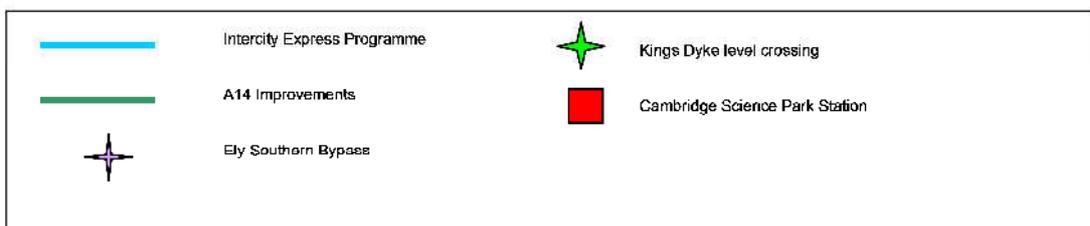
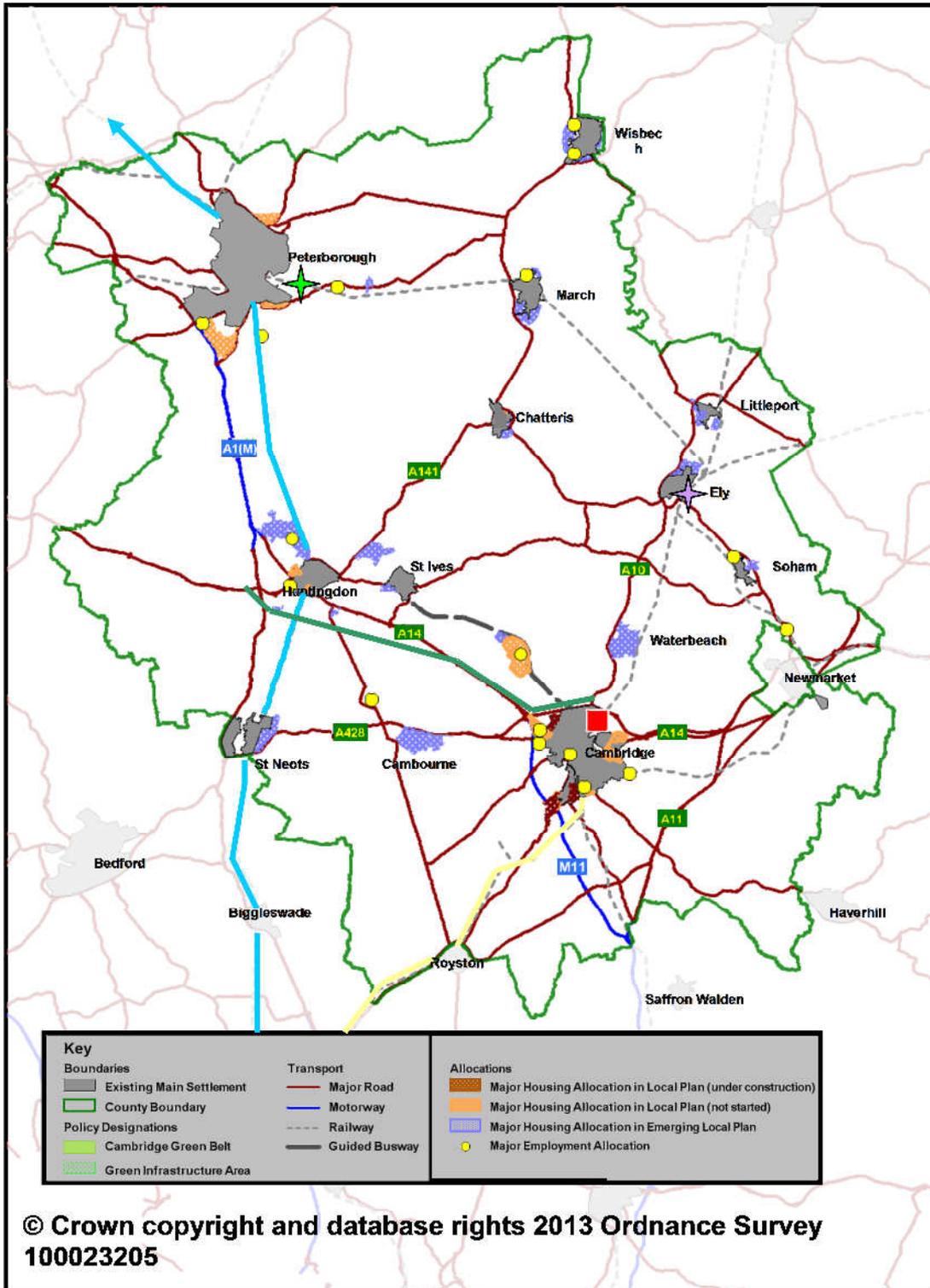
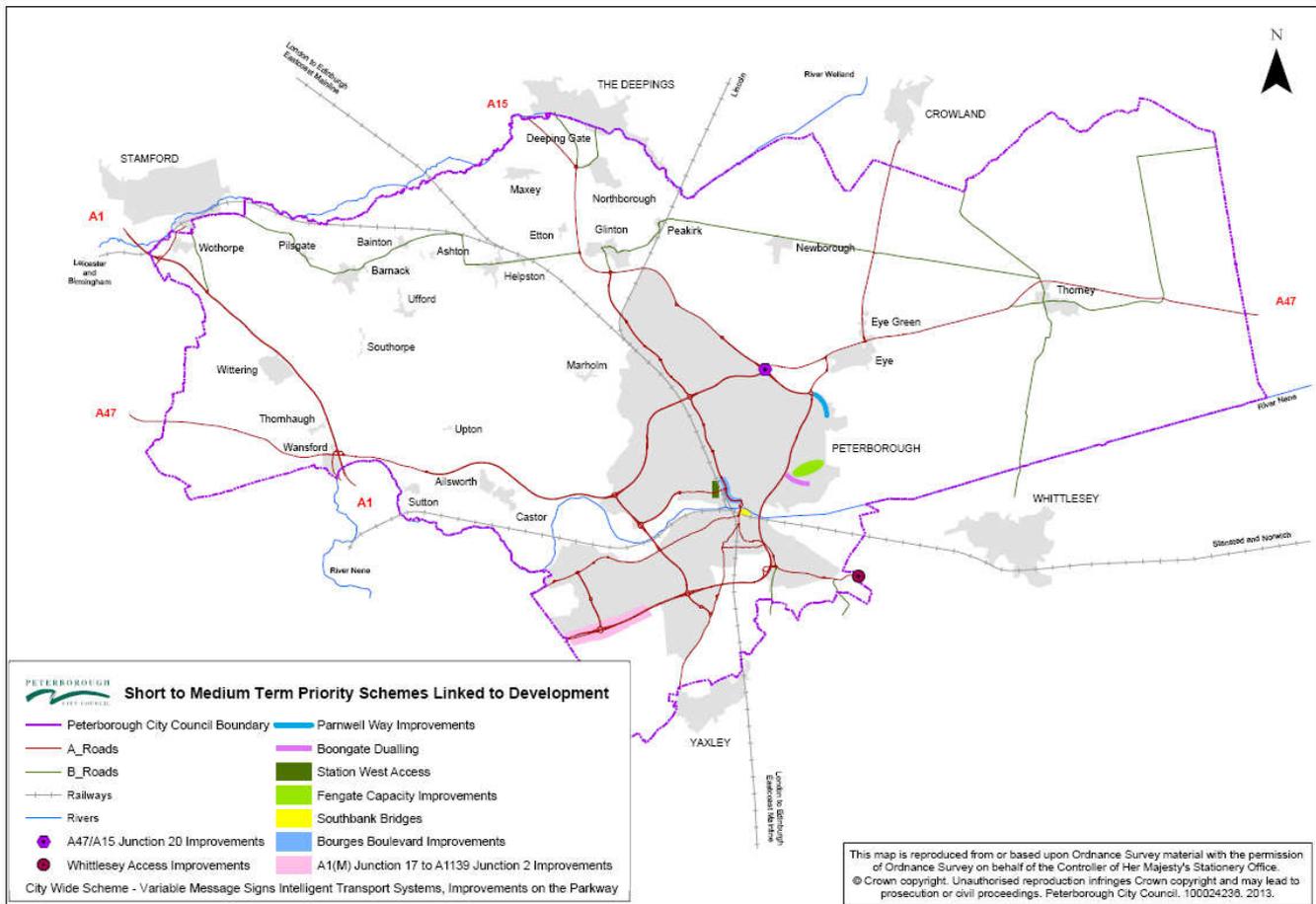


FIGURE 2 SHORT TO MEDIUM-TERM IMPROVEMENTS IN PETERBOROUGH AREA



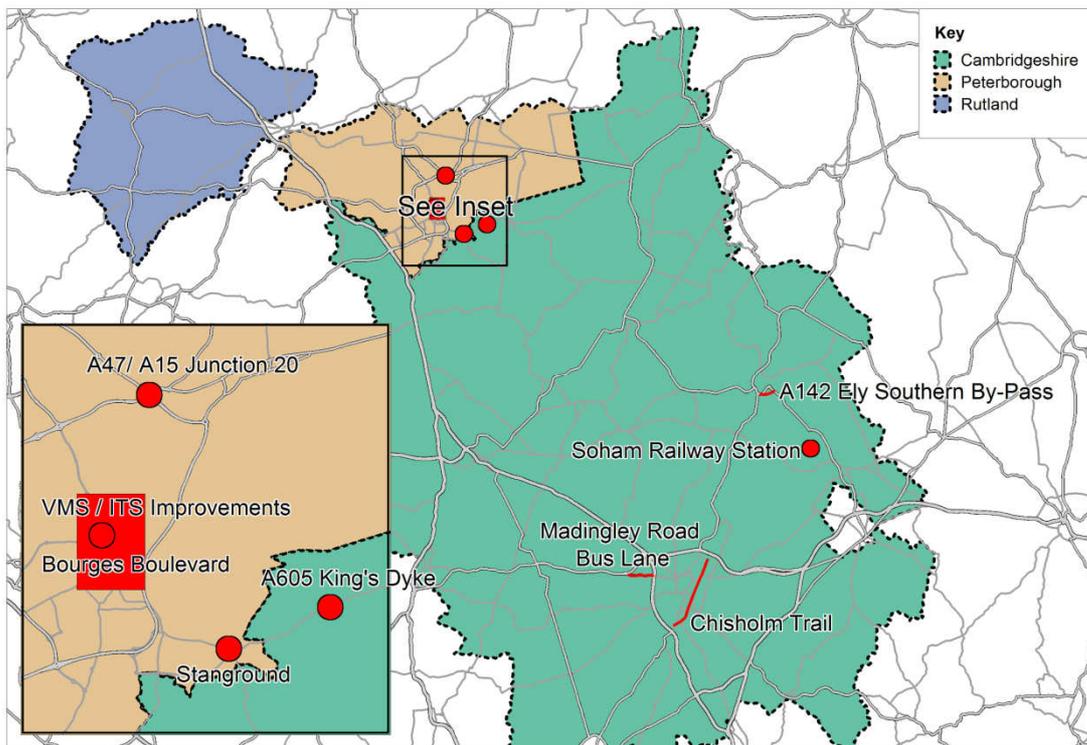
Development of the Major Schemes Programme

This background provides an important context and is reflected in the strategy documents including the Local Transport Plans for Cambridgeshire, Peterborough and Rutland as well as the Local Enterprise Partnership's (LEP) Growth Prospectus. The GCGP LTB draft assurance framework sets out draft objectives which have been integrated and rationalised from the LTPs and Long Term Transport strategies. These are:

- Better accessibility, enabling people to thrive, achieve their potential and improve their quality of life.
- Managing and delivering the growth and development of sustainable communities.
- Maintaining high levels of employment and a thriving economy and protecting the rural economy.
- A brighter future for all, meeting the challenges of climate change and enhancing the natural environment and reducing the environmental impacts of transport.

The main emphasis in developing a major schemes programme is therefore sustainable economic development and growth. The schemes short-listed for consideration and assessment have all come forward through the LTPs and Long Term Transport strategies and are therefore already recognised as key interventions in promoting sustainable economic development and growth. Together, the list of proposed schemes provides a coherent programme of investment across the Local Transport Body area. The location of the nine short-listed schemes is shown in Figure 3.

FIGURE 3 GREATER CAMBRIDGE GREATER PETERBOROUGH SHORT-LISTED SCHEMES



Deliverability

A key part of the assessment of the short-listed schemes has been consideration of programme risk. The risk to the programme, in its entirety, has been assessed in light of the risks of individual schemes in terms of capital cost increases, value for money risk (stage of scheme development), non-LTB funding risk and deliverability risk (planning, complexity, and third party dependencies). The schemes identified in the proposed programme are therefore considered to be deliverable within the 2015 to 2019 funding period.

Concluding Remarks

A recommended prioritised programme has now been developed that reflects the scheme assessment and takes account of the views of policy priorities. In particular, this reflects the importance of the economic priorities of supporting growth and economic prosperity across the Cambridgeshire and Peterborough area

On the basis of the assessment of performance against policy objectives and in the interests of developing a balanced and deliverable programme, the LTB Steering Group are recommending the nine schemes in Table 1 below for inclusion in the Major Scheme Programme for delivery between 2015-2019.

TABLE 1 GREATER CAMBRIDGE GREATER PETERBOROUGH SHORT-LISTED SCHEMES

Scheme	Description	Benefits
A142 Ely Southern Bypass	New 1.7 mile single carriageway bypass including viaduct over the river and flood plains, and a two span bridge over the Cambridge and Newmarket railway lines.	Economy: Significant time savings for road users. Housing: provides additional capacity for growth. Quality of Life: Reduced severance and accidents, and improved car access to Ely.
A47/A15 Junction 20	Full signalisation of the roundabout, increase in the number of approach and circulatory lanes and construction of a shared-use pedestrian/cycle bridge over the A47.	Economy: Benefits to existing road users. Housing: Identified housing sites require road improvements to be viable. Carbon: Reduction in local congestion.
A605 Kings Dyke	A bridge or underpass across the railway, removing the potential conflict between trains and vehicular traffic, as well as cyclists and pedestrians. A link to the industrial area north of the railway will also be provided.	Economy: Significant time savings for road users. Housing: Relieves current capacity constraint on growth. Carbon: Reduced congestion at level-crossing.
Bourges Boulevard	Series of local network improvements, including signalisation of two junctions, pedestrian crossing to link development sites and public realm improvements.	Housing: Enhanced linkages between major development and town centre. Regeneration: Enhanced Gateway to Peterborough, and will support new development Quality of Life: Improved accessibility,

		reduced severance and enhanced urban realm
Chisholm Trail	Foot and cycle route alongside the railway line linking south and north Cambridge, crossing the river Cam with a new cycle/footbridge.	Economy: Benefits to cycle users and from decongestion. Quality of Life: Enhanced accessibility, reduced accidents, positive health impacts. Carbon: Modal shift from car to cycle will reduce km and congestion.
Madingley Rise Bus Lane	A 2.4 km bus lane on the A1303 Madingley Road and St Neots Road, between the A428 junction and the existing 350m long bus lane on the approach to the M11 junction.	Economy: Benefits to bus users, and some decongestion. Quality of Life: Enhanced access for public transport users. Carbon: Mode shift to bus will reduce congestion. No impact on highway capacity/delay.
Soham Station	Reinstate the railway station at Soham, providing a direct rail link to Ely.	Economy: Benefits to Soham from new station and some decongestion. Housing: Significant additional housing planned – new station adds sustainable capacity. Quality of Life: Improved access between Soham and Ely.
Stanground	Installation of a roundabout at the Junction of the A605/B1095, removing the conflict occurring between vehicles heading west on the A605 and those trying to turn right from the A605 onto the B1095.	Economy: Benefits to existing road users. Housing: Relieves current capacity constraint on growth. Carbon: Reduction in local congestion.
VMS/ ITS improvements Peterborough	Introduction of VMS on Peterborough's strategic road network, linked back in real time to its control system.	Economy: Benefits to existing road users. Housing: Provides additional capacity for growth through better use of the road network. Carbon: Reduces vehicle km and congestion.

On 16th July 2013 Local Transport Bodies received a letter from the Department for Transport outlining the funding that will be provided for the delivery of schemes between 2015-2019. The Greater Cambridge Greater Peterborough Local Transport Body will receive **£14.1m** over the allotted period.

On 17th July 2013 the LTB agreed the following contributions to the top six schemes as follows:

These six schemes were chosen for LTB contribution after consideration of various elements including political, risk, economic and deliverability factors, amongst others.

For Peterborough City Council, Junction 20, Bourges Boulevard and VMS/ITS are all in the medium term financial plan and the Authority is committed to delivering the schemes. They are sufficiently advanced to ensure deliverability by 2019.

For Cambridgeshire County Council, the A142 Ely Southern Bypass scheme is at an advanced stage in terms of detailed assessment and appraisal, and a planning application is expected imminently. The A605 Kings Dyke scheme is at an advanced stage in terms of developing the business case and designs are being developed. Both have also been endorsed as priorities by Cabinet who have committed borrowing /funding, and negotiations are also at an advanced stage with Network Rail regarding their contributions. Finally, the Soham Station scheme is to be progressed to GRIP 3 stage in the Network Rail planning process and the case for development is looking positive. It is considered that this scheme will support regeneration and housing growth locally and it has significant partner support.

With respect to the remaining unfunded schemes (Stanground, Chisholm Trail and Madingley Rise Bus Lane), no LTB contributions have been allocated at this stage. However, they remain short-listed priority schemes. All three require further development and have the potential for delivery during the programme timescales should further

funding become available through the Single Local Growth Fund, City Deal or other relevant funding opportunities..

TABLE 1 PRIORITISED SCHEMES

Local Transport Body		Greater Cambridge Greater Peterborough										
Scheme Promoter	Scheme Name	Description	Estimated BCR	Est Start Date	Est Completion Date	Expected Total cost	Indicative LTB contribution TOTAL	Indicative LTB contribution 2015/16	Indicative LTB contribution 2016/17	Indicative LTB contribution 2017/18	Indicative LTB contribution 2018/19	add any additional columns as desired/necessary
		<i>what the scheme is and what it does (ideal max 50 words)</i>	<i>if known</i>	<i>mm/yy</i>	<i>mm/yy</i>	<i>£m</i>	<i>£m</i>	<i>£m</i>	<i>£m</i>	<i>£m</i>	<i>£m</i>	
Cambridgeshire County Council	A142 Ely Southern Bypass	New 1.7 mile single carriageway bypass including viaduct over the river and flood plains and a two span bridge over the Cambridge and Newmarket railway lines		Apr-15	Apr-17	30.7	6.0	2.96	3.04	0.0	0.0	
Cambridgeshire County Council	A605 Kings Dyke	A bridge or underpass across the railway, removing the potential conflict between trains and vehicular traffic, as well as cyclists and pedestrians. A link to the industrial area north of the railway will also be provided.		Apr-16	Apr-17	13.5	3.0	0.0	3.00	0.0	0.0	
Peterborough City Council	Bourges Boulevard	Series of local network improvements, including signalisation of two junctions, pedestrian crossing to link development sites and public realm improvements		Apr-15	Apr-17	7.5	2.1	1.04	1.06	0.0	0.0	
Peterborough City Council	A47/ A15 Junction 20	Full signalisation of the roundabout, increase in the number of approach and circulatory lanes and construction of a shared-use pedestrian/cycle bridge over the A47		Apr-17	Apr-19	7.0	2.0	0.0	0.0	0.99	1.01	
Cambridgeshire County Council	Soham Railway Station	Reinstate the railway station at Soham, providing a direct rail link to Ely.		Apr-16	Apr-18	6.15	1.0	0.0	0.49	0.51	0.0	
Peterborough City Council	VMS/ ITS improvements	Introduction of VMS on Peterborough's strategic road network, linked back in real time to its control system		Apr-15	Apr-17	5.0	0.0	0.0	0.0	0.0	0.0	
Peterborough City Council	Stanground	Installation of a roundabout at the Junction of the A605/B1095, removing the conflict occurring between vehicles heading west on the A605 and those trying to turn right from the A605 onto the B1095.		Apr-15	Apr-16	4.5 up to 3.8		3.8	0.0	0.0	0.0	No funding allocated - further development work underway & opportunities for funding to be explored in 13/14 to support delivery during 15-19
Cambridgeshire County Council	Chisholm Trail	Foot and cycle route alongside the railway line linking south and north Cambridge, crossing the river Cam with a new cycle/footbridge		Apr-15	Apr-17	3.5 up to 3.3		1.6	1.7	0.0	0.0	No funding allocated - further development work underway & opportunities for funding to be explored in 13/14 to support delivery during 15-19
Cambridgeshire County Council	Madingley Rise Bus Lane	A 2.4 km bus lane on the A1303 Madingley Road and St Neots Road, between the A428 junction and the existing 350m long bus lane on the approach to the M11 junction.		Apr-15	Apr-16	3.0 up to 2.2		2.2	0.0	0.0	0.0	No funding allocated - further development work underway & opportunities for funding to be explored in 13/14 to support delivery during 15-19
Please provide weblink to location of published list	http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=702											
Please indicate whether or not schemes are ranked in priority order												
Not ranked in priority order												