

NATIONAL PRODUCTIVITY INVESTMENT FUND (NPIF) APPLICATION PROPOSALS

To: **Economy and Environment Committee**

Meeting Date: **1 June 2017**

From: **Bob Menzies, Service Director Strategy and Development**

Electoral division(s): **All**

Forward Plan ref: **Key decision: Yes**

Purpose: **To consider the proposed prioritisation of schemes for the bidding for National Productivity Investment Fund for the Local Road Network;**

To consider the views of the Economy and Environment Committee on the proposed prioritisation;

To seek Members' support for the proposed prioritisation and recommendation to the Cambridgeshire and Peterborough Combined Authority.

Recommendation: **It is recommended that the Committee:**

a) support the prioritisation of proposed schemes for NPIF bids

b) support the recommendation of the top two proposals to the Cambridgeshire and Peterborough Combined Authority for the ranking of Cambridgeshire and Peterborough bids

<i>Officer contact:</i>	
Name:	Jeremy Smith
Post:	Head of Transport Infrastructure Policy and Funding
Email:	Jeremy.Smith@cambridgeshire.gov.uk
Tel:	01223 715483

1. BACKGROUND

- 1.1 As part of the Autumn Statement 2016 the Government announced the creation of a National Productivity Investment Fund (NPIF) worth in total £23bn for investment in areas that are key to boosting productivity, transport, digital communications, R&D and housing. In January 2017 the Department for Transport (DfT) allocated £185m from the NPIF to local highway authorities (LHA) to upgrade local roads in 2017/18, of which Cambridgeshire was allocated £2.89m and Peterborough £0.77m. Cambridgeshire's allocation¹ will be spent on schemes listed on the County Council's website.
- 1.2 In April the DfT announced the application process for further funding. £490m from this Fund is available for 2018/19 and 2019/20 through competitive bidding. It should be noted that the Highways Maintenance Challenge Fund is in addition to this and is subject to a separate application process.

2. NPIF LOCAL ROAD NETWORK AND APPLICATION PROCESS

- 2.1 The aims of the Fund are to ease congestion and provide upgrades on local routes and to unlock job creation opportunities and to enable new housing developments.
- 2.2 The following funding has been set aside and is 100% capital grant to be used towards construction costs. Due to the limited funding available, proposals are expected to be small projects requesting DfT funding of between £2m and £5m. Larger projects requesting funding over £5m will only be considered by exception.

2018/19	2019/20	Total
£250m	£240m	£490m

- 2.3 Essential Assessment Criteria include:
- Clear link to congestion reduced, jobs created, housing development
 - Congestion benefits in terms of traffic conditions, journey times and reliability and Value for Money
 - A local contribution in the order of 30% of scheme costs
 - Ability to commence work on-site during 2018/19
 - Statutory powers in place or sufficiently advanced
- 2.4 Local Highway Authorities (LHAs) have been invited to submit up to 2 bids each. In areas where there are Combined Authorities (CAs), the CA should coordinate bids by its constituent LHAs and rank the bids in order of the CAs' preference recognising the objective of the NPIF. Therefore, Cambridgeshire and Peterborough Combined Authority (CPCA) should rank the proposals from Cambridgeshire County Council and Peterborough City Council.
- 2.5 The deadline for applications is 30 June 2017. Bids need to include the CPCA multiple bid ranking note, CPCA support letter, and Greater Cambridge Greater Peterborough Enterprise Partnership support letter. Individual application forms need the LHA's S151 Officer declaration.

¹ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-delivery-plan-and-highway-policies/>

3. SCHEMES PRIORITISATION AND RECOMMENDATION

- 3.1 Based on the Fund's assessment criteria, schemes are drawn from the Cambridgeshire Transport Investment Plan, proposals considered for Growth Deal Round 3 and known proposals from current studies. Potential schemes have been screened for NPIF eligibility.
- 3.2 Prioritisation Methodology – Eligible schemes have been assessed and prioritised, using the NPIF assessment criteria, which is consistent with the HM Treasury Business Case process. The assessment criteria and scoring definitions are shown in Appendix 1.
- Strategic Case – meet the Fund objective of reducing congestion
 - Strategic Case – unlock jobs creation & housing developments
 - Economic Case – Scale of impact of the project
 - Economic Case – Value for money
 - Management Case (deliverability) – Early delivery, on-site 2018/19
 - Management Case – Evidence of stakeholder support
 - Financial Case – level of local contribution from public or private sector
- 3.3 The proposed schemes for NPIF application in order of priority are as follows. Each of these will have a local contribution element so the actual cost will be within the NPIF guidelines.

	Scheme name / description	Scheme cost	
1=	March junctions improvement	£5.3m	Growth Deal Round 3 proposal but does not include Northern Link Road
1=	Wisbech southern access road and New Bridge Lane / Cromwell Rd junction	£2.2m	Scheme from Wisbech Access Strategy
1=	Wisbech Broadend Road / A47 junction	£3.5m	Scheme from Wisbech Access Strategy
4	Wisbech Freedom Bridge and bus station improvement	£5.9m	Scheme from Wisbech Access Strategy
5	A142/A10 Witchford – Ely capacity improvements	TBC	Holistic solution in response to Ely North development and Ely Bypass
6=	A141 Huntingdon junction improvements	£7m	Growth Deal Round 3 proposal
6=	A1123 bus priority west of St Ives and St Ives town centre	£4m	Growth Deal Round 3 proposal

3.4 Scheme descriptions

March Junction Improvement

This scheme includes improvements to the following junctions to address existing congestion and cater for future growth:

- A141 with Hostmoor Avenue junction

- A141 with B1099 Wisbech Road and Whittlesey Road (Peashill Roundabout)
- B1101 Station Road / Broad Street with B1099 Dartford Road
- B1101 High Street with B1099 St Peters Road

Wisbech Southern Access Road and improvements to junction of New Bridge Lane and Cromwell Road Junction

This scheme would provide a link from Boleness Road to New Bridge Lane and then Cromwell Road, with a number of new junctions providing access to the Wisbech South development area, where major employment growth is planned. The scheme also has the benefit of providing an additional east-west link within the town.

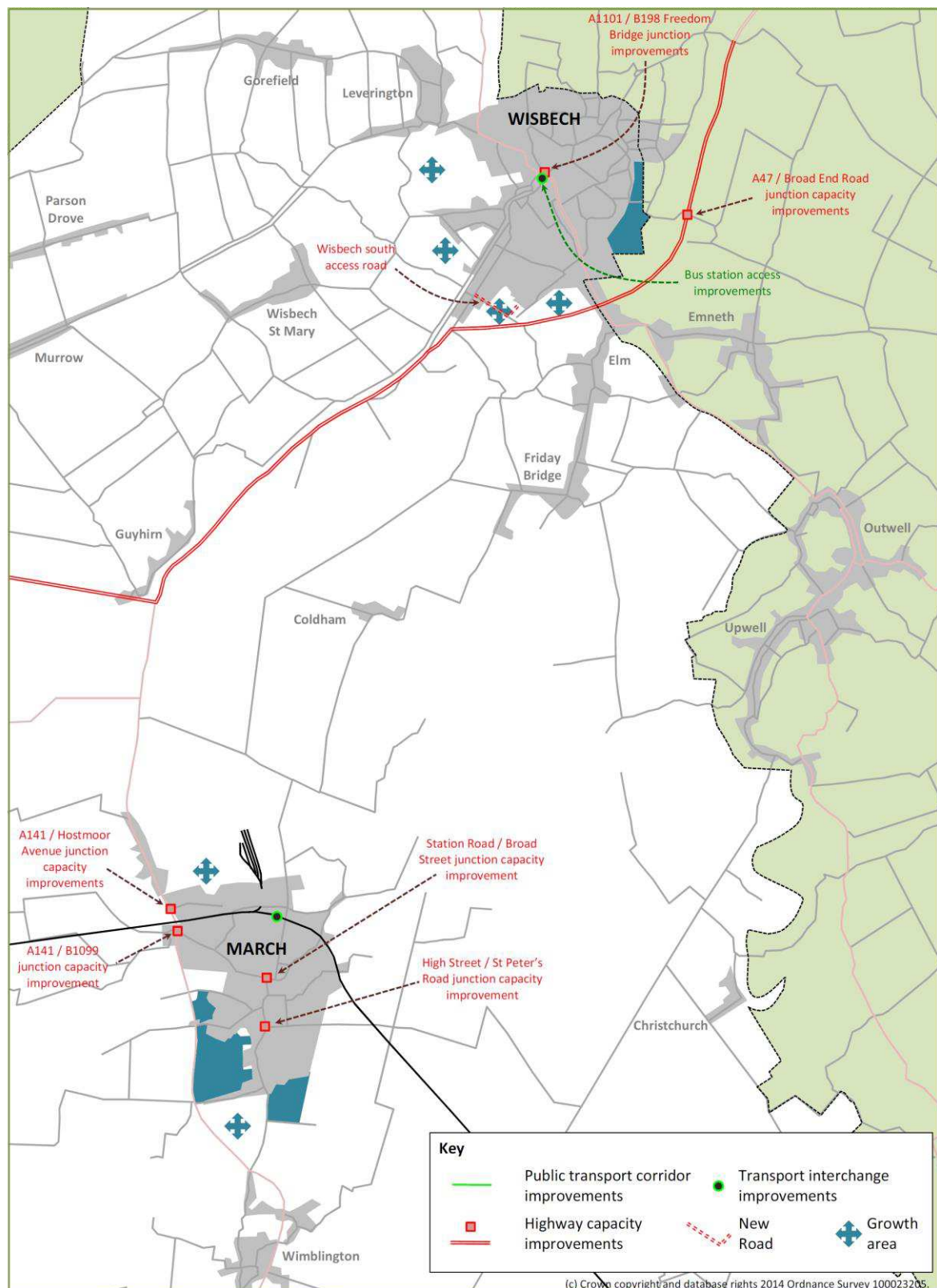
Wisbech Broad End Road A47 Junction

This scheme will provide a new roundabout to replace the current priority junction of Broadend Road and the A47. It will support the development of the East Wisbech area, which will see around 900 homes delivered within Fenland and 550 within Kings Lynn and West Norfolk, and has been developed jointly with Norfolk County Council.

Wisbech Freedom Bridge and Bus Station Improvements

This scheme has been designed to reduce congestion on Freedom Bridge Roundabout and improve Wisbech bus station. This will cater for existing congestion and congestion related to growth within Wisbech.

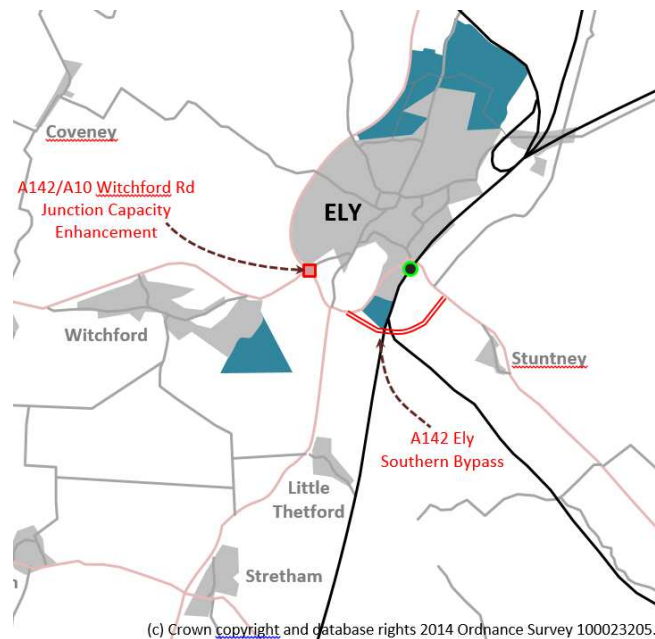
Figure 1: Schemes within March and Wisbech



A142/A10 Witchford Road Ely capacity enhancement

This scheme would deliver a capacity enhancement at this roundabout which would cater for both existing congestion and employment and housing growth at Ely North, and at the Lancaster Way Business Park.

Figure 2: A142/A10 Capacity Enhancement



A141 Huntingdon Junction Improvements

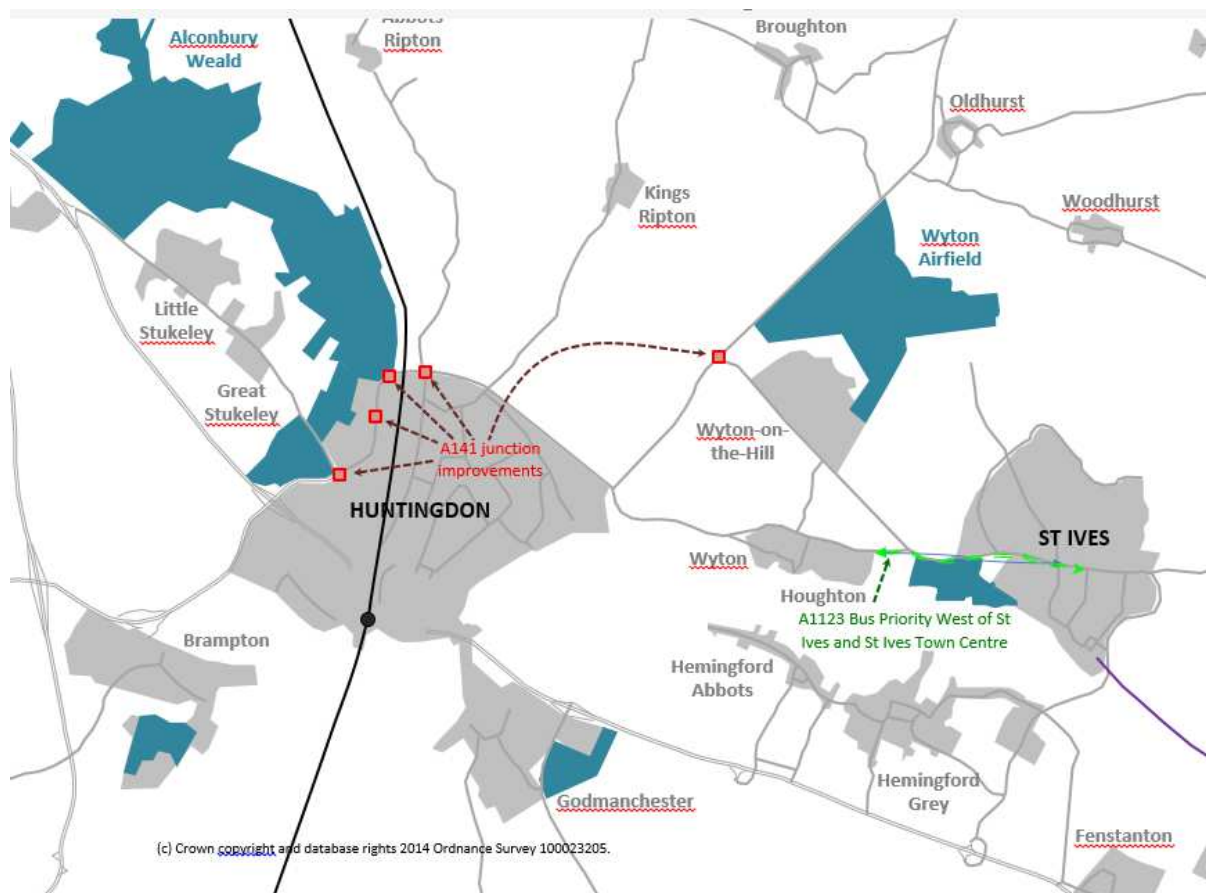
This scheme includes improvements to a number of junctions on the A141 in the Huntingdon area to address existing congestion and provide interim capacity improvements to provide for future growth. The junctions are:

- A141 / Ermine Street
- A141 / Washingley Road
- A141 / St Peter's Road
- A141 / A1123 Huntingdon Road / B1514 Main Street
- A141 / B1090 Sawtry Way

A1123 Bus Priority West of St Ives and St Ives town Centre

This scheme would provide bus priority along the A1123 and within St Ives town centre. This would improve journey times and reliability of Busway and other bus services between St Ives and Huntingdon.

Figure 3: Schemes within Huntingdonshire



4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

The aim of the Fund is to increase and rebalance productivity by relieving congestion, unlock economic and job opportunities and enable the delivery of new housing development. All proposed projects meet this Fund aim and thus align with this corporate priority.

4.2 Helping people live healthy and independent lives

The proposed schemes are based on the Local Transport Plan which aims to improve accessibility for all users and is aligned to the Cambridgeshire Health and Wellbeing Strategy.

4.3 Supporting and protecting vulnerable people

The proposed schemes are based on the Local Transport Plan which aims to improve accessibility for all users. Though not specifically for road safety, proposed schemes will limit or remove conflicts between motorised traffic and other road users.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

Local funding contributions are required for proposed projects. The County Council's Section 151 Officer is responsible for estimating and controlling all project costs and will declare as such for each application. In prioritising eligible proposals for bidding, resource implications are covered in the Economic Case and Financial Case described in section 3 above.

5.2 Statutory, Risk and Legal Implications

There are no significant implications within this category. Risk and legal implications will be on the delivery of individual projects rather than on bidding for funding.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 Engagement and Consultation Implications

There are no significant implications within this category. Consultation will be undertaken by individual scheme as appropriate.

5.5 Localism and Local Member Involvement

There are no significant implications within this category. Proposed schemes are from Local Transport Plan and Strategies and thus have had local Members involvement.

5.6 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	N/A Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	N/A Name of Legal Officer: Julie Thornton
Are there any Equality and Diversity implications?	N/A Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	N/A Name of Officer:

Are there any Localism and Local Member involvement issues?	N/A Name of Officer: Paul Tadd
Have any Public Health implications been cleared by Public Health	N/A Name of Officer: Tess Campbell

Source Documents	Location