

SEP LGF

P'b'rough	Project	Total Scheme Cost (£000s)	Funding Gap	LTB Contribution	Total Funding (£000s)	Funding sought (£000s)					
						2015/16	2016/17	Medium term			
								2017/18	2018/19	2019/20	2020/21
SEP 1	A47 junction 20, Peterborough	7,000	2,000	2,000	3,000	2,500	500				
	Bourges Boulevard, Peterborough Phase 2	10,500			10,500	3,000	3,000	4500			
	<b>Sub Total</b>	<b>17,500</b>	<b>2,000</b>	<b>2,000</b>	<b>13,500</b>	<b>5,500</b>	<b>3,500</b>	<b>4,500</b>			
SEP 2	Riverside Opportunity Area. Peterborough	5,000	2,500		2,500		2,500				
	A47 junction 18, Peterborough	3,000	1,000		2,000		2,000				
	Eastern Industries - Fengate Enhancement	12,000	500		11,500		1,500		5,000	5,000	
	Eastern Industries - Parnwell Way Enhancement	7,500			7,500		1,500				6,000
	Peterborough Sustainable Future	16,700	250		16,450	1,200	2,850	3,100	3,100	3,100	3,100
	A605 Whittlesey Access Phase 2 – Stanground Access	4,500	500		4,000		4,000				
<b>Sub Total</b>	<b>48,700</b>	<b>4,750</b>	<b>0</b>	<b>43,950</b>	<b>1,200</b>	<b>14,350</b>	<b>3,100</b>	<b>8,100</b>	<b>8,100</b>	<b>9,100</b>	
		<b>66,200</b>	<b>6,750</b>	<b>2,000</b>	<b>57,450</b>	<b>6,700</b>	<b>17,850</b>	<b>7,600</b>	<b>8,100</b>	<b>8,100</b>	<b>9,100</b>

Cambs	Project	Total Scheme Cost (£000s)	In Kind	LTB Contribution	Total Funding (£000s)	Funding sought (£000s)					
						2015/16	2016/17	Medium term			
								2017/18	2018/19	2019/20	2020/21
SEP 1	A605 Whittlesey Access Phase 1 – Kings Dyke	13,300	5,300	3,000	5,000	2,500	2,500				
	A428 to M11 segregated bus links	9,000			9,000	1,000	3,500	4,500			
	Wisbech Access Strategy	11,500			11,500	500	500		500	2,000	8,000
	<b>Sub Total</b>	<b>33,800</b>	<b>5,300</b>	<b>3,000</b>	<b>25,500</b>	<b>4,000</b>	<b>6,500</b>	<b>4,500</b>	<b>500</b>	<b>2,000</b>	<b>8,000</b>
SEP 2	Ely Southern Bypass	35,000	15,000	6,000	14,000	4,000	10,000				
	Science Park Strategic Link	4,500	1,975		2,525		2,525				
	Huntingdonshire Capacity for Growth	39,000	26,000		13,000	500	8,000	4,500			
	Cambridgeshire Sustainable Future	21,721	7,277		14,444	1,944	2,500	2,500	2,500	2,500	2,500
	A605 Whittlesey Access Phase 3 – Whittlesea Station	1,600	635		965	965					
	Soham Station	6,450	1,250	1,000	4,200				4,200		
	Fenland Stations	1,315	525		790			790			
	Fenland Market Town Transport Strategies	2,665	1,255		1,410			710	700		
	March junctions package	5,900	1,000		4,900			2,700	2,200		
<b>Sub Total</b>	<b>118,151</b>	<b>54,917</b>	<b>7,000</b>	<b>56,234</b>	<b>7,409</b>	<b>23,025</b>	<b>11,200</b>	<b>9,600</b>	<b>2,500</b>	<b>2,500</b>	

Tables 1, 2 and 3 summarise:

- Table 1: Peterborough projects
- Table 2: Cambridgeshire projects
- Table 3: Support for improvements to National Networks

Table 1: Peterborough Projects	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
Riverside Opportunity Area (ROA)	5,000	2,500	2,500		2,500						1,340	500	Town Bridge road capacity improvement and site access to ROA.
A47 junction 18, Peterborough	3,000	1,000	2,000		2,000						500	150	Improve the capacity of the Jn 18, the Northern Gateway off the A47 trunk road into Peterborough, and to provide sustainable crossing facilities.
Eastern Industries	Fengate Enhancement	500	11,500		1,500		5,000	5,000			2,500	350	Enable access into the Eastern Industries through a combination of exiting highway improvements and new road accesses.
	Parnwell Way Enhancement		7,500		1,500				6,000				
Peterborough Sustainable Future (see table below for breakdown)	16,700	250	16,450	1,200	2,850	3,100	3,100	3,100	3,100		5,000	2,500	Encourage and enable sustainable travel in unison with smart technology to sweat the assets, without which the Core Strategy growth cannot be accommodated on the existing transport network.
A605 Whittlesey Access Phase 2 – Stanground Access (see table below for detail of Whittlesey access programme)	4,500	500	4,000		4,000						425	1,000	Addresses an existing bottleneck on the road and rail networks and allows for large increases in rail movements.
	48,700	4,750	43,950	1,200	14,350	3,100	8,100	8,100	9,100		9,765	4,500	

Table 2: Cambridgeshire Projects	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
Ely Southern Bypass	35,000	21,000	14,000	4,000	10,000						1,950	1,800	Addresses and existing bottleneck on the road and rail networks, facilitates redevelopment of the Ely Station area and supports growth in north Ely.
Science Park Strategic Link	4,500	1,975	2,525		2,525						900	300	Provides key pedestrian / cycle links between major growth sites and employment areas, and to the new Cambridge Science Park Station, allowing for far shorter (in time and distance) journeys than the alternative car trips.
Huntingdonshire Capacity for Growth (see table below for breakdown)	38,000	26,000	12,000	500	8,000	3,500					9,000	7,875	The scheme cost noted is for a Feasibility Study and the implementation of the first two phases of the Huntingdonshire Capacity for Growth programme. - HCG Phase 1: A1123 and St Ives town centre bus priority - HCG Phase 2: Junction improvements on the A141 Huntingdon Northern Bypass Several further major transport schemes are likely to be delivered as future phases of the HCG package to address the impacts of growth, including: - Alconbury Station - St Ives / Wyton Airfield to Alconbury / Huntingdon Busway - Alconbury to Huntingdon Busway - A1096 junction improvements package - A141 New Huntingdon Bypass - Wyton Airfield to A14 link road - Comprehensive pedestrian / cycle links.
Cambridgeshire Sustainable Future (see table below for breakdown)	21,721	7,277	14,444	1,944	2,500	2,500	2,500	2,500	2,500		15,000	7,300	Without encouraging sustainable travel in unison with smart technology, planned growth cannot be accommodated on the existing transport network, and new transport infrastructure costs will be far higher. In kind funding noted is for 2015/16. There is likely to be significant further in kind funding for 2016/17 onwards.
A605 Whittlesey Access Phase 3 – Whittlesea Station (see table below for detail of Whittlesey access programme)	1,600	635	965	965							43	100	Addresses an existing bottleneck on the road and rail networks and allows for large increases in rail movements.
Soham Station	6,450	2,250	4,200				4,200				500	500	Supports jobs and housing growth in the town and massively enlarges the viable public transport accessibility of the town to Cambridge, Peterborough, Ipswich and beyond.
Fenland Stations	1,315	525	790			790					200	360	Supports jobs and housing growth in March and increases the viable public transport accessibility of settlements in Fenland to Cambridge, Peterborough and beyond.
Fenland Market Town Transport Strategies	2,665	1,255	1,410			710	700				1,100	720	Supports large scale growth around March, and addresses impacts on the town centre and on the A141.
March junctions package	5,900	1,000	4,900			2,700	2,200				1,250	2,100	Supports large scale growth around March, and addresses impacts on the town centre and on the A141.
	117,151	61,917	55,234	7,409	23,025	10,200	9,600	2,500	2,500		29,943	21,055	

Table 3: National Networks	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
A428 Improvements	250		250	250									Support for major interventions on the Trunk road and Strategic Network being progressed by government and its agencies, including the A428, A47, East West Rail, Felixtowe to Nuneaton rail freight route and electrification, and passenger rail service enhancements.
A47 Improvements	250		250		250								
Rail projects													
	500	0	500	250	250	0	0	0	0	0	0	0	

Tables 4, 5, 6 and 7 provide a breakdown of funding for the following projects:

- Peterborough Sustainable Future
- Cambridgeshire Sustainable Future
- Huntingdonshire Capacity for Growth
- Whittlesey Access

Table 4: Peterborough Sustainable Future	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
LSTF Capital (LSTF Capital 2015/16)	1,200		1,200	1,200									Without encouraging sustainable travel in unison with smart technology, planned growth cannot be accommodated on the existing transport network, and new transport infrastructure costs will be far higher.
LSTF Capital (LSTF Capital 2016/17+)	6,000		6,000		1,200	1,200	1,200	1,200	1,200				
Smart City Network	5,000	250	4,750		750	1,000	1,000	1,000	1,000		5000	2500	
Integrated Transport Block	4,500		4,500		900	900	900	900	900				
	16,700	250	16,450	1,200	2,850	3,100	3,100	3,100	3,100		5,000	2,500	

Table 5: Cambridgeshire Sustainable Future	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
Getting Cambridgeshire to Work (LSTF Capital)	19,221	7,277	11,944	1,944	2,000	2,000	2,000	2,000	2,000		15,000	7,300	Without encouraging sustainable travel in unison with smart technology, planned growth cannot be accommodated on the existing transport network, and new transport infrastructure costs will be far higher.
Smart Networks Cambridgeshire	2,500		2,500		500	500	500	500	500				
	21,721	7,277	14,444	1,944	2,500	2,500	2,500	2,500	2,500		15,000	7,300	

Table 6: Huntingdonshire Capacity for Growth	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
Feasibility Study	27,000		1,000	500	500								The scheme cost noted is for a Feasibility Study and the implementation of the first two phases of the huntingdonshire Capacity for Growth programme.
Phase 1: A1123 and St Ives town centre bus priority	4,000		4,000		4,000								
Phase 2: Junction improvements on the A141 Huntingdon Northern Bypass	7,000		7,000		3,500	3,500					9,000	7,875	
Future phases to be specified in detail by Feasibility Study, but likely to include: - Alconbury Station - Wyton Airfield to Alconbury / Huntingdon Busway - Alconbury to Huntingdon Busway - A1096 junction improvements package - A141 New Huntingdon Bypass - Wyton Airfield to A14 link road - Comprehensive pedestrian / cycle links.		26,000	To be confirmed										
	38,000	26,000	12,000	500	8,000	3,500	0	0	0	0	9,000	7,875	

Table 7: Whittlesey Access	Total Scheme Cost (£000s)	In Kind	Total Funding (£000s)	Funding Sought						Output		Issues / Barriers addressed	
				2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Jobs	Houses		
A605 Whittlesey Access Phase 1 – Kings Dyke	13,300	8,300	5,000	2,500	2,500						43	100	Addresses an existing bottleneck on the road and rail networks and allows for large increases in rail movements. Phase 1 received funding in the SEP1 round.
A605 Whittlesey Access Phase 2 – Stanground Access	4,500	500	4,000		4,000						425	1,000	
A605 Whittlesey Access Phase 3 – Whittlesea Station	1,600	635	965	965							43	100	
	19,400	1,135	9,965	3,465	4,000	0	0	0	0		468	1,100	