

	Project	Lead	HDC role	Benefits	Comments
Transport	A14 inc. Huntingdon Viaduct Removal and new local road network	Highways England	Tier 1 Stakeholder (DCO consent)	New access to Huntingdon, new road network, regeneration opportunities, environmental benefits for designated AQMA plus environmental benefits for Godmanchester	Contract Award for viaduct removal circa 2018. Works commence 2020 post-new A14 opening
	A428 Black Cat to Caxton Gibbet Upgrade	Highways England	Tier 1 Stakeholder (future DCO application)	Part of Oxford to Cambridge Expressway. Wider economic benefits and facilitating future growth. Would facilitate growth options for St. Neots and Masterplan options and greater accessibility of Huntingdonshire to the strategic road network i.e. a joined-up Oxford to Cambridge economic area	Seeking Preferred Route by Spring 2017. Subject to future funding and DCO consent, commencement 2020 immediately following completion of A14 Cambridge to Huntingdon. Will be to Expressway standard i.e. Min 2-lane dual carriageway;
	Oxford to Cambridge Expressway Strategic Study	DfT/Highways England	Statutory Consultee as LPA. Future Tier 1 Stakeholder (future DCO application)	As above	Interim report published. Scheme is one of 6 strategic studies currently being undertaken across England. Recommendations will be complete in DfT Roads Period 1 (2015-2020) and subject to funding and consent, scheme would be delivered as part of Roads Period 2 (2020 - 2025)
	A1 M25 to Peterborough Strategic Study	DfT/Highways England	Statutory Consultee as LPA. Future Tier 1 Stakeholder (future DCO application)	Wider economic benefits and facilitating future growth. Would facilitate growth options for St. Neots and Masterplan options. Greater accessibility of Huntingdonshire to the strategic road network i.e. a joined-up corridor to knowledge clusters with Hertfordshire	Interim report published. Scheme is one of 6 strategic studies currently being undertaken across England. Recommendations will be complete in DfT Roads Period 1 (2015-2020) and subject to funding and consent, scheme would be delivered as part of Roads Period 2 (2020 - 2025). Interim report is suggesting an upgrade to motorway standard between Junction 10 at Baldock and Junction 14 at Buckden/Brampton/Huntingdon. This would provide a Buckden by-pass.
	A141/North of Huntingdon/Wyton Airfield (for Business	LEP/CCC/ HDC	Partner as a result of HLP2036	May facilitate growth as part of proposed HLP 2036	Further detail and detailed modelling being undertaken as part of Hunts Strategic Transport Study. The requirement is expected to include an extension

	Project	Lead	HDC role	Benefits	Comments
	Case and capital)				of the guided busway, new cycleway links and a new crossing over the river.
	Southern access to Alconbury Weald	Urban & Civic	LPA	Enables overall delivery of Alconbury Weald	Subject to land availability. May be affected (positive) by options emerging from Hunts Strategic Transport Study. The creation of new cycle links to Huntingdon is also a critical part of the development of Alconbury Weald.
	Existing A141 Junction Improvements, Huntingdon	CCC as LHA	Partner as a result of HLP2036	Potential to address current network capacity and as an interim measure to assist growth	Part of CCC LTTS but no initial study work undertaken due to lack of funding opportunities
	A1096 Junction Improvements, St. Ives	CCC as LHA	Partner as a result of HLP2036	Potential to address current network capacity and as an interim measure to assist growth	Part of CCC LTTS but no initial study work undertaken due to lack of funding opportunities
	New rail station at Alconbury Weald	Urban & Civic	LPA	Not part of Outline PP but ability to deliver alternative transport options for AW and delivery of current permission and potential further growth	Must tie into ECML Route Study, Thameslink proposals and Huntingdon to Woodwalton 4-tracking project. Final Draft Business Case now completed by U&C.
	Parking at Huntingdon and St Neots Rail Stations	HDC	Potential promoter	A Commercial project with a potential income stream	Land availability is a significant constraint in both locations. It is imperative that this ties into wider outcomes of A14 Viaduct removal with Huntingdon and wider car parking issues at railway station i.e. replacement parking, MSCP options on Network Rail land and future development aspirations at 'Elevations' car park north of Brampton Road (Llandro Developments) and the justification for an achievable HDC Business case. At both locations, there is no obvious land availability.
	Level Crossing Closures on ECML	Network Rail	LPA – Statutory Partner	Facilitates 140mph line speed on ECML and greater availability of service growth/train paths.	On-hold following Hendy Review of overall NR infrastructure costs. Individual schemes will potentially come forward, subject to business cases or

	Project	Lead	HDC role	Benefits	Comments
				Significant safety improvement. Reduces delays on local highway network, particularly at The Offords and Holme	future availability for whole scheme between Kings cross and Doncaster.
	East Coast Main Line Study inc. Huntingdon to Woodwalton Four-Tracking	Network Rail	LPA – Statutory Partner	Looking at Growth options, greater resilience and interim measures (4-tracking). Also investigating infrastructure requirements, new Express services and tie-in to local services, such as Thameslink Great Northern	Huntingdon to Woodwalton now coming forward and should be delivered, subject to funding and completion of a T&W Act consent, by 2020. Consultation now underway. Work achievable within current Network Rail footprint. Would facilitate less service disruption and provide greater local resilience. AW Final Draft Rail Station Business Case cross-references to 4-tracking project.
	East West Rail Central Section (Bedford to Cambridge)	Network Rail	LPA – Statutory Partner	Potential to facilitate greater accessibility to strategic rail network. Ability to facilitate future growth within Hunts on the Oxford to Cambridge corridor as part of a 'joined-up' economic corridor	East West Consortium has been in place for a number of years. LPA's joined in Spring 2016 to help formulate proposals for Central Section Bedford to Cambridge. Oxford to Bicester section opened new services to London Marylebone at end of 2015 (delivering a second Oxford to London option over and above existing Paddington service). 20 original options for central section, reduced to 7, then 2 i.e. via Hitchin or Sandy. Sandy option is now preferred route and partners now engaged on possible routes crossing east/west between St. Neots, in the north, and Sandy & Biggleswade, in the south. Still at a high-level stage. Very indicative timetable has preferred route confirmed late 2018, preferred alignment confirmed circa 2021, DCO application circa 2022, start on site circa 2026 and new services running circa 2031.

	Project	Lead	HDC role	Benefits	Comments
Other Infrastructure	Clean water to Alconbury Weald and others	Anglian Water/Urban & Civic	LPA	Delivery of 5,000 homes and 8,000 jobs at Alconbury. Delivery of a further 1250 elsewhere north of Huntingdon	A technical solution to deliver potable water to Alconbury Weald has been identified to deliver much needed housing and employment on the site but this solution could serve other large scale development sites to the north of Huntingdon with further funding.
	Foul water from Alconbury Weald and others	Anglian Water/Urban & Civic	LPA	Delivery of 5000 homes and 8000 jobs at Alconbury and future development north of Huntingdon	A technical solution has been identified to serve the delivery of much needed housing and employment on the site and this solution will serve the whole of this site and could serve others in the vicinity with additional funding.
	Education, including a new Secondary School (at Wyton Airfield?) and a Special School	CCC	LPA	Adequate school places for children from the additional 21,000 homes being planned	There will be a new requirement for another (in addition to the new school at Alconbury Weald) secondary school which it is expected would be at Wyton. There is also a requirement for a Special School to meet the needs of the District.
Assessment of need and opportunities/masterplanning	St Neots (for revenue and capital) Other market towns	HDC	LPA	Regeneration of St Neots town centre, especially to maximise the benefit of riverside location. Town centre footfall currently mirroring the national decline despite a rapid growth in population/customer base. Recent and planned housing growth has not been matched by proportionate increases in business growth or improvements in services. Masterplans for the other towns would enable opportunities for all market towns to be exploited.	Would include consideration of an additional river crossing at St Neots to deliver further town development potential.

	Project	Lead	HDC role	Benefits	Comments
Skills	Development of skills/workforce to facilitate pathways to Alconbury and A14 jobs (EDGE)	HDC	Co-ordination of partner activities and business engagement and support as part of the EDGE partnership	Ensure maximum local take up of employment opportunities at Alconbury, particularly for the long-term unemployed and hard to reach; reduce difficulties with recruitment as a barrier to growth; promotion of apprenticeships Measures: number of people assisted into work/education/training; number of vacancies promoted; number of apprenticeships promoted	The current labour pool pinch means that there is considerable demand from business for help with attracting and recruiting staff. As the tenants for the EZ start to arrive the volume of vacancies is beginning to increase and more resource is needed to accommodate this.
	Development of on-line resource to facilitate local recruitment particularly for Alconbury jobs (EDGE)	HDC/U&C	Co-ordination of partner activities and business engagement and support as part of the EDGE partnership	Ensure maximum local take up of employment opportunities at Alconbury; reduce difficulties with recruitment as a barrier to growth; promotion of apprenticeships Measures: number of people assisted into work/education/training; number of vacancies promoted; number of apprenticeships promoted	Needed to both increase capacity and provide appropriate platform for job/candidate matching.
Inclusion projects	Area based initiative to create pathways to future EZ jobs (hard-to-reach)	HDC	Commissioner & Identification of sites in deprived communities for projects	Reducing long-term benefit claimants by creating pathways to employment at Alconbury, providing employability and other skills, encouraging community ownership and engagement	HDC budget for such projects removed as part of ZBB.
	Self-employment not	HDC	Commissioner	Reducing long-term benefit	Provider has been procured but delivery is dependent

	Project	Lead	HDC role	Benefits	Comments
	unemployment (businesses start-up and pre start support – hard to reach)			claimants by encouraging self-employment as an alternative to unemployment, providing employability, literacy and numeracy skills	upon further match funding being secured.
Business support	Supply chain strategy to maximize benefit locally from new EZ companies	HDC	Commissioner	Supporting incoming enterprises and maximising the benefit to the local economy	
	Supported start-up and scale-up space (revenue and capital)	HDC	Lead	Support for start-up and SME growth	Need for additional capital (BFG) and revenue pump-prime.
Other	Inward investment promotion to support delivery of transformational employment at EZ	LEP	Support LEP with Hunts specific delivery	Would create capacity to support the LEP in its quest for funding for lead generation	HDC currently has a marketing strategy in place for Hunts but funding for many of the mid-longer term activities needed. Additional resource would make it easier to support the LEP in their quest for additional funding for Lead generation.
	Broadband	CCC	Promoter	Supports businesses and facilitates working from home	Requirements and opportunities still to be clarified.