



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD	AGENDA ITEM No: 3.3
26 JUNE 2018	PUBLIC REPORT

MAJOR ROAD NETWORKS AND LARGE LOCAL MAJORS

1.0 PURPOSE

1.1. This report sets out:

- (a) Proposed projects for submission to the Major Road Network investment programme;
- (b) Proposed projects for submission to the Large Local Majors investment programme;
- (c) How the projects relate to the strategic objectives of the Combined Authority

and describes the submission process and potential next steps.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: n/a	Key Decision: No
The Combined Authority Board is recommended to: a) Approve the projects to be submitted for the Major Road Networks (MRN) and Large Local Majors (LLM) investment programmes b) Agree to aim to secure a local or third-party contribution of at least 15% of the scheme costs for each project if approved.	Voting arrangements Simple majority of all members.

<p>c) Authorise the Director of Delivery and Strategy, in consultation with the Chair of the Transport and Infrastructure Committee, to finalise the MRN/LLM submission and liaise with the England's Economic Heartland partnership.</p>	
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2 LARGE LOCAL MAJORS /MAJOR ROUTE NETWORK

2.1 The Department of Transport published guidance on planning investment in the major road network and large local road network in Autumn 2018. It relates to the major roads within the region. In terms of hierarchy these sit just below the "A" category nationally strategic road network that remains the responsibility of Highways England.

2.2 The Guidance places emphasis on having a regional evidence base which shows new areas of growth, housing and industrial development which the highway investment programme can support. The overall investment programme forms part of the £3.5 billion available for local roads between 2020-25 within the National Roads Fund, the £28.8 billion budget for roads investment funded by hypothecating Vehicle Excise Duty. The programme has five central objectives:

- (a) Reduce congestion
- (b) Support economic growth and rebalancing
- (c) Support housing delivery
- (d) Support all road users
- (e) Support the Strategic Road Network.

1.4. The key features of the Major Road Network investment programme are:

- (a) schemes must be on the MRN, the network of main roads identified by the government earlier this year following a consultation
- (b) MRN interventions will normally be between £20 million and £50 million
- (c) submissions from subnational transport bodies may contain up to ten projects.

1.5. The key features of the new Large Local Majors investment programme are:

- (a) LLM schemes are not limited to roads on the MRN.
- (b) the lower threshold of the LLM programme will be £50 million and there is no upper threshold (although past schemes have averaged £66 million)
- (c) because LLM is now funded through the National Roads Fund, only road schemes will be considered for the programme
- (d) Submissions from subnational transport bodies may contain up to three projects.

1.6. In both cases, the guidance requires a commitment to a local contribution of 15% of total scheme cost. This may come from local public sector organisations, developer contributions, or other sources.

1.6 In both cases, the government's guidance asks Combined Authorities to work with Subnational Transport Bodies (STB) or partnerships of authorities where there is no STB. The Combined Authority will be submitting its proposals through England's Economic Heartland (EEH). The deadline for submission of proposals for the MRN and LLM programme is July 2019. Officers from the CPCA will work with EEH to finalise the technical submission following Board decision.

3 ALIGNMENT TO THE CPCA GROWTH AMBITION STATEMENT AND BUSINESS PLAN

3.1 At its October 2018 meeting, the Combined Authority Board agreed unanimously to adopt the Cambridgeshire and Peterborough Independent Economic Review's (CPIER) main recommendations and the Growth Ambition Statement. The latter included a set of key projects.

3.2 At the January 2019 meeting of the Combined Authority, the Board approved investment in its priority projects, in particular the 12 key projects set out in the Business Plan and Medium Term Financial Strategy (MTFS). The 12 key projects included a commitment to prepare a bid to the MRN or LLM for funding improvements to the A10. The University of Peterborough is also among the 12 key projects. The proposed bid to the MRN and LLM investment programmes aligns with the 12 key business plan priorities. The projects are set out in the table below:

Project	MRN/LLM
A10 dualling	LLM
A10 junctions	MRN
A1139 – Eastern Industries Access Phase 2 (University Access)	MRN

4 NEXT STEPS

4.1 Combined Authority officers will work with officers from Cambridgeshire County Council and Peterborough City Council to firm up the evidence for the agreed schemes. They will collaborate with England's Economic Heartland to finalise the submission to government in July 2019 in accordance with the prescribed timetable.

5 FINANCIAL IMPLICATIONS

5.1 This MRN/LLM guidance stipulates that local and combined authority scheme promoters will be responsible for aiming to secure a local or third-party contribution of at least 15% of the total scheme costs as set out in section 1.6.

A commitment of the local or third-party contribution must be made before programme entry is requested.

- 5.2 The table below sets out the projected cost of each of the schemes and identifies the level of local or third-party contribution that the CPCA will aim to secure. The costs included within this table are based upon varying levels of project information and as such are at this point high-level estimates that are subject to revision and will be refined as and when the projects progress.

Project	21/22 £m	22/23 £m	23/24 £m	24/25 £m	Total £m
A10 dualling	11	149	150	150	460
A10 junctions	30	10	0	0	40
A1139 Eastern Industries Access Phase 2 (University Access)	0	0	10	10	20
Total	41	159	160	160	520
15% contribution	6.2	23.9	24	24	78

- 5.3 It is anticipated that the 15% contribution will come from a combination of CPCA capital funding, developer contributions and contributions from local partners and institutions. No decision on the allocation of transport-related funding is required at this stage.

6 LEGAL IMPLICATIONS

- 6.1 The Combined Authority as the local transport authority for Cambridgeshire and Peterborough is also developing a Local Transport Plan that will identify locations/schemes where investment in new infrastructure will be sought.

7 SIGNIFICANT IMPLICATIONS

- 7.1 There are no other statutory matters to bring to the Board's attention.

8 APPENDICES

- 8.1 None.

<u>Source Documents</u>	<u>Location</u>
Report and decisions of the Board dated 30 January 2019	https://cambridgeshirepeterboroughcagov.com/is.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/864/Committee/63/Default.aspx

Report and decisions of the Board dated 31 October 2018	https://cambridgeshirepeterboroughcagov.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/914/Committee/63/Default.aspx
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