

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD	AGENDA ITEM No: 2.3
DATE OF MEETING 29 April 2020	PUBLIC REPORT

A10 JUNCTIONS AND DUALLING; PROGRESS UPDATE

1.0 PURPOSE

- 1.1. This report updates the committee on Strategic Outline Business Case (SOBC) progress, and on the position following the Chancellor's Budget announcements, in relation the A10.
- 1.2. The paper also seeks members' views on next steps to progress this project into the Outline Business Case (OBC) stage

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Paul Raynes, Delivery and Strategy Director
Forward Plan Ref: Not applicable	Key Decision: Yes
<p>The Transport Committee is recommended to:</p> <ol style="list-style-type: none"> (a) Note SOBC stage progress (b) Note details of Budget 2020 announcement in relation to MRN and LLM applications of July 2019 (c) Agree the proposed approach to progression to OBC stage 	<p>Voting arrangements</p> <p>Two Thirds Majority</p>

2.0 BACKGROUND

- 2.1. The A10 between Ely and Cambridge is already heavily congested and has safety issues.
- 2.2. The Ely to Cambridge corridor has nevertheless been identified as a focus for significant growth, linking Greater Cambridge to the wider Cambridgeshire area. These include:
 - A new town north of Waterbeach,
 - Cambridge Fringe North East (CNFE),

- Developments on the Cambridge Science Park and neighbouring innovation centres and business parks
- 2.3. The Combined Authority Board of 27 March 2019 approved a budget of £500,000 to develop the SOBC for A10 Junction Improvements and Dualling between A14/A10 Milton Roundabout and A142 Witchford Roundabout South of Ely.
- 2.4. The SOBC is due to report in June 2020.

3.0 PROGRESS UPDATE

- 3.1. In July 2019 the Combined Authority submitted applications for Department for Transport funding for A10 Dualling (under the Large Local Majors scheme) and A10 Junction Improvements (under the Major Route Network scheme). In the 2020 Budget, the Chancellor announced that the A10 Junctions MRN application had been approved to develop to the next stage. The announcement did not include details of funding.
- 3.2. The government has still to take a decision in relation to the A10 dualling LLM application. This is due in the summer.
- 3.3. Combined Authority officers have held discussions with DfT officials following the Budget announcement. We have been encouraged by DfT to continue with work on both the A10 junctions and the dualling proposals. DfT officials have advised us that a decision on whether to provide government support for the dualling proposals will be taken in the summer. Following that decision, it will be clear on what terms DfT is willing to contribute to the next stage of business case development, and whether the department will be able to support both the junctions and dualling work, or just one element.
- 3.4. The CPCA consultant and team are working closely and collaboratively with interfacing projects such as the GCP Greenways project and the CAM metro as part of the Southern section of the route and will continue to do so.
- 3.5. The SOBC has involved the traffic modelling of multiple potential combinations of off-line and on-line highway solutions along with junction improvements. An initial long list of 77 options has been reduced to a shortlist of potential options for more detailed testing. As well as technical work, this has involved discussion and consultation with partner organisations and elected members.

The project team has engaged throughout with Cambridgeshire County Council as Highways Authority to ensure a compliant approach to modelling development and the assessment of route options.

4.0 NEXT STEPS

- 4.1. The SOBC will be completed on schedule and within budget in June of this year.
- 4.2. Assuming the SOBC demonstrates that the project offers strong benefits and value for money, the Combined Authority will then have a choice about whether and how to develop the scheme further through an Outline Business Case (OBC). There are in principle three options:
 - i. proceeding alone with an Outline Business Case, at the Combined Authority's sole cost, for both junctions and dualling;
 - ii. developing an OBC for the junction improvements only, in partnership with DfT, in the scenario that the LLM bid does not succeed;
 - iii. developing an OBC for both the junction improvements and dualling, in partnership with DfT, in the scenario that the LLM bid does succeed.

DfT decisions about the Large Local Majors bid are unlikely to be taken until after June, which is when officers had planned to bring a decision on next steps to the CA Board. So pursuing options (ii) and (iii) may cost a few weeks of programme time. On the other hand, both those options would involve sharing the (significant) cost of the OBC work with DfT. On balance, officers' recommended way forward is to continue working with DfT, and sharing the emerging SOBC work with them, in order to maximise the chance of being able to proceed as in option (iii).

- 4.3. If the Committee supports that approach, officers will report further in the summer.

5.0 FINANCIAL IMPLICATIONS

- 5.1. The current SOBC continues to progress within budget and there are no further financial implications with this study, all is within total approved budget.
- 5.2. The costs of the next, OBC, stage will be taken into account in future refreshes of the Combined Authority's MTFP and will be subject to a Board decision. Depending on the scope of the work and assuming the cost can be shared with DfT, a reasonable working assumption is that the work will cost some £2 million across the 2020-21 and 2021-22 financial years.

6.0 LEGAL IMPLICATIONS

- 6.1. There are no legal implications in this decision. This Transport and Infrastructure Committee meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 (SI 2020 No.392).

7.0 APPENDICES

None

<u>Background Papers</u>	<u>Location</u>
2020 Government Budget	Section 2.12 budget-2020