



- Report title:** A10 Junctions and Dualling Outline Business Case
- To:** Transport and Infrastructure Committee
- Meeting Date:** Wednesday 14 July 2021
- Public report:** Public Report
- Lead Member:** Mayor Dr Nik Johnson
- From:** Paul Raynes, Director of Delivery and Strategy
- Key decision:** Not applicable
- Forward Plan ref:** Not applicable
- Recommendations:** The Transport and Infrastructure Committee is recommended to:
- a) Note the Department for Transport's decision to fund the A10 dualling and junctions Outline Business Case, including the department's conditions.
 - b) Agree the proposed programme to progress the development of the Outline Business Case, noting the delegation for procurement of external support for this project made in September 2020 by the Board.
- Voting arrangements:** Item (a) note only (no vote), item (b) a simple majority of all Members

1. Purpose

1.1. This paper outlines the next steps involved for developing the Outline Business Case (OBC) for dualling and junction improvements on the A10 between Ely and Milton following funding approval of £2.0 million from the Department for Transport (DfT).

2. Background

- 2.1 The A10 links Ely and Cambridge from North to South.
- 2.2. The route is key to economic and housing growth within the area and to meeting the Devolution Deal commitment of doubling GVA over 25 years. Because it connects the north of the region with Cambridge, it plays an important role in the Authority’s aim of promoting inclusive growth.
- 2.3. The Combined Authority undertook a Strategic Outline Business Case, which concluded in September 2020. While the SOBC was in its early stages, the Combined Authority made bids in July 2019 to DfT’s Major Route Network (MRN) for junction improvements and Large Local Majors (LLM) for the potential dualling improvements funds to support the next stages of work on the project.
- 2.4. As part of developing the SOBC, the Combined Authority conducted a public engagement exercise. That demonstrated strong public support for improvements to the route. This supported the SOBC’s conclusion that that an intervention is required.
- 2.5 The options evaluated in the SOBC are shown in Figure 1. They include both offline and online dualling options, and a package of junction improvements.

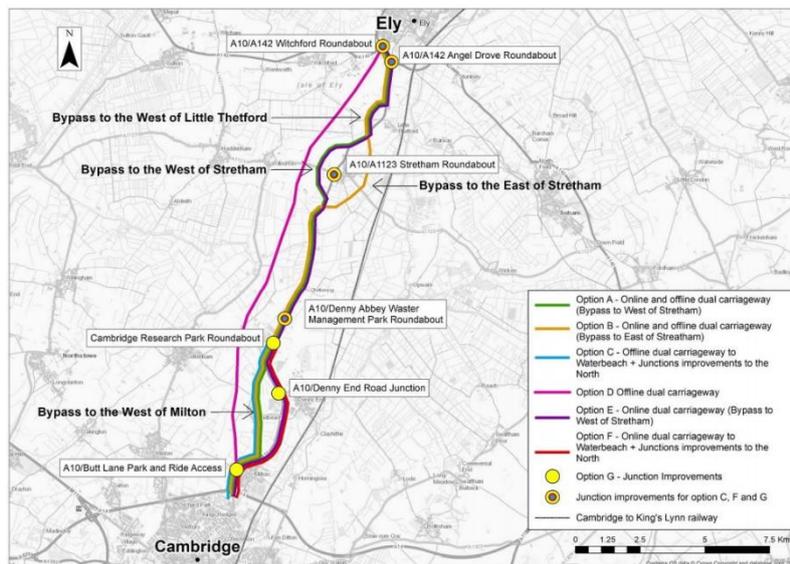


Figure 1 – Shortlisted options for consideration and development at the OBC stage

2.6 The Department for Transport notified the Combined Authority on 21 June that £2 million had been awarded to support the development of an Outline Business Case for both junction and dualling options. Funding for later years is for subsequent review. The funding is conditional on CPCA including, as part of the OBC development work, a fully worked up

lower cost alternative option based on a scheme to deliver improvements to the junctions on their own. This should be presented alongside any preferred option if the latter is based on a combined scheme of junction improvements and dualling. This condition is consistent with the presentation of the options in the SOBC and the Committee is invited to agree that it is acceptable.

3. Next Steps

3.1 The programme for developing the OBC are shown in Table 1.

Table 1: Indicative timescales and tasks for developing the A10 OBC

Indicative Milestone	Dates
Outline Business Case Development	September 2021
Public Consultation on Options	March 2022
Preferred Option(s)	July 2022
Gateway Meeting with DfT	September 2022
Preliminary Design Completion	November 2022
Submission of OBC to Committee/Board	January/February 2023

3.2 Governance arrangements are to be established with a Project Board with a separate technical team. It is expected that a suitable supplier will be appointed to develop the study further. Collaborative engagement with Cambridgeshire County Council has commenced as to how this stage is to be delivered. It is proposed that the contracted supplier will undertake the study in line with the Combined Authority’s project management standards. Project governance will be compliant with the Assurance Framework and the Combined Authority’s project management guidance.

3.3 Anticipating a favourable decision by DfT on funding, the Board in September 2020 delegated authority to the Director of Delivery and Strategy, in consultation with the Chair of the Transport and Infrastructure Committee, to develop and procure OBC stage suppliers.

4. Wider Engagement and Policy Alignment

4.1. There will be continued interfaces with other key transport infrastructure projects under development including:

- (a) the current A14 works;
- (b) the Milton Road Roundabout Working Group; and
- (c) the Greenway cycling and walking proposals.

4.2. There will also be interfaces with development proposals including:

- (a) North East Cambridge;
- (b) Waterbeach New Town;
- (c) the proposed relocation of the Anglian Water treatment plant; and
- (d) the proposed relocation of Cambridgeshire Police’s Headquarters.

- 4.3. The development of the scheme will continue to align with:
- (a) the Cambridgeshire & Peterborough Independent Economic Report (CPIER);
 - (b) the Combined Authority's Growth Ambition Statement;
 - (c) the Cambridgeshire and Peterborough Local Transport Plan (LTP);
 - (d) the Local Industrial Strategy;
 - (e) Local Cycling and Walking Programme (LCWIP);
 - (f) Government policy on cycling and walking provision; and
 - (g) recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate and emerging evidence on economic trends including post-Covid travel data.
- 4.4 The objectives for the scheme, all of which are consistent with the LTP, set out in the SOBC are:
- Supporting housing delivery
 - Increasing productivity
 - Supporting the 2050 net zero target
 - Enhancing biodiversity
 - Improving quality of life by minimising community impacts
 - Encouraging sustainable and active travel
 - Improving safety
 - Reducing congestion.
- 4.5 The OBC stage will build on these objectives and assess options in line with the scheme objectives.
- 4.6 The development of options will take into account public feedback and feedback from member councils.

5. Financial Implications

- 5.1 The Medium-Term Financial Plan provides £2.0 million of capital funding in the 2021/22 period for this project. Approval for the £2.0 million was given by the Combined Authority Board in September 2020.
- 5.2 Following continued liaison with the DfT, consent has been given by HM Treasury to progress to the next stage. Central government will make a contribution of £2.0 million in 2021/22 as capital grant towards the costs of developing an OBC. The Department will review progress as the business case develops providing further development funding in 2022/23 – noting the Combined Authority's original request was for a total of £4.0 million. At this stage HM Treasury has provided approval for the £2.0 million in this financial year pending the outcome of this year's Spending Review which will cover future years.

6. Legal Implications

- 6.1 The recommendations accord with CPCA's powers under Part 3 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).

7. Background Papers

7.1 [September 2020 A10 Dualling and Junctions Board Report](#)