



<b>CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD</b>	<b>AGENDA ITEM No: 3.2</b>
<b>30 SEPTEMBER 2020</b>	<b>PUBLIC REPORT</b>

## **A10 DUALLING AND JUNCTIONS**

### **1.0 PURPOSE**

- 1.1. To update on progress since the last report to board in August.
- 1.2. To request approval to draw down the capital budget for the next stage within the Medium-Term Financial Plan (MTFP).
- 1.3. To request approval to progress the scheme under delegated authority as and when we have the DfT's decision on Major Roads Network (MRN) and Local Large Majors (LLM) future funding.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes Director of Delivery and Strategy</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: Yes</b>
<p>The Combined Authority Board is recommended to:</p> <ol style="list-style-type: none"> <li>(a) Note progress since the August board report;</li> <li>(b) Approve the release of the capital budget of £2 million allocated as "subject to approval" within the MTFP;</li> <li>(c) Delegate 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 following a Major Route Network (MRN)/ Large Local Majors (LLM) funding decision by Department for Transport (DfT).</li> </ol>	<p><b>Voting arrangements</b></p> <p>Item (a) Simple Majority</p> <p>Item (b) and (c) A vote in favour, by at least two-thirds of all Members (or their Substitute Members) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members</p>

## **2.0 BACKGROUND**

- 2.1. The A10 links Ely and Cambridge from North to South and is intersected by the A142 East to West.
- 2.2. The route is key to the economic and housing growth within the area and the ambitions of the Cambridgeshire and Peterborough Combined Authority to achieve its devolution commitments of spreading prosperity across the region, connecting the north of the region to the major centre of Cambridge and vice versa.
- 2.3. The Combined Authority has completed a Strategic Outline Business Case (SOBC) which, together with the outcomes of the Virtual Public Exhibition, are with the Department for Transport (DfT) for consideration as additional information to the MRN and LLM applications for funding work on Junctions and Dualling which was made in July 2019.
- 2.4. The virtual public exhibition presented seven options that had been derived from an original long list of 78 options. The interest in the exhibition was extensive with input locally but also from as far south as London and Peterborough to the East.
- 2.5. The feedback from public engagement demonstrated strong public support for the SOBC conclusion that an intervention is required. It did not favour one route option over another. Further development of options needs to be undertaken in the following Outline Business Case (OBC) stage. This should include public consultation. That may need to be conducted both virtually and physically in the light of Covid-19 restrictions, in order to allow wide engagement of the public, other stakeholders, and communities in the development of a preferred route.
- 2.6. The Combined Authority submitted two funding bids to DfT in July 2019. The first, under the MRN fund, was to progress work on an A10 junctions improvement package. It was announced at the time of the Spring budget that this had been successful, however no funding amount has been announced yet. The second, under the LLM fund, was for the proposed dualling work. This is still under consideration by DfT, and a decision is expected imminently.

## **3.0 NEXT STEPS**

- 3.1. Officers of the Combined Authority are liaising with DfT officials who are analysing the SOBC and associated documents. Following this, a decision will be made as to the degree to which DfT are willing to support in the development of the OBC.
- 3.2. To maintain programme pace, this paper requests the release of the £2 million capital budget provided, subject to approval in the MTFP. This approval is being sought in advance of the DfT decision on funding, which is expected in the next few weeks. Delegated authority is sought for the Director of Delivery

and Strategy, in consultation with the Chair of the Transport and Infrastructure Committee, to commit the budget to a programme of work that takes into account any future DfT funding commitment.

- 3.3. These approvals would enable officers to commence procurement of the suppliers required to develop the OBC stage without needing to revert to the Board. This would allow the Combined Authority to maintain pace and programme. The alternative would be to take a decision on funding at the November Board meeting, potentially losing weeks from the programme. The Board will be updated on how the budget is proposed to be deployed and on the detailed programme for the OBC, in the light of the DfT decision, at the earliest subsequent opportunity.
- 3.4. An OBC for a scheme of this potential magnitude is a significant undertaking and will require external resource to project manage it. It is therefore currently proposed that the Combined Authority will procure, via Cambridgeshire County Council, an employer's agent with the necessary resources and expertise to be able to manage the technical designer developing the elements of the OBC. This agent would project manage the OBC on the Combined Authority's behalf, and be responsible for cost control, programme milestones and risk. Contract management of the employers' agent under this arrangement would be carried out by the County Council. The project will be led by a Project Board set up 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.
- 3.5. A technical designer will be engaged and expected to develop a business case to a standard appropriate to the scale and complexity of the scheme. The business case would need to align with the standards of Highways England's Strategic Road Network Project Control Framework Governance.
- 3.6. Monitoring and evaluation criteria will be set within the scope of the project and a third-party review organisation will be engaged to evaluate the OBC at the next project gateway. This is in accordance with DfT requirements for schemes with an estimated cost in excess of £50 million.
- 3.7. The project arrangements set out above are subject to any variation that may be needed to comply with DfT funding conditions.

#### **4.0 SIGNIFICANT IMPLICATIONS**

- 4.1. There will continue to be interfaces with other key transport infrastructure projects under development including:
  - (a) the current A14 works
  - (b) the Milton Road Roundabout Working Group
  - (c) the CAM
  - (d) 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 Anglia Water treatment works
- (d) the proposed relocation of Cambridgeshire Police's Headquarters.

4.3. The development of the scheme will continue to align with:

- (a) the Cambridgeshire 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 Policies (LCWIPS)
- (f) Government policy on cycling and walking provision
- (g) and will take into account the recommendations of the Cambridgeshire and Peterborough Climate Change Commission and emerging evidence on economic trends including post-Covid travel data.

4.4. The development of options will also take into account public feedback and feedback from member councils received to date.

## **5.0 FINANCIAL IMPLICATIONS**

5.1. The SOBC delivered within its budget. The funding sought today for the OBC is within the MTFS budget provision.

5.2. The OBC stage is intended to be jointly funded with DfT and Combined Authority contributions. The total budget envelope will be confirmed following DfT review of the SOBC. The Combined Authority contribution will be a proportion of the overall OBC cost. This will be funded from the £1 million in 2020/21 and £1 million in 2021/22 included within the Combined Authority budget report and MTFP should the Board agree to that.

## **6.0 LEGAL IMPLICATIONS**

6.1. None.

## **7.0 OTHER SIGNIFICANT IMPLICATIONS**

7.1. None.

## **8.0 APPENDICES**

8.1. None.

<b><u>Background Papers</u></b>	<b><u>Location</u></b>
2020 Government Budget Combined Authority Board Paper 5 August 2020	Section 2.12 <a href="#">budget-2020</a> <a href="#">A10 Junctions and Dualling Board Paper 5</a> <a href="#">August 2020</a> <a href="#">Appendix 2 - Options A-G</a>