



# Transport & Infrastructure Committee

**4 November 2024**

Title:	Update on Ely to Cambridge Corridor Study
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	A No vote required

## Recommendations:

A	Note progress on the Ely to Cambridge Corridor Study.
B	Note that CPCA and partners will commence a strategic gateway review in November 2024.

## Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Increased connectivity – The Ely to Cambridge Corridor Study endeavours to tackle prevalent challenges of traffic congestion and safety, aiming to enhance both the flow of traffic and the safety of road users along this vital route.
x	Achieving good growth – The Ely to Cambridge Corridor Study aims to facilitate sustainable housing and employment growth throughout the region by optimising transport infrastructure and connectivity along this corridor.
x	Enabling resilient communities – The Ely to Cambridge Corridor Study aims to enhance local environmental conditions by implementing measures that reduce pollution and promote sustainable practices along the corridor.

## 1. Purpose

1.1	This paper seeks to provide an update on the work on the Ely to Cambridge Corridor Study and the strategic gateway review scheduled for later in 2024. The study focuses on movement along the corridor between Ely and Cambridge and to explore opportunities to address existing and future challenges around capacity and road safety.
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## 2. Proposal

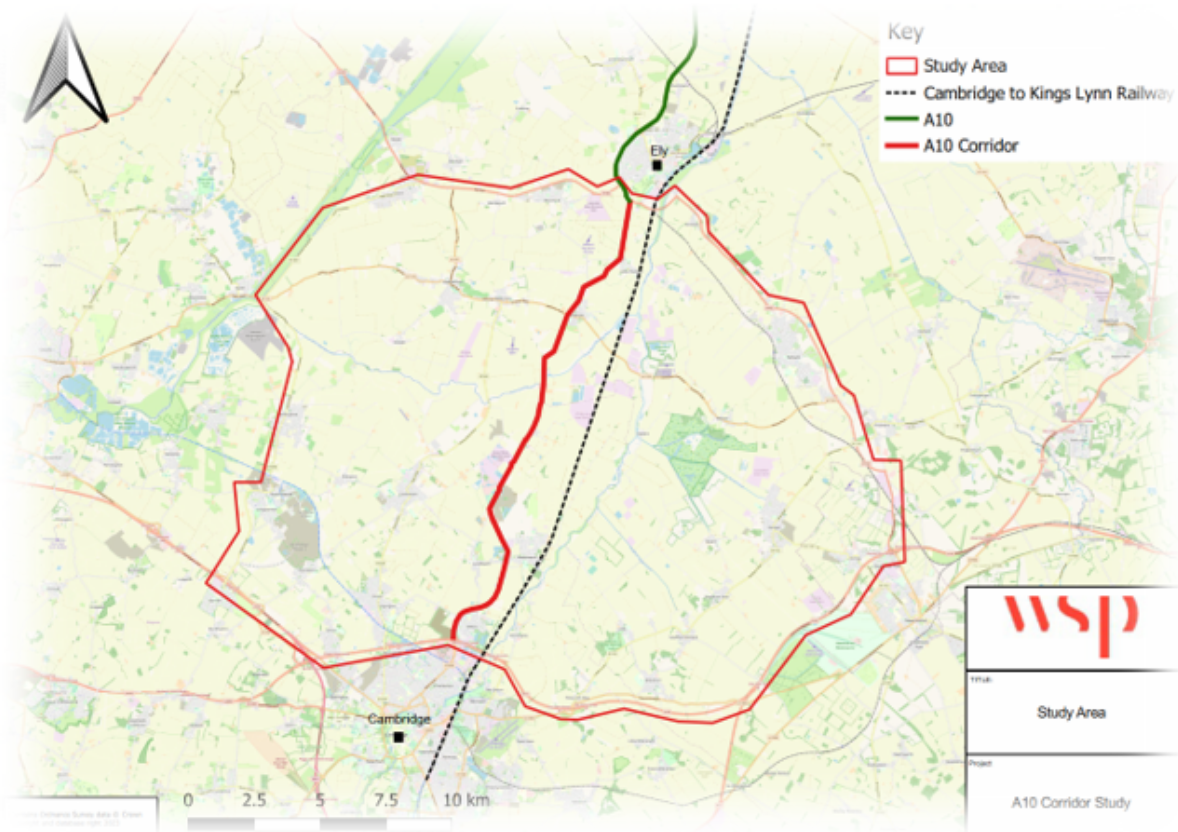
- 2.1 To provide an update on the progress of the project and invite feedback on the Ely to Cambridge Corridor Study, including the objectives, programme, and anticipated outputs/outcomes of the Strategic Gateway Review.
- The Combined Authority, in collaboration with our delivery partners - Cambridgeshire County Council (CCC) and their principal consultants, WSP - has been undertaking a strategic review to ensure alignment with new national and local priorities. Given the recent change in government, it is critical that the project's objectives reflect the latest strategies and policies, as this alignment will position the project to secure necessary funding streams.
- The Strategic (Milestone) Gateway Review serves as a crucial evaluation point in the project's lifecycle. It is designed to assess overall progress, verify that the project remains aligned with its strategic objectives, ensure the initiative stays on track to deliver its intended benefits and to access potential funding sources via the Local Growth Plan and/or central government sources.
- The scope of the review, as agreed by an officer-led Project Board, will unfold in two phases. This review will involve a comprehensive examination of key aspects such as the project's communications strategy, governance structures, and the clarity of its objectives and alignment with national, regional and local objectives. Additionally, the review will evaluate the project management methodologies currently in place.
- This thorough evaluation will be instrumental in ensuring confidence in the project's direction and will help ensure its long-term success. By aligning the project's aims with current policies and refining management approaches where necessary, we will strengthen our ability to achieve the expected outcomes, and further demonstrate the project's value to key stakeholders and funding bodies.

## 3. Background

- 3.1 The project's primary objective is to complete the preparation of an Outline Business Case (OBC) in full compliance with Green Book standards, ensuring alignment with the assurance.
- A critical element of this process was the review and validation of the Strategic Outline Business Case (SOBC), which was finalised in July 2020. This review was necessary to integrate recent updates in national and local policies, standards, guidelines, and data. By rigorously updating the SOBC, the project remains in line with the Department for Transport's (DfT) grant funding requirements, safeguarding its eligibility for critical funding.
- The outcomes of this project will culminate in the identification of a preferred route or package of proposals. These will be underpinned by comprehensive cost estimates and an initial design, all of which will be supported by a robust, detailed business case. This thorough and integrated approach ensures that the project is not only poised for the next stages of development but also capable of addressing both current and future transportation challenges effectively.
- DfT asked the Combined Authority and partners to:
- Reflect the priorities of the Major Road Network programme funding stream
    - Reduce congestion: alleviate local and national congestion;
    - Support economic growth and recovery: supporting delivery of Industrial Strategy and contributing to a positive economic impact;
    - Support housing delivery: unlocking land for new housing developments;
    - Support all road users: recognising the needs of all users, including cyclists, pedestrians and disabled people; and
    - Support the Strategic Road Network: complementing and supporting the existing SRN by creating a more resilient road network in England.

- Consider the needs of all road users, including cyclists, pedestrians, disabled people and public transport users;
- Alongside a preferred option that includes both junctions and dualling, present a lower cost alternative option; and
- Deliver the scheme. Should the scheme not reach construction, reimbursement will be required.

The area in scope for the project is shown below.



The study area spans the A10 corridor, beginning at the A10/A142 roundabout south of Ely and extending to just before the Milton Interchange. It is important to highlight that the study area is not confined solely to the A10. Instead, it takes into account the broader impacts that improvements to the A10 may have on the surrounding areas. This wider scope allows the Combined Authority and its partners to explore a range of potential options that extend beyond the immediate corridor. By considering the broader region, the study ensures a more comprehensive assessment of how improvements to the A10 can enhance connectivity, reduce congestion, and support wider transportation and development goals across the area.

It is useful to note that as well as this Ely to Cambridge Corridor Study there are other various junction capacity improvements being delivered by Waterbeach New Town.

- New pedestrian and cycle bridge over the A10 and active travel route between Waterbeach and Mere Way;
- Mere Way;
- Milton Cycleway improvements;
- Improved pedestrian and cycle crossing facilities at the A10 / Car Dyke;
- Waterbeach Station relocation;
- Waterbeach Greenway;
- Waterbeach to Cambridge Better Public Transport and Active Travel;
- Waterbeach Park and Ride; and
- Cambridge South Railway Station.

	<p>In addition, there is a scheme outside this Ely to Cambridge Corridor Study that is looking at the A10 BP Roundabout, Ely, NMU Route Crossing Facility.</p> <p>After consulting with National Highways, it has been confirmed that there is currently no scheme in their programme for the Milton Interchange junction. As such, any proposed development arising from this study will need to clearly outline the projected impacts on the Milton Interchange. Upon submission to the Department for Transport (DfT), both the DfT and National Highways will conduct a thorough review to ensure that the potential effects on the strategic road network are fully understood, and that appropriate mitigation measures are identified and addressed accordingly.</p>
3.2	<p>The purpose of the Ely to Cambridge Corridor Study is to:</p> <ul style="list-style-type: none"> <li>• Understand the problems around the A10;</li> <li>• Work out what 'good' would look like for travel in the area;</li> <li>• Find different ways that 'good' could be achieved and test the options;</li> <li>• Listen to what key groups and local people think about the possibilities; and</li> <li>• Agree a single option, by the end of the OBC stage, that reflects both technical requirements and the views of local people.</li> </ul>
3.3	<p>Current users of the A10 between Ely and the A14 face significant congestion, driven by high traffic volumes, a diverse mix of vehicles – including HGVs and agricultural traffic - and frequent road incidents, particularly around junctions. For non-motorised users, the A10 presents an unattractive and unsafe option due to the lack of dedicated walking and cycling facilities.</p> <p>These existing issues act as a constraint on the economic performance of the region, while also contributing to higher carbon emissions and negatively impacting the environmental and social well-being of local communities. Without the introduction of sustainable transport infrastructure, these challenges will only intensify with the substantial growth planned for the corridor, including 44,000 new jobs in Cambridge and the development of Waterbeach New Town. Addressing these problems is essential to supporting the area's future growth while promoting a more sustainable and connected transport network.</p> <p>It is widely recognised that travel in this area needs to work better for everyone with some of the key issues being:</p> <ul style="list-style-type: none"> <li>• Frequent traffic congestion and road incidents, especially around junctions;</li> <li>• Limited alternatives to car travel, restricting transport options;</li> <li>• Increasing population is expected to worsen traffic conditions;</li> <li>• The development of Waterbeach New Town will bring additional pressure to the area's transport network;</li> <li>• Buses are often delayed due to being caught in traffic; and</li> <li>• Cycling infrastructure is insufficient, making active travel less accessible.</li> </ul>
3.4	<p><b>Ely to Cambridge Corridor Study objectives</b></p> <ul style="list-style-type: none"> <li>• Maintain and enhance the productivity of the economy - delivering transport and digital connectivity improvements that better connect employment and housing;</li> <li>• Supporting prosperous and growing communities - improving connectivity that will improve health, wellbeing, and quality of life; and</li> <li>• Improving the environment and contributing to net zero ambitions - creating a low carbon, environmentally sustainable transport network that will reduce pollution and improve air quality.</li> </ul>

## What are the strategic objectives?



### 3.5 Ely to Cambridge Corridor Study Background

- 2018 – Preliminary Strategic Outline Business Case is submitted, which shows that road capacity improvements are needed as well as public transport and active travel encouragement.
- 2018/2019 – Junctions Assessment Report is submitted, and a Prioritisation Report is completed.
- Early 2020 – a public engagement event took place to get feedback on possible options.
- Late 2020 – Strategic Outline Business Case is submitted. Seven shortlisted highways options, which include junction improvements with and end to end active travel route and dualling options.
- 2022 – WSP are commissioned by CCC to refresh the existing SOBC.
- 2023 – on completion of the SOBC Addendum WSP were commissioned by CCC to undertake and complete the rest of the Outline Business Case
- 2024 - undertaken a strategic review against new national and current local priorities.

### 3.6 Current position

Considering significant shifts in travel behaviour since the COVID-19 pandemic, as well as the increasing policy focus on carbon reduction, a reassessment of previous study findings became necessary. To address this, WSP was commissioned by CCC and the Cambridgeshire and Peterborough Combined Authority to prepare a Strategic Outline Business Case (SOBC) Addendum ahead of the submission of the Outline Business Case (OBC) to the DfT.

This process involved a comprehensive review and validation of the July 2020 SOBC, ensuring that recent updates to national and local policies, standards, guidelines, and data were fully incorporated. The aim was to confirm that the project remained aligned with the grant funding requirements set by the DfT. The revalidation began in September 2022 and was successfully completed in July 2023.

While this stage has been completed, further consideration will be necessary to account for potential and developing changes, including evolving national government priorities and shifting local stakeholder perspectives.

Looking ahead, depending on the options taken forward, the A10 scheme is expected to offer significant opportunities to support the vision outlined in the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP). The scheme aims to foster a future where transport plays a key role in underpinning sustainable economic growth and enhancing the quality of life for residents, enabling the region and its people to thrive.

What happens next:

	<ul style="list-style-type: none"> <li>• 4 November 2024 – update to TIC on implementation of gateway review and expected outputs</li> <li>• November 2024 – WSP/CCC complete and share agreed technical work along with associated documentation/reports</li> <li>• November 2024 – CPCA appoint consultants for review</li> <li>• November 2024 to March 2025 – gateway review underway including meetings with relevant stakeholders</li> <li>• January 2025 – early view of initial findings and update to TIC</li> <li>• February 2025 – interim report if required</li> <li>• May 2025 – Mayoral and County Council elections</li> <li>• June 2025 – final update to TIC.</li> </ul>
3.7	<p><b>Strategic Gateway Review</b></p> <p>The Ely to Cambridge Corridor Study Strategic (Milestone) Gateway Review is a critical checkpoint and it should be comprehensive, and the objectives are as follows:</p> <ol style="list-style-type: none"> <li>1. Assess the strategic and national policy framework and direction for 2024.</li> <li>2. Evaluate current objectives and data in relation to this framework.</li> <li>3. Review progress made to date against established objectives.</li> <li>4. Provide recommendations and outline next steps.</li> <li>5. Suggest a revised timetable for implementation.</li> </ol> <p>A full outline scope for the review can be found in Appendix A for this agenda item.</p>
3.8	<p><b>Next Steps</b></p> <p>The Combined Authority plans to engage an external independent consultant to conduct the Strategic Gateway Review, with the contracting process scheduled for November 2024. Work will commence promptly upon their appointment.</p> <p>The findings of the review will be presented to the TIC. Additionally, there will be active engagement with CCC’s Highways and Transport Committee, along with other key stakeholders, to ensure a collaborative approach to the review.</p> <p>In the interim, CCC, through its principal contractors, will continue to undertake specific critical activities related to the study. This proactive approach ensures that these tasks are completed satisfactorily, providing valuable insights and benefits that can be leveraged once the work resumes after the Gateway Review.</p> <p><b>Work to continue</b></p> <ol style="list-style-type: none"> <li>1. Conclusion of concept design work for the four current packages - conclude modelling of 4 packages with no further development of concept design</li> <li>2. Issue Carbon Assessment Technical Note, Carbon Assessment EFT Technical Note, and overarching narrative on carbon</li> <li>3. Completion and issue of Appraisal Specification Report</li> <li>4. Commencement of DS modelling for a ‘junctions’ improvement only’ scenario</li> <li>5. Commencement of standalone junctions modelling (in local junctions’ model).</li> </ol> <p>Activity 1 is needed to be completed so that there can be an assessment against any future modelling carried out using the new CAPCAM model. Activities 2 and 3 are very close to being concluded so it is sensible to continue until they are both complete. Activities 4 and 5 are further transport modelling activities that will help inform if a ‘junctions only improvement scheme’ is viable. Activities 4 and 5 will be the last to be concluded in January 2025.</p>

## 4. Appendices

4.1	Appendix A - Outline Scope for Strategic Gateway Review, Ely to Cambridge Corridor Study
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## 5. Implications

### Financial Implications

5.1	The A10 was identified as one of the projects likely to receive funding as part of the government's Network North statement. Further clarity on the amount, and timing, of the funding is being sought from the DfT and the Combined Authority's draft medium-term financial plan includes an additional £3m capital funding over the next two financial years to bridge any short-term gap ahead of DfT's funding being released.
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### Legal Implications

6.1	<p>The Public Sector Equality Duty under the Equality Act 2010 requires public authorities to have due regard to certain equality considerations when exercising their functions such as making decisions. S.149 - 157 of the Equality Act 2010 sets out the general duty and is supported by specific duties found in regulations. The general duty requires decision-makers to have 'due regard' to the need to eliminate conduct prohibited by the act, advance equality of opportunity, and foster good relations in relation to activities such as:</p> <ul style="list-style-type: none"><li>• recommending new or revised public policy to a minister</li><li>• publishing a consultation document</li><li>• designing and providing a public service</li></ul>
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### Public Health Implications

7.1	N/A – a gateway review process
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### Environmental & Climate Change Implications

8.1	N/A – a gateway review process
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### Other Significant Implications

9.1	N/A
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### Background Papers

10.1	<p>Transport &amp; Infrastructure meeting of 14.07.21 – A10 Junctions and Dualling Outline Business Case Transport &amp; Infrastructure meeting of 12.01.22 – A10 Outline Business Case Reports available on request from <a href="mailto:democratic.services@cambridgeshirepeterborough-ca.gov.uk">democratic.services@cambridgeshirepeterborough-ca.gov.uk</a></p>
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