Annex B – Bedford Western Bypass Dualling - Outcome

Scheme Description:
The scheme will dual the existing Bedford Western Bypass which is currently made up of three separate sections of single carriageway.

i) The Great Ouse Way (2.1km)
ii) Section on existing A4280 (0.7km)
iii) The Branston Way (5.1km)

Land has been safeguarded along the route to allow for dualling at a future point. There are two significant structures including a railway bridge over the Midland Main Line, and a viaduct.

Regional Evidence Base (REB)
The dualling of the existing Bedford Western Bypass (BWB), connecting the A6 with the A421 will improve the capacity and reliability of the route by relieving congestion and facilitating strategic housing and economic growth in the town. EEH Regional Evidence Base (REB) data demonstrates that low traffic speeds are experienced along the existing route, and in particular on approach to key junctions along the A428 approach to the A421, suggesting existing routes suffers from congestion and delays during peak travel periods.

EEH REB also demonstrates that strategic housing sites are planned and being built-out to the west of Bedford town centre, which the existing single carriageway route has helped unlock. However, the dualling of the scheme will provide future-proofed capacity to support further housing and economic growth in Bedford and relieve existing congestion issues.

The REB shows that there is an existing Air Quality Management Area (AQMA) located in central Bedford. The BWB scheme is anticipated to have a positive impact on air quality through reductions in vehicles routing through the town centre and re-routing to the enhanced BWB.

Bedford benefits from mainline rail access into London and west to Bletchley as well as good road access via the A6 and A428 MRN radial routes. These provide direct regional access routes towards key EEH Primary Urban Areas including Northampton and Luton, as well as access to the A421 Strategic Road Network providing access to Milton Keynes and the A1 corridor.

A dualled BWB will improve North-South connectivity around the western side of Bedford and the Heartland by providing an enhanced high-quality link between the A6, A428 and A421 MRN and SRN corridors, improving access north to A45 and A14 corridors, west to Northampton and the A421 which will form the eastern section of the Oxford to Cambridge Expressway.

Delivery against EEH Priority Principles: Demonstrates a clear link to growth in Bedford and the Ox-Cam Arc. Weaker evidence on wider accessibility benefits. Tackling air quality in Bedford is positive.

Delivery against DfT MRN/LLM Objectives: Alleviates congestion in the town centre and allows better use of central streets and A421, helping support the Strategic Road Network and supporting employment and housing in the west of Bedford.

Delivery against DfT East: Pre-SOBC submitted with capital cost of £48 million. Planned construction 2024-2026. Match funding not committed but may be secured through CIL/S106/LGF.
Annex B – Aylesbury Eastern Link Road Dual Carriageway - Outcome

**Scheme Description:** Aylesbury is in the middle of the Ox-Cam Arc, at a point where three MRN routes converge. The Eastern Link Road (ELR) dual carriageway is crucial to future proof the network for transformational growth by 2050. Totalling 3.7km in length, the dual ELR will comprise two sections of 40mph road connecting the A418 and A41, with an adjoining shared cycleway. It contributes to a strategy to divert MRN traffic away from Aylesbury’s congested centre and supports the delivery of short-term Local Plan growth.

**Regional Evidence Base (REB)**

Dualling offers an opportunity to deliver the planned ELR cost-effectively with less disruption. Planning of ELR has progressed in two phases. ELR north is being delivered by developers as a single carriageway and has planning approved. ELR south has secured an award of LGF from BTVELEP, the planning application for ELR south as a single carriageway has been approved subject to completion to a S106 agreement.

The dualled ELR, connecting the A41 with the A418 MRN will form part of the new route (including the planned Southern Link Road) bypassing the congested town centre where three MRN routes currently meet. EEH REB data demonstrates that low traffic speeds are experienced on the A41 and A418 approaches to Aylesbury and in the town centre, suggesting the key radial routes and central areas are congested during peak travel periods.

The REB shows that there are three AQMAs located in Aylesbury, due to vehicle emissions. The ELR is anticipated to have a positive impact on air quality through reductions in delay and congestion as well as improving the town centre travel conditions for active and public transport trips.

EEH REB also demonstrates that strategic housing sites are planned to the east of Aylesbury which the planned single carriageway ELR will unlock, however the dualling of the scheme will provide future-proofed capacity to support additional transformational growth in the Heartland.

Aylesbury benefits from mainline rail access into London and is directly served by the A41, A413 and A418 MRN radial routes providing direct regional access routes towards key growth locations including Bicester, Milton Keynes, Luton and Oxford as well as access to the M40 and A6 Strategic Road Network.

A dualled ELR will substantially improve North-South connectivity within Aylesbury Vale and the Heartland by providing a direct high-quality link between the A41 and A418 MRN corridors, improving access north and east towards Milton Keynes, Leighton Buzzard and Luton via the A418 and south into Hertfordshire.

**Delivery against EEH Priority Principles:** Demonstrates clear link to economic growth in Aylesbury and the Ox-Cam Arc. Addresses congestion but less evidence of accessibility benefits. Improves air quality in Aylesbury and addresses housing and travel challenges.

**Delivery against DfT MRN/LLM Objectives:** Demonstrably supports housing delivery and improves town centre congestion and associated impacts of air quality. Supports journey time reliability on the MRN and presents good value for money.

**Delivery against DfT East:** SOBC submitted with capital cost of £91.25m. Planned construction 2022-2024. Funding contributions expected.

**EEH Priority Principles RAG:**

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**DfT MRN/LLM Objectives RAG:**

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Annex B –A10 Corridor Scheme, Broxbourne (Hertfordshire) - Outcome

Scheme Description: A10 junction improvements plus supporting sustainable transport measures to improve the capacity at the key junctions of Lieutenant Ellis Way, College Road and Church Lane within Broxbourne.

This is in order to provide improvements to the capacity and journey times on both the road and public transport networks to accommodate current and future demands of growth and travel needs. Delivering the highways schemes would enable developments to come forward and fund sustainable transport elements of the proposal.

Regional Evidence Base

There are many significant constraints on this section of the A10, which have the potential to increase in their coverage and complexity. As the network in this area comes under increasing pressure, there is a need to deliver a range of multimodal highway improvements. These include a core highway scheme, supplementary highway scheme, a public transport and travel scheme and a walking and cycling scheme.

Integrating sustainable transport improvement measures within the supplementary highway schemes to provide a better cycling corridor would help provide capacity for growth, improve connectivity across all modes and create safe and attractive communities.

EEH REB traffic flow data shows that the A10 accommodates approximately 44,000-55,000 vehicles per day resulting in low traffic speeds along the existing route between the M25 and Church Lane, and in particular southbound in the AM peak and northbound in the PM peak, with average speeds below 15mph on some sections.

EEH REB also demonstrates that strategic housing sites are allocated to the east and west of the A10 including Brookfield Garden Village (1,500 dwellings) and Cheshunt Lakeside (1,750 dwellings) along with a strategic employment site to the north and west of Hoddesdon. Junction capacity improvements and sustainable transport measures will encourage modal shift and support the delivery of these strategic sites.

Cheshunt benefits from good mainline rail access into London and north to Stansted Airport and Cambridge. The A10 forms part of the Heartland’s MRN network and provide an important strategic north-south route from Cambridge and the M11 corridor in the north to the M25 Orbital SRN route in the south. An improved A10 will provide regional north-south connectivity benefits between the M11 and M25 SRN corridors as well as supporting strategic employment growth planned in Cheshunt, Broxbourne and Hoddesdon.

Delivery against EEH Priority Principles: Congestion on the A10 seen as constraint to employment sites. Highway elements offers extra provision for non-motorised users with the potential for reductions in traffic elsewhere, such as the A1170.

Delivery against DfT MRN/LLM Objectives: Good localised congestion and environmental benefits. Scheme contributes positively to supporting major housing sites identified in Draft Broxbourne Local plan with the potential to reduce M25 congestion.

Delivery against DfT East: Pre-SOBC with capital cost of £39.9m. Planned construction 2023-2024. Match funding committed to provide detail design work to progress junction improvements.

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Recommendation: PROCEED
Annex B – Vauxhall Way Improvements (Luton) - Outcome

Scheme Description: Vauxhall Way (A505), a north-south single carriageway in the east of Luton is part of the MRN. It intersects Hitchin, Crawley Green and Eaton Green Roads, three distributor routes connecting existing homes and supporting land uses with Luton town centre. It links the A505 dual carriageway to Hitchin with New Airport Way (A1081) to the south, also a dual carriageway that connects London Luton Airport to the M1. The proposal is to dual the existing Vauxhall way to increase capacity and avoid traffic using less suitable roads.

Regional Evidence Base (REB)
The dualling of the existing Vauxhall Way (A505) major road, connecting the A505 with the A1081 will improve the capacity and reliability of the route by relieving congestion and facilitating strategic employment growth to the east of the town. This growth includes the strategic employment site (Century Park) and at London Luton Airport International Gateway. Vauxhall Way provides a key north-south route providing direct access to the London Luton Airport International Gateway from the A505 and A6 MRN corridors to the north and the M1 SRN corridor to the west via the A1081.

EEH REB shows that Vauxhall Way accommodates 19,000-29,000 vehicle movements per day (600-700 HGV movements). Low traffic speeds are experienced along the existing route, and in particular on approach to key junctions along Vauxhall Way including Airport Way, the residential distributor roads and Crawley Green Road junctions.

EEH REB shows that strategic employment sites are allocated to the north, east and south of Luton including Sundon Rail Freight Interchange at Junction 11a of the M1, Butterfield Green Technology Park, Century Park, London Luton Airport, Napier Park and South of Sockwood Park. The dualling of Vauxhall Way will provide capacity to support economic growth in Luton and relieve existing and forecast congestion issues along the route.

A dualled Vauxhall Way will improve north-south connectivity around the eastern side of Luton and the wider Heartland by providing an enhanced high-quality link between the A505 and A1081 and onwards to the M1 and A1(M) SRN corridors, improving access to strategic growth sites and the London Luton International Gateway from locations to the north in Central Bedfordshire and Bedford, east towards Stevenage and the A1(M) and south along the M1 corridor.

Delivery against EEH Priority Principles: Scheme makes significant contribution and access to London Luton Airport and other strategic sites. Includes provision for bus and segregated NMU. The scheme will likely reduce the impact of future development

EEH Priority Principles RAG:

Delivery against DfT MRN/LLM Objectives: Scheme supports economic growth in view of the importance of London Luton Airport Limited to the Heartland and the ability of the scheme to open up significant employment coupled with positive journey time savings.

DfT MRN/LLM Objectives RAG:

Delivery against DfT East: SOBC submitted with capital costs of £26.59m. Planned construction 2022-2024. Funding identified to produce OBC but further economic evidence required.

DfT EAST RAG:

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Recommendation: PROCEED

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Annex B – Century Park Access Road Phase 2 (Luton) - Outcome

Scheme Description: The project involves construction of a new access road to serve Century Park (CPAR), a strategic development site identified in Luton’s Local Plan to the north-east of London Luton Airport (LLA).

Being unable to implement CPAR would mean that Century Park would remain land-locked and unable to contribute to the growth in the number of jobs in and around the airport and would substantially constrain opportunities for future expansion of the airport.

Regional Evidence Base (REB)

LLA is one of the Heartland’s nationally significant assets. It is the fastest growing airports in the UK, with passenger use rising from 12.3m in 2015 to 15.8m in 2017. It is one of the three busiest general aviation airports in Europe, with the benefit of a high-value cluster of aviation-related manufacturing and high-precision engineering businesses. The airport, its existing business park and the Century Park site on its northern edge need transport infrastructure to support growth of the airport and surrounding area.

The main access to the existing airport and surrounding Business Park is via New Airport Way (A1081) which links to M1 Junction 10a, with second most important route via Vauxhall Way (A505). These routes already suffer from peak period congestion, which is expected to worsen with planned developments in the east of Luton and the planned growth of the airport.

The dualling of the planned CPAR) connecting the A1081 with Eaton Green Road and routing around the northern and eastern perimeter of London Luton Airport will facilitate strategic economic development at Century Park.

EEH REB demonstrates that strategic economic growth is allocated at London Luton Airport and Century Park (38 hectares). The dual carriageway therefore provides the potential to support substantial employment growth on the Airport site.

The EEH REB illustrates the importance of the London Luton Airport and Century Park to delivering job and economic growth in Luton. The scheme therefore provides localised access benefits to supporting economic growth and access to London Luton Airport.

A phased approach to delivering Century Park is proposed. Phase 1, mainly a single carriage access road will be funded by Luton Borough Council. Phase 2, will include the dualling of the rest of CPAR.

Delivery against EEH Priority Principles: Strong contribution to last mile international connectivity with the expansion of airport, including freight and airport related employment. Scheme minimises impact on local roads associated with airport enterprise zone growth.

Delivery against DfT MRN/LLM Objectives: Supports economic growth by improved access to gateways/employment sites. Risks over value for money and journey time reliability are likely to be reduced by the time of final scheme submission to DfT in Dec 2020.

Delivery against DfT East: Capital cost of £71.5m. Planned construction 2023-2025. Some significant risks but strategic economic fit remains undoubted.

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Recommendation: PROCEED
Annex B – A5 Towcester Relief Road - Outcome

Scheme Description: The A5 trunk road passes through the centre of the South Northamptonshire market town of Towcester. Narrow streets, close frontages and regular periods of queuing traffic have led to the designation of an Air Quality Management Area.

The MKSM Sub-Regional Strategy suggested that a bypass should be linked to development at Towcester Vale. South Northamptonshire Council have secured a planning condition linking construction to housing delivery.

Regional Evidence Base

MRN funding will avoid the current situation where the cost of funding the road is a cost burden on the developer when the planning obligation trigger is met, and will avoid the scenario where this leads to the delivery of development stalling if market conditions are not favourable at the time.

The A5 Towcester Relief Road (TRR) connecting the A5 with the A43 SRN corridors will bypass the congested town centre where the A43 and A5 routes currently converge and unlock strategic housing and employment growth south of Towcester. EEH REB Traffic flow data shows that the A5 through Towcester accommodates approximately 16,000 vehicles per day and the A43 38,000 to 40,000 vehicle per day. The A5/A43 junction is a pinch point with local and strategic traffic routing through Towcester town centre. Queues and low traffic speeds are experienced along the approaches to the junction on both the A5 and A43 with average speeds below 10 mph during the peak periods on some approaches.

The A5 Watling Street is an AQMA area due to the congestion from strategic traffic routing through the town centre. The TRR is anticipated to have a positive impact on air quality through reductions in delay and congestion as well as improving the town centre travel conditions for active and public transport trips.

EEH REB also demonstrates that strategic housing (3,000 dwellings) and employment (15.5 hectares) sites are planned to the south of Towcester which TRR will directly unlock, along with supporting the delivery of strategic employment development at Silverstone and north of Towcester.

Towcester residents have a high dependency on the efficient operation of the A6 and A43 to access employment opportunities and regional amenities and facilities. The A6 is an important strategic north south-route providing direct access into Milton Keynes and towards Luton in the south and the East Midlands to the north. The A43 corridor is an important strategic link serving key strategic growth areas including Bicester, Silverstone, Northampton and planned growth in Towcester and Brackley.

Delivery against EEH Priority Principles: Unlocks substantial development land adjacent to Towcester for both residential and commercial uses. Provides an element of local/national resilience to road network and improves quality of life for residents of the town.

Delivery against DfT MRN/LLM Objectives: Significantly improves air quality, urban realm and journey conditions for local traffic. Scheme offers resilience to the wider MRN with an alternative route from the M1.

Delivery against DfT East: Pre-SOBC submitted with capital cost of £42.9m. Planned construction 2021-2023..

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Recommendation: PROCEED
Annex B – A43 Northampton to Kettering Phase 3 - Outcome

Scheme Description: As part of Phase 3 of the A43 Northampton to Kettering improvements the A43 between the A45 and A14 will be dualled. The scheme will build upon the already complete and under construction Phases 1a, 1b and 2 to deliver on-line dualling of the existing single carriageway and the enlargement of the existing Holcot Lane roundabout junction accessing the villages of Holcot and Sywell. Delivery of these improvements is essential to the long term growth of Northamptonshire.

Regional Evidence Base
Phase 3 A43 improvements will dual the MRN road between the Overstone Grange Roundabout to the Holcot/Sywell Roundabout, extending the dualling (Phase 2) that is currently under construction from the Round Spinney Roundabout to the Moulton Roundabout and building on the completed Phase 1a (Round Spinney Roundabout improvements) improvements. The scheme will include a shared-use cycle path delivered as part of the Phase 3 design. This would form an extension of the existing cycling route being provided via the earlier phases of the A43 works and join with the path further north linking to Kettering.

The Phase 3 A43 improvements will increase local capacity, reduce congestion and support strategic housing growth including the Overstone Leys development.

EEH REB traffic flow data shows that the A43 accommodates approximately 24,000 vehicles per day. EEH data shows that low traffic speeds occur southbound and northbound on the A43 south of the Holcot Roundabout in the AM and PM peaks respectively. The evidence suggests the existing Holcot Roundabout is a pinch point on the existing A43 route.

EEH REB also demonstrates that strategic housing (1,400 dwellings) are allocated to the east of the A43 at Overstone Leys and an application has been submitted for 1,000 dwellings to the west of the A43 which Phase 3 will directly support.

The A43 is an important EEH regional north-south link providing access into Northampton from Kettering and Corby as well as connecting the A14 and A45 SRN corridors along with wider access to the M1.

The Phase 3 improvements will provide capacity enhancements to the A43 between Overstone Grange and Holcot, reducing congestion on this section of the A43, providing benefits to the strategic movements as well as supporting planned developments to the north of Northampton.

Delivery against EEH Priority Principles: Supports job creation, local businesses and unlocks housing sites. Provides a key strategic route between Northampton and Kettering/Corby corridor. Scheme should magnify benefits from existing improvements.

Delivery against DfT MRN/LLM Objectives: Scheme provides robustness and resilience to this key route in the country and benefits to the MRN in the Heartland (M1/A34/M44/A1). Stimulates economic growth by supporting a strategic freight route in the A43.

Delivery against DfT East: Pre-SOBC submitted with capital cost of £23m. Planned construction 2023-2024.
Annex B – A509 Isham Bypass (Northamptonshire) - Outcome

Scheme Description: The A509 Isham Bypass has been proposed to enhance the capacity and operation of the A509 between Kettering and Wellingborough, providing improved links to the A14. The scheme is a dual carriageway which will bypass the existing A509 through the village of Isham. It will commence at the A14 Pytchley roundabout and run in a southerly direction, to the west of the village of Isham, and re-join the A509 Kettering Road between Hill Top and Great Harrowden.

Regional Evidence Base
The scheme is essential to supporting the significant growth planned in Wellingborough and Kettering. The scheme is also essential for the delivery of jobs in the area. The A509 Isham Bypass will provide a dual carriageway to the west of Isham from the A14 to Great Harrowden, enhancing the A509 MRN corridor linking the A14 with A45 SRN corridors as well as supporting strategic housing and employment growth in Kettering and Wellingborough.

EEH REB traffic flow data shows that the A509 accommodates approximately 25,000 vehicles per day including 1,500 HGV’s. The EEH REB data shows that low traffic speeds occur northbound and southbound on approach and through Isham village, with the main delays on the A509 southbound from the A14 junction to Isham village.

EEH REB also demonstrates that strategic housing and employment growth is allocated in Kettering and Wellingborough including Hanwood Park (3,630 dwellings), North of Wellingborough (1,765 dwellings and 6.7 hectares of employment), West of Wellingborough (3,000 dwellings) and Appleby Lodge (52 hectares of employment) which the Isham Bypass will support.

The A509 is an important ‘Heartland’ north-south link providing direct access between Kettering and Wellingborough as well as the A14 and A45 SRN corridors providing regional east-west strategic connectivity.

The Isham Bypass will improve north-south connectivity within Northamptonshire and the wider Heartland by providing an enhanced link between the A41 and A45 SRN corridors. This will improve access between Wellingborough and Kettering by reducing congestion and improving journey times as well as providing substantial quality of life improvements to the residents of Isham Village.

Delivery against EEH Priority Principles: Scheme creates approximately 800 new jobs whilst improving local and regional networks. Benefits are felt regionally (access to Wellingborough and Kettering) and improves quality of life locally in Isham.

Delivery against DfT MRN/LLM Objectives: Improves accessibility for two key areas and the potential to enable the delivery of major housing growth. Road significantly supports the SRN between the A41 and A45 by increased reliability/resilience.

Delivery against DfT East: Pre-SOBC submitted with capital cost of £49.7m. Planned construction 2022-2024. Match funding from Local Authority and third party, but the majority sought from DfT.

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Recommendation: PROCEED
Annex B – A1139 University Centre Peterborough Access - Outcome

**Scheme Description:** The A1139 provides a key link between the A1 and the A15 / A16 to the north and the A47 to the east.

Key junctions along the A1139 suffer from long queues and delays, impacting upon the operational efficiency of the parkway network. With the proposed growth ambitions of the city, including a new university, traffic conditions are likely to worsen, and the network reliability of the MRN will diminish. A new junction from the A1139 needs to be created, close to the embankment site.

**Regional Evidence Base**

Peterborough is the 4th fastest growing city in the UK for population. The city is entering a new and exciting phase in its development that will deliver significant levels of growth including 'urban extensions', strategic employment sites and an independent campus based university (8000 staff and 1,250 students). Many of these growth sites will be directly accessed from the A1139. The proposed scheme will provide new north facing on and off slips from the A1139 Fletton Parkway which connect to both Bishops Road and Potters Way, in order to facilitate access to the campus based university.

The A1139 Fletton Parkway / Frank Perkins Parkway provides a key link between the A1 and the A15 / A16 to the north, and the A47 to the east. As well as enabling traffic to move strategically around the city, it is a key commercial corridor linking Norfolk, and multiple regional and local businesses, with the strategic road network. The A1139 takes the highest flows of any locally managed road in Cambridgeshire and Peterborough, and of nationally managed roads in the area, only the A14 trunk road and A1(M) and M11 motorways taking more traffic. It serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route.

In addition to the university, a number of significant developments brought forward are outlined in the Local Plan. Major developments at Hampton (8,500 dwellings) and Great Haddon (5000 dwellings) and Stanground South (1,850 dwellings) will add significant pressure to the A1339.

The A1139 forms part of Peterborough’s Parkway Network, which was designed in the 1970s to accommodate the then Peterborough New Town. As a consequence of recent and planned housing and employment growth, significant capacity issues are now emerging, with queues and delays forming at many junctions. As the A1139 becomes heavily congested with increasing queueing and delays, the potential for delivering homes and jobs will become increasingly constrained.

**Delivery against EEH Priority Principles:** Scheme will enable delivery of the university to its full potential. It provides enhanced access by all modes to higher education and associated facilitates, this includes the provision of walking/cycling improvements.

**EEH Priority Principles RAG:**

- **ECO**
- **ACC & INC**
- **QOL & ENV**

**Delivery against DfT MRN/LLM Objectives:** This scheme positively improves infrastructure for all modes. It is expected to increase accessibility, reducing severance and improve safety. Proposal supports regional goals to boost economic growth.

**DfT MRN/LLM Objectives RAG:**

- **CON**
- **ECO**
- **HOU**
- **NMU**
- **SRN**

**Delivery against DfT East:** Pre-SOBC submitted with capital cost of £24.6m. Planned construction 2023-2024.

**DfT EAST RAG:**

- **EAST**

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Annex B – Ely to Cambridge A10 Improvement (Dualling) - Outcome

**Scheme Description:** The A10 between Ely and Cambridge provides the main link between the two cities and to the Strategic Road Network via the A14 Milton Interchange.

The route’s two-lane single-carriageway configuration experiences significant peak-period congestion and presents a notable constraint to the delivery of the new homes and jobs planned for this corridor over the next 15 years. The proposed scheme therefore involves upgrading the route to dual two-lane standard.

**Regional Evidence Base**

The A10 Dualling scheme seeks to dual the A10 between the Milton Interchange and the A142/A10 at Ely, a route of approximately 16 miles. An independent economic report has found that improving transport links is core to maintaining the internationally significant economy of Cambridgeshire, and the A10 Dualling scheme is an important part of that strategy.

The A10 between Ely and Cambridge is a key part of the Primary Route Network in Greater Cambridge, providing the main link between the two cities and to the Strategic Road Network via the A14 Milton Interchange. The route’s two-lane single-carriageway configuration experiences significant peak-period congestion and presents a notable constraint to the delivery of the 17,000 new homes and 14,000 new jobs planned for this corridor over the next 15 years. Analysis shows that significant queuing and delays will remain even with substantial investment in non-car modes. The proposed scheme therefore involves upgrading the route to dual two-lane standard.

Currently, more than 18,000 vehicles use the corridor daily. Analysis also shows that nearly 80% of trips along the route have either an origin or destination outside the corridor area, meaning that traffic is strategic rather than local in nature, and the potential market for mode-shift to local non-car alternatives is insufficient to address the significant levels of congestion.

If the scheme is not taken forward, either the proposed development growth aspirations for the corridor will not be fully realised, or congestion on the A10 will significantly increase. Shorter term improvements to junctions along the existing A10 have been proposed via a separate MRN; however the realisation of the full growth of the area is dependent upon the completion of A10 Dualling. This in turn has meaningful implications for the future of the Cambridgeshire economy, which is of international significance for the Heartland in the fields of scientific and biomedical research.

**Delivery against EEH Priority Principles:** Scheme unlocks 11,000 homes and 14,000 jobs directly; driving economic growth. There is both regional and national impacts in terms of access via A14 Milton Interchange and improving safety/environment for local villages.

**EEH Priority Principles RAG:**

**Delivery against DfT MRN/LLM Objectives:** Improvements to the route identified as delivering substantial journey time improvements. Scheme intervention provides reduced congestion for public transport and segregated route for non-motorised users.

**DfT MRN/LLM Objectives RAG:**

**Delivery against DfT East:** LLM scheme with pre-SOBC submitted. Capital cost of £264m. Planned construction 2024-2026.

**DfT EAST RAG:**

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Annex B – Ely to Cambridge A10 Junction Improvements - Outcome

Scheme Description: There are a number of junctions on the A10 between Ely and Cambridge that experience peak-period congestion and present a significant and long-standing constraint to the early delivery of strategic developments planned for this corridor over the next 15 years. This proposed scheme therefore sets out to improve capacity and reliability at these junctions. This will enable development to start coming forward before the wider strategic scheme for the dualling of the A10 promoted by the Combined Authority is delivered.

Regional Evidence Base
The A10 between Ely and Cambridge is a key part of the Main Road Network in Cambridgeshire. Currently, more than 18,000 vehicles use the corridor daily, with peak-period traffic congestion and network reliability issues resulting in trips taking over 45 minutes to travel the 16 miles length of the route, which is over twice the free-flow journey time.

Along the route there are a number of junctions that experience severe congestion and these present a significant constraint to the delivery of strategic developments planned in this corridor over the next 15 years. Strategic developments in the area include circa 11,000 dwellings in a new town north of Waterbeach, additional dwellings in the North East Cambridge site and North Ely sites, and additional commercial space at the Cambridge Science Park and the Lancaster Way business park.

The proposed MRN scheme will deliver improvements to ten junctions between the Milton Interchange and the A142/A10 at Ely to release capacity for part of the transport demand from the new town. The improvements to these junctions is directly linked to the release of the first 1,600 homes in the new town north of Waterbeach and several hundred jobs (at the Lancaster Way business park) and will support trip making in other developments.

These improvements will augment substantial planned investment in non-car modes between Ely and Cambridge, and a design focus in the new town aiming to maximise the use of non-car modes, which is being brought forward by developers.

This project seeks to prioritise quick wins with a short payback period that will support the continued sustainable growth of Cambridgeshire as the A10 Dualling scheme is developed.

Delivery against EEH Priority Principles: Scheme would improve congestion on the A10 and in doing so increase business productivity. Dedicated inclusion of non-highway measures will encourage active travel.

Delivery against DfT MRN/LLM Objectives: Congestion relief and associated benefits will contribute positively to the economy. Congestion relief at the southern (Cambridge) end of the junction with the SRN (A14) will help support the SRN.

Delivery against DfT East: Pre-SOBC submitted with capital cost of £37m. Planned construction is subject to development.

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Recommendation: PROCEED