

Appendix 1

A14 - The Big Picture



Graham Hughes
7th February 2013

A14 – Key Local, Regional And National Route

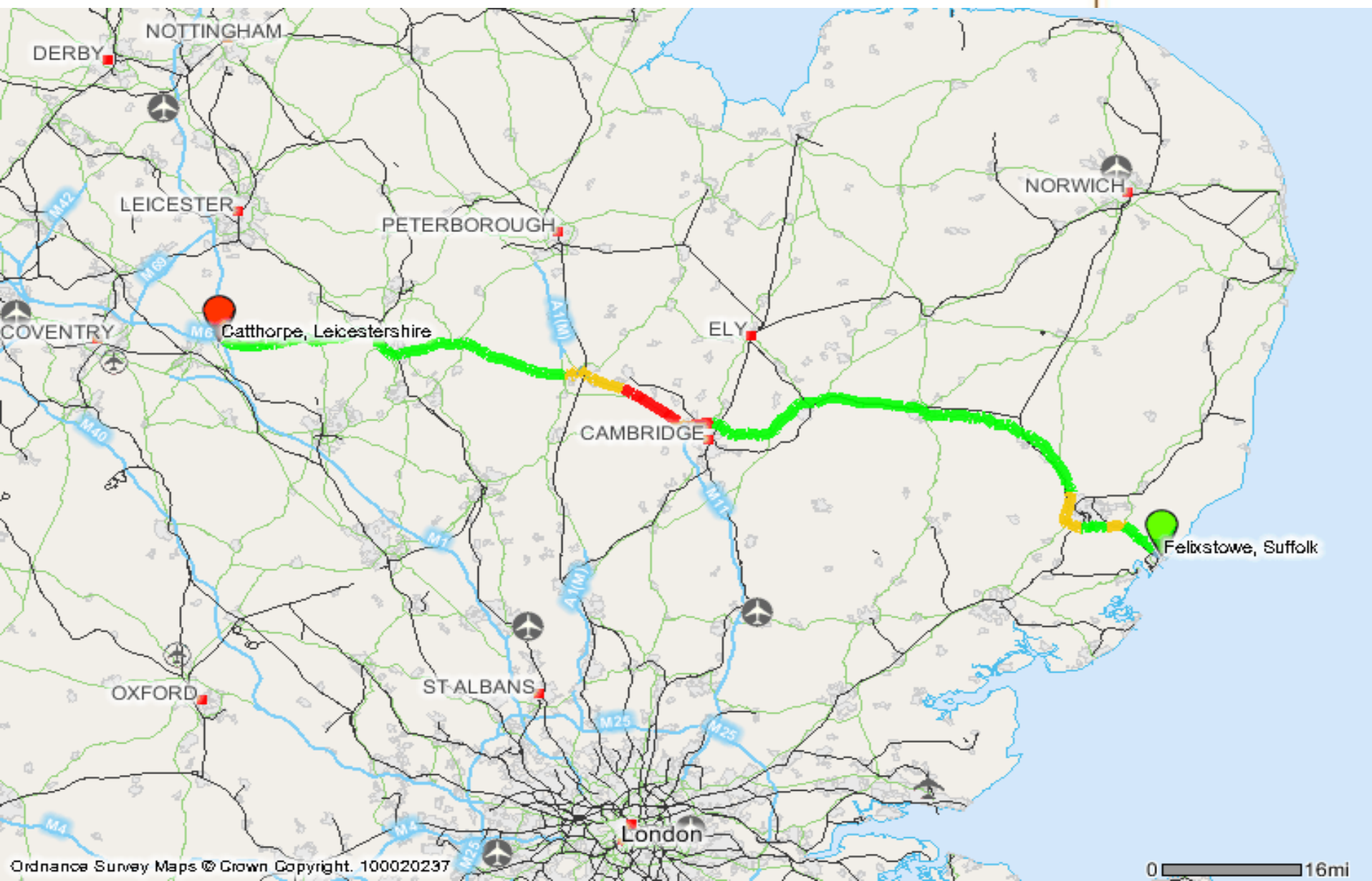
- ◆ The A14 is a TEN-T core route
- ◆ Key east west spine road from East to Midlands
- ◆ Links Haven Ports to the M1/ M6 and beyond
- ◆ Facilitates national and international trade
- ◆ Cambridge to Huntingdon stretch also key north-south corridor
- ◆ Key part of local distributor road network

Why the A14 and why now ?

- ◆ Major “**bottleneck**”, chronic congestion, lack of capacity and resilience, safety concerns - major incidents daily
- ◆ High level of HCVs - 17% to 21%
- ◆ Local road congestion whenever there is an incident
- ◆ Economic downturn has eased problems – A14 needs enhancing now to avoid becoming a brake on growth when upturn comes



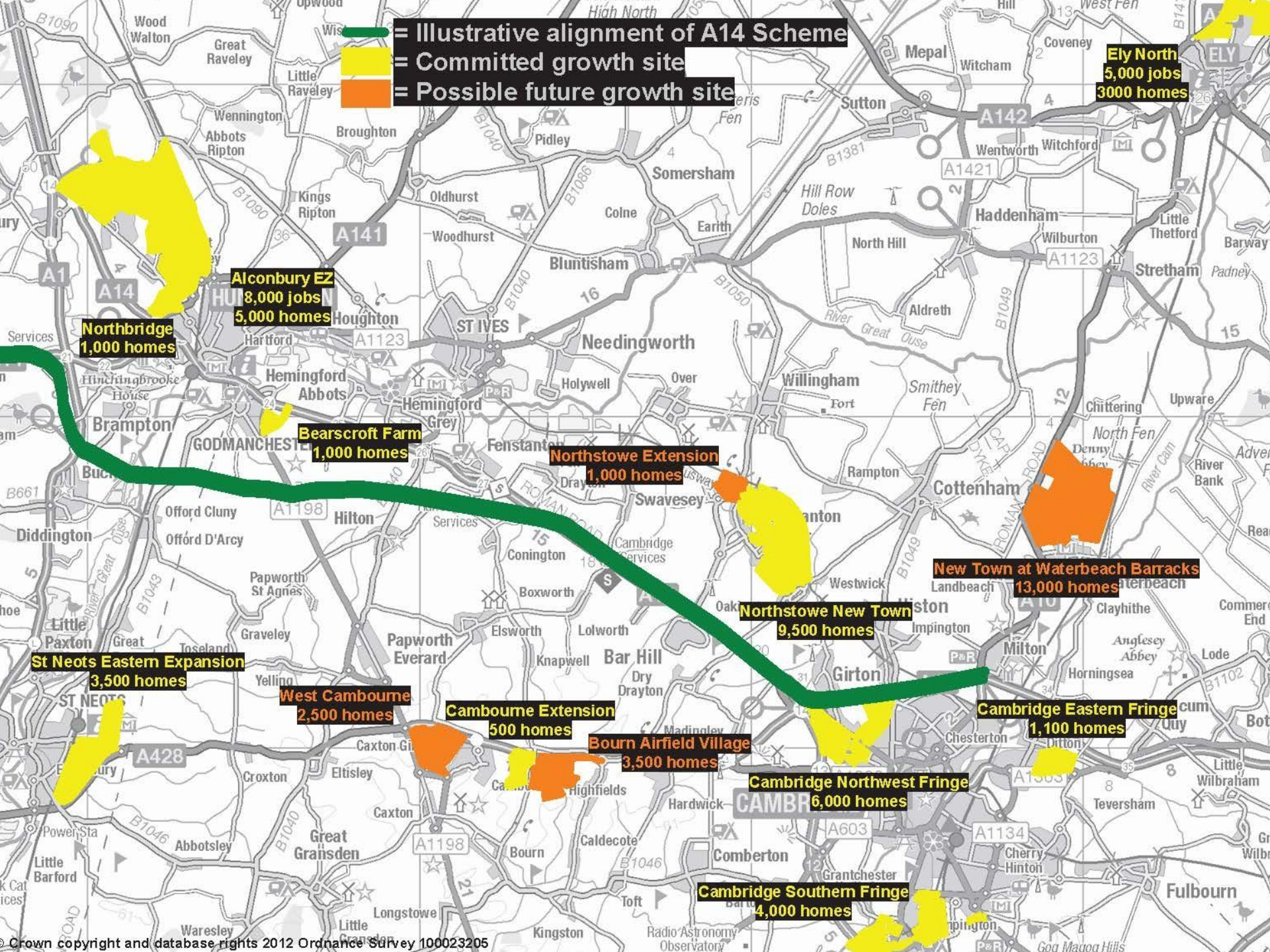
A14 in Context



Links to Growth Ambitions

An improved A14 will:

- ◆ Trigger the go-ahead for Northstowe New Town
- ◆ Enhance the growth of the Alconbury Enterprise Zone
- ◆ Assist the growth of Ely, Huntingdon and new settlement developments along the A428
- ◆ Open up possibilities for development at Waterbeach Barracks
- ◆ Help growth of Cambridge
- ◆ Enable future growth of 'Silicon Fen'
- ◆ Remove a blight on the wide regional economy



To summarise...

- ◆ A14 improvements are vital now
- ◆ We have made rapid progress but there is a lot more to do
- ◆ Will now pass over to Alex to outline how we propose to take things forward

A14 Consortium and Local Funding



Alex Plant

7th February 2013

The Infrastructure Consortium

- ◆ There is agreement that:
 - ◆ the A14 needs to be improved
 - ◆ it will remove a blight on the economy
 - ◆ There are also other schemes that are needed in the wider area – Copdock, J45, Kettering bypass, A47
- ◆ Now is the time to form an Infrastructure consortium to move these all forward

The Consortium

- ◆ A wider collaborative approach
- ◆ Taking a whole route approach to the problems
- ◆ Central/Local government working together
- ◆ Allows focus on a wide range of strategic priorities – A47, A12, A1(M)
- ◆ new way of working with DfT – fits with thrust of government policy

Funding – A14

- ◆ Improving the road will increase GVA in the area
- ◆ Improvements will mean more homes, more businesses, more port activity
- ◆ This means that there is an ‘A14 dividend’ in CIL, NHB, Business Rates
- ◆ The quantum is hard to evidence precisely but it is clearly the case

Local Funding Proposition

- ◆ Funding from a variety of sources is pooled
- ◆ 25 year revenue stream to support borrowing
- ◆ Calculated as a % of uplift in local income with a cap
- ◆ CCC potentially the lead borrowing authority
- ◆ Much more work to do
- ◆ As an example, an authority contributing £5m would need to set aside just £200k pa

Local Funding Proposition

- ◆ Has been suggested that a local contribution will not really be needed
- ◆ DfT/Treasury have been clear with us that it is a key feature
- ◆ Without it, the scheme is at risk

What next

- ◆ Minister has committed to pulling the funding package together by the autumn
- ◆ We will need to firm up our contribution by early summer
- ◆ Will need clarity on underwriting from DfT
- ◆ May want to have a second summit to agree final details