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## **Highways and Transport Committee**

**4 April 2023**

### **A500 Crewe Corridor**

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**Report of: Tom Moody – Director of Highways & Infrastructure**

**Report Reference No: HTC/01/24-25**

**Ward(s) Affected: Haslington**

#### **Purpose of Report**

1. To authorise the preparation of an Updated Outline Business Case for a redefined A500 Dualling Scheme in response to the government's cancellation of the northern sections of HS2.
2. To approve the withdrawal of the current Compulsory Purchase Order and Side Roads Order for the existing A500 scheme, pending the development of the Updated Outline Business Case.
3. This report contributes to developing a transport network that is safe and promotes active travel, which is listed as a key priority in the Council's Corporate Plan.

#### **Executive Summary**

4. This report recommends a change to the scope of the Council's existing A500 scheme which has become necessary as a result of the cancellation of HS2 to Crewe. The change would ultimately result in the removal of all scheme costs from the Council (which were previously £34m), those funds being replaced by additional Department for Transport funding.
5. This report is a result of recent discussions with the Department for Transport, the outcome of which represent a major achievement and will deliver a significant improvement to our current capital budget position.
6. The business case for the scheme in its current form relied heavily on the arrival of HS2 at Crewe following the HS2 Phase2a Hybrid Bill which gained Royal Assent in 2021.

7. The promoters of HS2 had also agreed to contribute financially to the A500 Dualling Scheme as it would help to mitigate the effects of HS2 construction traffic on the road network.
8. Cancellation of the northern section of HS2 to Crewe, along with recent exceptionally high construction inflation rates has therefore undermined the business case that supported the scheme's inclusion in the Department for Transport's (DfT) Major Road Network (MRN) programme. This means that it is highly unlikely that the existing scheme would be successful at Full Business Case stage, meaning it would not receive the DfT grant allocation of £55.1m and the significant costs incurred by the Council of developing the scheme to that point would be abortive.
9. This report recommends that the Council revises the scope of the A500 scheme via the preparation of an Updated Outline Business Case for a redefined A500 scheme to mitigate the impacts of the cancellation of HS2, whilst retaining the scheme's position in the Major Roads Network Programme and increasing the MRN grant funding towards the scheme.
10. The report recommendations include the withdrawal of the Compulsory Purchase Order ("CPO") and Side Roads Order ("SRO") for the full dualling scheme whilst, where possible, completing land acquisitions required for the construction of the full scheme at a future date, should further funding become available.
11. The report outlines why this approach will result in a significantly improved financial outcome for Cheshire East in terms of the funding for an updated scheme which would maximise the value of this Government investment in Cheshire East in the absence of HS2.

## **RECOMMENDATIONS**

The Highways and Transport Committee is recommended to:

**1. Authorise the Director of Highways and Infrastructure to:**

- a. Take all steps necessary to prepare an Updated Outline Business Case for a redefined A500 Scheme to produce a fundable scheme to be brought to a future meeting of the committee for approval for submission to the Department for Transport. (Appendix 2 is a non-exhaustive list of the types of work that will be required)
- b. Appoint a contractor through the SCAPE Framework to provide a scheme design and delivery feasibility report for any new elements of the updated scheme and to continue to develop those elements of the original scheme that remain.

## **2. Authorise the Head of Estates to:**

- a. Where land negotiations for the full A500 Dualling scheme are advanced, to continue to seek to acquire the land and rights required, by agreement, to support the delivery of the updated scheme objectives and so that the full scheme could be implemented at a future time, should funding be made available, and to instruct the Director of Governance and Compliance to negotiate and enter into any agreement necessary to complete such acquisitions.
- b. Recommend that Full Council approve a Supplementary Capital Estimate for £2.435m, to a new capital scheme in the MTFs titled 'A500 Corridor OBC Update' that is fully funded by the DfT to provide funding for the preparation of the Outline Business Case Update for a revised scheme. This forms a change to the MTFs approved at Council on 27 February 2024.
- c. Recommend to the Chair of the Finance Sub Committee and the S.151 Officer that expenditure be approved from the existing A500 scheme budget on the following:
  - i. Completion of the purchase of land, by agreement, that will also be necessary for any redefined scheme, or to support the future implementation of the full dualling, should funds become available.
  - ii. Costs of "mothballing" the existing A500 scheme in terms of meeting existing commitments, finishing pieces of work, paying outstanding fees, etc

which is estimated at up to £2m (£1m in 2024/25 and £1m in 2025/26) and is included in the MTFs approved by Council on 27 February 2024 as a scheme requiring further approval before further expenditure.

## **3. Authorise the Director of Governance and Compliance to:**

- a. Withdraw :
  - i. the sealed and made Compulsory Purchase Order known as "The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2023" and,
  - ii. (b)the sealed and made Side Roads Order known as "The Cheshire East Council (A500 Dualling Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads) Order 2023".

both made on 4 July 2023.

- b. Undertake all necessary and appropriate notification processes to inform all affected landowners (as named in the schedule to the CPO and as notified of the SRO), Statutory Undertakers and the National Casework Team at the Department for Transport of the formal withdrawal of the Orders.

## **Background**

12. The A500 Dualling scheme involves the construction and widening of the existing A500 for 3.3km from Mere Moor Moss Roundabout to the east to the roundabout servicing the M6 at Junction 16.
13. The Council is the promoter of the existing A500 Dualling scheme and submitted a business case for the scheme to the Department for Transport (DfT) in 2018 as part of a competitive national process. The Council was successful in the process and the scheme was included in the DfT's Major Roads Network (MRN) programme, along with the award a provisional grant allocation of £55.1m. The total estimated scheme cost is £89.5m.
14. After scheme development and design, the scheme obtained planning permission in February 2023.
15. The Council made and published a Compulsory Purchase Order and Side Roads Orders (CPO / SRO) to acquire the land and rights to construct the A500 Dualling scheme in July 2023.
16. The CPO / SRO objection period took place between July 2023 and September 2023 and five objections were received. The Council is therefore required to follow the statutory process which would normally involve the matter being determined before an inspector at a public inquiry.
17. On 4 October 2023, the Prime Minister announced that the northern sections of the HS2 project were to be cancelled. This included the legs immediately south of Crewe (Phase 2a) and the length between Crewe and Manchester (Phase 2b).
18. The Outline Business Case (OBC) that had been submitted to DfT to gain the provisional grant award was in line with the Treasury's five case model and in line with government guidance on the modelling and appraisal of transport schemes.

19. The OBC for the A500 Dualling Scheme was strongly linked to Government's proposed investment in HS2, and the planned HS2 services at Crewe Station, with one of the Scheme's Objectives as follows:
  - (a) To support the delivery of key national infrastructure e.g. HS2 and the Crewe Hub Station.
20. Furthermore, HS2 was also providing funding for the scheme in recognition that the dualling scheme would provide necessary capacity for the construction traffic needed to build HS2 Phase 2b. The exact value of this support had yet to be confirmed; but was expected to be several million pounds.
21. The cancellation of HS2 therefore has undermined the Strategic Business Case for the current A500 Dualling scheme.
22. Recent changes to the DfT scheme assessment guidance (WEBTAG) and the exceptionally high levels of inflation in recent years prompted the Council to commission an assessment of the estimated Benefit Cost Ratio (BCR) for the present scheme, if it progressed to Full Business Case submission. This assessment concluded that the BCR would be likely to be in the "Low" category, with a risk of dropping into the "Poor" category.
23. As a result of the combined impacts on the Strategic Business Case and the scheme's Benefit Cost Ratio, it is now thought unlikely that the existing scheme could obtain a positive investment decision at Full Business Case stage (the final stage of funding decision making) in its current form.
24. The Council has therefore now paused progress with the statutory process so that consideration can be given to updating the current scheme to deliver a wider set of benefits that would mean that it would still be fundable.
25. As part of the Council's overall response to the cancellation of the northern sections of HS2, discussions have been held with DfT officials to assess if the A500 Dualling scheme could be modified to address the impacts of the cancellation of HS2 on the scheme's business case whilst retaining the investment (and therefore DfT grant) in the current programme.
26. The outcome of those discussions is that DfT have agreed that an Updated Outline Business Case for the A500 scheme is justified due to the unexpected and direct impacts caused by Government's decision to cancel HS2. DfT has suggested that an update to the OBC should be prepared, which they are prepared to fully fund. If approved, this would allow a modified A500 scheme to remain on the DfT Major Roads

Network programme and progress towards a Full Business Case for DfT funding with the additional work to revise the scheme scope and prepare the OBC update to be funded by the DfT. This report recommends commencing the preparation of an Updated OBC.

27. It should be noted that if the Updated Outline Business Case (OBC) is accepted by DfT, then the Council would normally need to forward fund the further development of the scheme towards Full Business Case submission at risk. As the precise details of the redefined scheme are obviously not available yet, the costs of taking the scheme from OBC to FBC can only be approximately estimated, but these could be in the order of £3m – which would all ultimately be funded by DfT following FBC approval as part of the total scheme costs.
28. Having had the Updated OBC approved, however, the risk of the scheme not progressing would be minimised and the likely costs of progressing the scheme to FBC would be more accurately known. A decision as to whether the Council would forward fund the development of the FBC would be taken at that time.

## **Consultation and Engagement**

29. The preparation of the updated A500 Scheme and Outline Business Case will be subject to consultation with existing key stakeholders of the current scheme and any new stakeholders that may be identified in the development of the updated scheme in line with an engagement plan which will be prepared as part of the work towards the Outline Business Case.
30. Any further planning application that may/will be required to implement the updated scheme will be subject to the usual statutory public consultation process.

## **Reasons for Recommendations**

### **Updated A500 Scheme**

31. The DfT discussions referred to above have resulted in agreement that an updated scheme could be more focussed on improving access to Crewe Railway Station from the A500 corridor for all modes of transport, whilst retaining the key element of the scheme which address congestion on the A500, that being the improvement of Mere Moor Moss Roundabout and the approaches to it.
32. It is thought that such a refocussed scheme would deliver a large proportion of the transport benefits of the current scheme (by improving the roundabout) as well as wider transport and regeneration benefits that would come from improving road access to Crewe Station. Subject to further feasibility work, such a scheme could deliver greater transport

benefits than the existing scheme at an equivalent, or less cost and would therefore present better value for money, making it a more investable scheme for the DfT through the Major Roads Network Programme, as it would have a higher benefit cost ratio under the current scheme assessment guidance.

33. Another advantage of an updated scheme is that following the “Network North” announcement on funding uplift following the cancellation of the northern sections of HS2, the A500 scheme is now expected to receive up to 100% DfT grant towards the estimated total scheme costs at Updated Outline Business Case stage.
34. Previously, the DfT grant was for 85% of OBC costs. As the current scheme’s OBC was completed in May 2019, ie before the recent exceptional construction inflation rates, the estimated scheme costs were significantly lower than they are now. An updated Outline Business Case would “re-base” the costs of the scheme to current prices and thus, in principle, require much less or no local contribution as the DfT grant would be 100% of the re-based costs. This would be a significant advantage to the Council as the current funding arrangements require a local contribution of £34.4m to the existing scheme (including developer S106 contributions). This is also explained in the Financial Implications section.
35. Appendix 1 is a schematic plan to indicate the types of improvements that may be provided as part of an updated A500 scheme. It is not an exhaustive set of interventions. More options would be considered as part of the process towards an Updated OBC. Recent discussions with DfT have confirmed that this approach and possible interventions would be eligible for MRN funding.
36. In order for the Council to provide DfT with an acceptable Updated OBC, the Council must adhere to the following principles:
  - (a) the overarching scheme objectives must be largely consistent with those for the existing scheme aside from those that are directly related to HS2.
  - (b) the updated scheme must be for interventions that are permitted for funding from within the DfT’s Major Roads Network Programme.
37. The Updated OBC will be a significant piece of work. It will contain a full business case appraisal of the updated scheme. It may take approximately 18 months to complete. Prior to making a full commitment to produce a full Updated OBC, there will be an interim stage, after initial feasibility work but prior to the detailed work, where officers will need to consider the likelihood of the Updated OBC being approved by the DfT, taking into account, amongst other factors, the likely benefit cost ratio of

the updated scheme. This will inform a decision on whether to proceed to completion of the Updated OBC.

38. It is anticipated that a further report will be brought to this committee to consider the completed Updated OBC and to consider its submission to DfT for their approval.

### **Future implementation of the full A500 Dualling scheme**

39. The long term aim of the Council is still be to promote the full dualling of the section the A500 between Meremoor Moss roundabout, it is unlikely that current scheme will receive a positive funding decision from DfT at Full Business Case stage for the reasons stated above.
40. A prime objective of the updated scheme therefore should be that should a funding opportunity arise in the future, then the full dualling scheme could be completed i.e. nothing in the updated scheme should prejudice the future completion of the dualling scheme.

### **Withdrawal of Compulsory and Side Road Orders**

41. The Background section of this report describes why the A500 Dualling scheme in its current form is now unlikely to receive a positive funding decision from DfT at the Full Business Case stage.
42. In order to take a Compulsory Purchase Order forward, the Council needs to show how it can justify the proposal to compulsorily acquire the land needed for the scheme.
43. The Council as the acquiring authority needs to be sure that that the purposes for which the compulsory purchase order is made justify the interfering with human rights of those with an interest in the land affected.
44. The minister when confirming the order has to take a balanced view between the intentions of the authority and the concerns of those with an interest in the land. In order to do this the Council must be able to demonstrate that there are sufficiently compelling reasons for the powers to be sought and that the scheme is unlikely to be blocked by any physical, resource or legal impediments. Resources impediments include the sources of funding and the timing of the funding. Given the above, that there is a doubt over securing the necessary funding for the current scheme from the DfT, it will be necessary to withdraw both the CPO and the SRO.

### **Land and rights acquisition**

45. The recommendations in this report to continue to acquire land and rights necessary for the full dualling scheme supports the continued aim of the council to promote the full dualling of the A500.



46. There are parcels of land which would be required for both the existing dualling scheme and the re-defined scheme. Where this is the case, it is recommended in this report that acquisition by agreement is progressed, the costs of which would form part of the redefined A500 scheme costs.

## Other Options Considered

Option	Impact	Risk
Do nothing (i.e. continue to pursue completion of the current A500 Dualling Scheme.	<ul style="list-style-type: none"> <li>• The Council would attend the planned public inquiry into the CPO / SRO's and continue to work towards a Full Business Case for the full scheme.</li> <li>• If the scheme received Full Business Case approval (which is unlikely), this would result in the Council contributing either £16m or £27m towards the scheme, subject to confirmation of DfT Uplift of £11m), compared with a nil contribution for the recommended option.</li> <li>• The Council funding required to take the existing scheme through the Public Inquiry and to Full Business Case is estimated at £1.65m to add to the £11m scheme development costs to date.</li> </ul>	<ul style="list-style-type: none"> <li>• It would be difficult to be successful at the Inquiry in the current circumstances (see above)</li> <li>• If the scheme passed the public inquiry stage, based on current evidence, it is unlikely the DfT would reach a positive investment decision.</li> <li>• If the Full Business Case was not approved, this could not be recouped.</li> <li>• The Council's total expenditure to that point (FBC approval) on the scheme (approx. £11.3m) would be charged to the revenue account, unless a capitalisation directive was received to allow it to be capitalised. However, this could not be guaranteed.</li> </ul>
Cancel the A500 scheme altogether.	<ul style="list-style-type: none"> <li>• The Council would inform the DfT that they are withdrawing the scheme and all work would cease on scheme development.</li> <li>• The scheme would lose its place on the national Major Roads Network programme and the anticipated DfT</li> </ul>	<ul style="list-style-type: none"> <li>• The Council would need to write off the work done to date on the scheme and the cost of this work (c£11m) would need to be funded from the revenue account unless a capitalisation directive was received to allow it to be capitalised. However, this could not be guaranteed.</li> </ul>

	<p>grant of £55.1m would be lost.</p> <ul style="list-style-type: none"> <li>• Uncertainty around the project would cease.</li> <li>• An improvement scheme would still be needed at Meremoor Moss roundabout to enable the delivery of key elements of the Council's Local Plan</li> </ul>	<ul style="list-style-type: none"> <li>• There would be significant reputational risks to the Council with Government, especially as the OBC update option was recommended and would be funded by DfT. This is likely to impact the Council's ability to secure future DfT funding through future planned MRN rounds and Network North Local Integrated Transport Settlement funding.</li> </ul>
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## Implications and Comments

### *Monitoring Officer/Legal*

47. The power to withdraw the Compulsory Purchase Order and the Side Roads Order for the existing A500 Dualling scheme were delegated to the Director of Governance and Compliance by the Committee on 13 January 2022.
48. The circumstances outlined in this report mean that there are impediments to implementation of the existing A500 Dualling scheme, so the Council will need to withdraw the orders. The Council cannot justify the use of compulsory purchase powers as it no longer has sufficient compelling reasons to do so.
49. When the updated scheme is fully developed, the S106 developer contributions to the scheme referred to in this report will need to be assessed to confirm that the contributions can still be applied to the updated scheme.

### *Section 151 Officer/Finance*

50. The existing A500 Dualling scheme is included in the Medium Term Financial Strategy (MTFS) and is shown as fully funded by a combination of DfT grant funding, S106 developer contributions (to be forward funded by the Council) and by a Council direct contribution, as shown in **Table 1** below.
51. **Table 1** shows the Council's contribution to the current scheme to be £27.0m which will be required to be funded from prudential borrowing. Where the S106 contributions are not yet received by the date of construction, they will be also forwarded funded by the Council in line with

previous Cabinet / Committee approvals to give a maximum Council contribution of £34.4m.

52. **TABLE 1 – Existing funding arrangements for A500 Full Dualling scheme**

	£m		
DfT Grant (of which £1.8m received)	55.1		
Local Contribution	34.4	<b>Made up as follows:</b>	<b>£m</b>
		Secured S106 contributions (paid)	1.6
		Secured S106 contributions (not yet paid)	0.8
		Anticipated S106 contributions	5.0
		CEC capital contribution	27.0
		(Sub-total)	34.4
<b>Total Funding</b>	<b>89.5</b>		

53. **Table 2** below shows the potential funding position of an Updated A500 scheme if the funding principles that are being discussed with DfT are confirmed.

54. If it assumed that the updated A500 scheme would have broadly the same scheme costs as the current scheme (This may not actually be the case – but can be used for now to allow a direct comparison to be made) and the DfT agreement to “re-base” the scheme costs when the new OBC is approved (as described earlier in the report), then the funding position could change to as shown in the **Table 2** below.

55. **TABLE 2 – Funding arrangements for proposed Updated A500 scheme following DfT discussions:**

	£m		
DfT Scheme Grant (of which £1.8m already received)	82.1		
Further DfT Grant for development of Updated OBC)	2.4		
Local Contribution	7.4	<b>Made up as follows:</b>	<b>£m</b>
		Secured S106 contributions (paid)	1.6
		Secured S106 contributions (not yet paid)	0.8
		Anticipated S106 contributions	5.0
		CEC capital contribution	0.0
		(Sub-total)	7.4
<b>Total Funding</b>	<b>91.9</b>		

56. The table shows that if the Updated OBC is accepted by DfT along with the “re-basing” principle, then there would be no Council contribution to the scheme. This is compared to the up to £34.4 m which is included in the current MTFs.
57. The production of the Updated OBC will take approximately 18 months, so implementation of the updated A500 scheme would be delayed by approximately 2 years (allowing for DfT approvals) compared to the current programme for the existing scheme.
58. A 2 year delay to the implementation profile for the A500 Dualling Scheme was incorporated into the MTFs as approved by Council on 27 February 2024. A residual budget for 2024/25 and 2025/26 was retained to enable the Council to undertake the necessary work regarding land negotiations, land purchase, CPO procedures and/or mothballing the scheme, which are covered in the recommendations of this report.
59. If the recommendations in this report are accepted, the expenditure profile of the A500 scheme would not need to be adjusted from the profile in the MTFs approved by Council on 27 February as the £2m allocated between 2024/25 and 2025/26 would be sufficient to fund the costs relating to the report’s recommendations.
60. It should also be noted that until the OBC, and then ultimately the Final Business Case (FBC) are approved by DfT, the updated scheme cannot progress to construction as the full DfT scheme funding (which would be a

grant) would not be made available. DfT however are in the process of agreeing to fund all of the estimated £2.435m development costs for the Updated OBC, which would not be refundable if, for example, the Updated OBC was ultimately not approved by DfT. This removes a significant part of the development risk from the Council.

61. All the tables above contain the approximately £11m of costs to date which have been spent on developing the full dualling scheme and on acquiring land and rights necessary to construct it. Discussions are underway with DfT to determine precisely how these costs will be accounted for within the overall updated scheme costs. The Council's aim is that these costs are fully re-imbursed as part of the final funding arrangements.
62. The Council will continue to seek contributions from developments that will benefit from the mitigation provided by this scheme. This will be done in order to firstly minimise any funding required from the Council and then from the DfT grant.
63. The existing A500 scheme is currently identified as a scheme that is subject to a capital review and cannot proceed until that review is completed. The capital review is not complete. Any urgent requests to spend on the scheme prior to the completion of the review requires approval from the Chair of the Finance Sub Committee and the S.151 Officer. Recommendation 2c is for this committee to make that request.
64. The work to prepare the Updated OBC is externally funded and an Supplementary Capital Estimate is appropriate for this element of the proposal.
65. With adjustments to the MTFs to accommodate the funding arrangements shown in **Table 2**, the re-defined A500 scheme funding proposals recommended in this report (subject to Council and DfT approval of the OBC) should be included in the MTFs in line with the recommendations in this report.
66. In summary, the recommendations in this report, if approved, will represent a significant improvement to the Council's current financial situation. This is because the current requirement for up to £34.4m of Council contribution to the A500 scheme would not be required, removing the prudential borrowing requirement and making additional revenue budget available for other services (eg highways) or to contribute to savings targets.

### ***Policy***

67. The Council has a clear commitment to deliver the A500 scheme to deliver growth and relieve congestion and has invested significant sums in

developing the scheme. The recommendations of this report ensure that delivery of the full scheme remain possible, if funding becomes available, whilst making best use of the current funding available as a result of the inclusion in the DfT national Major Roads Network programme.

68. The Corporate Plan priorities that the proposal aligns with are presented in the table below.

<b>An open and enabling organisation</b>	<b>A thriving and sustainable place</b>
<ul style="list-style-type: none"> <li>• Ensure that there is transparency in all aspects of council decision making.</li> <li>• Look at opportunities to bring more income into the borough.</li> </ul>	<ul style="list-style-type: none"> <li>• A transport network that is safe and promotes active travel.</li> </ul>

### ***Equality, Diversity and Inclusion***

40. There are no equality implications associated with this report. An Equality Impact Assessment will be produced as part of the scheme development.

### ***Human Resources***

41. It will be necessary to ensure that sufficient resource is allocated in Estates, Highways and Legal Services to support delivery of the scheme. If additional temporary resources are required these will be met from the project budget.

### ***Risk Management***

42. Key risks to the Council relate to the affordability of the updated scheme and this will be addressed through the continued development of the funding strategy via discussions with DfT. Whilst it is unlikely that a CPO will be required for the re-defined scheme, this cannot be certain at this stage, meaning that another CPO process may need to be entered into at some stage.
43. A risk register will be developed through the lifecycle of the scheme, but many of the risks and constraints relating to much of the scheme are already understood as a result of the A500 Dualling scheme development to date.

44. The Council will be required to accept all responsibility for cost increases beyond the cost envelope provided within Financial Implications section and continue to be responsible for forward funding the S106 developer contributions at risk as the assumed funding from section 106 agreements is not all secured.

### ***Rural Communities***

45. The withdrawal of the compulsory purchase and side road orders for the existing A500 Full Dualling scheme will have a clear impact on any landowners and tenants of any of the land (mainly agricultural) affected by the orders.
46. Other than those mentioned in the previous paragraph above, there are no other direct implications for rural communities that are different from those on any other community grouping.

### ***Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)***

47. There are no direct implications for children and young people that are different from that on any other community grouping.

### ***Public Health***

48. A refocussing of parts of the updated scheme on access to Crewe Station via active modes will contribute positively to public health and help address local inequalities.

### ***Climate Change***

49. A refocussing of parts of the updated scheme on access to Crewe Station via active modes will contribute positively to the climate change agenda and promote healthy lifestyles.

<b>Access to Information</b>	
Contact Officer:	Chris Hindle, Head of Infrastructure chris.hindle@cheshireeast.gov.uk
Appendices:	Appendix 1 – Sketch plan of potential interventions: <a href="#">Revised - A500 Crewe Station Access Corridor Infographic.pdf</a>  Appendix 2 – Example activities required for preparation of the Updated Outline Business Case.

	<a href="#">Appendix 2 - A500 - Updated OBC activities 3 1.pdf</a>
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<b>Background Papers:</b>	<b>Purpose</b>
<a href="#">Cabinet 9th May 2017</a>	Approve the Scheme objectives and the preferred route option to provide a Dual Carriageway of the A500 and approval of further scheme development.
<a href="#">Cabinet 12th June 2018</a>	Approve the submission of the Outline Business Case for the scheme to the DfT and to authorise officers to take all necessary actions to progress the scheme to the point of a decision from DfT on the Full Business Case.
<a href="#">Cabinet 15th January 2019</a>	Authorised putting in place a contract with Balfour Beatty to provide works and services necessary for the scheme and completion SRO and CPO.
<a href="#">Cabinet 9th July 2019</a>	Authorise the use of the powers of compulsory purchase to undertake the acquisition of land and new rights required for the construction of the Scheme.
<a href="#">Cabinet 5th May 2020</a>	Authorise the use of powers of Compulsory Purchase to undertake the acquisition of land and new rights required for the construction of the Scheme reflecting the revised land requirement necessary to deliver the Scheme.
<a href="#">Highways and Transport Committee 13 January 2022</a>	Authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme (including additional land)