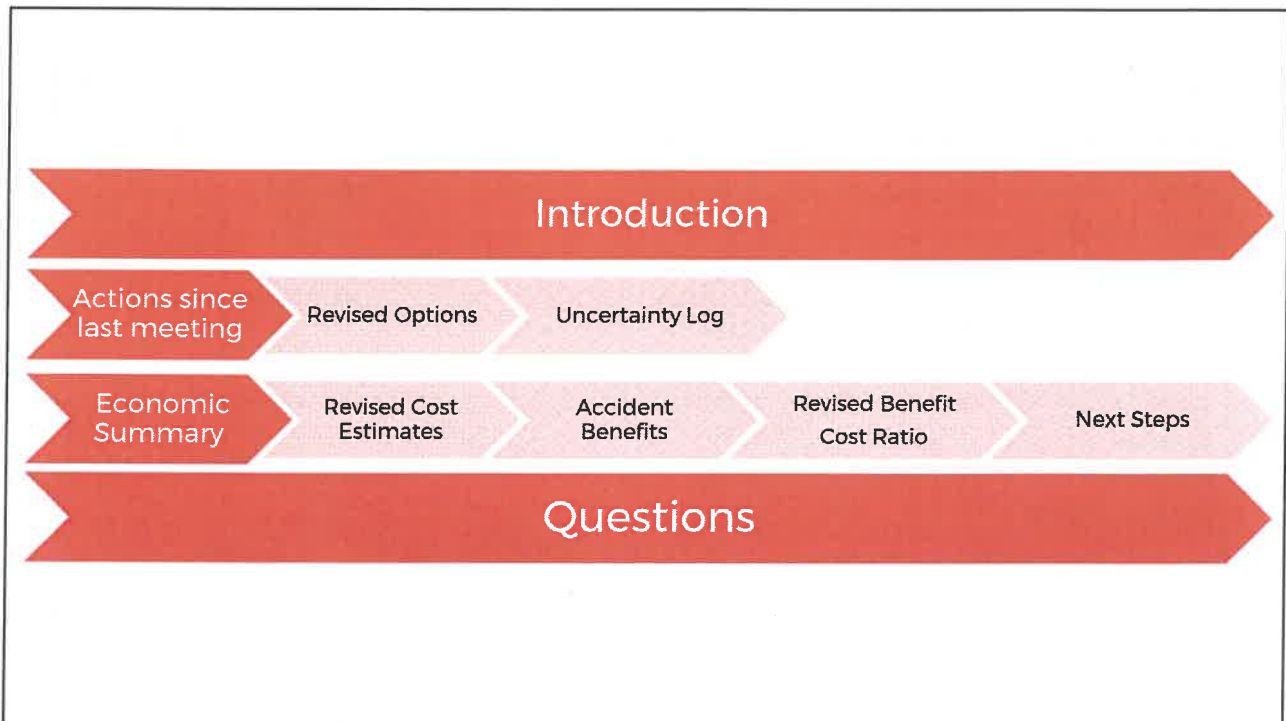


**A1307 Strategy
Board**

*Dualling
Improvement
Study Update*

6 October 2017



Actions from last meeting

1. Check and challenge the growth levels included in the modelling
 - The uncertainty log was issued to the group for comment.
2. Determine a revised, shorter scheme between Haverhill and Fourwentways
 - Following the low BCRs achieved for the Haverhill to Cambridge schemes, two new shorter routes have been analysed with new BCRs produced.

1. Updated Housing Growth Summary

Districts	No. Planned Residential Dwellings	Sqm. Of Employment Floorspace
Cambridgeshire	73,117	2,670,682
Cambridge City	12,023	445,073
South Cambridgeshire	61,094	2,225,609
Essex	36,447	225,404
Braintree	20,237	-
Uttlesford	16,210	225,404
Suffolk	14,632	145,000
Babergh	6,080	-
Forest Heath	4,254	145,000
St. Edmundsbury	4,298	-
Total	124,196	3,165,282

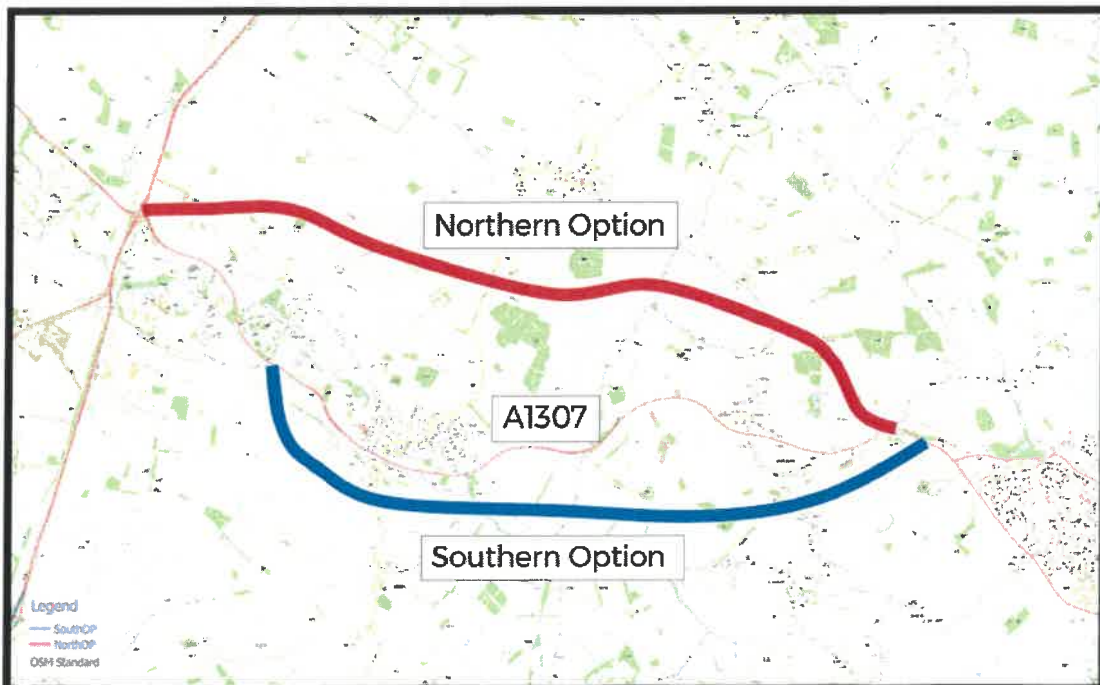
Growth includes a provision for windfall sites.

Area	Target Dwellings by 2033
Braintree	28,201
Babergh	6,570
Cambridge Urban Area	3,983
Cambridge South East	430
Cambridge Fringe Sites	8,241
Haverhill	4,260

2. Revised Scheme Options

Two revised, approximate options have been estimated for the north and south of the existing A1307:

Revised Northern Option	Revised Southern Option
12.5km long	11.2km long
4 overbridges required at:	4 overbridges required at:
<ul style="list-style-type: none"> - Streetly End - Dean Road - B1052 - North of Hildersham Road 	<ul style="list-style-type: none"> - South of Horseheath Green - Dean Road - Barlow Road - B1052
River crossing bridge west of Bartlow Road. Approximately 5m wide and span of 22m.	



Economic Summary

Updated Cost Estimates

The updated option costs have been estimated at 2017 Q3 prices:

Route	Total Revised Costs
Northern Route	£190,000,000
Southern Route	£180,000,000

Accident Benefits Determined

Accident analysis has been completed:

Route	Predicted accidents saved	Total accident savings £m
Northern Route	319	£18.69m
Southern Route	279	£16.32m

Updated Initial Benefit Cost Ratio (BCR)

An indicative BCR has been generated for both the Northern and Southern Options:

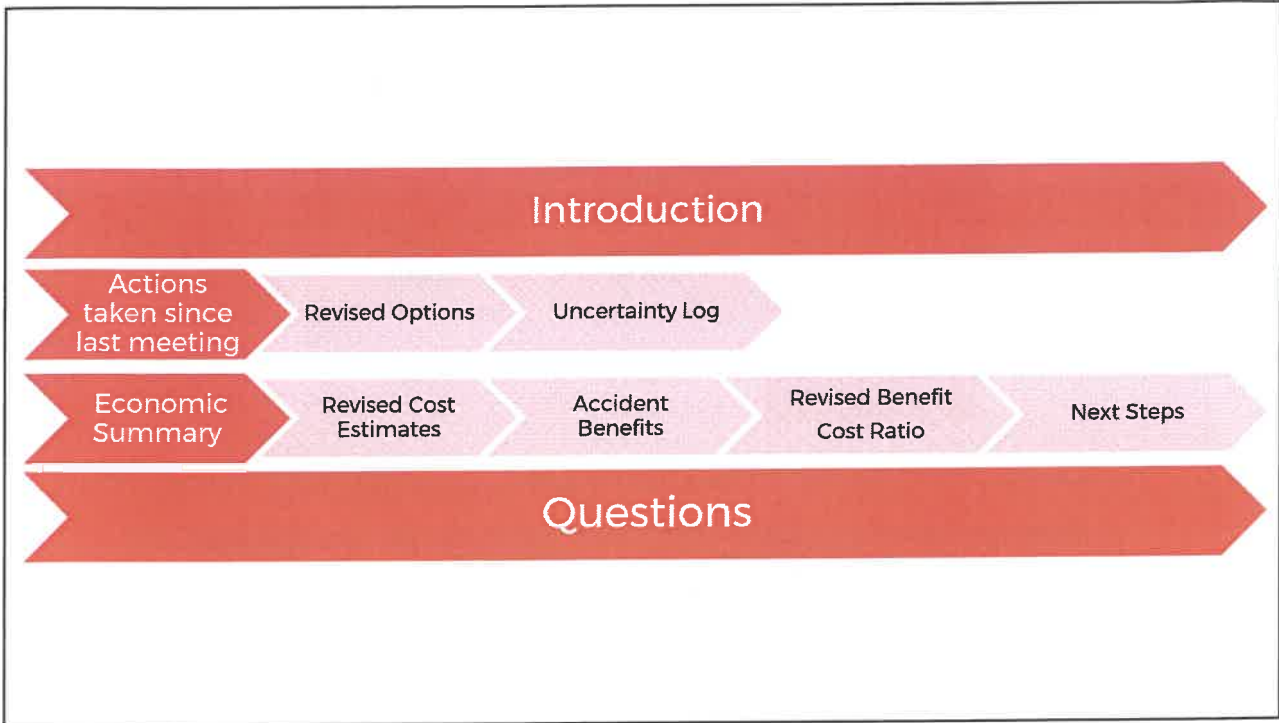
Route	Updated BCR	Value for Money Category
Northern Route	1.008	Low
Southern Route	0.731	Poor

- With a BCR of 1, the northern route has the potential to be taken forward as a scheme.
- The BCR is based on an AM and PM peak 1 hour model only, with potential further benefits to be realised, alongside wider benefits.
- The BCR could further increase if the A1307/A11 Fourwentways junction was improved
- A BCR of 1.5-2 could potentially be achieved, giving 'medium' value for money.



Potential Next Steps

- Take the northern route scheme forward to Outline Business Case stage
 - *Decision point: does the LEP/do the politicians support this approach, and the associated significant costs?*
- Understand available funding pots
 - *Local Majors Fund*
 - *Major Road Network*
- Consider wider implications of extending the scheme to the A505 via a separate study or alternative Outline Business Case
- Seek inclusion of the scheme in planning/LEP documents



Questions...