

July 16, 2018

WSP |

Sudbury Study



Sudbury Study

WSP commissioned to carry out a study and develop an Outline Business Case for congestion relief in Sudbury

- Stage 1 of study – Option Assessment Report (considering a full range of options and supporting analysis in line with DfT guidance)
- Stage 2 of study – develop an Outline Business Case for preferred option

Sudbury Study

- Project Plan
- Key Dates in Current Study

Stage 1 Tasks	Dates
Technical Workshop (WSP/County and District Officers)	17 May 2018
Early Sifting (EAST) Assessment	July 2018
Options Assessment Report (1 st draft)	Early August 2018
Appraisal Specification Report (1 st draft)	Mid August 2018

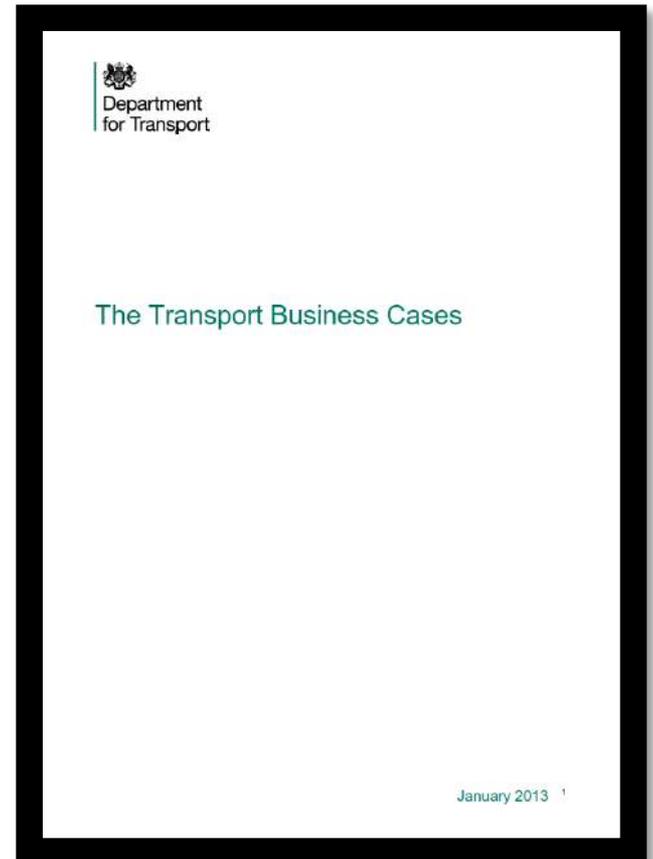
- Stage 2 tasks and scope to be agreed by mid 2018
- Public Consultation as part of Stage 2 in Autumn 2018
- Deliver the OBC by early 2019

Requirements for Outline Business Case



Business Cases are made up of five individual case elements:

- Strategic Case – case for change and fit with wider public policy
- Economic Case – demonstrating value for money
- Commercial Case – is the proposal commercially viable
- Financial Case – is the proposal affordable
- Management case – is the proposal achievable and how will it be delivered



Progress to Date:

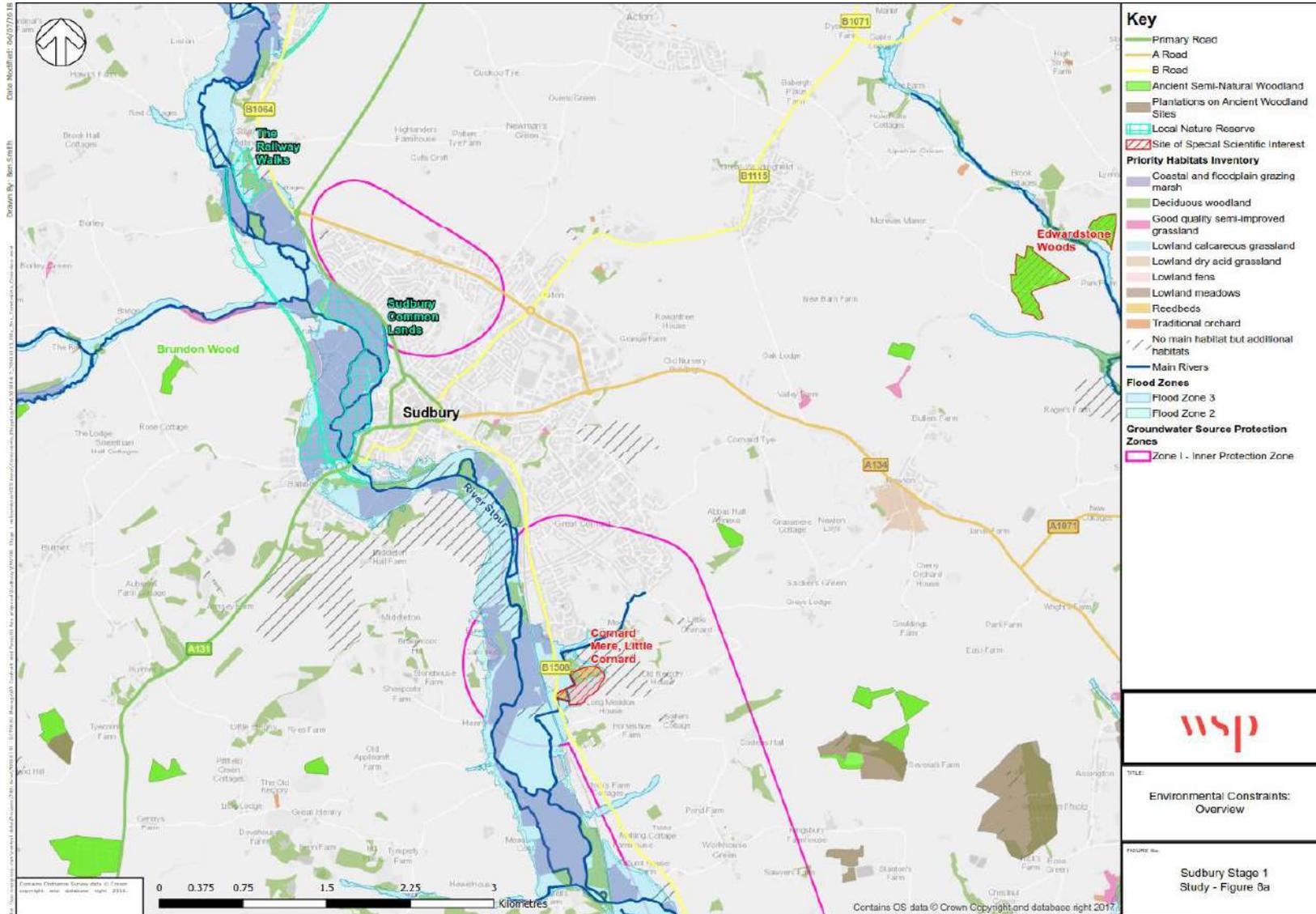
- **Collation of Evidence of Current Problems**
 - Reviewed evidence used in previous work – including travel patterns etc.
 - Obtained up-to-date count data and journey time data for the area.
- **Collation of Evidence on Current Constraints**
 - Updated environmental and other constraints mapping within area of interest.
- **Technical Workshop:**
 - Identification of objectives – in relation to problems and constraints.
 - Identified options to consider as part of early sifting – and sifting methodology (EAST).
- **Early sifting analysis:**
 - Using existing data will ‘score’ options.
 - Identify recommended options for further analysis

Existing Problems

- Town centre congestion causing issues for local residents and businesses.
- Congestion through Sudbury causing delay on the Primary Route Network.
- Congestion on the Strategic Road Network A11, A120 and A12.
- Growth in Sudbury stifled over recent years.
- Poor connectivity
- Health- AQMA.

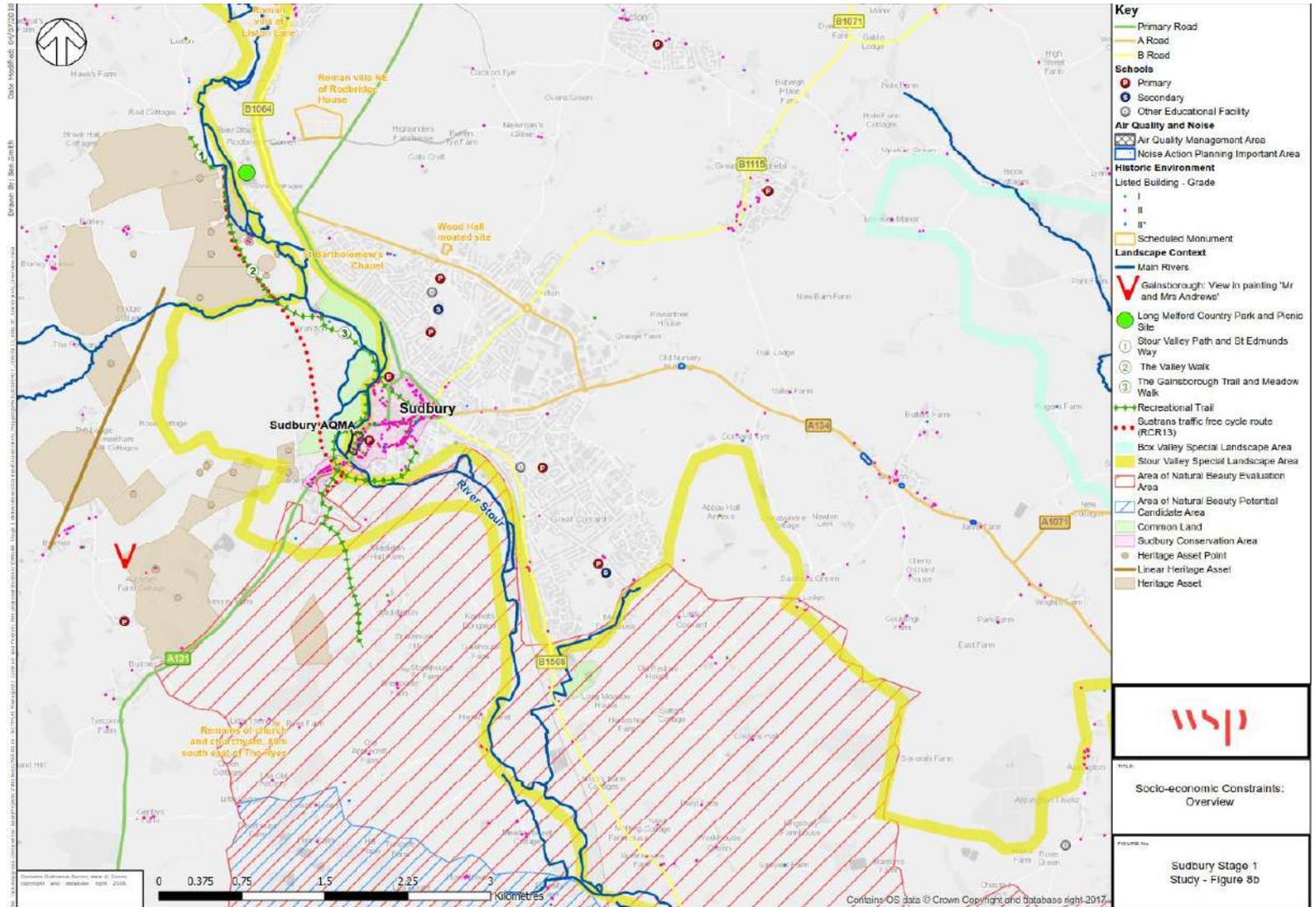
Environmental Constraints

7



Socio-Economic Constraints

8



Example of Key Constraints Identified

- **Water Environment**
 - 2 rivers: Belchamp Brook and the River Stour and fluvial Flood Zone 3.
 - Designated Groundwater Source Protection (Zone 2).
- **Ecology and biodiversity**
 - Two Local Nature Reserve (LNR) > Sudbury Common Lands and The Railway Walks.
 - Several Ancient Semi-Natural Woodland.
 - Biodiversity Action Plan (BAP) Priority Habitats (including coastal floodplain and grazing marsh; wet woodland, deciduous woodland).
 - Sensitive receptors: Otter, dormouse, bats, badger core areas.
- **Landscape/Historic Environment**
 - Sudbury Conservation Area.
 - Stour Valley Special Landscape Area.
 - Dedham Vale AONB (and potential extension westward of A131).
 - Gainsborough (view in painting).
 - Numerous scheduled monuments and listed buildings.
- **Noise and Air quality**
 - Numerous sensitive receptors – including AQMA.

Emerging Scheme Objectives

PRIMARY OBJECTIVES	SECONDARY OBJECTIVES
Improve conditions in Sudbury town centre and surrounding areas.	<p>Improve the quality of life for residents, workers and shoppers:</p> <ul style="list-style-type: none"> • Reducing carbon emissions, air and noise pollution from road traffic. • Reducing severance issues due to traffic levels within the town centre. • Improving the historic setting of Sudbury through removal of road traffic. <p>Ensure any negative impacts outside Sudbury are minimised.</p>
Reduce congestion.	Improve journey times in Sudbury and the surrounding area.
Address concerns relating to freight traffic (HGVs in particular).	Reduce the number of freight vehicles passing through Sudbury, improving conditions in the town centre.
Enable growth within Sudbury and surrounding area.	Facilitate the delivery of new homes and jobs within Suffolk and Essex.
Improve connectivity of Sudbury.	<p>Improve attractiveness of Sudbury as a destination.</p> <p>Improve access for businesses to wider labour markets etc.</p> <p>Reduce transport costs for businesses.</p>

Proposed Scheme Options

Options	Description
Option J1 – Traffic Management	A package of measures to increase capacity and improve traffic flow at problem junctions throughout Sudbury.
Option SM1 – Sustainable Travel Initiatives	A package of Sustainable Travel Initiative measures, to encourage people to make fewer journeys by private car.
Option P1 – Pricing Options	Introduction of parking charges to discourage car use.
Option PT1 – Public Transport Options (Bus)	Improvement to local bus services (increase frequency, etc.) to encourage more trips by public transport (leading to fewer journeys by private car).
Option PT2 – Public Transport Options (Rail)	Improvement to the overall rail 'offer' to encourage people to make fewer journeys by private car.
Western Option - Long - W1	New 3.5km long single carriageway road from the A134 north of Sudbury to A131 south of Sudbury. To include a junction with Kitchen Hill.
Western Option - Short - W2	New 3km long single carriageway road from the A134 north of Sudbury to A131 south of Sudbury (lower curve than W1). To include a junction with Kitchen Hill.
Southern Option - Long - S1	New 8.5km single carriageway road from Bulmer Tye to the A134/A1071. This carriageway will also be connected near Little Cornard by a 3km north-south link to the Shawlands Retail Park roundabout
Southern Option - Short - S2	New 3km long single carriageway road from the Newton Road-Cats Lane junction to A131 south of Sudbury. To include a junction with B1508.
Eastern Option - Long - E1	New 5.5km long single carriageway road from the A134-B1064 roundabout to A134-Valley Road junction. To include junctions with Acton Lane and B1115.
Eastern Option - Short - E2	New 3km long single carriageway road from the A134 (north of Claremont Ave roundabout) to B1115-Valley Road junction. To include a junction with Acton Lane.
Ring Road Option - L1	A new 22km single carriageway road. Alignment a combination of Option S1 (southern link only) + Option W1 (southern section from A131 – Hendingham Road Junction) + E1

Scope of EAST Analysis

– **Strategic case**

- Scale of impact
- Fit primary and secondary objectives
- Degree of consensus over outcomes

– **Economic case**

- Economic Growth (incl connectivity, reliability, WEI, etc.)
- Carbon Emissions
- Well being (incl road safety, physical activity)
- Expected VfM Category (e.g. potential BCR, non-monetised impacts etc.)

– **Environment**

- Air quality, noise, historic environment, biodiversity, landscape, water environment

Scope of EAST Analysis

– Management case

- Implementation timetable
- Public acceptability
- Practical feasibility

– Financial case

- Affordability
- Cost (Capital / revenue) – including profile, risk etc.

– Commercial case

- Flexibility of option (scalability)
- Funding source / certainty

‘Scoring’ of EAST would normally include some weighting of scores for each case depending on level of evidence and importance.

Expect to weight **Strategic** and **Economic** Case more highly at this stage.

Next Steps

- Complete Initial Sifting (EAST)
- Identify options for more detailed testing
- Complete Options Assessment Report (OAR)
- Complete Appraisal Specification Report (ASR)
- Agree further work for Stage 2 – to include public consultation and produce OBC for preferred option

