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

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<tr>
<th>Stage 1 Tasks</th>
<th>Dates</th>
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<tr>
<td>Technical Workshop (WSP/County and District Officers)</td>
<td>17 May 2018</td>
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<tr>
<td>Early Sifting (EAST) Assessment</td>
<td>July 2018</td>
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<tr>
<td>Options Assessment Report (1st draft)</td>
<td>Early August 2018</td>
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<tr>
<td>Appraisal Specification Report (1st draft)</td>
<td>Mid August 2018</td>
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- 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
Socio-Economic Constraints
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

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<tr>
<th>PRIMARY OBJECTIVES</th>
<th>SECONDARY OBJECTIVES</th>
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| Improve conditions in Sudbury town centre and surrounding areas. | Improve the quality of life for residents, workers and shoppers:  
• 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.  
Ensure any negative impacts outside Sudbury are minimised. |
| 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. | Improve attractiveness of Sudbury as a destination.  
Improve access for businesses to wider labour markets etc.  
Reduce transport costs for businesses. |
## Proposed Scheme Options

<table>
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<tr>
<th>Options</th>
<th>Description</th>
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<tr>
<td><strong>Option J1 – Traffic Management</strong></td>
<td>A package of measures to increase capacity and improve traffic flow at problem junctions throughout Sudbury.</td>
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<tr>
<td><strong>Option SM1 – Sustainable Travel Initiatives</strong></td>
<td>A package of Sustainable Travel Initiative measures, to encourage people to make fewer journeys by private car.</td>
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<td><strong>Option P1 – Pricing Options</strong></td>
<td>Introduction of parking charges to discourage car use.</td>
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<tr>
<td><strong>Option PT1 – Public Transport Options (Bus)</strong></td>
<td>Improvement to local bus services (increase frequency, etc.) to encourage more trips by public transport (leading to fewer journeys by private car).</td>
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<tr>
<td><strong>Option PT2 – Public Transport Options (Rail)</strong></td>
<td>Improvement to the overall rail 'offer' to encourage people to make fewer journeys by private car.</td>
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<tr>
<td><strong>Western Option - Long - W1</strong></td>
<td>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.</td>
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<tr>
<td><strong>Western Option - Short - W2</strong></td>
<td>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.</td>
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<tr>
<td><strong>Southern Option - Long - S1</strong></td>
<td>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</td>
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<tr>
<td><strong>Southern Option - Short - S2</strong></td>
<td>New 3km long single carriageway road from the Newton Road-Cats Lane junction to A131 south of Sudbury. To include a junction with B1508.</td>
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<tr>
<td><strong>Eastern Option - Long - E1</strong></td>
<td>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.</td>
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<tr>
<td><strong>Eastern Option - Short - E2</strong></td>
<td>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.</td>
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<tr>
<td><strong>Ring Road Option - L1</strong></td>
<td>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</td>
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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