

Forest Heath & St Edmundsbury councils



West Suffolk

working together

Road & Rail Infrastructure

Update to West Suffolk Joint Growth Steering Group
6th June 2017

Purpose of the presentation

- Update on A11/A14 projects included in SCC's Road Investment Strategy 2 (RIS2) funding bid
- Activity underway for projects linked to the strategic road network, but not in scope for RIS2 (A14/A11 junction 38, A1307)
- Review of rail priorities from a West Suffolk perspective

Strategic Road Network

- Highways England – manages A14, A11, A12 south of A14 and A12 (A47) north of Lake Lothing
- Wholly funded by Department for Transport (DfT)
- Five year Road Investment Strategy (RIS) set by DfT
- Current RIS period 2015 – 2020 (no Suffolk projects)
- Next period 2020 – 2025
- Process for RIS2 has begun

Road Investment Strategy Timescales

we are here →



Felixstowe To Midlands (A14) East of England Route Strategy (A11)

Expected to be published later this year and the subject of public consultation

No A14 Delays



The A14 – vital for the local and national economy.

OVERVIEW

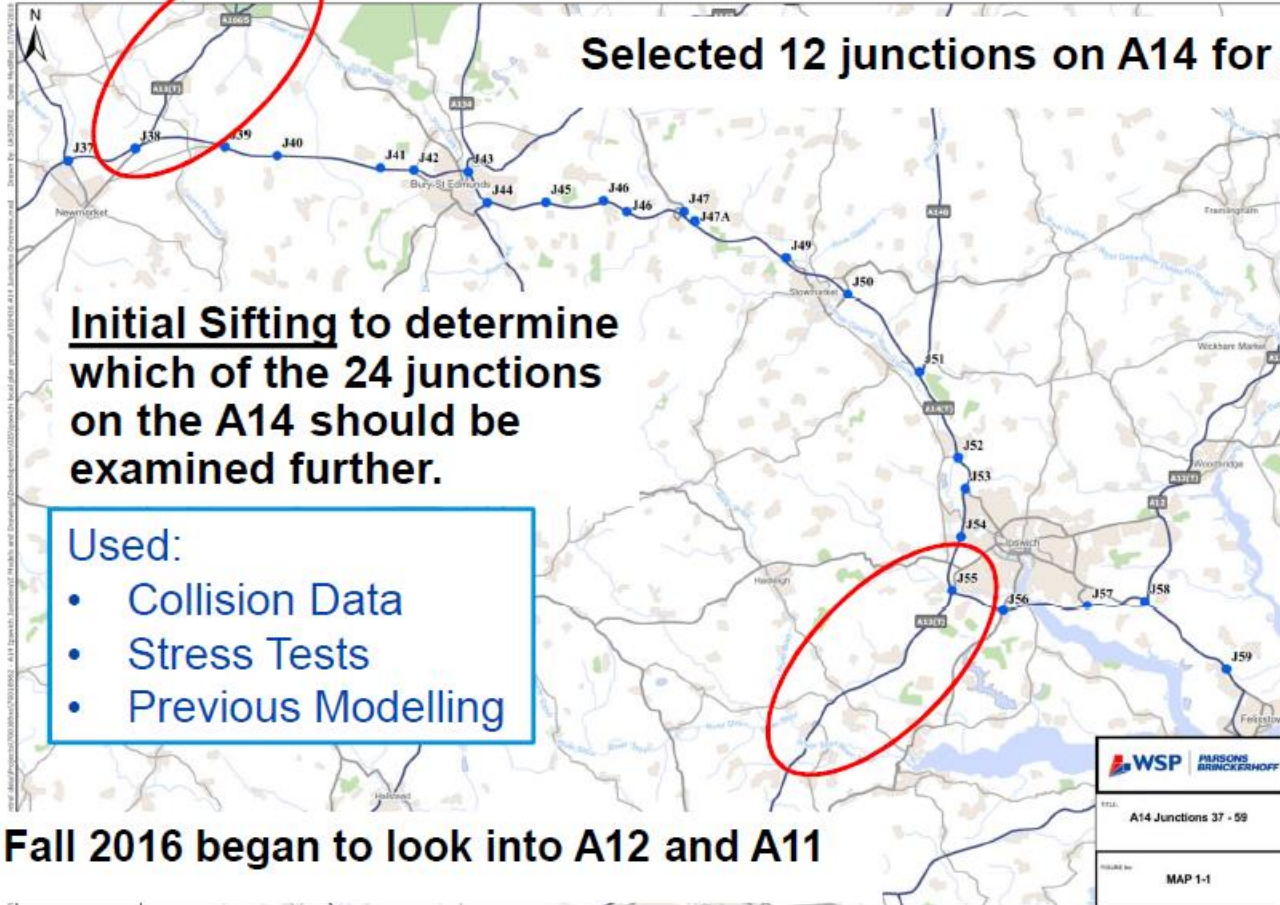
Selected 12 junctions on A14 for Stage A.

Initial Sifting to determine which of the 24 junctions on the A14 should be examined further.

Used:

- Collision Data
- Stress Tests
- Previous Modelling

In Fall 2016 began to look into A12 and A11



JUNCTION 37 – KEY ISSUES

- Key priority for Forest Heath District Council
- Improvements needed to support growth in East Cambridgeshire & Newmarket
- Lack of capacity – leads to extensive queuing
- Conditions likely to worsen following opening of Ely Bypass in 2017

**Aim 1:
Economy**

**Aim 2:
Network
Capability**



JUNCTION 37 – RECOMMENDED OPTION

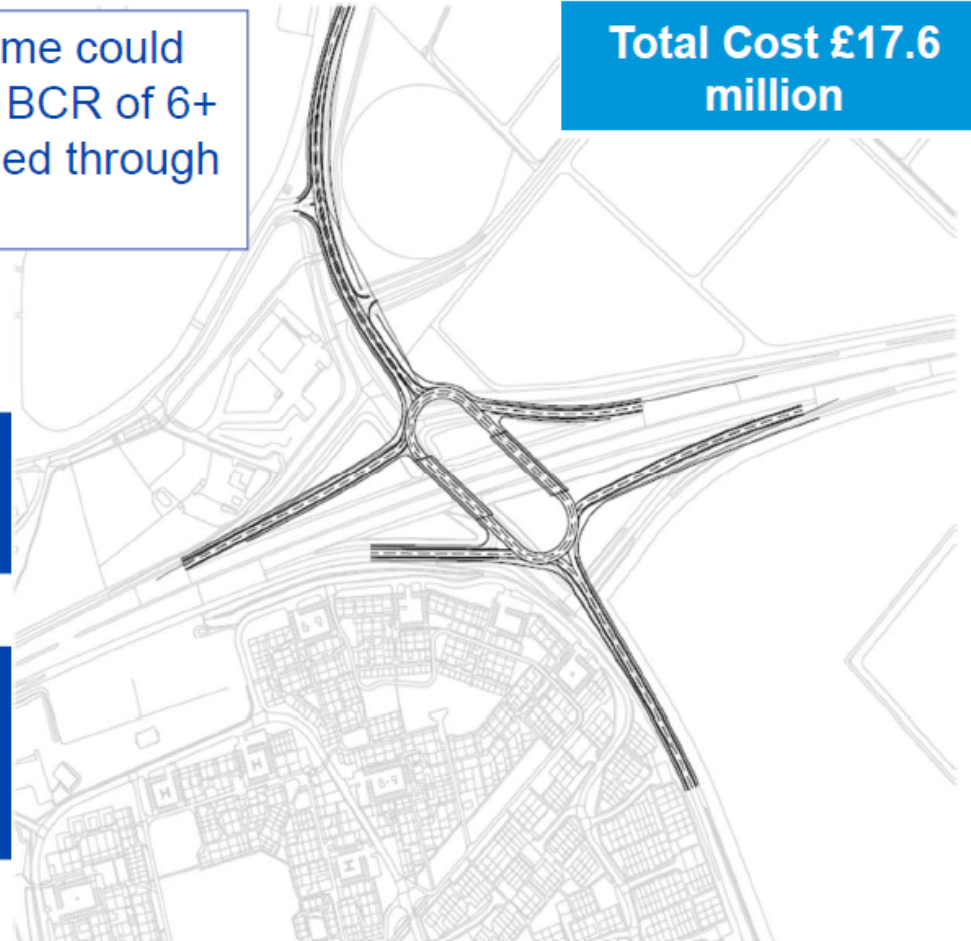
Initial analyses indicate that the scheme could offer large benefits with an indicative BCR of 6+ (very high value for money) established through initial economic modelling.

Total Cost £17.6 million

- Reduction in accident rates due to new compliant grade separated junctions.
- Better flow of traffic and additional capacity as the new design complies with the DMRB standards.

**Aim 3:
Safety**

**Aim 2:
Network
Capability**



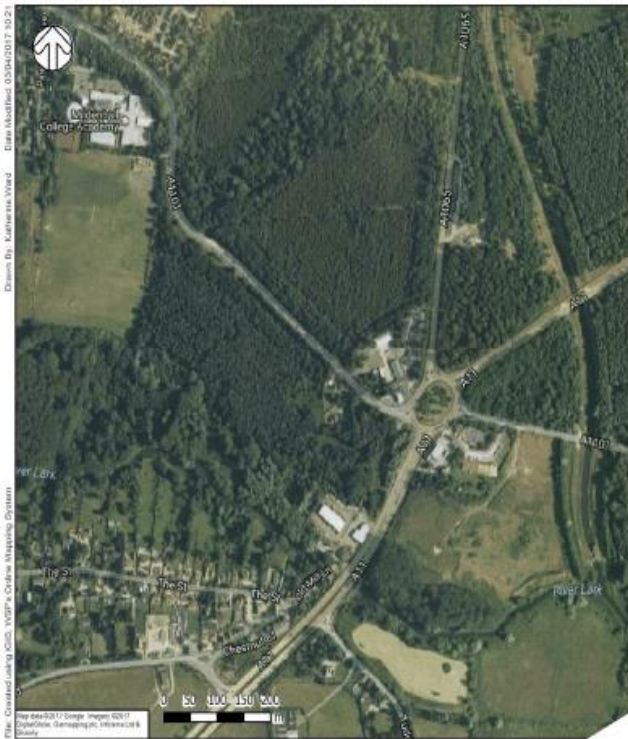
A11 MILDENHALL JUNCTION – KEY ISSUES

- There is evidence of increasing congestion at the A11 Fiveways Junction and risk of accidents/incidents at the existing at grade crossings with openings in the central reserve.
- The A11 has been identified as a growth corridor and improvements are required to support growth in Forest Heath and in particular growth linked to the potential development of Mildenhall Airbase.
- Very strong local support (and demand) for implementation of a long-term solution

**Aim 3:
Safety**

**Aim 1:
Economy**

**Aim 2:
Network
Capability**



A14 BURY ST EDMUNDS

- **St Edmundsbury as a location of growth - 10,000+ houses in 20 years - majority concentrated in Bury St Edmunds and Haverhill**
- **Future development could be limited by increasing congestion at A14 Junctions**
- **A14 Junctions (namely J43 and J44) are at capacity at peak times**
- **Importance of limiting queuing so it does not impede the main carriageway flow**
- **Some developments would not be brought forward until capacity at these key locations was addressed**

**Aim 2:
Network
Capability**

**Aim 1:
Economy**

JUNCTION 43 – KEY ISSUES

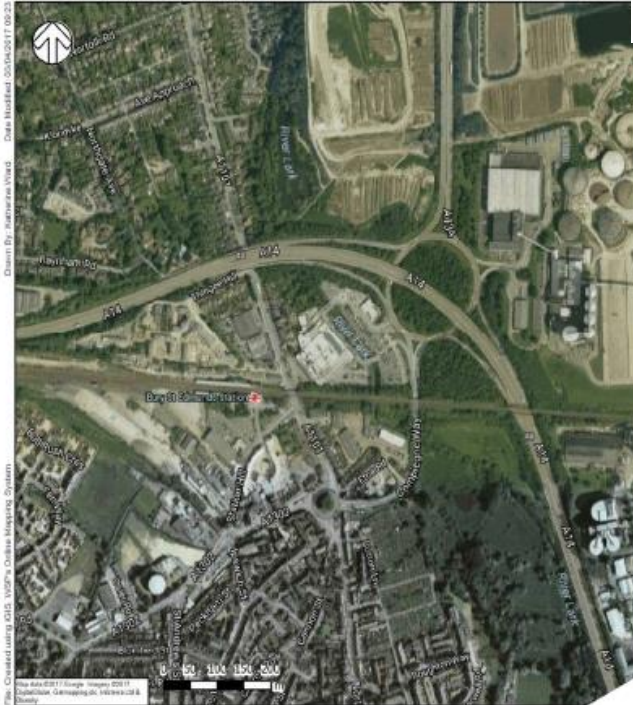
Aim 2:
Network
Capability

→ Significant issues with slip roads

- Westbound off-slip (AM)
- Eastbound off-slip (PM)

→ The two areas in the local proximity of Junction 43 are experiencing increased traffic pressure during the peak periods:

- *Tollgate Lane junction and;*
- *Compiegne Way / Tayfen Rd / Out Northgate cluster,*

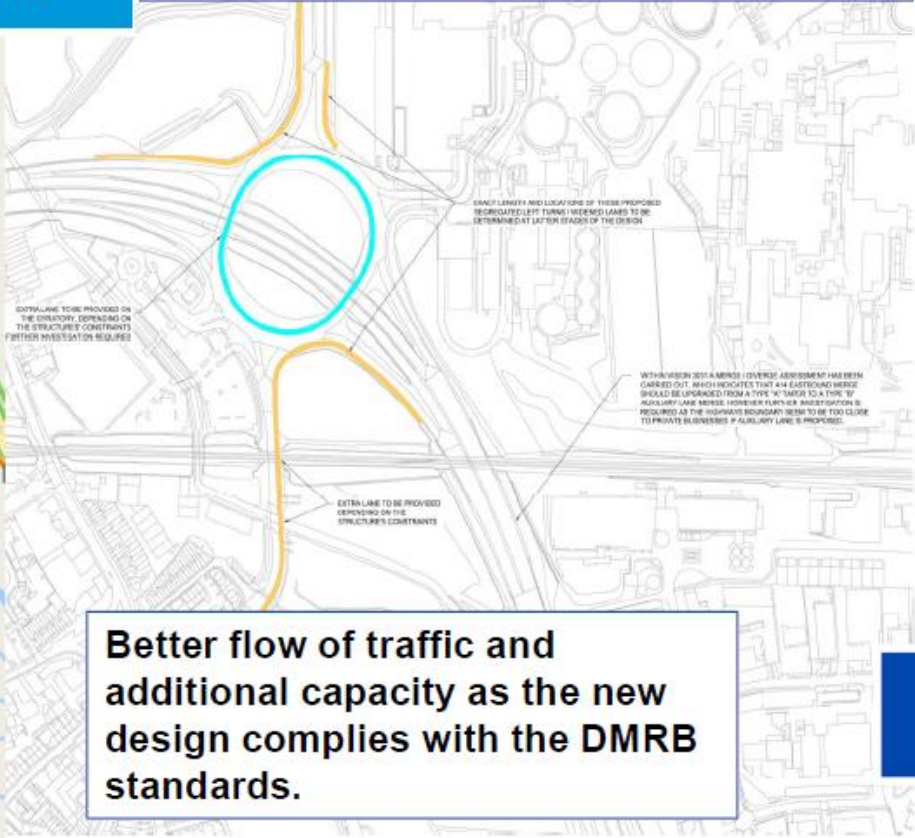
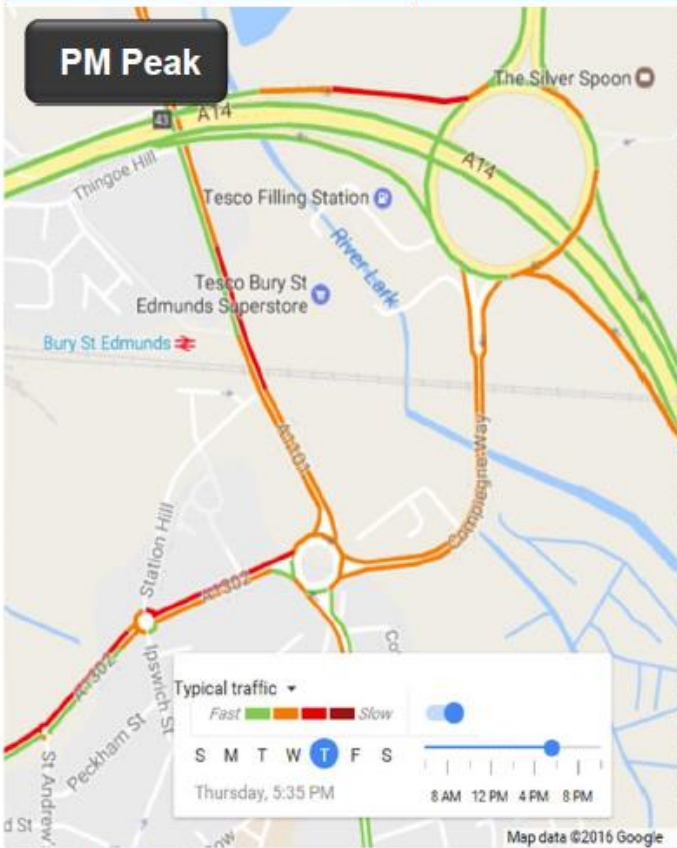


JUNCTION 43 – RECOMMENDED OPTION

Option B Do Maximum	Total Cost: £4.3million
Local Network Improvements	£0.5 million

Reduction in accident rates due to improving the size of the junctions and introducing three lanes roundabout with segregated left turns.

Aim 2: Network Capability



Better flow of traffic and additional capacity as the new design complies with the DMRB standards.

Aim 1: Economy



JUNCTION 44 – KEY ISSUES

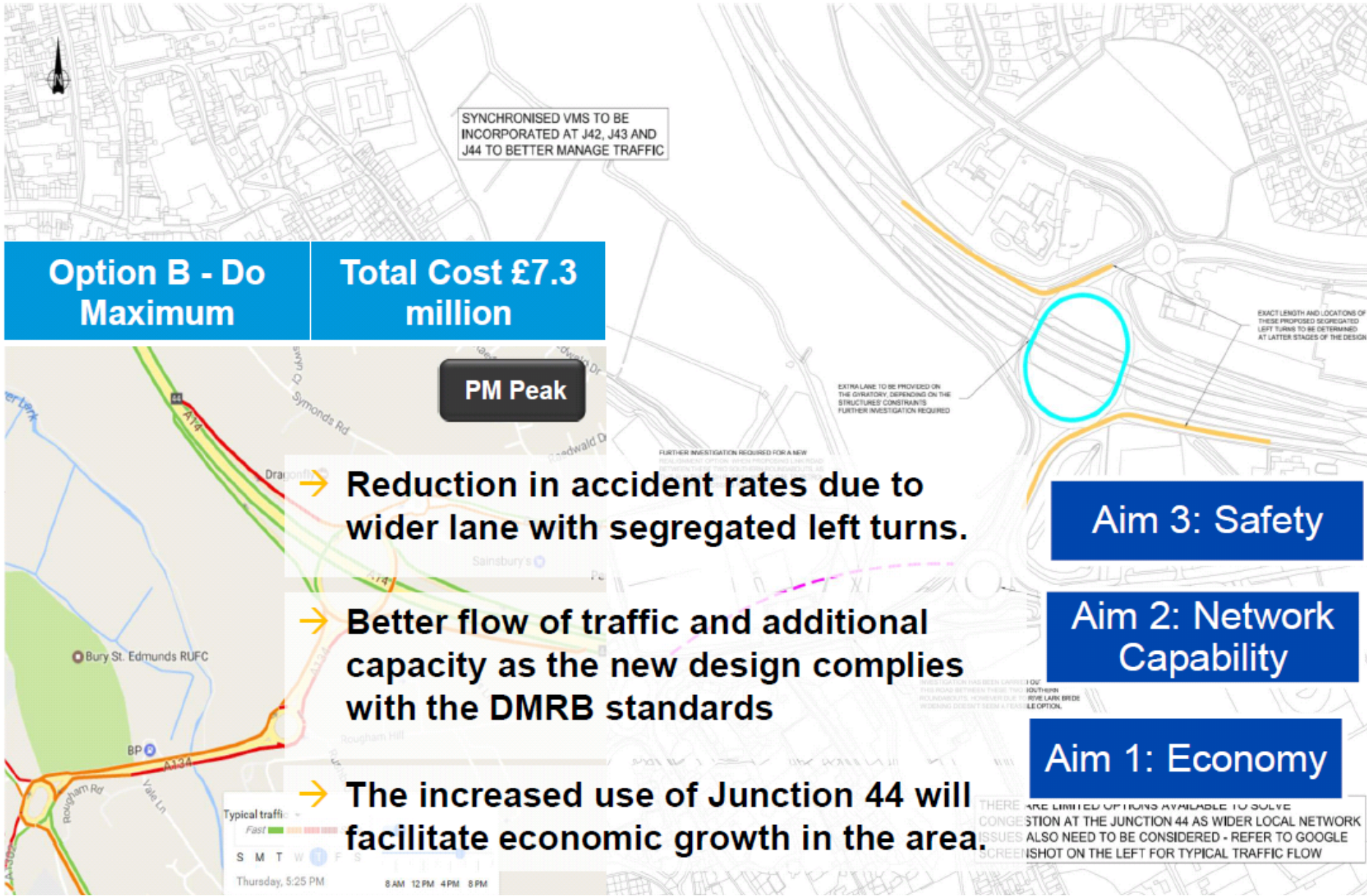


- Poor layout, short slip roads and lack of capacity leads to significant congestion and queueing, which extends back onto the A14 main carriageway.
- Rougham Road corridor, in the local proximity of Junction 44, is experiencing increased traffic pressure during the peak periods
- Improvements are required to support growth in Bury St Edmunds

Aim 2:
Network
Capability

Aim 1:
Economy

JUNCTION 44 - DO MAXIMUM OPTION



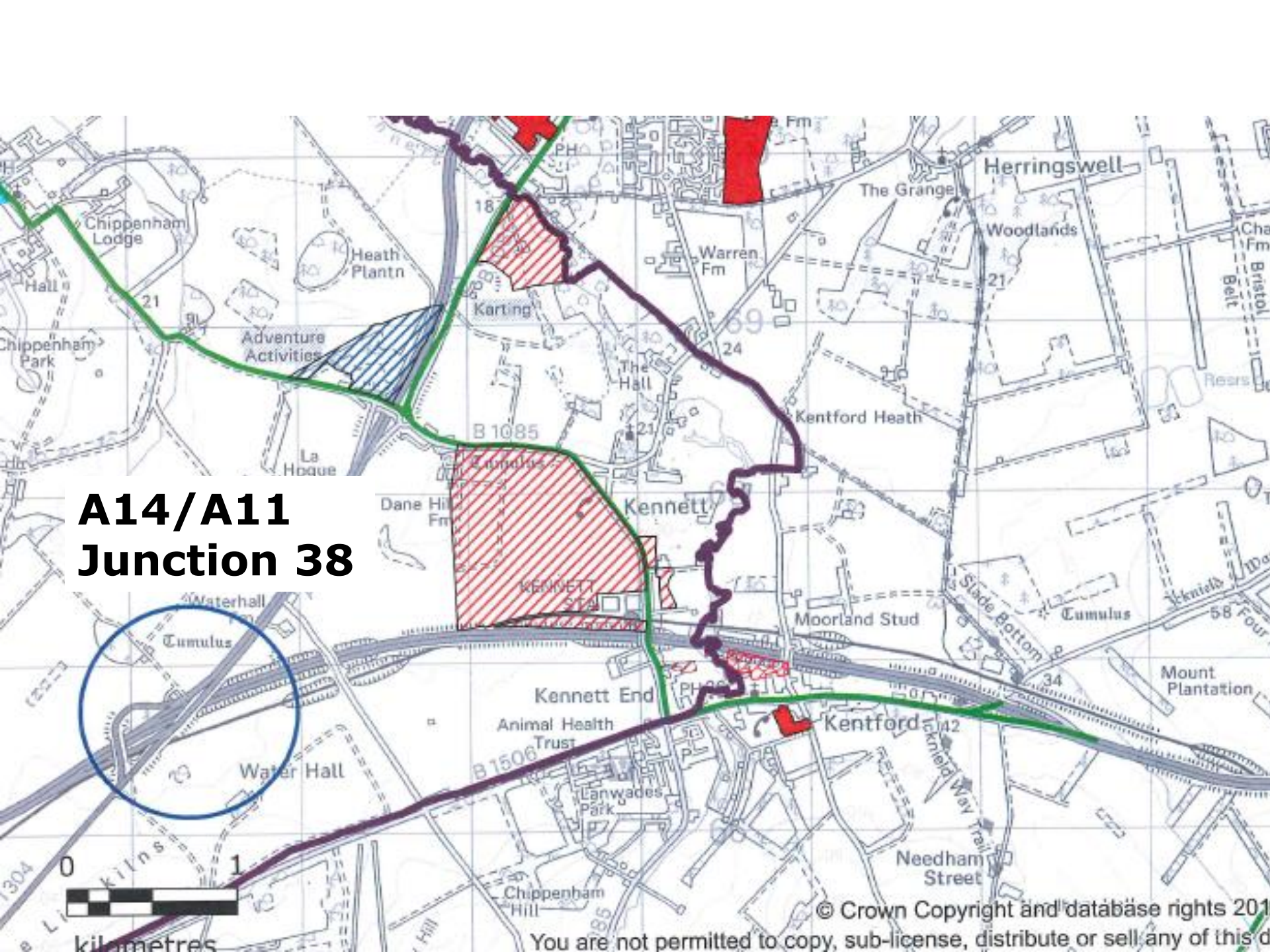
IPSWICH JUNCTIONS



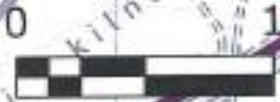
TO SUMMARISE:

- Initial but very detailed study of Suffolk junctions against the RIS 2 Aims
- Package of schemes has been provided to Highways England
- Demonstrates the clear pressures & clearly identified the need
- Recommended schemes offer Excellent value for money.
- Benefit freight industry; business travellers; commuters; leisure traveller; local drivers and communities
- Enables wider economic growth.

<u>AIMS</u>	
1.	Economy ✓
2.	Network ✓
	Capability ✓
3.	Safety ✓
4.	Integration ✓
5.	Environment ○



A14/A11 Junction 38



A1307 Campaign





Rail

- Network Rail
 - Responsible for Infrastructure
 - 5 year funding periods 2014 – 2019,
2019 - 2024
- Services
 - Franchised by DfT
 - East Anglia Franchise 9 years from
– October 2016

Key Rail Service Improvements

- Ipswich – Peterborough hourly service
- Ipswich – Cambridge half hourly
 - Opportunities for Bury St Edmunds and Newmarket
- GEML- speed and quality of trains
- Norwich to Cambridge half hourly (Brandon, Lakenheath)
- Freight growth from Felixstowe
- East – West rail (Oxford to Ipswich/Norwich)

DRAFT West Suffolk Rail Issues

ASPIRATION

- Increase rail passenger services
 - Ips – Pete hourly
 - Ips – Cams half hourly
- Increase rail freight
 - 45 freight train paths per day

INFRASTRUCTURE PRIORITIES

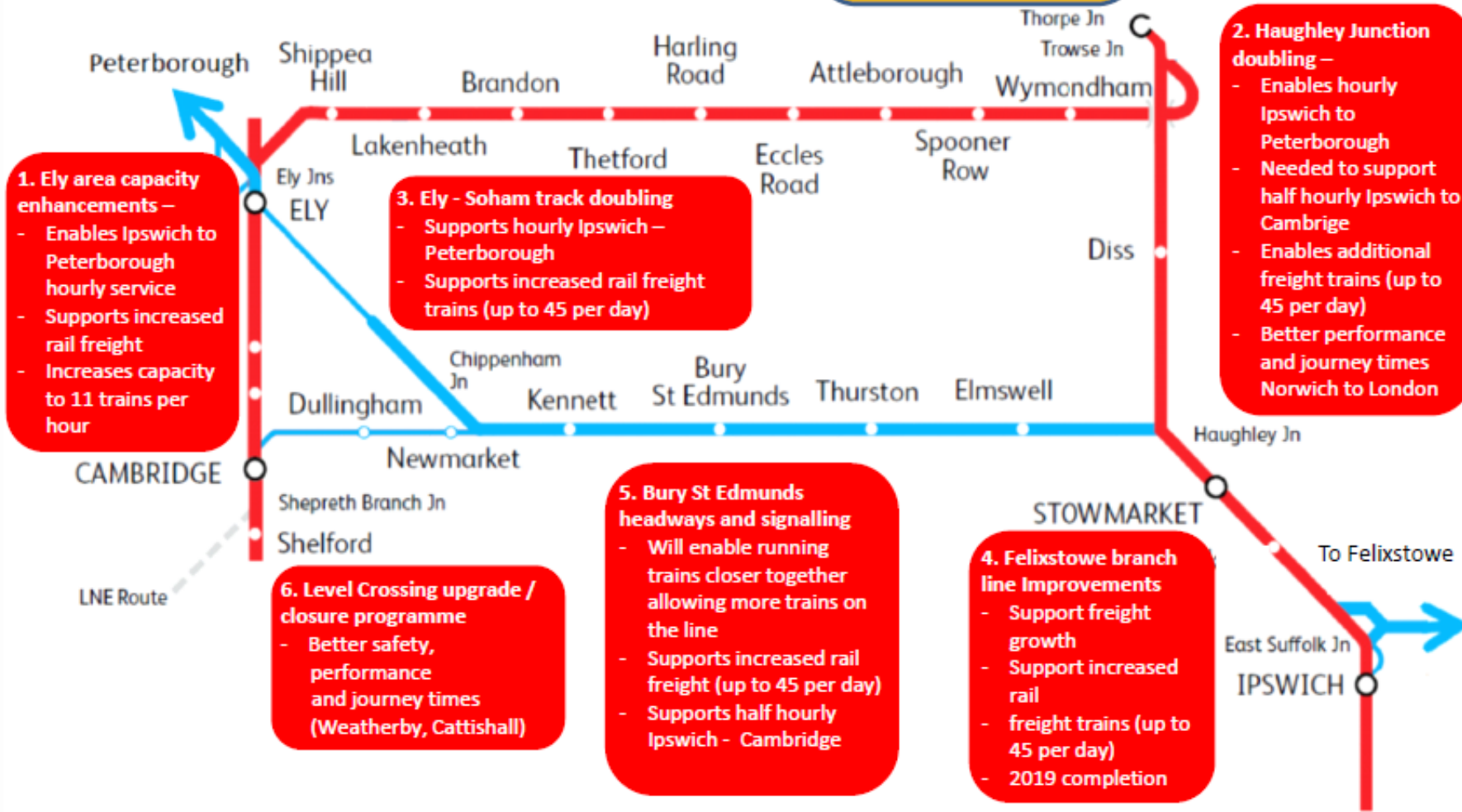
see below in priority order

ABELLIO GREATER ANGLIA FRANCHISE

- Contracted to provide hourly Ips – Pete
- 3-4 car new trains, wifi and a/c in 2020

EAST WEST RAIL CONSORTIUM

- Eastern Section (next page)



East West Rail Route

The proposed East West Rail route can be broken down into three sections; Western, Central and Eastern.

