

**Welcome to the
A1 East of England
Strategic Study
Stakeholder Reference Group
7 July 2016**

AGENDA

Item	Topic	Lead	Start Time
1	Networking Opportunity	All	10:00
2	Welcome Introductions Agenda	Philip	10:30
3	Strategic Studies update	Paul	10:35
4	A1 East of England Strategic Study – from Long List to short list	Kieron	10:45
5	Breakout session to review/comment on short listed options	All	11:15
6	Feedback and Comments	All	12:00
7	Next steps	Paul	12:15
8	Lunch / Networking Opportunity	All	12:30
9	Welcome to those joining the afternoon session Introductions Agenda	Alan	13:00
10	Update on RIS1 A428 Black Cat to Caxton Gibbet and other schemes within the study vicinity	Dave/ Alan	13:05
11	Strategic Studies update	Paul	13:35
12	Oxford to Cambridge Expressway Strategic Study – from long list to short list	Adrian	13:45
13	Breakout session to review/comment on short listed options	All	14:15
14	Feedback and Comments	All	15:00
15	Next Steps	Paul	15:15
16	Event closure	Paul	15:30



Department
for Transport

Item 3: Strategic studies update

Stakeholder Reference Group, 7 July 2016



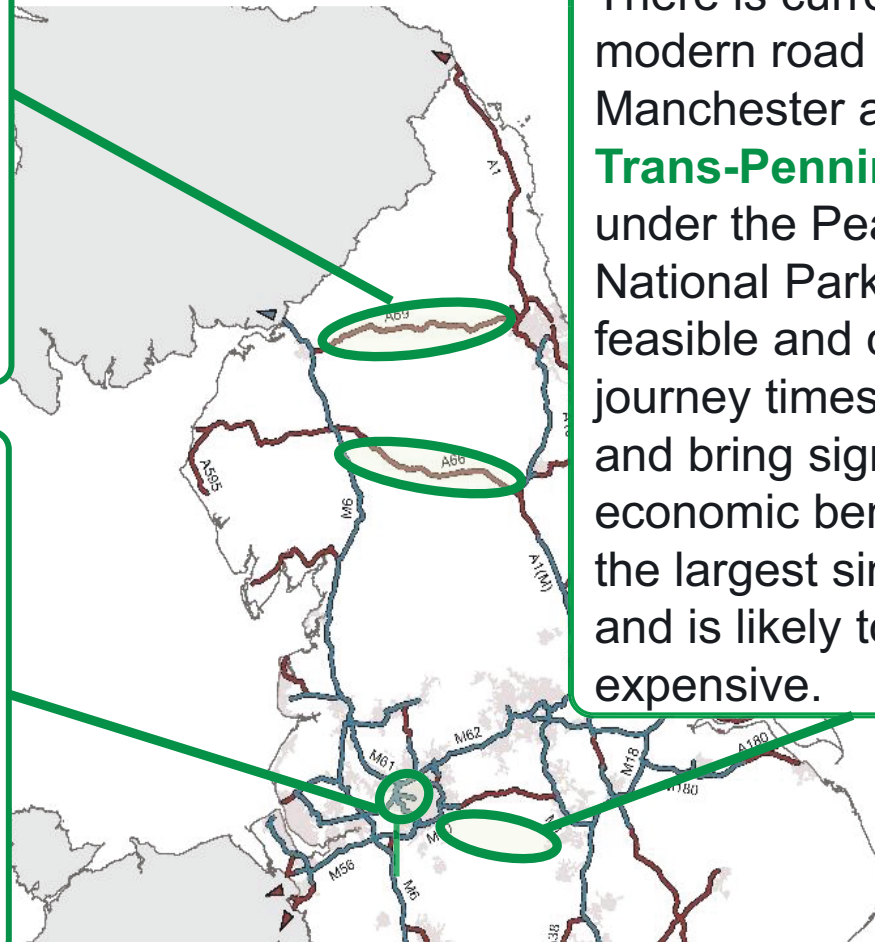


Trans-Pennine connectivity north of Manchester is poor; there is no complete east-west dual carriageway link before Edinburgh. Upgrading **Northern Trans-Pennine** routes, the A66 and A69, could bring significant benefits to freight.

Manchester's North West Quadrant is very congested and near capacity; additional capacity either on the road or nearby could support growth. Multimodal options are being considered to mitigate the environmental challenges.

Final reports published by the end of the year

There is currently no modern road linking Manchester and Sheffield. A **Trans-Pennine Tunnel** under the Peak District National Park is technically feasible and could reduce journey times by 30 minutes and bring significant wider economic benefits. This is the largest single project and is likely to prove very expensive.



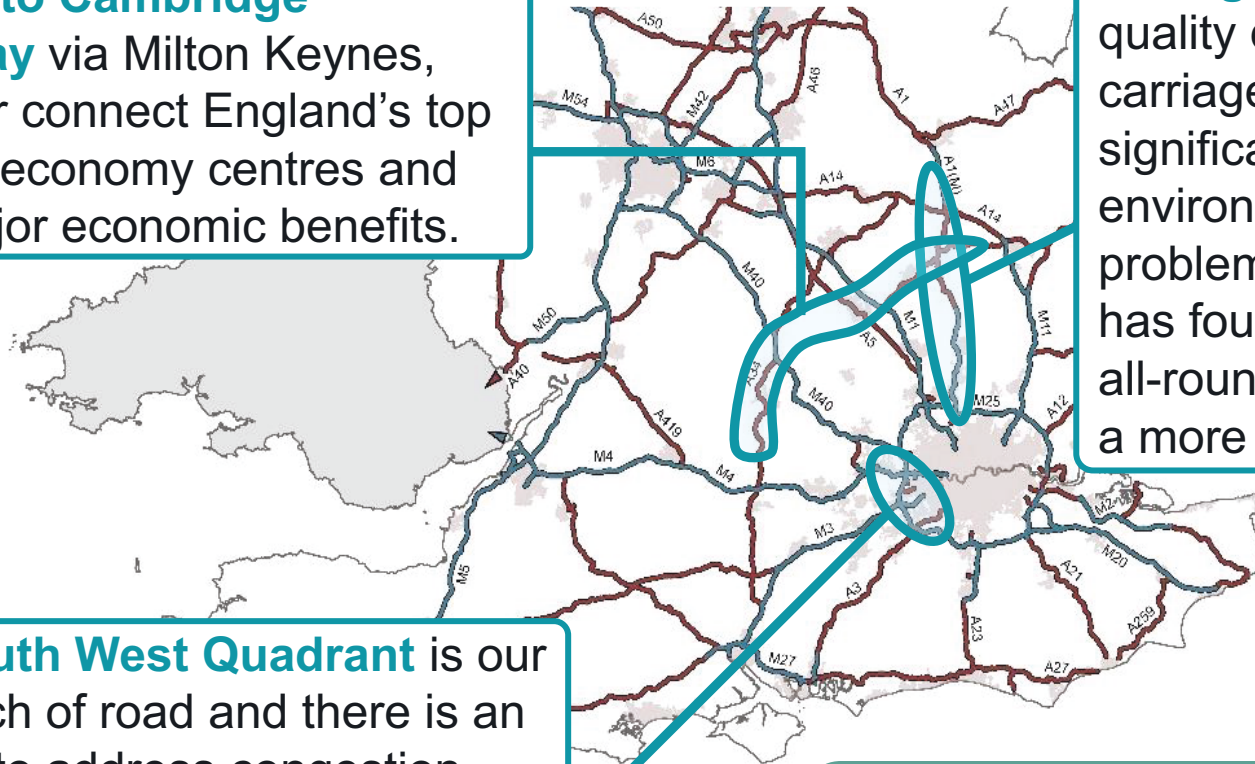


An **Oxford to Cambridge Expressway** via Milton Keynes, could better connect England's top knowledge economy centres and provide major economic benefits.

The **A1 in the East of England** is a poor quality dual carriageway with significant environmental problems. The study has found benefits all-round in providing a more modern link.

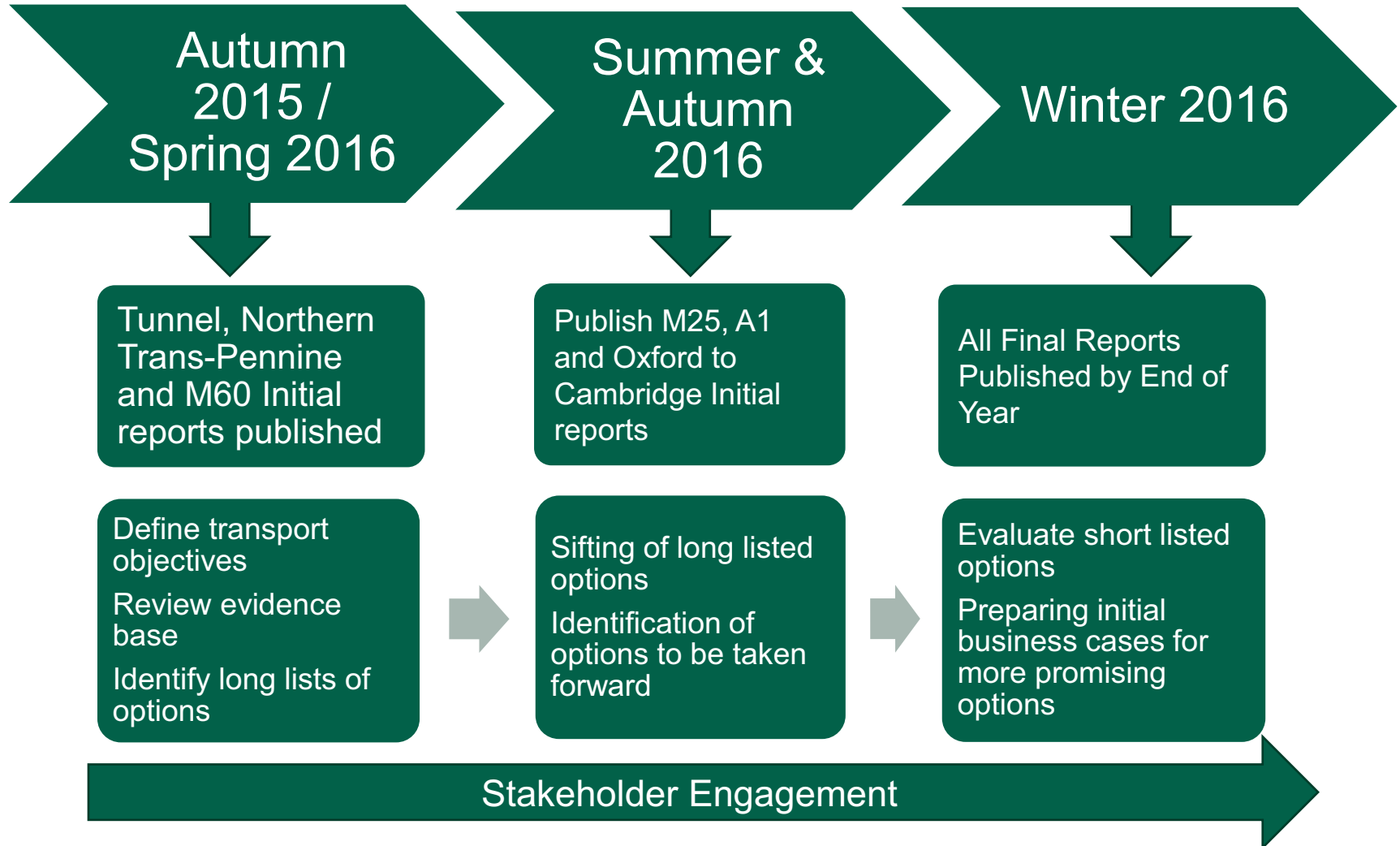
The **M25 South West Quadrant** is our busiest stretch of road and there is an urgent need to address congestion. Introducing extra capacity, multi-modal improvements or demand management would reduce this barrier to growth.

A1 and Oxford to C'bridge final reports published by the end of the year. M25 will report in early 2017.





Strategic Studies timeline - overview





The process of developing RIS2 is underway – evidence is being gathered from many sources

Why

The Road Investment Strategy process enables a more strategic process of setting investment.

Previously, ministers have had to choose from a set of historically-determined options.

Now, it is possible to set the agenda and build up an investment programme from the beginning.

What

There are four parts to the RIS:

- ▶ ***Strategic Vision***
- ▶ ***Investment Plan***
- ▶ ***Performance Specification***
- ▶ ***Statement of Funds Available***

When and how

Process published with Budget 2016:

- ▶ **Research phase** gathers evidence for potential priorities and investments; seeks the views of stakeholders. This is scheduled to last **until the end of 2017**.
- ▶ Formal **negotiations** with Treasury and Highways England would **start in 2018**. This would determine the funding available and set the performance specification.
- ▶ The **RIS will be formally published by March 2020**, with construction starting from 2020

Where are we now

- ▶ **Strategic Studies** are well advanced
- ▶ HE collecting evidence for **Route Strategies** through online mapping tool
- ▶ Process for gathering **evidence** and **stakeholder views** to inform the RIS underway



How do we currently think RIS2 will look?

1

RIS2 has five key aims ...

- a) Economy
- b) Network Capability
- c) Integration
- d) Environment
- e) Safety

2

It seeks to take account of a
changing world ...

- a) Devolution
- b) Growth & Economic Change
- c) Population Growth & Demographic Shifts
- d) Environment & Climate Change
- e) Technology

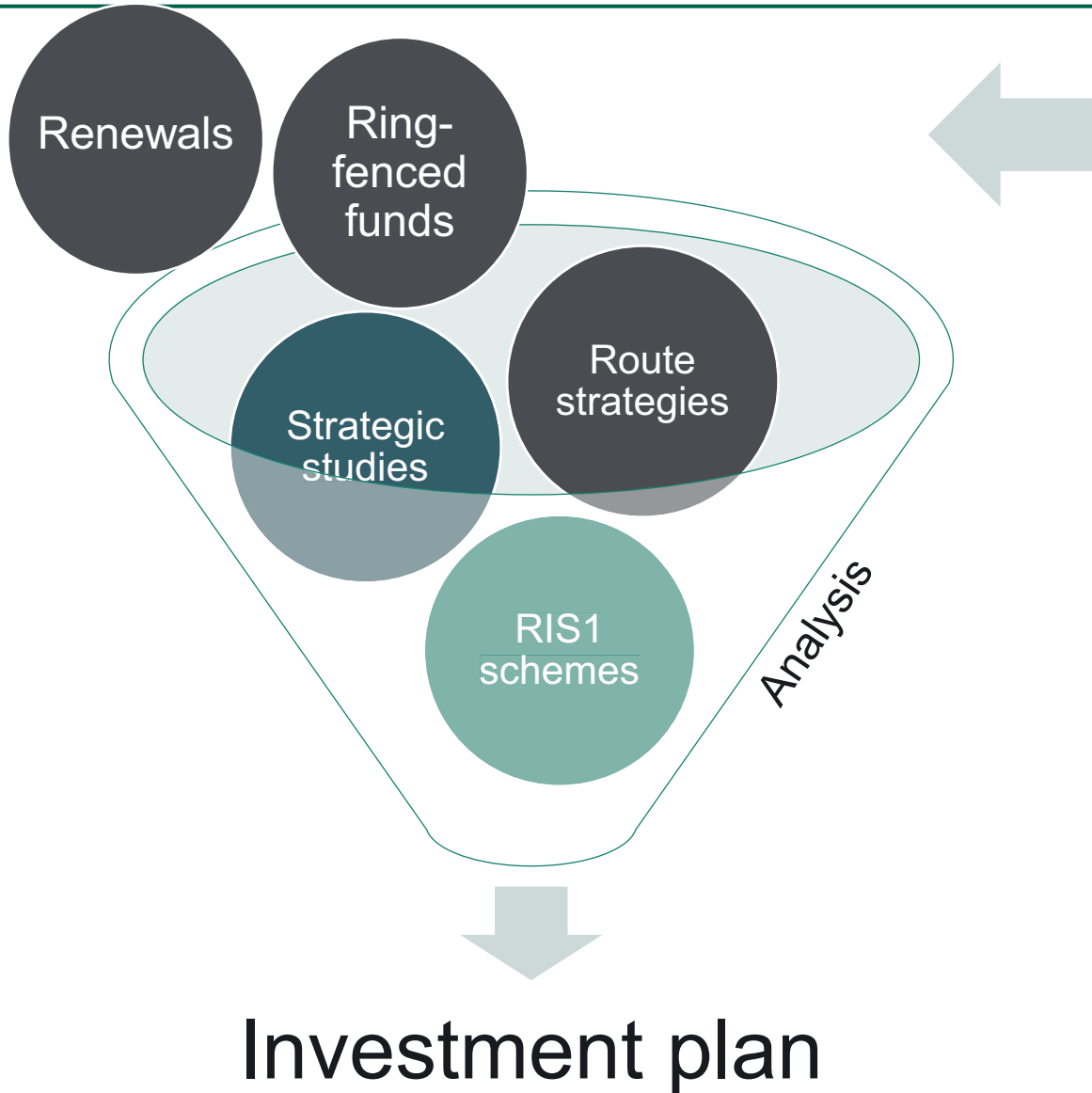
3

And will need to make
decisions about ...

- a) Shape of the Network
- b) Lessons from RIS1
- c) Linking up our work with the National Infrastructure Commission
- d) National Roads Fund



How will the strategic studies be considered in the RIS?



Stakeholder / public engagement





- Queen's speech confirmed that the Commission will have a statutory and independent basis
- The Chancellor asked the commission to: *....make recommendations [to government] to maximise the potential of the Cambridge – Milton Keynes – Oxford corridor as a single, knowledge intensive cluster that competes on the global stage, whilst protecting the area's high quality environment and securing the homes and job the area needs*
- Call for evidence until 6 August
- The expressway strategic study is an input into the NIC study
- Interim report to be published by end of the year, final report 2017



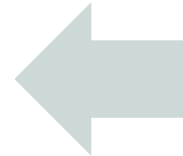


Road Investment Strategy: key dates

Research

- Strategic Studies
- Route Strategies
- Highways England publishes **Strategic Road Network Initial Report** on the state of the network and suggested priorities

Evidence used in drafting RIS2



until the end of 2017

Decision

- Department for Transport produces **Road Investment Strategy**
- Highways England produces **Strategic Business Plan**
- Office of Rail and Road advises Government on efficiency of both

RIS2 finalised and published



between 2018 and 2020

Mobilisation

- Scheme development
- Highways England publishes **Delivery Plan**

1 April 2020 – Road Period 2 begins

Delivery

This is also when the National Roads Fund comes on stream

Item 4: A1 East of England Strategic Study: Stakeholder Reference Group

Wyboston Lakes
Thursday 7 July 2016

Outline

- Background and Context
- Recap from the January SRG session
- Update on project progress
- Option generation and sifting
 - Transport objectives
 - ‘Long long list’
- Option short list and packaging
- Next steps
 - Reporting
 - Future SRG engagement
- Introduction to the break out session
- Questions

Background and Context



Background

- The A1 East of England Study is sponsored by the Department for Transport (DfT).
- Requirements set out in the first Road Investment Strategy (RIS) 2014.
- The DfT has commissioned Arup, AECOM and David Simmonds Consultancy to produce a strategic business case for road improvement and connectivity.
- One of six strategic studies.



Road Investment Strategy: Investment Plan

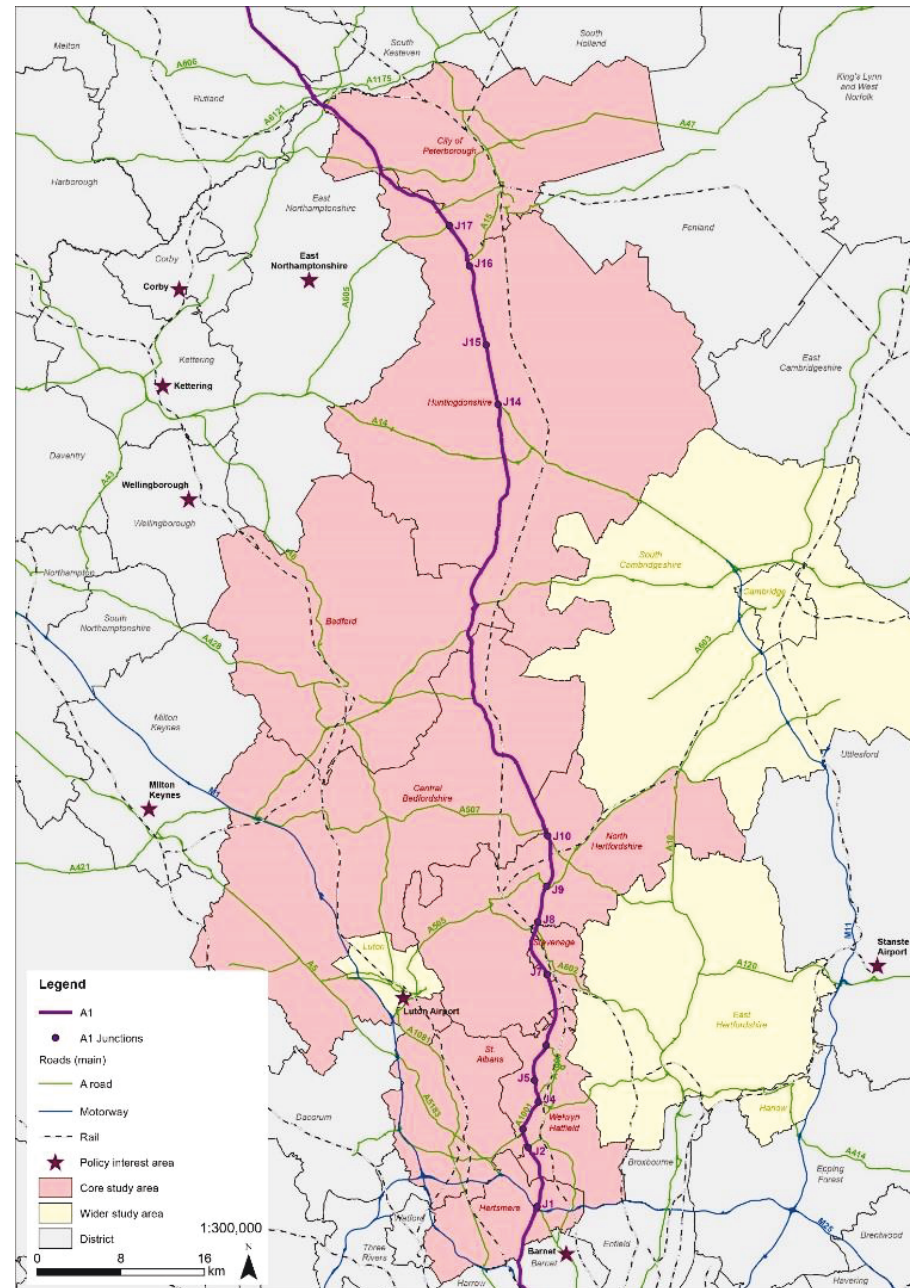


December 2014



Introduction

- The A1 runs for 410 miles from London to Edinburgh;
- It is the oldest trunk road in the country;
- It acts as a key strategic artery for commerce and communities;
- However it is one of the least consistent roads in terms of its form and standard.
- The brief for this study is between Junction 1 (M25) and Junction 17 (Peterborough).



Study Aims

- To bring consistency to the southern section of the route;
- To improve the non-motorway section linking the two parts of the A1 (M) to motorway standard;
- A case for change and intervention to minimise further congestion and capacity problems.



Context

- A route in ‘three parts’:
 - A1(M) to the north: greater number of lanes
 - A1 middle section: not motorway standard
 - A1(M) to the south: variable number of lanes

Junction 2- 3



Biggleswade North-Sandy

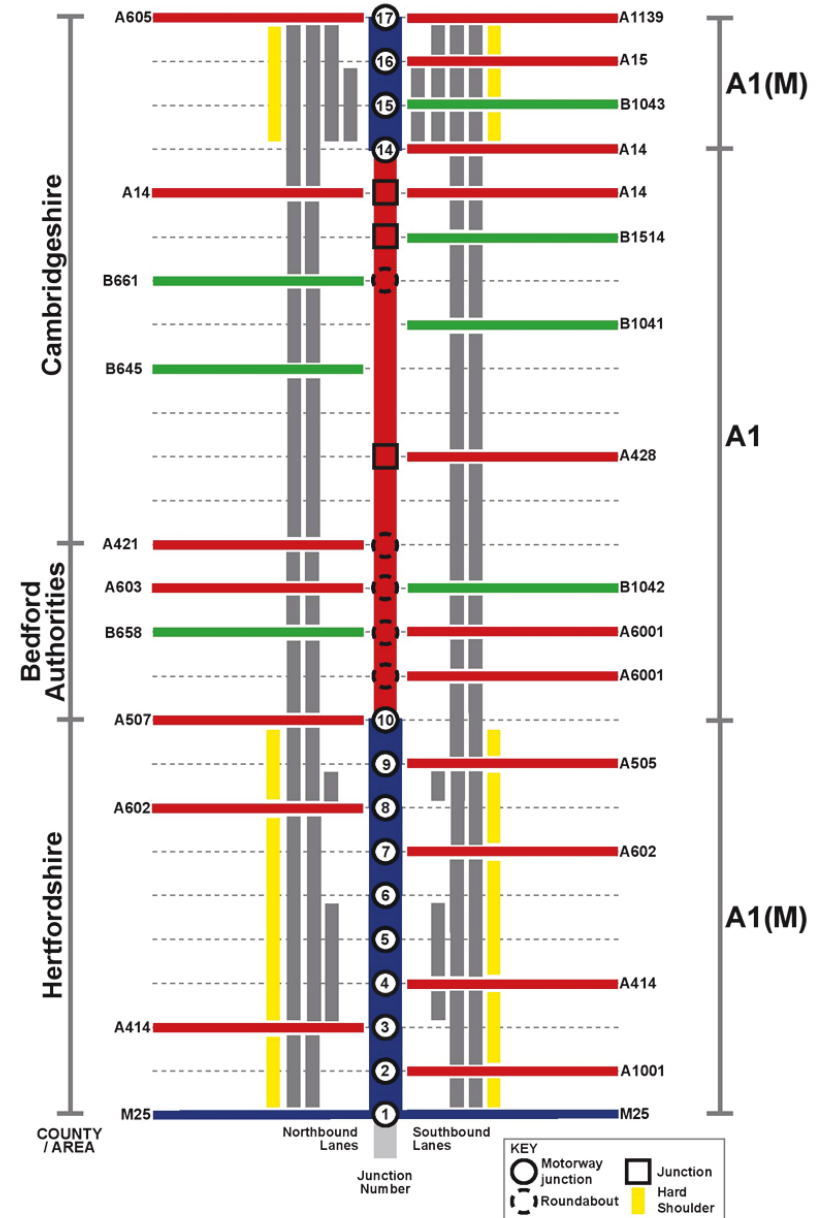


Junction 16-17



Study Outline

Task	Description
Task 1	Baseline conditions and a case for change
Task 2	Transport objectives and option generation
Task 3a	Option sifting to a shortlist
Task 3b	Assessment of better-performing options



Recap from the January SRG



What Was Covered at the January 2016 SRG

- Introduction and objectives of the study and the SRG by DfT
- Recap of the initial (September 2015) SRG meeting
- Overview of the Task 1 (baseline) findings
- Feedback on the Task 1 (baseline) presentation
- Questions from attendees
- Introduction to Task 2 – transport objectives and options
- Breakout groups – transport objectives and options
- Brief plenary / feedback session
- Next steps

What We've Done With Your Inputs

- Your feedback helped finalise the Task 1 Report, including how things have been presented and what has been included.
- The breakout groups helped to define the transport objectives for the next stages of the study.
- We collated your suggested options to help produce the 'long long list' of options that went into Task 2.
- Gauging your views on, and awareness of, issues and schemes has better enabled us to undertake some of the early assessment of options.

Update on Project Progress



Progress with the Tasks

Task	Description	Progress
Task 1	Baseline conditions and a case for change	Complete and pending approval for publication.
Task 2	Transport objectives and option generation	Draft report submitted, final report almost complete.
Task 3a	Option sifting to a shortlist	Draft report submitted.
Task 3b	Assessment of better-performing options	About to commence, with a suggested set of packages.

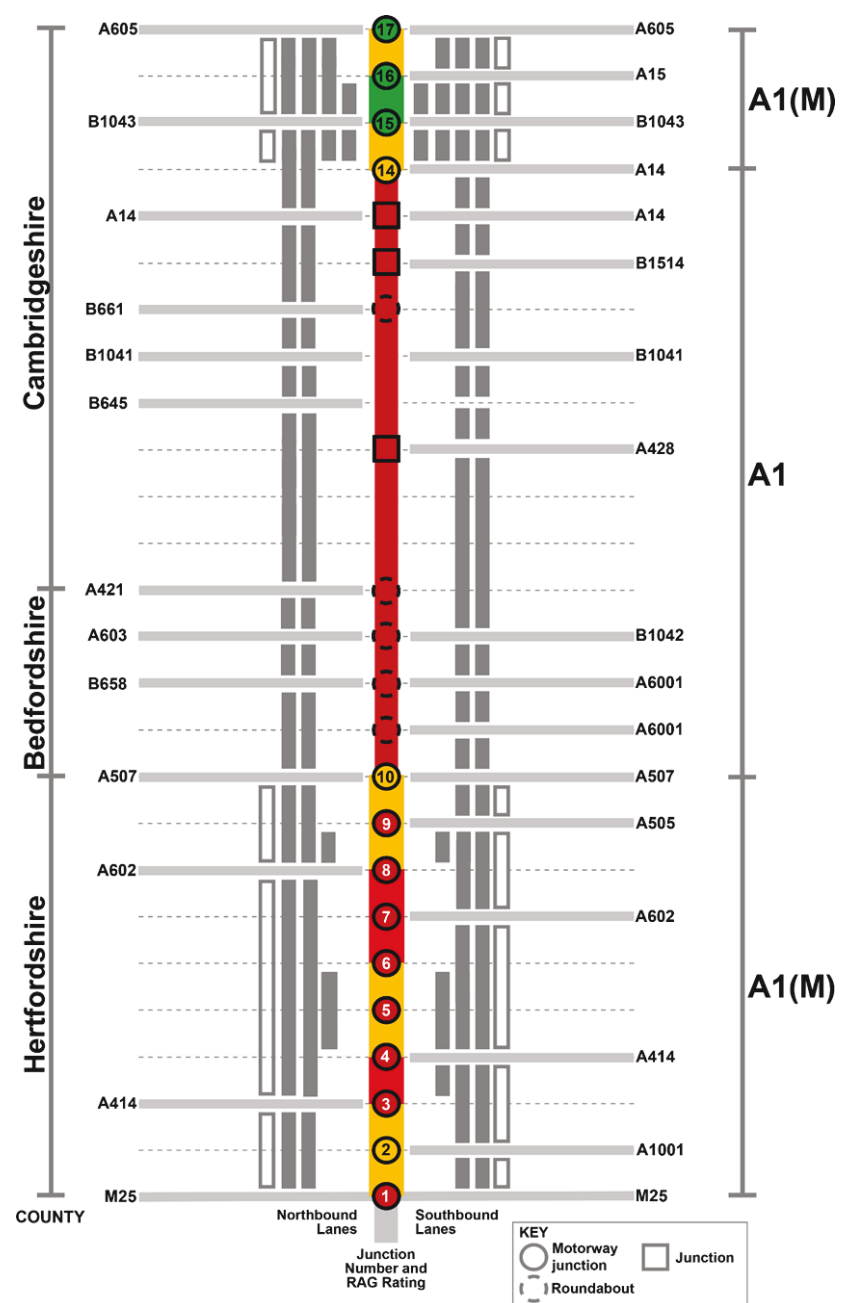


Task 1 Report

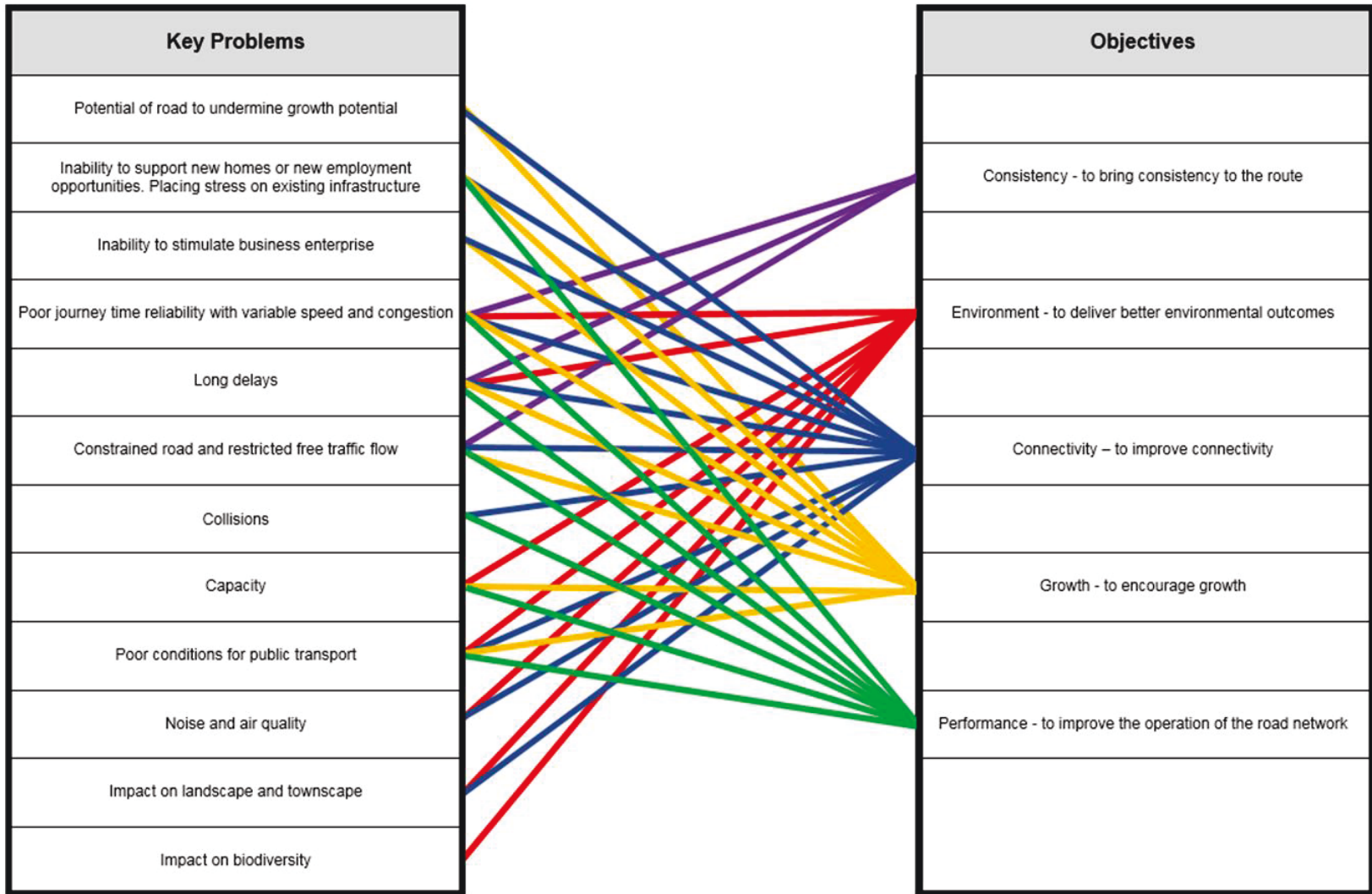
- Concludes by setting out the strategic case for change
- Includes a RAG assessment of each link and junction

A1 EoE Task 1 Link / Junction RAG Assessment

Junction	Link	Description	Transport Modelling/Data			Transport Planning/Policy			Environment						
			Congestion	Journey time reliability	Accidents	Journey quality	Severance	Studies / Schemes	Air Quality	Cultural Heritage	Ecology	Landscape	Noise	Water	
17		Junction with A605	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
16	16	Link between A15 and A605	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER	GREEN	AMBER	GREEN	GREEN
15.2		Link between B1043 and A15	AMBER	AMBER	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN
15.1		Link between B1043 and A15	AMBER	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN
15		Junction with B1043	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER
14		Link between beginning of 4 lanes and B1043	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER	GREEN
14		Junction between A14 and B1043	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	RED	GREEN	GREEN	GREEN	GREEN	AMBER
10.7		B1043 to A1 Junction 14	GREEN	GREEN	RED	RED	RED	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER
A14		A14 Junction 21 to B1043	GREEN	GREEN	RED	RED	RED	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER
A14		Junction with A14	GREEN	AMBER	AMBER	RED	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	AMBER
10.5.3		B1514 to A14	AMBER	AMBER	RED	RED	RED	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	RED
B1514		Brampton	AMBER	AMBER	AMBER	RED	RED	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	RED
10.5.2		B661 to B1534	AMBER	AMBER	RED	RED	RED	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	RED
B661		Buckden	RED	AMBER	AMBER	RED	RED	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
10.5.1		A428 to B661	AMBER	AMBER	RED	RED	RED	AMBER	GREEN	GREEN	AMBER	GREEN	AMBER	GREEN	GREEN
A428		Wyboston Junction	AMBER	AMBER	AMBER	RED	RED	RED	GREEN	GREEN	GREEN	GREEN	AMBER	GREEN	GREEN
10.4		Link between Black Cat Roundabout and Wyboston Junction	RED	RED	RED	RED	RED	RED	GREEN	AMBER	GREEN	GREEN	RED	AMBER	GREEN
A421		Black Cat Roundabout	AMBER	AMBER	AMBER	RED	RED	RED	GREEN	AMBER	GREEN	GREEN	GREEN	RED	AMBER
10.3		Link between Sandy Roundabout and Black Cat Roundabout	RED	RED	RED	RED	RED	AMBER	GREEN	GREEN	GREEN	GREEN	RED	AMBER	GREEN
A603/B1042		Sandy Roundabout	RED	RED	AMBER	RED	RED	AMBER	AMBER	GREEN	GREEN	GREEN	GREEN	AMBER	GREEN
10.2		Link between Biggleswade Nth Rdbt and Sandy Rdbt	RED	AMBER	RED	RED	RED	AMBER	AMBER	AMBER	GREEN	GREEN	GREEN	AMBER	RED
B658/A6001		Biggleswade North Roundabout	AMBER	AMBER	AMBER	RED	RED	GREEN	AMBER	GREEN	GREEN	GREEN	AMBER	RED	GREEN
10.1		Link between Biggleswade 5th Rdbt and Biggleswade Nth Rdbt	AMBER	AMBER	RED	RED	RED	GREEN	AMBER	GREEN	GREEN	GREEN	AMBER	RED	GREEN
London Rd		Biggleswade South Roundabout	AMBER	AMBER	AMBER	RED	RED	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	RED	GREEN
10		Link between A507 and Biggleswade South Roundabout	AMBER	AMBER	RED	RED	RED	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
9		Junction with A507	GREEN	GREEN	GREEN	AMBER	GREEN	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
9		Link between A505 and A507	RED	GREEN	RED	AMBER	GREEN	GREEN	GREEN	AMBER	GREEN	GREEN	RED	GREEN	GREEN
8		Link between A602 and A505	RED	AMBER	RED	AMBER	GREEN	GREEN	AMBER	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN
8		Junction with A602	RED	RED	RED	RED	RED	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
7		Link between A602 and A602	RED	RED	RED	RED	GREEN	RED	GREEN	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN
7		Junction with A602	RED	RED	AMBER	RED	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
6		Link between B197 and A602	RED	RED	RED	RED	GREEN	RED	GREEN	GREEN	AMBER	AMBER	GREEN	RED	GREEN
6		Junction with B197	RED	RED	AMBER	AMBER	GREEN	RED	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
5		Second Link between A414 and B197	RED	RED	RED	AMBER	GREEN	GREEN	AMBER	AMBER	RED	AMBER	GREEN	GREEN	GREEN
5		Link between A414 and B197	AMBER	AMBER	AMBER	AMBER	GREEN	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
4		First Link between A414 and B197	RED	AMBER	RED	AMBER	GREEN	GREEN	RED	AMBER	GREEN	AMBER	RED	GREEN	GREEN
3		Junction with A414	RED	RED	GREEN	AMBER	GREEN	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
3		Link between A414 and A414	RED	RED	RED	AMBER	GREEN	GREEN	RED	GREEN	GREEN	GREEN	RED	GREEN	GREEN
3		Junction with A414	RED	RED	GREEN	AMBER	GREEN	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
2		Link between A1001 and A414	RED	GREEN	RED	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
2		Junction with A1001	AMBER	AMBER	GREEN	AMBER	GREEN	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
1		Link between M25 and A1001	RED	GREEN	RED	AMBER	GREEN	GREEN	GREEN	AMBER	GREEN	AMBER	GREEN	GREEN	GREEN
1		Junction with M25	AMBER	AMBER	GREEN	AMBER	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN



Task 2 Report



Option Generation and Sifting



Option Generation

- Options help meet the transport objectives
 - The transport objectives are based on the Task 1 evidence
- Options from SRG discussions and from the project team
- Initial list of >100 suggestions
- Grouped into a 'long long list' of >50 options
- Sifting exercise against transport objectives
- Arrived at a long list of 8 options

Option Categories

- Physical
 - Upgraded, downgraded or new road alignments or junctions
- Regulatory or Legal
 - Restrictions by user type, lanes, hours or similar
- Policy or Strategy
 - Incentives, programmes, modal shift
- Behavioural or Technological
 - Smart motorway
- An option was likely to cover several categories
 - e.g. limit single occupancy: regulatory, policy and behavioural

Task 3a Report

- Designed to sift options from a long list to a short list
- Undertook both EAST and OAF assessments
- Included a ‘do minimum’ of planned schemes

Appendix A Option Assessment Framework

Table A.1 - Option Assessment Framework (Strategic Fit)

Assessment areas	Types of analysis	Key Input Data	Outputs	Determining Neutral Impacts
Regional Transport and Spatial Strategy and local objectives fit				
Regional Policy Alignment	Collation and presentation of relevant objectives. Review of alignment against objectives evidenced by the other areas of assessment carried out.	Latest policy documents and outputs from other areas of option assessment.	Tables presenting a qualitative score of how the option does AND does not align with policy objectives. Tables should be structured around national and local objectives. Tables should include a commentary clearly referencing other areas of assessment that supports the view on objectives alignment.	-
Local Policy Alignment				
Meeting intervention objectives - Addressing problems and challenges				
Scheme Objectives Fit	Review of performance against the specific objectives for any intervention option identified - evidenced by the other areas of assessment carried out (see below).	Locally developed objectives identified in Step 4a, and outputs from other areas of option assessment.	Tables presenting a qualitative scoring of how the option does AND does not meet the objectives for intervention. Tables should include a commentary clearly referencing other areas of assessment that have informed the score given.	-

Table A.2 - Option Assessment Framework (Value for Money)

a) Impact on the Economy

Assessment areas	Assessment Method	Key Input Data	Outputs - Evidence for the AST	Determining Neutral Impacts
Business users and transport providers	<p>Business Users: Assessment of the extent to which journeys can be made within a reasonable time and at reasonable cost, focusing on improvement in end to end journey times and money costs. The focus should be on the connectivity benefits to freight, business and commuting users only.</p> <p>Adoption of simple spreadsheet or other "light touch" models to derive annual and PV in line with WebTAG principles.</p> <p>Demand derived from travel market analysis as part of evidence base to identify need for intervention in first instance - adopt "worst case" principle in deriving potential beneficiaries.</p> <p>Indicative 'with intervention' and 'without intervention' savings, derived through simple journey cost impact assessment of option design/specification relative to 'without intervention' scenario.</p>	<p>Stage 1 level design and specification characteristics.</p> <p>Travel market demand data and prudent assumptions on proportion to be affected intervention.</p> <p>Assumptions on road and vehicle types and fares/charges applied.</p> <p>Model input data, if available.</p> <p>Values of Time and Vehicle Operating Cost parameters from the TAG Data Book.</p>	<p>Key Impacts: Commentary on overall impacts.</p> <p>Monetary Assessment: Indicative £ PV time impacts; £ PV money travel costs.</p>	There is no change to journey times or to money travel costs.

Early Assessment and Sifting Tool - Enter option details

Option name/no.

Date

Description

Strategic

Identified problems and objectives

Scale of Impact

Fit with wider transport and government objectives

Fit with other objectives

Key uncertainties

Degree of consensus over outcomes

Economic

Economic growth

Carbon emissions

Socio-distributional impacts and the regions

Local environment

Well being

Expected ViM Category

Managerial

Implementation timetable

Public acceptability

Practical feasibility

What is the quality of the supporting evidence?

Key risks

Financial

Affordability

Capital Cost (£m)

Revenue Costs (£m)

Cost profile

Overall cost risk Other costs

Commercial

Flexibility of option

Where is funding coming from?

Any income generated (£m)



Option Short List and Packaging

Options Short List

1. Section of new motorway (mostly offline) in the middle section
2. Local improvements (grade separating junctions or creating new grade separated junctions) in the middle section
3. Upgrade the east-west connectivity of the A1 to avoid ‘hop on, hop off’ behaviour
4. All lane running and smart motorway management in the northern and southern sections
5. Local public transport and active transport measures, including some behavioural change measures

Proposed Option Packages

Package A	Package B	Package C
1. Section of new motorway (mostly offline) in the middle section	2. Local improvements (grade separating junctions or creating new grade separated junctions) in the middle section	3. Upgrade the east-west connectivity of the A1 to avoid ‘hop on, hop off’ behaviour
4. All lane running and smart motorway management in the northern and southern sections		
5. Local public transport and active transport measures, including some behavioural change measures		
“Middle bypass”	“Improve existing junctions”	“Modest improvements”



Next Steps



Task 3b Reporting

- Your feedback will inform Option Package Assessments, including:
- Strategic Outline Business Case
 - Strategic Case: the case for change
 - Economic Case: optimising value for money
 - Commercial Case: commercial viability
 - Financial Case: affordability
 - Management Case: deliverability
- Environmental Assessment Report – high level risks and impacts
- Appraisal Specification Report – approach to modelling
- Order of Magnitude Estimate – estimated costs of each option
- Value Management Workshop Report – opinions by discipline
- Investment Submission – to submit for PCF Stage 0 Review
- Appraisal Summary Table – overview of the assessment
- Programmed for submission to DfT in Autumn 2016

Item 5: Introduction to the Break Out Session

Break Out Session

- Your chance to help shape and inform the packages
- Divide into three breakout groups, each with a facilitator
- Each group to consider a package and then rotate to next group
- Everyone gets to input to every package
- Facilitator will stay so that each conversation builds on the last
- 15 minutes per session / package – timing will be strict
 - But we would welcome your thoughts after the event if you feel you have more that you wish to say
- In each 15 minute slot each group has questions to consider
 - You can make bullet points or annotate a map

Break Out Session

- Overall views on the package
 - Does it help / hinder from your perspective?
 - Are there any showstoppers?
 - How you think it addresses the transport objectives?
- Should the package be refined in any way for the purposes of the Strategic Outline Business Case?
- What is the view on likely stakeholder and public support for the package?
- Anything else you'd like to add

Questions?

ARUP

AECOM

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