

A1307 July 2018 campaign update

Following the launch an A1307 Strategy Board, to drive the campaign forward, was established in mid 2016. The Strategy Board is chaired by Matt Hancock MP, administered by Suffolk Chamber of Commerce in Haverhill and District, and in addition includes representatives from: Cambridge Ahead; Cambridgeshire Constabulary; Cambridgeshire County Council; Forest Heath District Council; GCGP LEP; Haverhill Town Council; New Anglia LEP; St Edmundsbury Borough Council; Suffolk Constabulary; Suffolk County Council; and West Suffolk Councils.

The Strategy Board first met on 7 October 2016 and has met 7 times in total, most recently on 27 April 2018. The meetings are informal, since the Strategy Board is not a legally constituted partnership. Any work commissioned or undertaken has so far been, and is likely to remain, the responsibility of and in the ownership of individual organisations represented on the Strategy Board.

An A1307 Haverhill to Cambridge Pre-Strategic Outline Business Case has been produced (see below) and the Strategy Board on 17 November 2017 met and agreed a draft brief for an Options Appraisal Report (OAR).

Such a report would probably take between 6 and months to complete and would support a high level assessment of a number of dualled routes aligned to the current A1307 and also of other options such as a possible route from the easternmost roundabout at Linton to the M11 at Great Chesterford. It would also be sensitivity tested to capture the impact of new and planned initiatives and developments on the options such as the new garden towns and the A11 high tech corridor.

There is currently no budget in place for the OAR and partners are now giving consideration to that.

The Department for Transport (DfT) consulted over a number of weeks up to 19 March 2018 on proposals to establish a Major Road Network (MRN) to 'sit between' the Strategic Road Network (SRN) and the Highways Authority-maintained roads and: reduce congestion; support economic growth; support housing delivery; and support the SRN.

Under the initial proposals the MRN would support schemes of between £20 and £100 million in cost including: bypasses; missing links; road widening; major structural renewals; and major junction improvements.

DfT had published an indicative MRN map which included, in Suffolk, the: A12 north of Ipswich; A134; A140; and A146. At its meeting on 16 January Suffolk Chamber Transport and Infrastructure Board agreed that these DfT proposals should be supported and that there should be added, amongst others, the A1307. Cambridgeshire and Suffolk County Councils also supported the addition of the A1307 to the MRN.