

<b>Scheme Name:</b>	A14 Ellington to Fen Ditton		<b>Scheme Location</b>	
<b>Spending Review Status:</b>	Study <sup>1</sup>			
<b>Scheme Description:</b>	<p>The proposed scheme to improve the A14 comprises of a new dual carriageway to the south of Huntingdon between Ellington and Fen Drayton with three lanes in each direction (except between Ellington and the A1, where only two lanes would be needed); Widening of the existing A14 to at least three lanes in each direction between Fen Drayton and Fen Ditton; Local access roads alongside the widened A14 to separate local and strategic traffic; Major interchanges with the A1 at Brampton, the existing A14 at Fen Drayton and the M11/A428 at Girton.</p>			
<b>Derivation of Business Case Information</b>				
<b>NPV<sup>2</sup>/£ Analysis</b>		<b>Multi-Criteria Analysis (MCA)</b>		
			<b>Description</b>	
Latest NPV:	<b>£1221m</b>	NPV/£	NPV/£ is 2.1	
Adjusted <sup>3</sup> NPV:	<b>£2199m</b>	Deliverability	Scheme is in Stage 4 of the Project Control Framework – statutory process	
Capital Cost <sup>4</sup> :	<b>£1065m</b>	Strategic Fit	Scheme forms part of a strategic national corridor. Scheme addresses a constraint between two sections of higher capacity at the confluence of A14, M11 and A1. Significant delays (More than 55,000 hrs/km/yr) predicted on this stretch in 2025.	
NPV/£ <sup>5</sup> :	<b>2.1</b>	Non-monetised Impacts	Adverse impacts on biodiversity and heritage of historic resources slightly offset by other beneficial impacts	

<sup>1</sup> The current scheme is unaffordable under any reasonable future funding scenario so the Department has withdrawn the current scheme. The Department will undertake a study to identify cost effective and practical proposals which bring benefits and relieve congestion

<sup>2</sup> Net Present Value

<sup>3</sup> Adjustments to account for reliability, landscape, updated price of carbon and rebased from 2002 to 2010 prices

<sup>4</sup> Capital Cost is the total of all future capital and excludes historic costs

<sup>5</sup> Adjusted NPV divided by Capital Costs