

Option: A14 Rookery Crossroads Compact Grade Separated Junction and other improvements to A14 on the eastern fringe of Bury St Edmunds		Description: Two level junction at Rookery Crossroads and carriageway realignment of the main route at Rookery Crossroads and at Two Mile Spinney, Suffolk. Closure of centre reserve gaps and private accesses.	Problems: Safety problems caused by: sub-standard horizontal/vertical alignment and stopping sight distances on approaches to junctions turning using central reserve gaps; and direct private accesses. 31,500vpd (18% HGV) use this strategically important east-west route to port of Felixstowe.	Present Value Cost to Government: £6.842m (weighted). 1998 prices discounted to 1998.
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	No significant change to existing noise environment as dominant A14 flows not significantly affected by the scheme.	No. of people annoyed do-min: 8 No. of people annoyed with Scheme: 7	Pop annoyed reduced by 1.
	Local Air Quality	No significant change in mean PM ₁₀ or NO ₂ levels.	Reduced PM ₁₀ for 0 properties. Decrease in NO ₂ for 0 properties.	PM ₁₀ change 0 NO ₂ change 0
	Greenhouse Gases	No significant change in levels of CO ₂ emissions.	N/A	0 t/yr CO ₂ .
	Landscape	Loss of woodland areas at Rookery Crossroads.	N/A	Slight adverse
	Townscape	N/A	N/A	N/A
	Heritage of Historic Resources	Potential impact and effect on buried archaeology.	N/A	Slight adverse
	Biodiversity	Loss of trees and associated bat roosts.	N/A	Slight adverse
	Water Environment	Improvements to localised flooding and reduced risk of pollution incidents.	N/A	Moderate beneficial
	Physical Fitness	Significant opportunities to encourage additional walking and cycling by the provision of three grade-separated crossings of the A14 for pedestrians and cyclists where non presently exist.	Change in extent of existing cycling / walking trips >30 mins - 0	0
	Journey Ambience	Improvement to driver views and stress for traffic using the A14.	N/A	Beneficial
SAFETY	Accidents	N/A	Accidents Deaths Serious Slight 149-174 3-3 23-27 207-242	PVB -£7.874 – 9.046m
	Security	Security for pedestrians and cyclists at the new bridges and underpass will be consistent with security on the existing network.	N/A	Neutral
ECONOMY	Transport Economic Efficiency	N/A	In opening year: 0 veh hrs saved. Peak journey time change: 0 mins Off-peak journey time change: 0 mins	Users NPV £0.963m Private NPV £7.450-8.728m Public NPV -£0.029-0.033m Other NPV -£0m
	Reliability	Journey time reliability along the A14 route unaffected by the scheme.	N/A	Neutral
	Wider Economic Impacts	N/A	Serves designated regeneration area?	No
ACCESSIBILITY	Option values	Options to travel unaltered.	Resident community unaffected.	PVB £ 0m
	Severance	Significant number of pedestrians, cyclists and equestrians will benefit from three new grade-separated crossings of the A14 where none exist presently.	N/A	Large Beneficial
	Access to the Transport System	N/A	Access time to transport system unaffected	Neutral
INTEGRATION	Transport Interchange	No impact on passenger or freight interchange.	Zero	Neutral
	Land-Use Policy	Provision for the scheme is made at the local and regional policy levels.	N/A	Beneficial
	Other Government Policies	Scheme included in national and regional transport policies, safety & congestion improved.	N/A	Beneficial

