

# A14 Haughley New Street to Stowmarket Improvement

<b>Appraisal Summary Table</b> Option : A14 Haughley New Street to Stowmarket Improvement. Preferred Route.		<b>Description</b> : Provision of 3.6km off-line section for the A14 between Haughley New Street and Stowmarket; realigned section of Haughley Road under the new A14, and a grade separated junction with local roads at Tot Hill. Conversion of the existing A14 westbound carriageway to a two way local road. Conversion of the eastbound carriageway between Haughley New Street and Tot Hill to bridleway/cycleway and between Tot Hill and Stowmarket to two-way local road.	<b>Problems</b> : Sub-standard horizontal and vertical geometry and several at grade junctions and central reserve crossovers causing safety problems: 4 fatalities/36 injuries 2000-05.	<b>Highways Agency Budget</b> <b>£31.78m</b>
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
<b>ENVIRONMENT</b>	<b>Noise</b>	Nine properties close to the existing A14 would benefit from a decrease in noise levels in excess of 5dB in the opening year. For properties in the existing 60 to <70dB L <sub>A10,18hr</sub> noise band, there would be a noise level increase of 1 to <3 dB affecting 54 properties in the Do Something scenario in 2023 compared with 230 properties in the Do Minimum scenario in 2023.	2008 Do Something – 4.8 people less annoyed 2023 Do Something – 2.7 people less annoyed	-2.74 additional people annoyed in 2023
	<b>Local Air Quality</b>	There would be no anticipated exceedences of current air quality objectives for NO <sub>2</sub> & PM <sub>10</sub> . No AQMA would be affected. The proposals would lead to a change in annual mean NO <sub>2</sub> concentrations at 20m from the road centre in excess of 2ug/m <sup>3</sup> , or PM <sub>10</sub> concentrations at 20m from the road centre in excess of 1ug/m <sup>3</sup> . Overall air quality would be improved.	NO <sub>2</sub> & PM <sub>10</sub> 19 improved 30 Deteriorated	NO2 assessment score -45.35 PM10 assessment score -14.41
	<b>Greenhouse Gases</b>	The proposed scheme would result in an increase in traffic related CO <sub>2</sub> emissions in the opening year and design year. The increase would primarily arise as a result of the increased design speed of 70mph for the proposed scheme when compared with the existing speed restriction of 50mph for the existing section of the trunk road.	Do Minimum: 2009 – 15,882tonnes per annum Do Something: 2009 – 17313tonnes per annum	Increase of 1431 tonnes
	<b>Landscape</b>	The principal impact on landscape character would relate to the introduction of a second road corridor close to the existing route and the impact of a lit, grade separated junction at the crossing of the Tot Hill Ridge. The proposals would involve the loss of small areas of scrub totalling about 1 ha and sections of hedgerow totalling about 1 km. The landscape proposals associated with the proposed scheme would offset the losses and extend woodland as a component in the landscape. The proposals associated with the proposed local road would establish a character appropriate to local use and integrate the existing corridor with the landscape of the valley to the north.	not applicable	Moderate Adverse
	<b>Townscape</b>	There would be no direct impact on Stowmarket or any of the villages neighbouring the corridor. There would be no indirect influence on the urban qualities of the settlements.	not applicable	Neutral
	<b>Heritage of Historic Resources</b>	Potential impacts on unproven site at Gallows Field. Slight beneficial impact on setting of Tot Hill House (Grade 2 Listed Building). Potential impact on tumpike milestone.	not applicable	Slight Adverse
	<b>Biodiversity</b>	There would be a direct impact on one County Wildlife Site designated as a buffer to protect a species of wildflower (cornflower) in an adjacent filed margin. Mitigation has been proposed which would safeguard the extent of the interest in the local area. There would be no other impacts on any designated sites. Potential impacts on faunal species (bats, badgers and ground nesting birds) have been identified and appropriately mitigated. There would be a slight beneficial impact on habitats resulting from a net increase in habitat types favourable to ecological interests.	not applicable	Slight Beneficial
	<b>Water Environment</b>	Reduced risk of impacts from accidental spillage due to provision of pollution control measures where none currently exist. No impact on flood prevention or water quality along Tot Hill Brook.	not applicable	Slight Beneficial
	<b>Physical Fitness</b>	The relief of existing severance associated with the existing A14, provision of safe north-south local access via the Haughley Road underpass and provision of extensive new bridleway/cycleway links would be of moderate benefit for walkers, cyclists and horse riders at a local level. 1.5km diversion required for public footpath 37 (current levels of use are low)	not applicable	Moderate Beneficial
	<b>Journey Ambience</b>	The separation of local traffic and strategic traffic and restriction of access onto the trunk road via a grade-separated junction with clear signage, forward visibility and exit and merging slip roads designed to current standards would serve to remove current uncertainty, fear, frustration and stress.	not applicable	Moderate Beneficial
<b>SAFETY</b>	<b>Accidents</b>	Accident benefits over 60 years, particularly KSI, due to improved alignment and removal of at-grade junctions and crossings.	302 PIA saved	PVB £12.5 million
	<b>Security</b>	The Scheme will not affect the security of the vehicular travellers. There are no passenger areas to consider. Lay-bys are provided with emergency telephone facilities. Lighting will be provided at the new grade separated junction.	10 – 100 freight users per day using lay-by facilities	Moderate Beneficial
<b>ECONOMY</b>	<b>Public Accounts</b>	Investment costs including indirect taxes.	Central Govt PVC £6.6 million, Local Govt PVC nil	PVC £6.6 million
	<b>Transport Economic Efficiency: Business Users &amp; Transport Providers</b>	There are no significant public sector revenues.	Business Users and Providers PVB £42.3 million	PVB £42.3 million Most likely growth scenario
	<b>Transport Economic Efficiency: Consumers</b>	The journey time changes for the low number of vulnerable users are likely to be small. Therefore the assessment of Neutral is scored in Economy for vulnerable users.	Consumer Users PVB £36.9 million	PVB £36.9 million Most likely growth scenario
	<b>Reliability</b>	The Scheme will provide improved segregated journeys for both trunk and local road traffic thus improving journey time reliability.	Not Applicable	Moderate Beneficial
<b>Wider Economic Impacts</b>	The Scheme does not affect or pass through any Regeneration Areas	No	Neutral	
<b>ACCESSIBILITY</b>	<b>Option values</b>	The Scheme will have no impact on the options available for travelling	No impact	Neutral
	<b>Severance</b>	The existing footpath and footway crossings are at grade, seldom used and unsafe. Grade separation of the junction at Tot Hill, underpass facilities at Haughley Road and a segregated NMU facility on the old Eastbound Carriageway will provide a safer vulnerable user network linking the existing footpaths together.	0-200 people	Slight Positive
	<b>Access to the Transport System</b>	Proximity of the public transport facilities is unchanged. The local public transport will be able to use the local road network without accessing the trunk road.	-1% to 1%	Neutral
<b>INTEGRATION</b>	<b>Transport Interchange</b>	The scheme is a single mode facility and will have no impact on passenger interchange	0 people	Neutral
	<b>Land-Use Policy</b>	The proposed scheme would be in support of policies related to an improved transport system and provision for NMUs. It would generally accord with policies related to safeguarding environmental assets, and minimising pollution and environmental impacts.	not applicable	Beneficial
	<b>Other Government Policies</b>	The proposed scheme is limited in scope to a relatively short section of the existing trunk road to be improved in the interests of safety. There would be a small increase in CO <sub>2</sub> emissions. There would be improvements in local air quality and facilities for NMUs would support health policy.	not applicable	Beneficial