

## DEPARTMENT FOR TRANSPORT

THE A14 TRUNK ROAD (HAUGHLEY NEW STREET TO STOWMARKET  
IMPROVEMENT AND DETRUNKING) ORDER 20

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IMPROVEMENT SIDE ROADS) ORDER 20

THE A14 TRUNK ROAD  
(HAUGHLEY NEW STREET TO STOWMARKET IMPROVEMENT)  
COMPULSORY PURCHASE ORDER (MP No. 48) 20

THE A14 TRUNK ROAD (HAUGHLEY NEW STREET TO STOWMARKET  
IMPROVEMENT) (PROHIBITION OF VARIOUS TRAFFIC MOVEMENTS)  
ORDER 20

## EXPLANATORY STATEMENT

### INTRODUCTION

1. This statement explains the purpose of the above-mentioned draft Orders published by the Secretary of State for Transport. The statement is being distributed to all occupiers of properties within 100 metres of the proposals. If you are receiving the statement as an occupier of a property within 100 metres of the proposals, and you are not the owner of the property, would you please bring this statement to the attention of the owner.
2. Public Notices about the proposal will be published in the London Gazette, East Anglian Daily Times and the Bury Free Press.

### BACKGROUND

3. The A14 is a strategic route connecting the east coast to the Midlands and the North. The 2.3 mile section of dual carriageway between Haughley New Street and Stowmarket has a poor alignment and a number of junctions with limited visibility. The recorded accident rate is significantly higher than the national average. Present daily traffic on this section of the A14 is 38,000 vehicles a day with up to 20% of these being Heavy Goods Vehicles (HGVs) and traffic is expected to grow substantially, resulting in an increase in congestion, driver stress and accident rate.
4. In January 2002 the Highways Agency appointed Consultants, WSP Civils, to identify a scheme to improve this section of the A14. Viable options for realigning the main carriageway and provision of a new two level junction were developed and were presented to the public at exhibitions held at Haughley Pavilion in early 2003.

5. The Public Consultation invited views from the general public, national and local organisations between 28 January 2003 and 12 May 2003. Over 600 responses were received indicating a high level of support for the scheme. The majority supported a realignment of the A14 south of the existing carriageway rather than an on-line option.

5. During this period we received many requests to move the proposed junction closer to Stowmarket and provide a local link road with cycle lane and pedestrian facilities between Haughley and Stowmarket. These changes were taken on board and were included in the Preferred Route announced in March 2004.

6. In March 2005 a Contract to take the Preferred scheme through the statutory process and on to construction was awarded to the Contractor Birse Civils Ltd.

## THE PRESENT PROPOSALS

7. The main objectives of this improvement scheme are to remove the bends and replace the existing sub-standard junctions and accesses with a new two-level junction.

8. The improvement scheme would start at Haughley New Street and take a route to the south of the existing A14 towards Stowmarket. It would pass over a realigned and lowered Haughley Road and run parallel to the existing trunk road towards a new two-level junction at Tot Hill. This junction would allow access in all directions to and from the new section of dual carriageway, and for traffic to access local villages without having to travel on the trunk road. The route would rejoin the existing trunk road to the northwest of Stowmarket.

9. The existing A14 carriageway would be detrunked

10. It is proposed that the westbound carriageway of the existing A14 would become a two-way local road between Haughley New Street and Stowmarket, linking into the new interchange at Tot Hill.

11. It is proposed to downgrade the existing eastbound carriageway of the trunk road to provide a pedestrian, cyclist and equestrian (Non-Motorised Users - NMUs) facility between Haughley New Street and Fishponds Way. Exemptions will be provided for vehicular access to property and for maintenance purposes.

12. The road would not generally be lit, but lighting would be provided at the new junction at Tot Hill.

## LANDSCAPING

13. Extensive areas of proposed new planting would be provided to reduce environmental and visual impact of the scheme and, in time, create new wildlife habitats.

## THE DRAFT ORDERS

14. The proposals are published as draft Orders under the Highways Act 1980. Orders are being published for the scheme under the title 'Haughley New Street to Stowmarket Improvement'. An Order under sections 10, 12 and 41 of the Highways Act would fix the line of the scheme and would provide for the detrunking of the superseded length of the existing A14 trunk road.

15. Details of proposals for the alterations to the existing side roads and private means of access are dealt with by an Order under section 12, 14 and 125 of the Highways Act.

16. A Draft Compulsory Purchase Order, if made, would empower the Secretary of State to acquire the land and rights needed for the construction of the scheme. All those known to have an interest in such land will be notified.

17. A Draft Traffic Regulation Order is also being published which, if made, would prohibit vehicular traffic from the eastbound carriageway of the existing A14 enabling it to be used by only cyclists, pedestrians and equestrians.

## REPRESENTATIONS AND OBJECTIONS

18. Anyone wishing to make representations about or objections to any aspect of the proposals should write to the Secretary of State for Transport at the offices of the Highways Agency, Major Projects Division, Heron House, 49–53 Goldington Road, Bedford MK40 3LL. This should be marked for the attention of Rebecca Shuker and sent not later than 26<sup>th</sup> May 2006 or within 8 weeks from the date of the first publication of this notice if that period expires later, stating the grounds on which the representation or objection is made. Anyone doing so should bear in mind that the Secretary of State may need to communicate the substance of any representation or objection to other people who may be affected by it.

19. All representations and objections received will be carefully considered before the Secretary of State for Transport and the First Secretary of State decide whether to hold a Public Inquiry. If it is decided to hold an Inquiry an announcement will be made about when and where it will be held. Statutory objectors will have an opportunity to put their views to an independent Inspector. Other objectors may be heard at the Inspector's discretion. Only after full consideration of the Inspector's report and recommendations and all

the representations and objections will the Secretary of State for Transport and the First Secretary of State decide whether the Orders should be made, with or without modifications.

#### FURTHER INFORMATION

20. Details of the proposals may be inspected at the following addresses:

- Highways Agency, Room 245, Heron House, 49 – 53 Goldington Road, Bedford MK40 3LL
- Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, IP1 2BX;
- Mid Suffolk District Council, 131 High Street, Needham Market, Suffolk, IP6 8DL
- Stowmarket Library, Milton Road, Stowmarket, Suffolk, IP14 1EX.
- Haughley Post Office, 2 Old Street, Haughley, Stowmarket, Suffolk IP14 3NR

21. Further information may be obtained from the Highways Agency's Bedford office at the address given above or by telephoning 01234 796231.