

POPE of Major Schemes Summary Report

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| Scheme Title | A14 Rookery Crossroads | Major Schemes No: | 16 |
| Opening Date | March 2006 | | |
| POPE Stage | One Year After | | |

Scheme Description

The scheme is located just to the east of Bury St. Edmunds in Suffolk on the main A14. This route forms part of the Trans European Network which links the east coast ports of Felixstowe and Harwich with the Midlands. The key features of the scheme are:

- ◆ Construction of a grade separated junction at Rookery Crossroads
- ◆ Closure of the adjacent junction at Two Mile Spinney
- ◆ Realignment of the main A14 carriageway
- ◆ Improvements to the local Public Rights of Way network
- ◆ Extensive landscaping and environmental mitigation measures

Objectives

| | Objective Achieved? |
|---|------------------------------|
| ◆ Reduce the number of accidents on the A14 due to at grade movements at accesses in the vicinity of Rookery crossroads | Yes |
| ◆ Improve access to the area and reduce severance | Yes |
| ◆ Improve access to public transport | Yes |
| ◆ Improve journey times and reliability | Journey reliability improved |
| ◆ Minimise environmental impact of the scheme by careful consideration of design standards | Yes |

Main Impacts

| | |
|----------------------|--|
| Environment | <ul style="list-style-type: none"> – Impacts largely as predicted although biodiversity would need further study to fully evaluate the impacts on species and habitats – Planting will need to continue to establish successfully in order to fulfil the longer term aim of screening and re-instatement of woodland – Potential for improved physical fitness – Reduced driver stress |
| Safety | <ul style="list-style-type: none"> – Large reduction in accidents. Double that forecast – Just under 10 personal injury accidents saved per year – No fatal or wet weather accidents on A14 since opening |
| Economy | <ul style="list-style-type: none"> – Negligible impact on journey speeds – Improved journey reliability – First year rate of return of 9% in terms of accident savings alone – Cost increases accounted for and improved processes identified |
| Accessibility | <ul style="list-style-type: none"> – Reduced community severance – Improved facilities for pedestrians, cyclists and equestrians – Improved access to Rougham Industrial Estate and local schools |
| Integration | <ul style="list-style-type: none"> – Integration with national transport and regional planning policy |

Detailed Traffic Impacts

- ◆ Traffic volumes on the A14 in March 2007, one year after opening, were just over 46,000 vehicles per day.
- ◆ Capacity of road, as measured by the Congestion Reference Flow, is over 65,000 vehicles per day.
- ◆ Low percentage of heavy goods vehicles using local roads.
- ◆ Journey time reliability improved.
- ◆ Some re-routing of traffic on the local road network.
- ◆ Increase in A14 traffic of just under 1.5% per year as forecast.

Economic Summary

| | Forecast ¹ | Actual ¹ |
|------------------------------------|-----------------------|----------------------|
| 30 Year Benefit (Time & accidents) | £8.65m | £13.48m ² |
| 30 Year Accident Benefit | £4.84m | £9.67m ³ |
| Cost | £4.42m | £6.70m |
| Benefit Cost Ratio | 1.96 | 2.0 |

1. All prices discounted to 1998 prices
2. Assumes non-accident benefits are as forecast
3. Actual accident savings

Lessons Learnt

- ◆ The Highway Agency's established major scheme processes and procedures have been resoundingly endorsed.
- ◆ These procedures have ensured the delivery of a well balanced scheme that has been warmly welcomed by key local stakeholders.
- ◆ Early involvement of the community and assessment of options helped to minimise objections later on in the planning process.
- ◆ Traffic forecasts seem reasonably sound – method tailored to type of scheme.
- ◆ Endorsement of Traffic Appraisal Manual (TAM) advice that the task of undertaking traffic appraisals should be to provide the best information within a reasonable time and budget.
- ◆ Safety impact has been better than expected. Total reduction in network wide accidents almost double that predicted.
- ◆ Environmental matters were given due regard and environmental mitigation measures implemented.
- ◆ Some concern over increased costs but improved processes identified in this regard.
- ◆ Traffic management arrangements during construction are key in terms of reliability targets and need suitable level of consideration to optimise their effectiveness.
- ◆ Gated tidal contra-flow traffic management system worked well.
- ◆ Important to identify construction issues and potential solutions as early as possible in the process.
- ◆ Some local concern about length of slip roads which highlights conflict between design and environmental issues.