

NO MORE A14 DELAYS IN SUFFOLK



The local and national case for investment

overview

Suffolk Chamber of Commerce, Suffolk County Council and our partners are working together to promote trunk road improvements in the next round of the Government's Road Investment Strategy (RIS2), which will cover the period 2020 -2025.

The aim is to bring much needed investment into the county to address some of the major pinch points on the trunk road network to benefit the local and national economy.

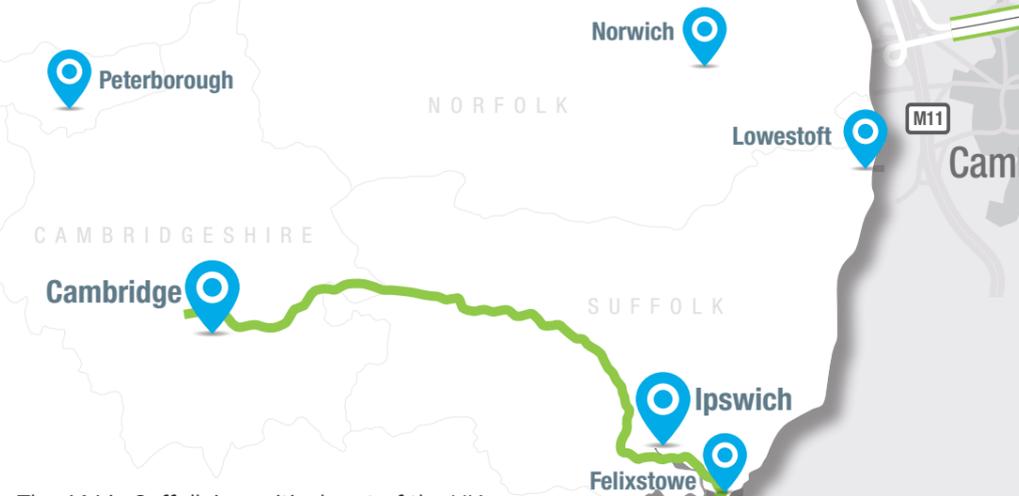
In addition to the A14 improvements, Suffolk's RIS2 bid includes a range of other much needed schemes, including bids for investment for upgrade projects on the A12 southbound and the A11 at Mildenhall, plus a number of maintenance schemes along the A14 between Haughley and Woolpit and between Copdock and the Orwell Bridge and a comprehensive feasibility study of the A14 from the M11 at Cambridge to Felixstowe.

campaign

As part of this collaborative campaigning, Suffolk Chamber is leading the multi-partner No More A14 Delays in Suffolk campaign to secure the objectives below:

the A14 in Suffolk

...a vital local, national and international highway



The A14 in Suffolk is a critical part of the UK Strategic Road Network, connecting the Port of Felixstowe and all of Suffolk:

- Directly to Cambridge
- Via the A140 and A11 to Norwich
- Via the A1 to Peterborough and the north east
- Via the M1 and M6 to the Midlands Engine and the Northern Powerhouse
- Via the A12 to London

The A14 in Suffolk connects the county and region's increasingly diverse business base, especially in growth areas such as logistics, renewable energy, agri-tech and high-tech/fin-tech, to its markets and suppliers.

pinch points

The A14 in Suffolk is no longer fit for its local, national or international purpose. It suffers from increasing levels of congestion and delays, especially at seven key pinch points.

These pinch points already increase business costs, lose them staff cover, time and orders, and result in higher fuel costs and prices and lower profit margins.

It is estimated that the annual cost of delays to business on these seven pinch points is already £360m and with new developments planned this figure is set to grow.

Our campaign aims to secure much-needed funding from the RIS2 process to address these pinch points.



1 JUNCTION 37
Exning
where the A14 meets the busy A142

2 JUNCTION 43
Bury St. Edmunds Central
suffers from significant tailbacks as it meets the A134

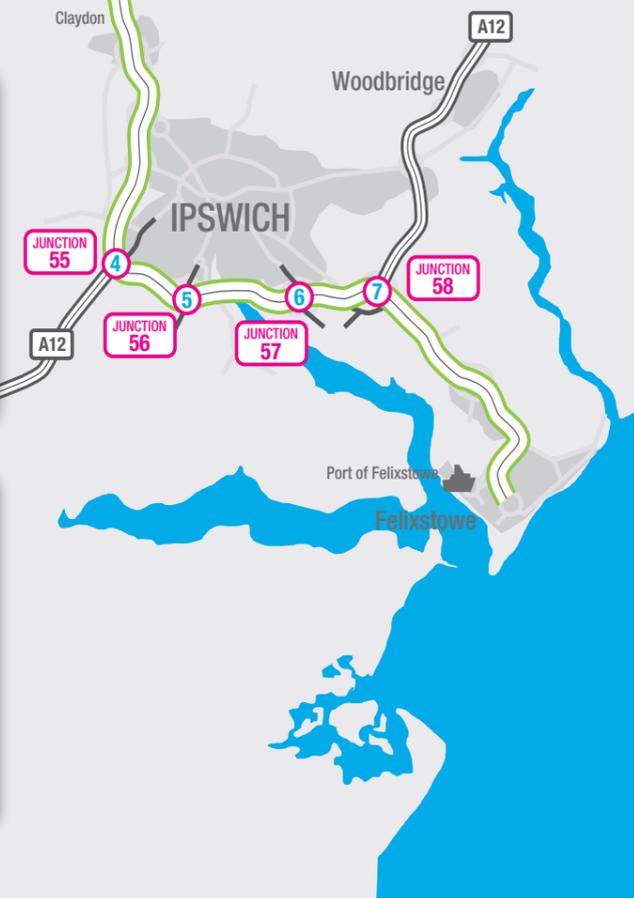
3 JUNCTION 44
Bury St. Edmunds Moreton Hall
suffers from significant tailbacks, with a major development still to be built

4 JUNCTION 55
Copdock Interchange
where the A14 meets the busy A12 and A1214

5 JUNCTION 56
Ipswich Wherstead
which reaches its safe capacity at peak times, especially with HGVs

6 JUNCTION 57
Ipswich Ransomes Europark
which reaches its safe capacity at peak times, especially with HGVs

7 JUNCTION 58
Ipswich Seven Hills
where the A14 meets the busy A12



improvements to key junctions on the A14
at Ipswich, Bury St Edmunds & Newmarket

major maintenance schemes on the A14
between Haughley & Woolpit and between Copdock & the Orwell Bridge

comprehensive feasibility study from the M11
at Cambridge to Felixstowe to address remaining concerns about the A14 and the impact of future growth in the county and across the UK

benefits

The No More A14 Delays in Suffolk campaign is looking for funding from 2020-2025 to boost capacity and reconfigure these seven 'pinch points'.

Aside from alleviating the real costs of delays and congestion at these points, this investment would contribute to a massive increase in key economic indicators – of real benefit to the local and national economy:

- 7,000 new jobs
- £362m extra in Gross Value Added
- Average of 13 minutes a day saved in travel time

partners

The No More A14 Delays in Suffolk campaign is chaired by Jo Churchill MP and through its Strategy Board has the backing of key partners:

- Suffolk Chamber of Commerce
- Suffolk County Council
- Suffolk's seven MPs
- Suffolk's borough and district councils
- New Anglia LEP
- Greater Cambridge Greater Peterborough LEP
- Police and Crime Commissioner for Suffolk
- Suffolk Constabulary
- Business leaders

the business view

“The A14 is a critical section of our Suffolk infrastructure with importance both locally and nationally. With this in mind Suffolk Chamber and Suffolk County Council have embarked on a campaign to raise and maintain the profile of the A14 with central Government. Our aim of securing immediate and ongoing investment in this highway will be good for both Suffolk and UK PLC.”

Stephen Britt

Chair of Suffolk Chamber of Commerce's Transport & Infrastructure Board

Their Strategic Road Network Initial Report will be published in the autumn of 2017 and is expected to provide a long list of those projects that have met the basic criteria for further evaluation.

The Department of Transport will then engage in consulting with the public in 2018.

So, the No More A14 Delays in Suffolk campaign still needs further up-to-date information about this highway's congestion problems – and their impact – on businesses and workers.

We will be able to include up-to-date evidence information and so refresh our report during the consultation process.

That is why we need to build the evidence – including anecdotal evidence – about the impact of delays on Suffolk's businesses and residents.

So we are urging people to share their experiences of delays on the A14 in Suffolk by going to:



twitter.com/NoA14DelaysSfk



news@suffolkchamber.co.uk



www.suffolkchamber.co.uk/representing-you/no-more-a14-delays-in-suffolk/

the next steps

The No More A14 Delays in Suffolk campaign has built up a detailed evidence-based case for securing RIS2 funding.

We have submitted this report to Highways England, the government-owned company with responsibility for the operation, maintenance and improvement of the motorways and trunk roads in England.

