

From:
Sent:
To:
Cc:

03 May 2019 09:32

Subject: RE: A14 J53-55 Diversion Route

I am aware of your efforts to consider an alternative diversion route, particularly for west bound traffic where a hard closure could be more effective (being closer to the closed section of A14). I note that your works coming up are mostly in the EB direction (5 shifts expected), with only 1 shift expected in the WB direction. (A longer east bound diversion via A120 or A134/A1071 would still require a local diversion through Sproughton village).

You have not specifically defined a diversion route in your email but I assume you wish to use the route from A14 J53 to A14 J55 via B1113/ A1071/ A1214 which passes through Sproughton. (This also passes the major development being constructed outside Ipswich on the A1071 which is due to close this section of road at some stage).

I can give approval in principle to this route on the basis of the items below.

I note the mitigations proposed.....

Mitigation for use of Sproughton diversion route:

1. **Additional black on yellow signage.** This is something we used on the last diversion, with additional signage reminding drivers they are entering a residential area, and to take precaution.
2. **A reduced speed limit through the village.** I have asked [REDACTED] (Kier) to look at this, and see if there will be any benefits to the residents of imposing a 20mph speed limit through the village
3. **Temporary traffic lights.** Again, something we'd used previously whereby the use of 2-way signals can be used to alleviate some risks in the narrow section of the village.
4. **Parking restriction.** Something else to explore would be ensuring parked cars are moved. [REDACTED] are going to liaise with a local pub to see if it would be possible for residents to utilise their parking spaces overnight.

Parish council meeting. I think this goes without saying, but it would be good to present the above formally to the parish to give them an idea of why this diversion is being used, what the works coming up are, and how we can provide mitigation

It is important the first 3 are implemented and the fourth investigated.

You may want to look at the work required to be undertaken and consider your start times. As you are aware we usually insist on a 21.00 hour start. This is relaxed where you are only working one (or two) shifts to avoid stretching to an additional day... but if the planned work is relatively short in nature a later start would be preferred.

There is a weight restriction through Sproughton that Highways England will need to arrange to be temporarily lifted.

You will need to submit a formal notification through [REDACTED] to Network Assurance (as soon as possible). Only at that stage can you desired dates be analysed by Network Assurance in relation to other works promoters working on the diversion route. Only when suitable dates are confirmed will Network Assurance give approval to your diversion on to county roads.

Best Wishes
[REDACTED]

[REDACTED]
Suffolk Highways | Phoenix House, 3 Goddard Rd, Ipswich IP1 5NP
[REDACTED] www.suffolk.gov.uk/highways




From: [REDACTED]
Sent: 02 May 2019 10:17
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: A14 J53-55 Diversion Route

Morning [REDACTED],

Just wondered if you'd had time to review the below?

Thanks
[REDACTED]

[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>

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Customer Contact Centre is available 24/7 on 0300 123 5000 or info@highwaysengland.co.uk

From: [REDACTED]
Sent: 25 April 2019 19:18

To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]

Subject: RE: A14 J53-55 Diversion Route

Evening [REDACTED]

Just picking up on this following our meeting on Tuesday. Thanks very much to yourself and [REDACTED] for providing input, and options for us to consider.

Please let me apologise in advance for the fairly lengthy email, but hopefully this clarifies what we've been looking into.

[REDACTED] has been looking at alternative routes, and for the below reasons, we would request the use of Sproughton as a diversion, if that's ok with you?

Risks of using longer diversion route:

1. **Length of diversion route.** This is something we discussed at the meeting, and particularly in the EB direction, it will be very difficult to manage traffic and ensure the diversion is used. Our works coming up are mostly in the EB direction (5 shifts expected), with only 1 shift expected in the WB direction.
2. **Use of A120 via Essex.** This is something we explored following the meeting, and it is not considered suitable to divert onto Essex Network, particularly as there are a number of sensitive villages on that route which would also require special attention.
3. **The vulnerable structures you have made us aware of.** I've been working with [REDACTED] and [REDACTED] of Kier at looking into our options regarding this. There is very little we can do to mitigate the weak bridge. In regards to the masonry bridge, we could utilise additional signage, and *maybe* 2-way traffic lights, but as this is quite a tight section, using 2-way signalling isn't ideal with clear line of sight leading up to the lights / structure not being great. In this instance, we don't feel there is much benefit in pushing additional risk onto your network in these locations.
4. **Drivers on diversion.** As discussed, this is of significant risk to drivers following a much longer diversion, and our operatives managing the diversion. We have looked into alternative places for HGVs to park up (if required) and [REDACTED] noted Sudbury has a lorry park, however this is in the centre of town, and there is a low bridge which would probably need to be negotiated. There is also little we can do to ensure traffic stays on the diversion, especially heading Eastbound

Mitigation for use of Sproughton diversion route:

1. **Additional black on yellow signage.** This is something we used on the last diversion, with additional signage reminding drivers they are entering a residential area, and to take precaution.
2. **A reduced speed limit through the village.** I have asked [REDACTED] (Kier) to look at this, and see if there will be any benefits to the residents of imposing a 20mph speed limit through the village
3. **Temporary traffic lights.** Again, something we'd used previously whereby the use of 2-way signals can be used to alleviate some risks in the narrow section of the village.

4. **Parking restriction.** Something else to explore would be ensuring parked cars are moved. [REDACTED] are going to liaise with a local pub to see if it would be possible for residents to utilise their parking spaces over night.
5. **Parish council meeting.** I think this goes without saying, but it would be good to present the above formally to the parish to give them an idea of why this diversion is being used, what the works coming up are, and how we can provide mitigation.

It's also worth noting that [REDACTED] has been liaising with Balfour Beatty, and their upcoming closure at J54. We're hoping to add their works into the TTRO and use the same closure. I think this will be a nice point to make to Sproughton that Suffolk, Highways England, Kier and Balfour Beatty are combining work to reduce the impact.

I think we still need to work to explore alternative options that could be made a possibility in the future to alleviate some of the concerns the residents of Sproughton have.

Let me know your thoughts, and if you approve the route in principle?
Obviously we will aim to avoid your local works, and upcoming events as mentioned below.

Thanks

[REDACTED]
[REDACTED]
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>

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