

## APPENDIX 2:

### A14 UPGRADE SCHEME

## A14 Project Background

### Scheme Overview

The 2010 Comprehensive Spending Review cancelled the planned implementation of the £1.1billion A14 Ellington to Fen Ditton scheme, as it was deemed unaffordable. As part of the Spending Review the Government set out the following position on the A14:

*“We recognise that this corridor faces severe congestion, and that mobility along the route is critical for economic success and growth. However, the current scheme is simply unaffordable under any reasonable future funding scenario. The Department has therefore stopped the current scheme.... We will undertake a study to identify cost effective and practical proposals which bring benefits and relieve congestion – looking across modes to ensure we develop sustainable proposals. This approach will also provide an opportunity for the private sector to play its part in developing schemes to tackle existing problems in the corridor...”*

Since then, further work has been undertaken over three “output” stages as follows:

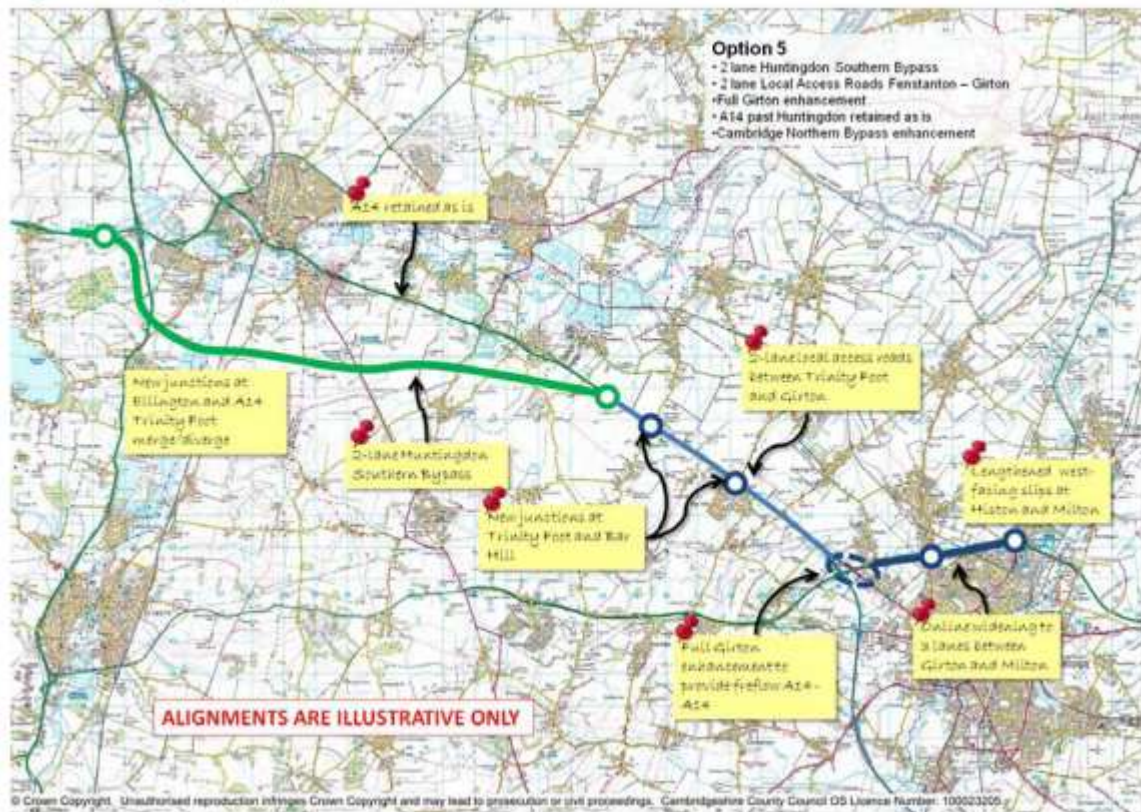
- Output 1: sought to reconfirm an understanding of the nature, scale and importance of the problems affecting the A14 in the Huntingdon and Cambridge areas, developing a list of prioritised challenges (transport problems, and their consequences);
- Output 2: generated and sifted potential interventions and recommend a shortlist; and
- Output 3: developed a multi-modal package of interventions to tackle the prioritised challenges, which are affordable, deliverable and offer value for money.

This work focused on a wider study area of East Anglia and North London as well as core study area between northwest Cambridge and Ellington. This work was completed in November 2012.

Specifically, the “A14 Study: Output 3 Package Testing & Appraisal Report” from November 2012 described the preferred highway option as Option 5 “HW10: Package GDS(r) (D2AP Huntingdon Southern bypass with a tie in south east of Fenstanton, local access roads between Trinity Foot and Girton plus full Girton enhancement) with enhancement of Cambridge Northern Bypass and Huntingdon Viaduct retained as is for strategic traffic to/from the A1(M)”. A tolling option was also tested, but Option 5 with tolling did not perform well. As such a version of Option 5, which downgrades the existing A14 alignment and provides a 3-lane Huntingdon Southern Bypass with additional junctions with the A1 and A1198 was tested and named as Option 7 and used as the basis for assessment of tolling.

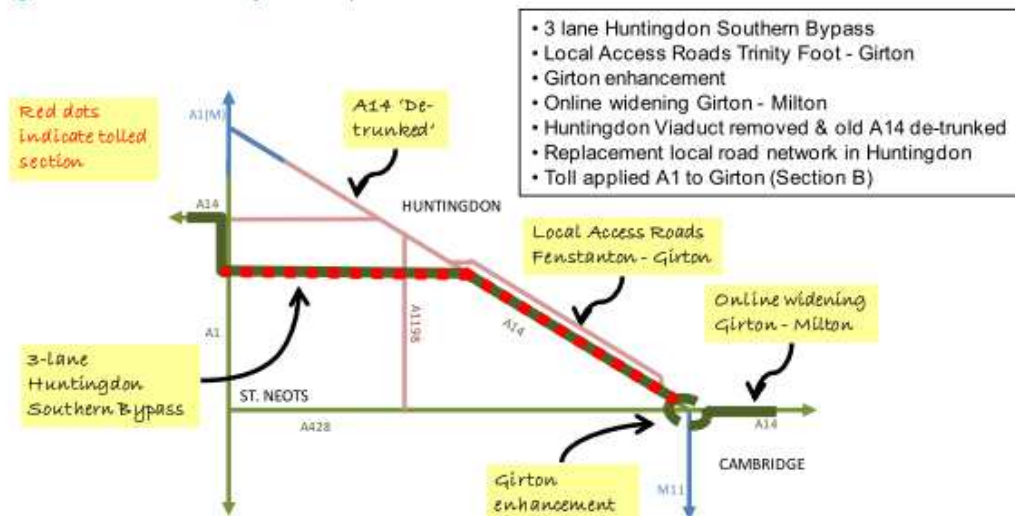
### Option 5 Layout

Figure 12. Highway Option 5



## Option 7 Layout

Figure 18. Schematic layout of Option 7



The Secretary of State for Transport announced in July 2012 plans to improve the A14 between Milton and Huntingdon as part of a major drive on infrastructure investment. It was expected that the scheme would be funded through a mixture of revenues from tolls on the road, central Government funding and contributions from local authorities and LEPS. This A14 road improvement package includes:

- Widening of the Cambridge Northern Bypass between Milton and Girton and enhancement of the Girton Interchange;
- Provision of high standard roads for local traffic use running in parallel to an enhanced A14 carriageway between Girton and the area near the current Trinity Foot A14 junction;
- Construction of a bypass to the south of Huntingdon between the area near Trinity Foot and the A1, at both ends tying in with the existing A14.

A key difference of the current A14 upgrade proposals, compared to the previously withdrawn scheme, is that the A14 widening to three lane dual carriageway between Milton and Fen Ditton is not included.

The preferred public transport package would comprise a new Park & Ride site at Alconbury, a new local bus service running between Cambridge city centre, Bar Hill and Cambridge Science Park and an express bus service between Peterborough and Cambridge (a service which Stagecoach has subsequently confirmed it will operate).

The public transport package would provide:

- significantly improved public transport connectivity between Bar Hill, Cambridge Science Park and planned new Science Park station;
- a Park & Ride service which negates the need to drive on the A14 south of Spittals interchange; and
- direct connections to Alconbury Enterprise Zone, central Huntingdon and three Park & Ride sites from central Peterborough and central Cambridge

These measures offer the best scope for improving public transport connectivity and of shifting demand from road to public transport.

The purpose of the preferred freight package would be to reduce HGV demand along the A14 corridor by encouraging a transfer of freight from road to rail. Given the nature of freight movements in the core study area, the focus is on modal shift of traffic moving from the Haven Ports to the Midlands and North.

The preferred freight package would be predominantly measures on the Felixstowe to Nuneaton (F2N) route which would enable quicker journey times, operation of longer trains and could allow additional freight paths to be provided. These include:

- Ipswich North Chord;
- installation of second track between Ely and Soham;
- double-tracking sections of Felixstowe branch line;
- enhancement of freight loops at March; and
- re-modelling of Ely North Junction.

The package would also include private sector delivery of new/expanded Strategic Rail Freight

In the short term, a £3m scheme to widen the A14 to three lanes both East and West bound between the Girton and Histon junctions will be completed by the Highways Agency in 2014. It is part of the short term and long term measures proposed for the route and fits in with the more comprehensive improvements along the route designed to boost safety and the economy as well as reduce congestion.

A new third lane will run from the Histon interchange westbound and join directly onto the M11 slip-road. Eastbound a new lane will run directly from the A14/ M11 interchange and link to the Histon interchange.

The Secretary of State suggested that construction of the highway elements of the comprehensive scheme could begin in 2018 and be completed in 2021. If that is to be the case, then detailed scheme design will need to commence soon. The DfT allocated £5m to the Highways Agency within the 2012/13 spending period to progress the scheme through the options and development phases review, although the design process is likely to need more funding, even if the scheme draws heavily on the preparatory work of the previous scheme.

The DfT Cabinet Report (September 2012) "A14 Study – Final Report & Recommendations" identifies the following comments and current position of the A14 upgrade proposals:

- *"At this stage, the funding for the scheme is not clear, other than an expectation from the Government announcement that it will consist of a combination of tolling, local funding and central government funding. The proportion for each of these is still to be determined, as is the likely total cost of the scheme"*
- *"The issue of the Huntingdon Viaduct has not yet been fully resolved. In respect of tolling viability, the removal of the Viaduct should generate greater revenue and thus help any tolling proposals to be more successful. In addition it would bring significant benefits to Huntingdon and Godmanchester"*
- *"It is not clear exactly how the local parallel roads would operate, but they would be expected to be toll free, so that local journeys can be undertaken without a charge, but would also be designed to be an unattractive option for long distance traffic"*

A formal announcement on the final timescale of the scheme is expected later this year (2013).