

# Cambridge to Huntingdon improvement scheme **A14**

## Scheme objectives

The section of the A14 trunk road between Cambridge and Huntingdon is well known for congestion and delays. Built more than 30 years ago, the road cannot cope with the current daily volume of traffic and is in need of improvement.

In June 2013, Government announced its commitment to the A14 Cambridge to Huntingdon improvement scheme by approving investment of up to £1.5billion. The scheme seeks to:

- Combat congestion
- Unlock growth
- Connect people
- Improve safety and
- Create a positive legacy for the area





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## How you can be involved

A scheme of this size is considered to be a Nationally Significant Infrastructure Project (NSIP) as defined by the Planning Act 2008 and this requires the Highways Agency to submit a Development Consent Order (DCO) application for approval to construct the scheme. We plan to submit an application in autumn 2014. The application and approval process follows five steps as set out below:

The five steps	How you can be involved
<b>Pre-application</b>	<ul style="list-style-type: none"> <li>■ View our proposals</li> <li>■ Attend our consultation events</li> <li>■ Provide your comments by 23:59 on Sunday 15 June 2014</li> </ul>
<b>Acceptance</b>	<ul style="list-style-type: none"> <li>■ The Planning Inspectorate has 28 days to decide whether the application meets the required standards to proceed, including whether our consultation has been adequate</li> </ul>
<b>Pre-examination</b>	<ul style="list-style-type: none"> <li>■ You can register with the Planning Inspectorate as an interested party so as to be kept informed of progress and opportunities to be involved. The Planning Inspectorate will set timescales</li> </ul>
<b>Examination</b>	<ul style="list-style-type: none"> <li>■ The Planning Inspectorate has six months to carry out the examination</li> <li>■ Registered parties can send written comments to the Planning Inspectorate</li> <li>■ They can ask to speak at a public hearing</li> </ul>
<b>Decision</b>	<ul style="list-style-type: none"> <li>■ The Planning Inspectorate will make a recommendation to the Secretary of State within three months. The Secretary of State then has a further three months to issue a decision</li> </ul>

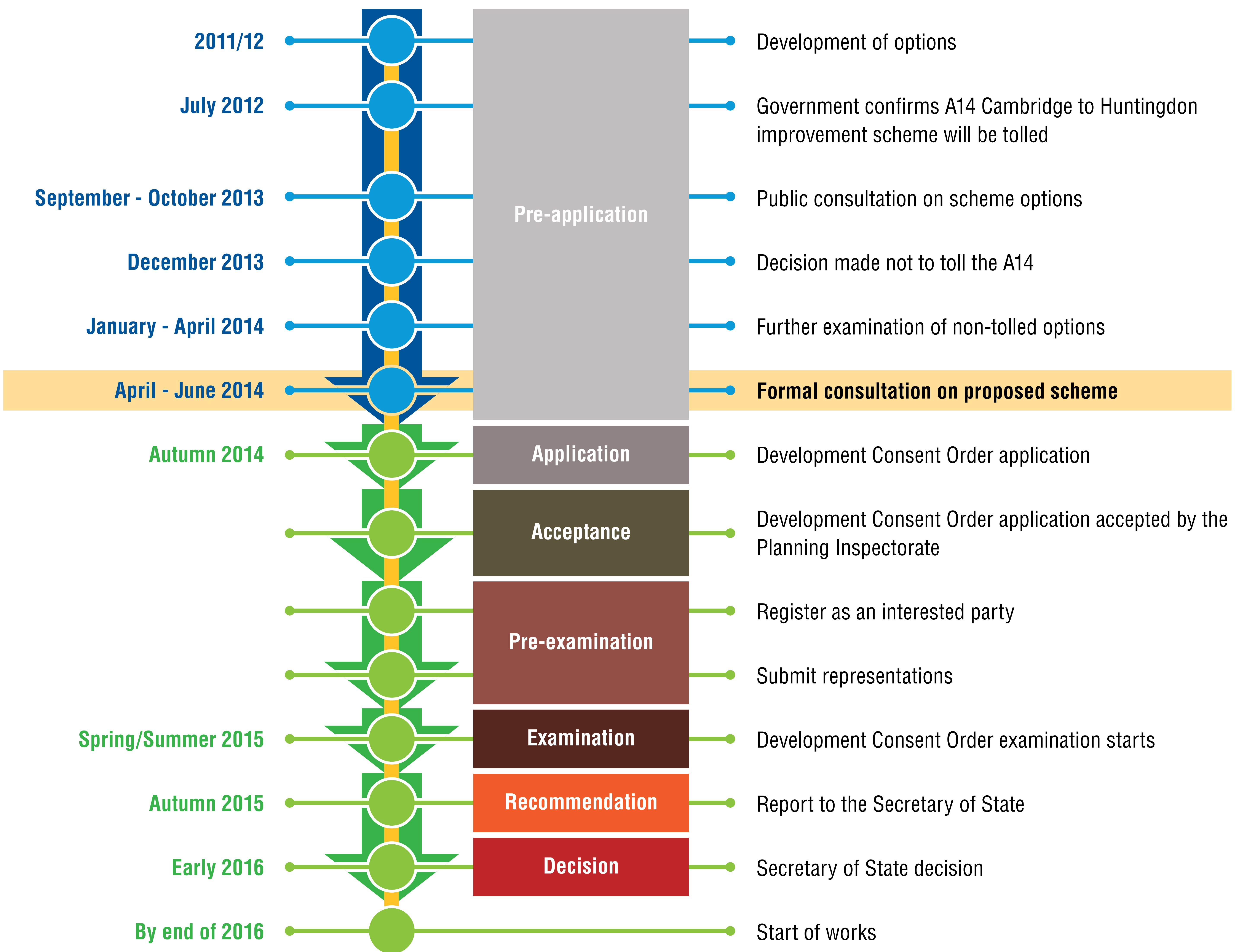
During the pre-application phase we are holding a formal consultation with the community and other stakeholder groups to receive views on our proposals.



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## Why we are consulting

We want to understand what is important for commuters, businesses, freight operators, non-motorised road users, developers and for the many people who live along the A14 corridor in this area – so that we can build this into the scheme design.



Consultation has already been undertaken to help us develop options and we now seek your views on our proposed scheme. Consultation on land requirements needed for the construction of the scheme is also an important part of the DCO application process and we ask for your comments on these.

Your views and comments will help us to develop the most appropriate design to meet community and business needs.



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## The proposed scheme

The proposed scheme will principally consist of:

- Widening of the A1 from the existing two lane dual carriageway to three lane dual carriageway, between the proposed new interchange with the A14 at Brampton to Alconbury
- A Huntingdon Southern Bypass approximately 12½ miles in length between Ellington and Swavesey
- De-trunking from trunk road status to county road status approximately 12 miles of the existing A14 between Ellington and Swavesey
- Demolition of the A14 viaduct over the East Coast Mainline railway and Brampton Road in Huntingdon
- Widening of approximately 5½ miles of the A14 between Swavesey and Girton and approximately 1½ miles of the existing A14 Cambridge Northern Bypass to Milton
- Improvement of existing A14 junctions at Swavesey, Bar Hill and Girton to improve the capacity of the road, compatibility with adjacent developments, and connections for non-motorised users
- A new local access road, part single and part dual carriageway, alongside the improved A14 between Fen Drayton and Girton





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## Changes to the proposed scheme since the options consultation

- **Decision not to toll.** In December 2013 the Government confirmed that the A14 would not be tolled
- **A1 / A14 Brampton interchange.** We have looked again at the way the proposed A14 would cross the A1 at Brampton and we now propose a new layout which offers environmental benefits to the village of Brampton as well as providing better connections between the A1 and the A14
- **Improved method of road widening.** We propose to use a road widening technique in some areas which causes fewer disruptions to road users and improves safety during construction
- **Junction layout improvements.** In response to feedback received during the options consultation we propose to improve junction designs at Brampton, Swavesey, Bar Hill and Girton
- **Local access road.** Following further modelling of traffic flows, we are proposing to construct the new local access road between Fen Drayton and Swavesey as a dual carriageway





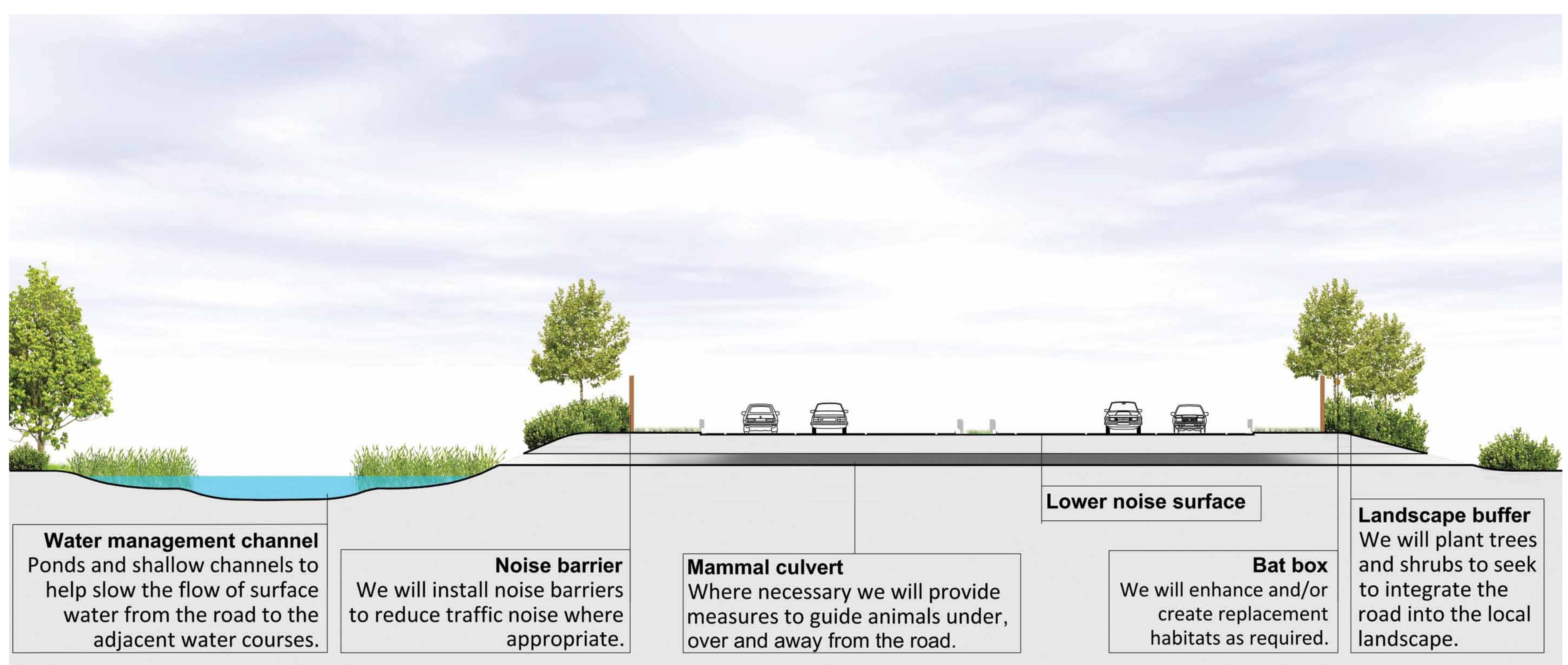
# Cambridge to Huntingdon improvement scheme **A14**

## Impacts on the environment

We are undertaking an assessment of the environmental impacts of the proposed scheme, both during construction and operation. This includes identifying where mitigation measures may be required and what form they might take.

Environmental topics being assessed include:

- people and communities
- air quality
- noise
- cultural heritage
- landscape and visual impact
- nature conservation
- the water environment
- geology and soils
- material resources and waste



For further information on environmental impacts and mitigation, please see the *Preliminary environmental information report*, the scheme drawings and the consultation brochure



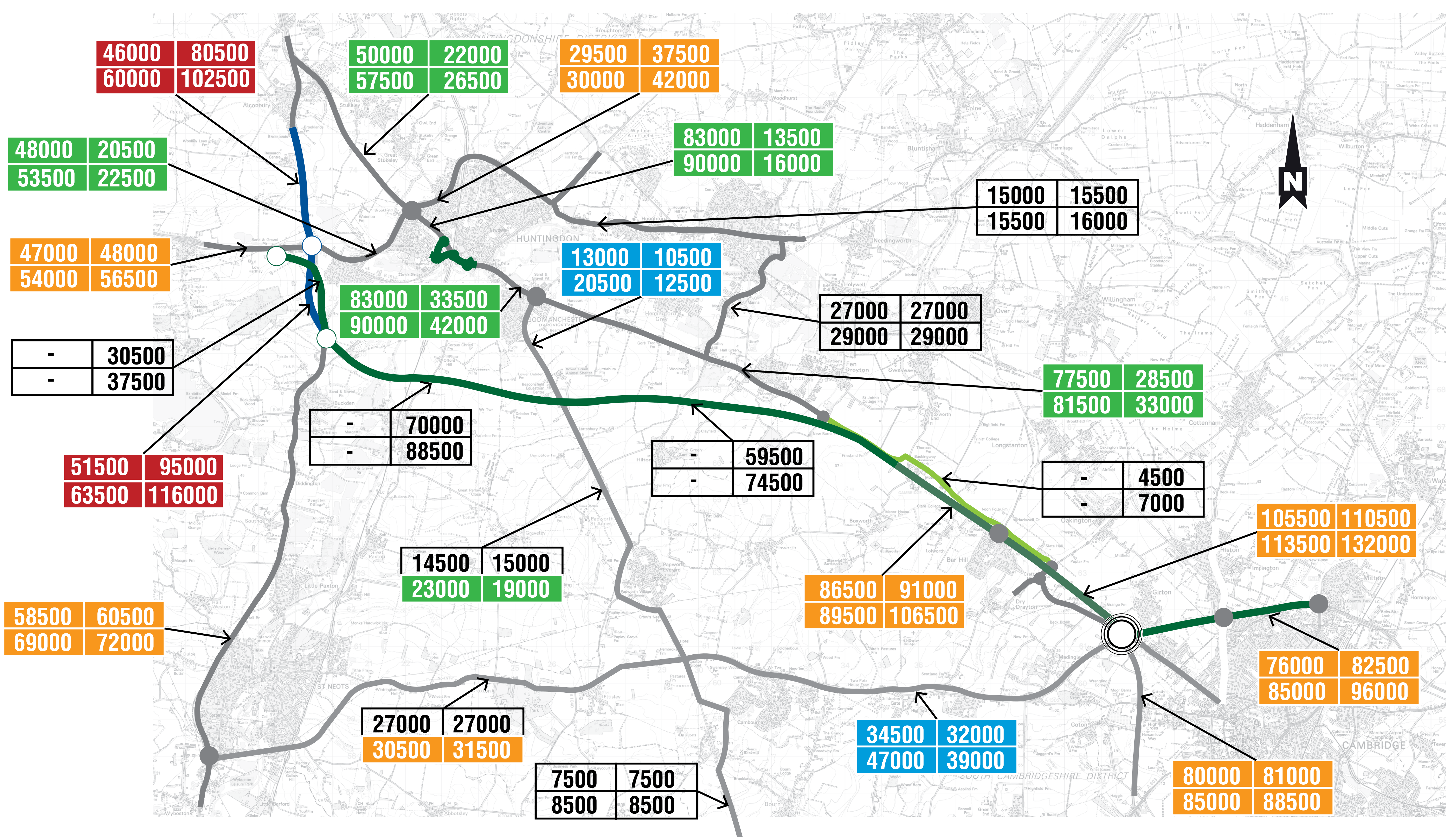
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## Traffic

We have carried out traffic modelling for the proposed scheme in order to provide information to inform:

- Highway design, such as the number of lanes and junction arrangements
- Environmental assessment, such as the potential for noise and air quality impacts
- Economic assessment, to determine value for money

The diagram below provides an overview of the traffic predictions.



**Key:**  
Annual average daily traffic\*

	Without scheme	With scheme			
2020	xxxxx	xxxxx	<span style="background-color: red; color: white;"> </span>	> 20 per cent increase	<span style="background-color: blue; color: white;"> </span>
2035	xxxxx	xxxxx	<span style="background-color: orange; color: white;"> </span>	1 to 20 per cent increase	<span style="background-color: green; color: white;"> </span>
			<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"> </span>	No change	<span style="background-color: blue; color: white;"> </span>
					<span style="background-color: green; color: white;"> </span>

\*Total volume of annual vehicle traffic in both directions averaged over a year

### Average journey time (Ellington to Girton, year 2035)

	AM (mins)	PM (mins)
Without the proposed scheme	38	42
With the proposed scheme - via the new Huntingdon Southern Bypass	21	22

For further information on traffic forecasting, please see the *Preliminary traffic report*



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## Construction impacts

- Timing and phasing of construction works – we would take a programme-wide view of traffic management proposals and the order works are carried out to minimise delays and inconvenience
- Construction materials – it is likely that some of the materials would be obtained from both local suppliers and through the use of on-site batching plants
- Construction of bridges – where possible bridge crossings would be constructed to one side of the existing road in order to minimise disruption to road users during construction
- Carriageway widening – existing dual carriageways will be widened asymmetrically in order to minimise disruption to motorists and other road users
- Demolition of the existing A14 viaduct over the East Coast Mainline railway in Huntingdon – specialist contractors would carry out this work to ensure that the works can be completed safely and with minimal disruption
- Earthworks and borrow pits - two million cubic metres of earthwork materials would be needed for the proposed scheme. To reduce lorry movements a significant proportion of the material needed would be extracted from borrow pits or disused airfields near to the proposed scheme
- Site compounds and use of public roads – the Code of Construction Practice would include measures to specifically identify the routes which may be used by contractors, together with any exclusion or restrictions that may apply
- Liaison – we would ensure that liaison officers are appointed to deal with the community, local businesses and other stakeholders

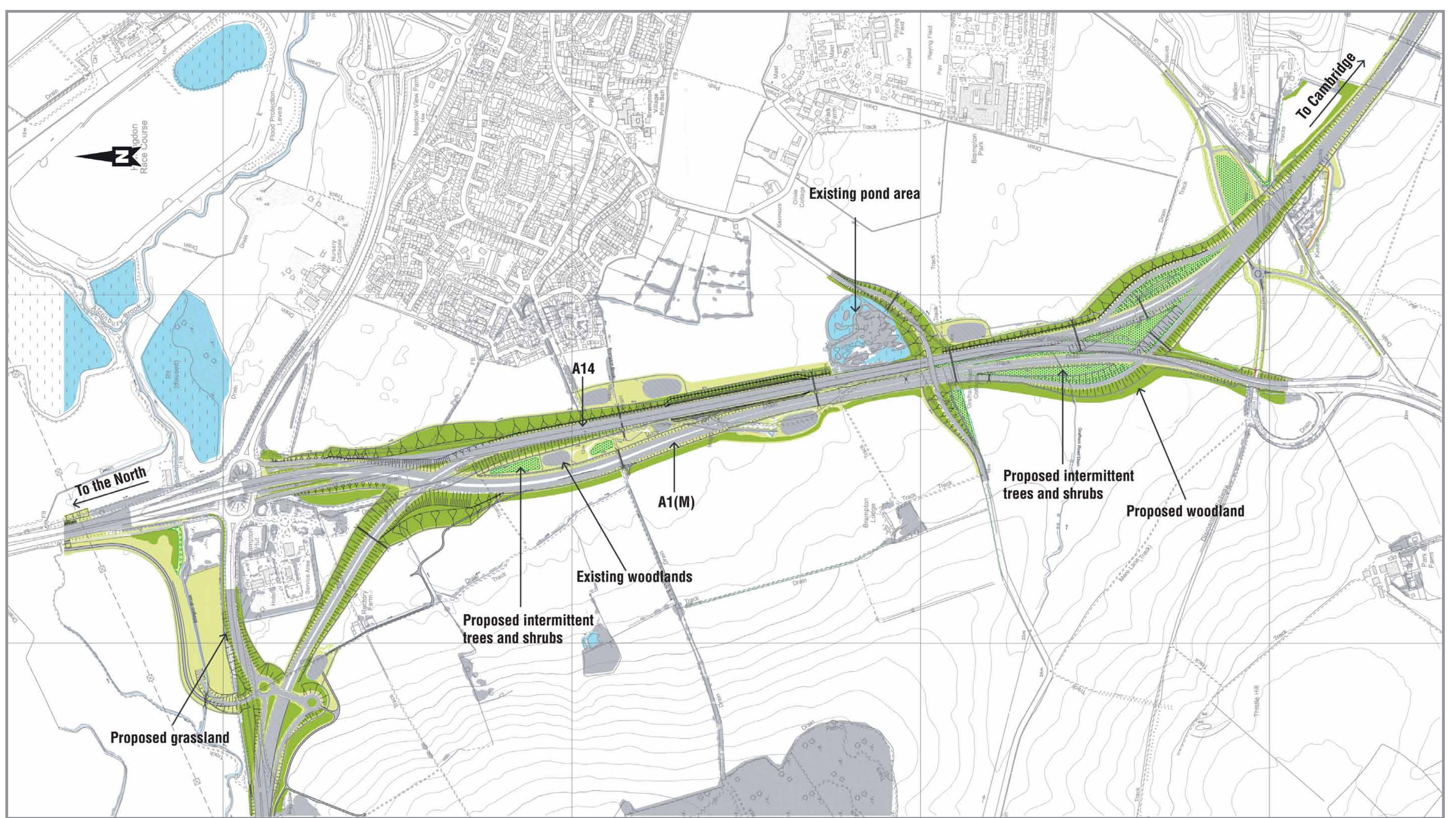
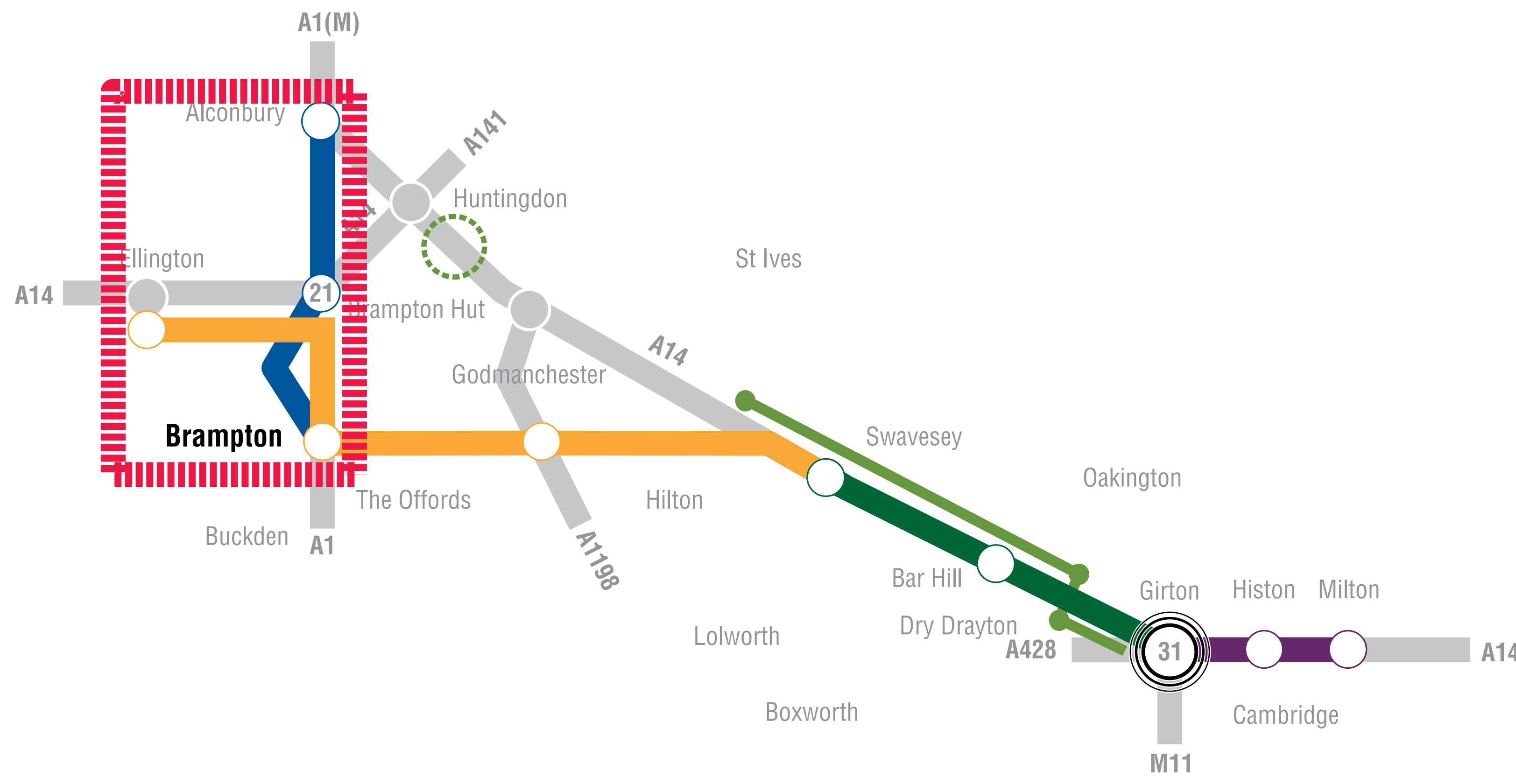


**For further information on construction impacts, please see the consultation brochure**

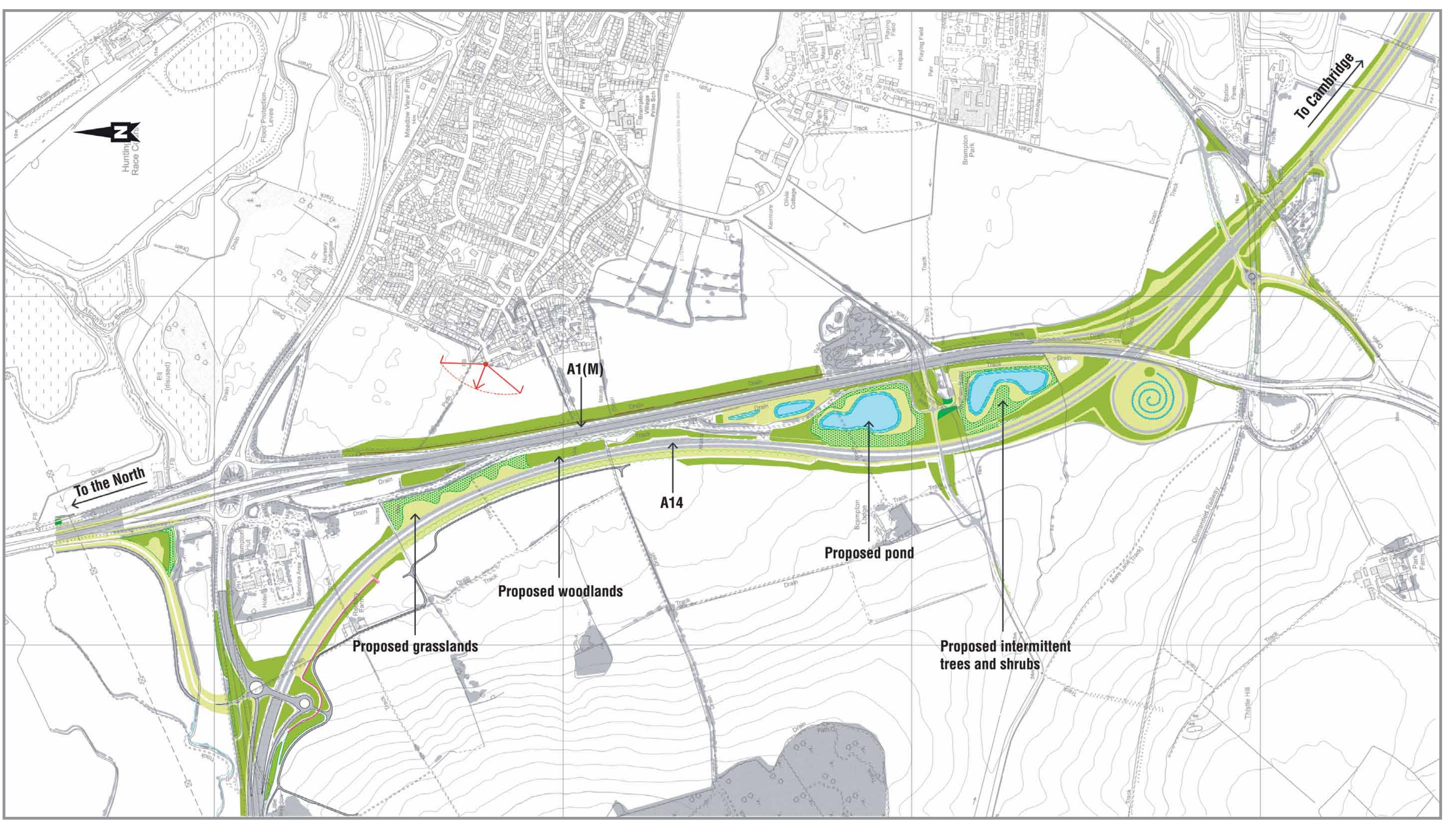


# Cambridge to Huntingdon improvement scheme **A14**

## A1/A14 Brampton interchange



Widening of Alconbury to Brampton proposed layout

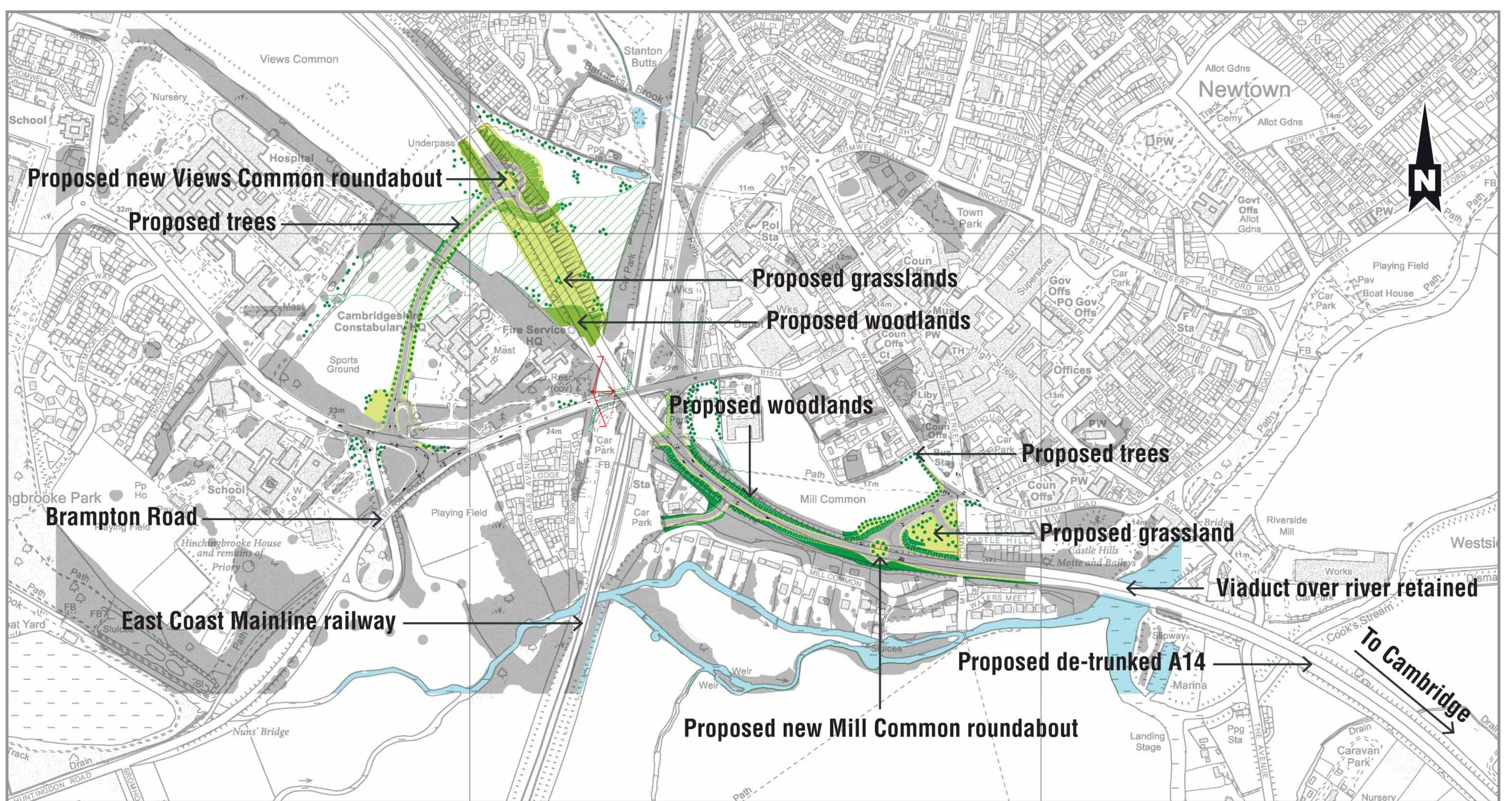


Widening of Alconbury to Brampton original layout included in the autumn 2013 options consultation



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## Huntingdon town centre



Huntingdon Viaduct

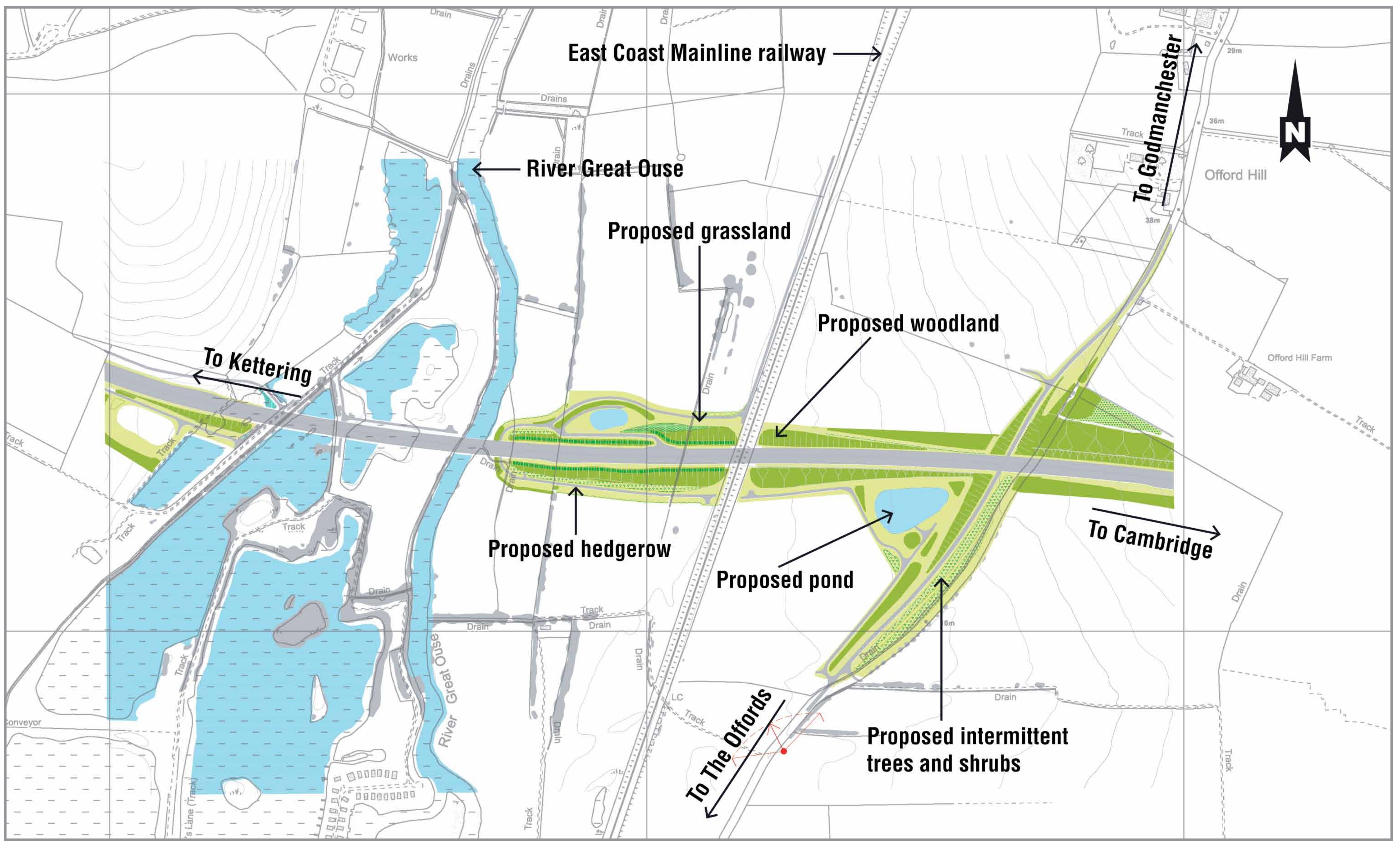


View with proposed removal of Huntingdon Viaduct



# Cambridge to Huntingdon improvement scheme **A14**

## Ouse Valley crossing

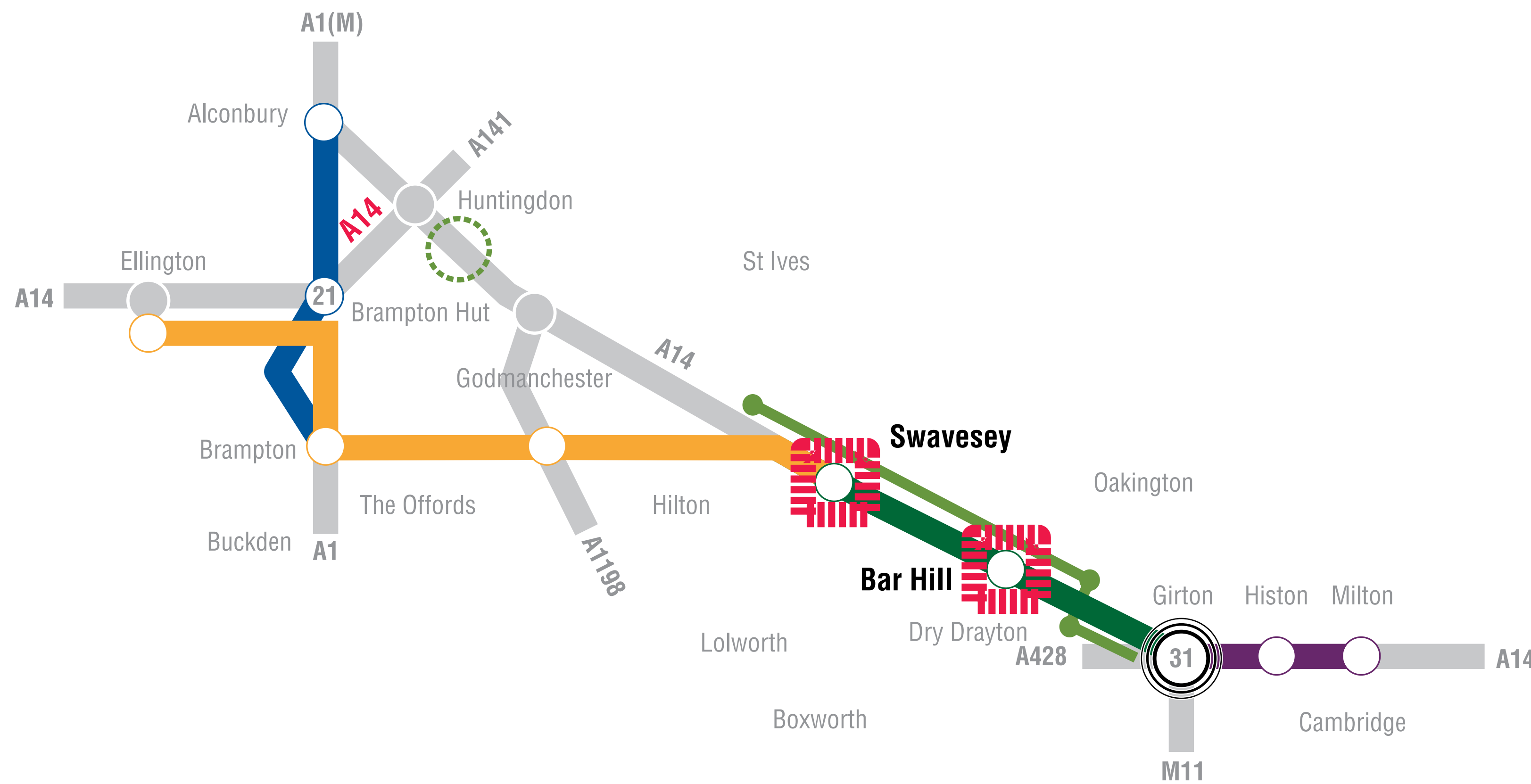


Proposed view of Ouse Valley



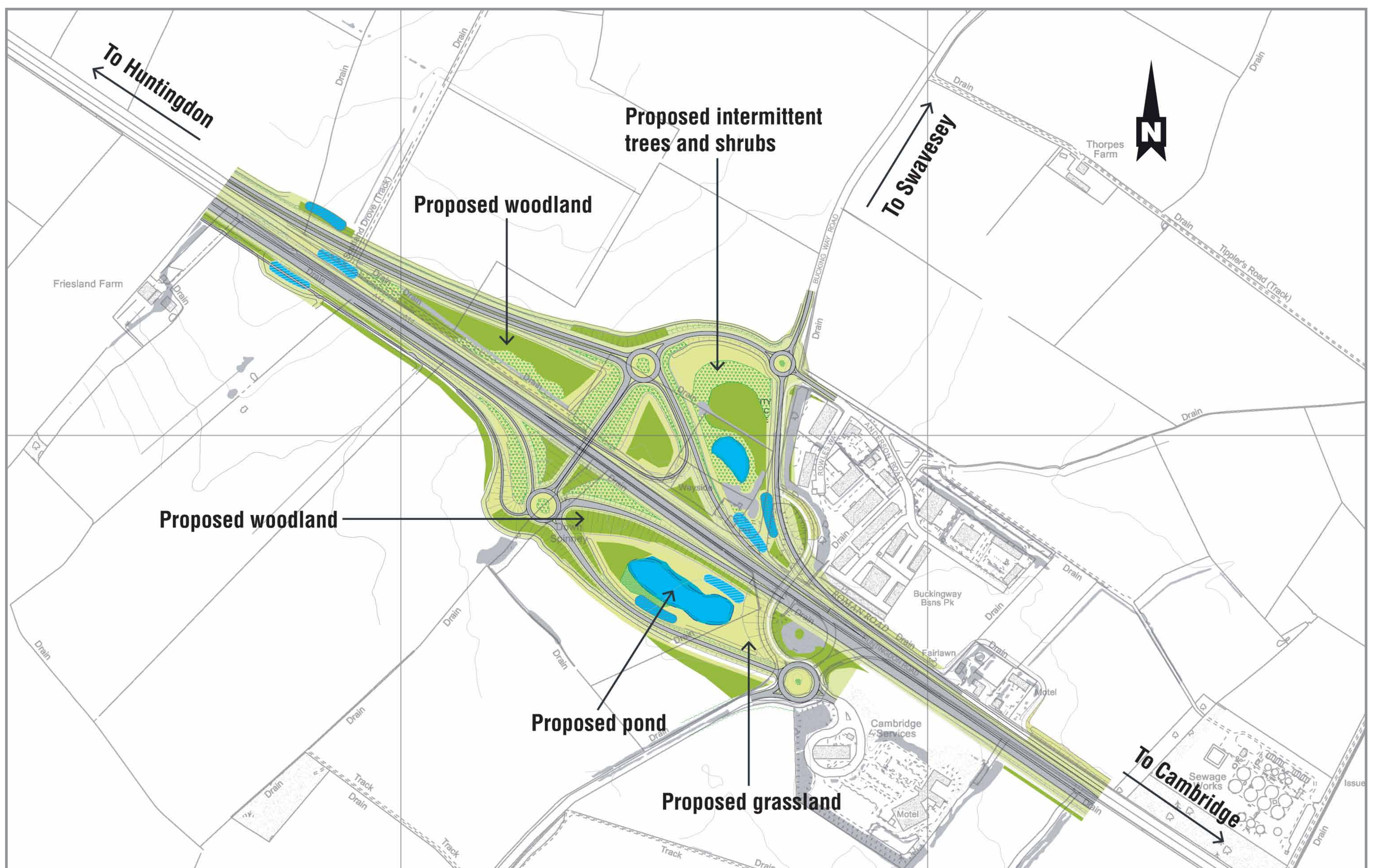
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## Swavesey and Bar Hill junctions

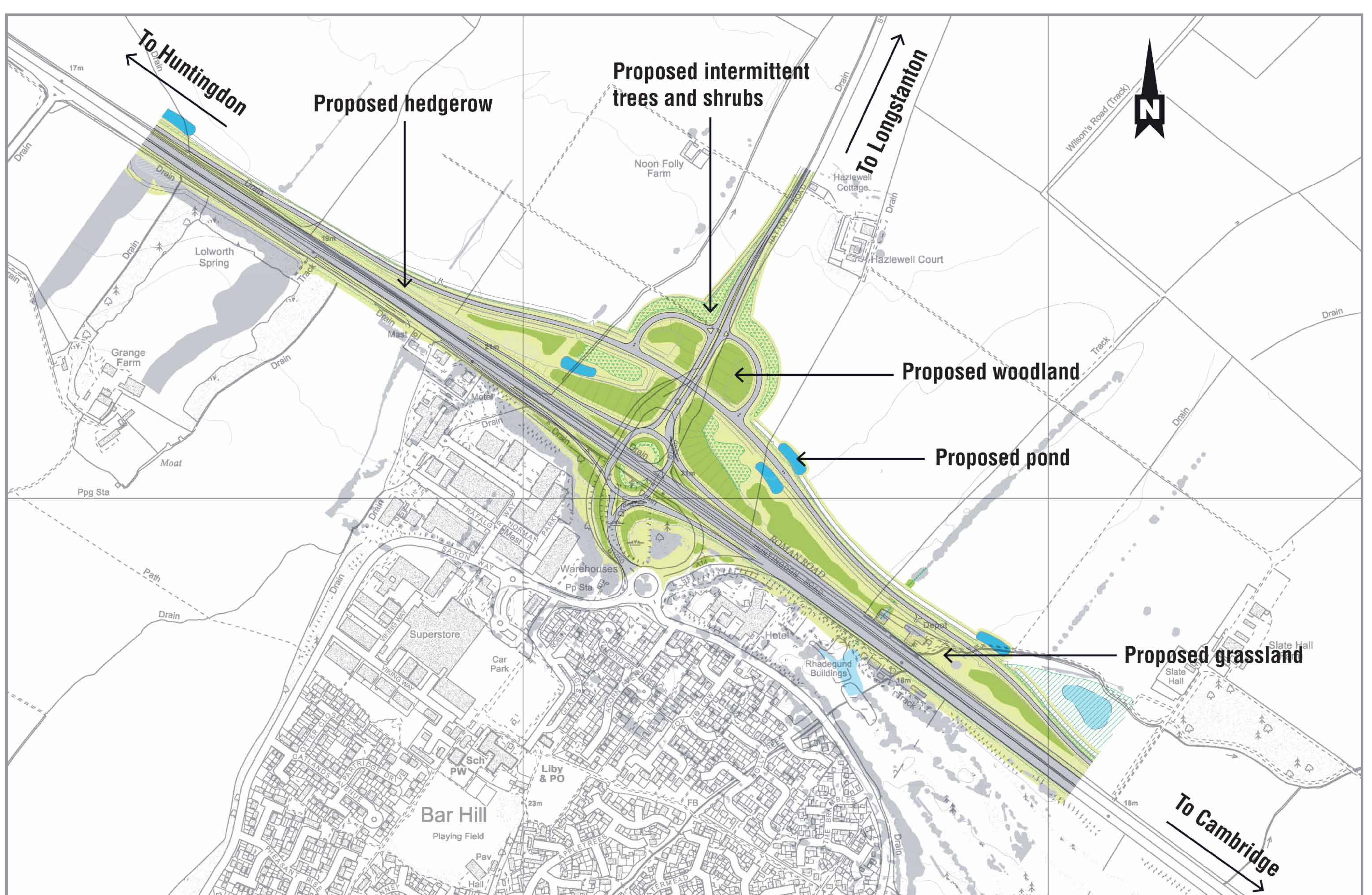


Approximately 5½ miles of the A14 would be widened between Swavesey and Girton. Improvements are proposed to junctions at Bar Hill and Swavesey to support the A14 widening.

A new local access road is proposed alongside the improved A14 between Fen Drayton and Girton to help to separate local traffic from non-local traffic. this would be a two lane dual carriageway between Fen Drayton and Swavesey and a single carriageway between Swavesey and Girton.



Proposed Swavesey junction improvement



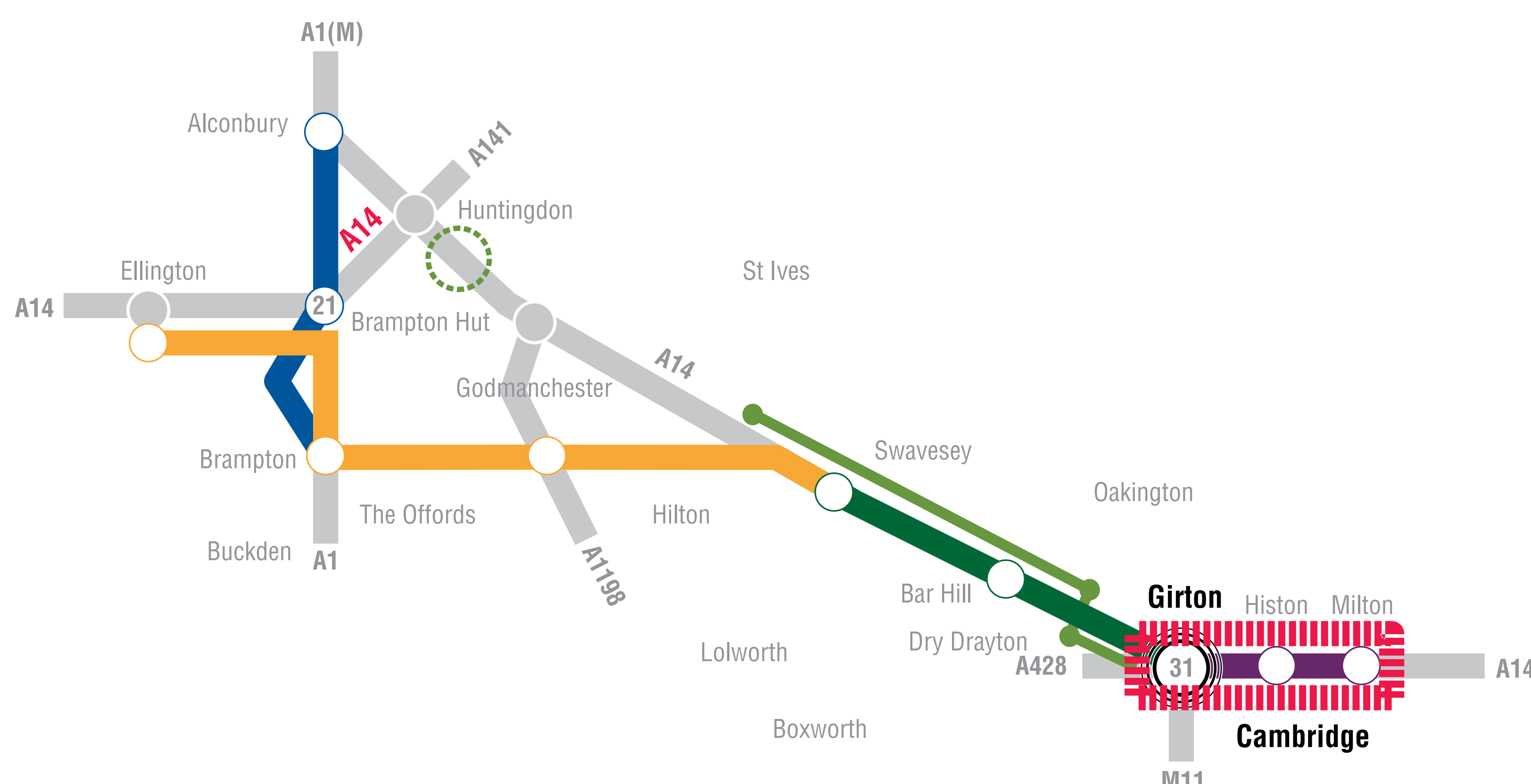
Proposed Bar Hill junction improvement

An executive agency of the Department for Transport



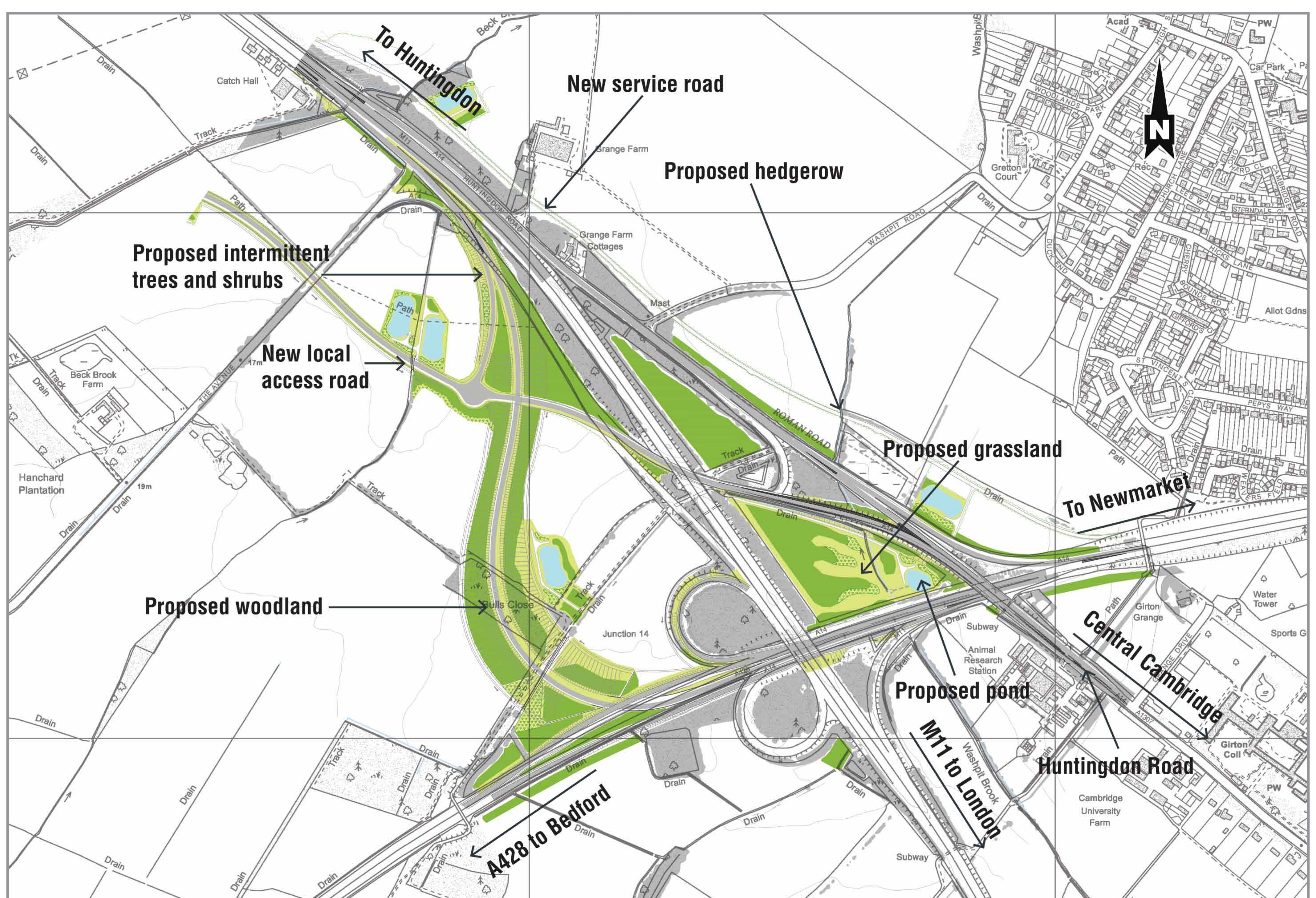
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## Girton interchange and Cambridge Northern Bypass

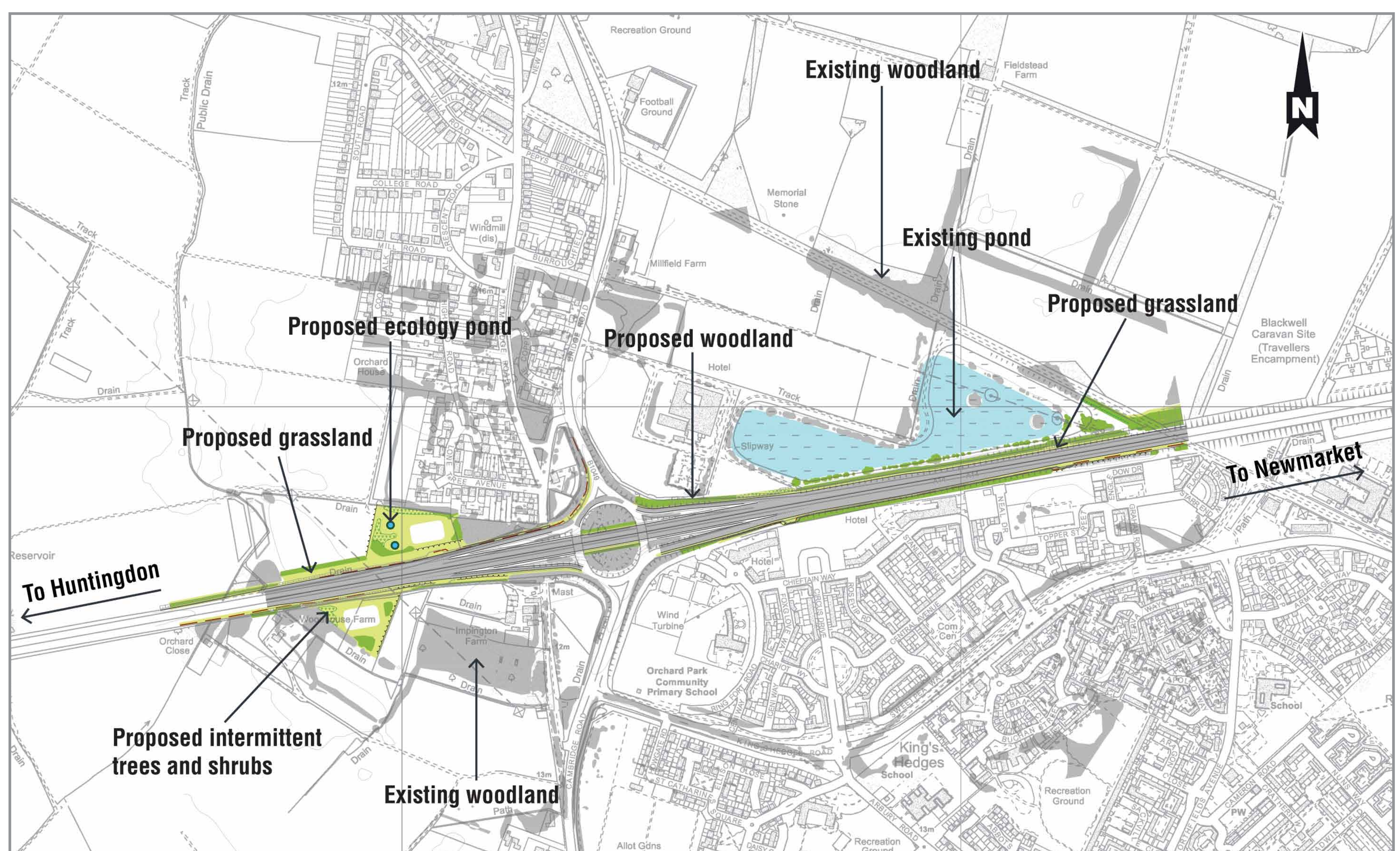


Improvements are also proposed at Girton interchange and the Cambridge Northern Bypass to support the A14 widening.

The proposed scheme would include the widening of approximately 1½ miles of the existing A14 Cambridge Northern Bypass from two lanes in both directions to three lanes in both directions from Histon junction to Milton junction.



Proposed Girton junction improvement



Cambridge Northern Bypass



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## Tell us what you think

**Your feedback is essential to this consultation. Whether you have any concerns about the scheme or you support it we would like to hear your comments and views.**

We encourage you to complete a questionnaire. This will ensure that we capture and record your views and that we accurately log all comments on the proposed scheme.

**Please provide any comments by 23:59 on Sunday 15 June 2014**

To view further consultation information, please visit our website:

**[www.highways.gov.uk/A14CambridgetoHuntingdon](http://www.highways.gov.uk/A14CambridgetoHuntingdon)**

Materials can also be requested from the Highways Agency using the contact details below.

By phone: **0300 123 5000\*** (Highways Agency information line)

By post: **Freepost RRAY-TAUA-SUGT,**  
**A14 Cambridge to Huntingdon improvement scheme, Woodlands,**  
**Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW**

By email: **[A14CambridgeHuntingdon@highways.gsi.gov.uk](mailto:A14CambridgeHuntingdon@highways.gsi.gov.uk)**

Follow this link for the Government's A14 consultation webpage



Other information available at this event and online at the Highways Agency website:



- Consultation brochure
- Preliminary traffic report
- Preliminary environmental information report
- Full scheme drawings
- Options consultation brochure
- Options consultation report
- Technical review of options
- Statement of Community Consultation

\* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.