

Cambridge to Huntingdon  
improvement scheme **A14**  
Public consultation  
April 2014



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## What you will find in this consultation brochure

The Highways Agency is proposing a scheme to improve a 21 mile length of the A14 trunk road between Cambridge and Huntingdon. The primary aims of the proposed scheme are to relieve congestion on one of the busiest parts of the strategic road network between the Midlands and East Anglia and in doing so to support both national and regional economic growth. The Government has announced up to £1.5bn to fund the proposed scheme.

In order to be able to construct this scheme, the Highways Agency must obtain consent under the Planning Act 2008. We intend to submit a Development Consent Order application to the Secretary of State in late 2014, but first we are giving the community and other stakeholders the opportunity to comment fully on our proposed scheme.

Therefore we are conducting a ten-week consultation exercise, which will take place between 7 April and 15 June 2014.

This brochure has been developed to support this consultation. It provides information on this pre-application consultation, which we hope you will find helpful when you are deciding how to respond to the consultation.

This pre-application consultation is a statutory requirement of the Planning Act 2008. During the consultation period you may also want to refer to further information on the proposed scheme, which is available at deposit points, public exhibitions and online at the Highways Agency's website (see section 6 of this document for a list of the further information available).

This brochure comprises:

**An introduction** followed by;

### Section one – Why we are consulting

An explanation of why consultation is important to the development of the proposed A14 Cambridge to Huntingdon improvement scheme and the planning process associated with nationally significant infrastructure projects. It also includes an indicative timeline of the process from now until the start of construction works.

### Section two – What we are proposing

An outline of the proposed scheme and its benefits.

### Section three – How we got here

The background to the proposed scheme and how we have arrived at the proposed scheme that we are now consulting on, together with changes made to the proposed scheme since the previous consultation held in autumn 2013.

### Section four – How this affects you

Information to help you understand how we plan to consider the environment, future traffic demand and growth, construction impacts and the land we would need in order to deliver the scheme. We also explain how the scheme would be funded.

### Section five – The proposed scheme explained

This section breaks down the proposed scheme into specific sections and provides more detailed information on proposals.

### Section six – What happens next

We set out the next steps for the project including the preferred route announcement (PRA), how we will approach route protection (safeguarding) and further information on the proposed application process. We also indicate where you can find other useful information to help you prepare your response to this consultation. Finally we set out how to provide your feedback.

## Introduction

### The regional context

The Cambridge sub-region is one of the fastest growing areas of the United Kingdom in terms of population and economy. Between now and 2023 the population of the area is expected to grow by 23 per cent, driving a 22 per cent increase in jobs. However, traffic congestion is regularly cited by businesses as a constraint on growth. The Cambridgeshire Local Transport Plan 2011 notes that delivery of the joint development strategy for Cambridgeshire is threatened by current conditions on the A14. Traffic demand in the East of England region is predicted to increase by 26 per cent between 2020 and 2035 as a result of long distance freight traffic and localised population growth.

The A14 trunk road which forms part of the trans-European transport network designated by the European Union, provides a vital east-west corridor between the Midlands and East Anglia and joins north-south routes via the A1 (M) and M11 motorways. It also serves as an important local commuter route in the region.

### The challenge

The section of the A14 trunk road between Cambridge and Huntingdon is well known for congestion and delays. Built more than three decades ago, the road was not designed to accommodate the daily volume of traffic that now uses it and is in need of improvement. Up to 85,000 vehicles currently use the road every day and an exceptionally large number of heavy goods vehicles rely on this important strategic route. Road users regularly experience long delays and unpredictable journey times on this section of the road and there are safety concerns due to the volume and density of traffic.

Without improvement, congestion on the A14 trunk road is predicted to worsen and it has already become a constraint to housing and employment growth in the Cambridge and Huntingdon area. Local and regional businesses also need access to a large and diverse labour market, requiring many people to commute into and out of the area each day. The quality of life for those who live in and between Cambridge and Huntingdon is diminished by congestion, which can cause driver stress and can contribute to other factors affecting wellbeing, safety and health.

### Objectives of the scheme

The Government's draft National Networks National Policy Statement, published in December 2013, states that the Government's policy is to deliver improvements in capacity and connectivity on the national road network to support economic growth and improve quality of life. The objectives of the proposed A14 Cambridge to Huntingdon scheme are to:

- combat congestion: making the route between Huntingdon and Cambridge more reliable and providing capacity for future traffic growth;
- unlock growth: enabling major residential and commercial developments to proceed, leading to increased economic growth, regionally and nationally;
- connect people: by placing the right traffic on the right roads and freeing up local capacity for all types of road user, including pedestrians, cyclists and equestrians;
- improve safety: designing the proposed scheme to modern highway standards, introducing better lane control, and providing adequate capacity for predicted traffic levels
- create a positive legacy: recognising the wider benefits of the road improvement scheme for local communities and businesses

The objectives of the scheme are described in more detail on pages 6 to 15 of the *Technical review of options* document which was produced in September 2013 (see panel at the end of page 5).

### Recent developments in the scheme proposals

In June 2013, the Government announced that up to £1.5 billion of funding would be made available for the proposed A14 Cambridge to Huntingdon improvement scheme. A contribution of £100 million from local authorities and local enterprise partnerships was also confirmed, along with plans to toll part of the scheme.

A public consultation was held in September and October 2013 to seek the views of the public on the proposed scheme, together with six other options which had previously been examined by the Department for Transport in the previous year. Public opinion was also sought on how tolling could operate on the proposed scheme. In general, the need for the proposed scheme was supported by respondents to the consultation questionnaire, but tolling proposals were deeply unpopular.

In December 2013 the Government decided that it would not toll the A14 but that the scheme should continue to be developed in line with the previously agreed timetable and budget.

The current scheme proposals incorporate design changes resulting from the autumn 2013 consultation and from further assessments of the engineering, environmental, construction and operational issues.

### Creating a positive legacy

In developing our proposals for the A14 we have considered, in detail, the wider economic, social, environmental, and local amenity benefits that this proposed improvement scheme would bring. Our aim is to create a positive legacy at both a national and local level; in particular:

- 1. Reinforcing a sense of place** – working to ensure the area continues to be an attractive place where people want to live, work and visit, by protecting the local landscape character and by providing a high standard of amenity.
- 2. Maximising the scheme's direct economic benefits** – by developing a scheme skills and employment strategy designed to address specific areas of need. This would be complemented by a supply chain development strategy with a focus on enabling small businesses to access contract opportunities brought about by the proposed scheme.

**3. Working in partnership** – partnering with local authorities and local enterprise partnerships to develop a legacy strategy. This would provide a framework for taking forward opportunities enabled by the proposed improvement scheme.

### The programme for delivery of the scheme

The Highways Agency's aim is to start construction in late 2016 and to open the main improvement scheme to traffic by the end of the decade. Additional work will be carried out after this date to downgrade the existing A14 trunk road to the south and west of Huntingdon and to demolish the existing A14 viaduct over the East Coast Mainline railway in the town. However, before we can begin construction we need to gain the approval of the Government for the scheme proposals.

### Obtaining Development Consent Order

The proposed A14 Cambridge to Huntingdon improvement scheme is a Nationally Significant Infrastructure Project (NSIP), as defined by the Planning Act 2008. This means that the proposed scheme is considered to be of national importance and that, as such, the application for development consent for the scheme will be examined and assessed by the Planning Inspectorate, before a decision is made by the Secretary of State for Transport.

The Planning Act 2008 requires the Highways Agency to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate, setting out details of the proposed scheme. We plan to submit our application for the proposed scheme in autumn 2014.



In preparation for the autumn 2013 consultation a document entitled *Technical review of options* was prepared. This provides more information on the options that were considered and the analysis that was carried out.

A copy of this document is available on the Highways Agency website and at public exhibitions. Copies can also be requested by contacting the Highways Agency at the address given at the back of this brochure.

Since the technical assessment of options document was prepared in September 2013 Government has confirmed that the A14 will not be tolled.

## Consultation

Businesses, local authorities, public bodies, road users and the communities and neighbouring areas in Cambridgeshire will play an important part in the development of the proposed scheme. Before we submit our DCO application we are seeking your input to help us understand whether you feel that the proposed scheme would meet national and local objectives and to learn what aspects and impacts of the proposed scheme are of most importance to you.

This document has been created to provide you with information about the proposed scheme and to help you complete a questionnaire which is available in a printed format or online (see section 6 for website details). The questionnaire is important as it can help you to make a formal response to this statutory consultation, although you may respond to us by other means such as an email or letter.

In completing the questionnaire we recommend that you refer to a range of other materials (a list of which can be found in section 6) which have been designed to help you provide informed feedback. These materials are:

- This consultation brochure
- Proposed scheme drawings which show our developing design proposals and the land required permanently and temporarily to deliver the scheme, and which would form the boundary of the DCO application
- The preliminary environmental information report (PEIR) which includes information on potential environmental impacts related to the proposed scheme
- The preliminary traffic report which provides information on traffic flows related to the scheme
- The Statement of Community Consultation (SOCC) and Section 48 Notice which provide details of the consultation event venues and document deposit points
- The *Technical review of options* report produced in September 2013, noting that certain aspects of the proposed scheme (for example tolling proposals) have been amended since it was first published, more information of changes since September 2013 can be found on page 24 of this brochure

# Why we are consulting

# 1



## The consultation process

The Highways Agency believes that the proposed scheme meets the strategic, economic, social and environmental objectives better than any other option, providing a sustainable transport solution that addresses national, regional and local needs in the most appropriate way.

However, it is important for the Highways Agency to understand the views of the community and other stakeholders and to consider these as we continue to develop our scheme proposals. The public consultation we held last autumn helped us to understand your views on the proposed scheme and on other scheme options. We gained your feedback on a wide range of issues, including tolling, and have taken account of these views in progressing the currently proposed scheme.

This consultation exercise is a prescribed process set out in the Planning Act 2008, the pre-application stage of the Development Consent Order (DCO) process, and is intended to provide the community and other stakeholders with the opportunity to comment in detail on our scheme proposals – including the route, engineering, environmental, construction and land-take impacts of the proposed scheme – before we submit our DCO application. Feedback received from this consultation exercise will be used to help shape the scheme proposals for approval.

### How you can get involved

We would like the community and other stakeholders to consider the objectives for the proposed scheme and the extent to which they believe the Highways Agency would meet those objectives if the proposed scheme was delivered. We need to understand what is important for stakeholders including road users, businesses, freight operators, non-motorised users (including cyclists, pedestrians and equestrians), developers, and the many people who live along the A14 corridor in this area as well as those who pass through the area. We would also like to know the views of the local authorities responsible for land

The five steps	How you can be involved
Pre-application	<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>
Acceptance	<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>
Pre-examination	<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>
Examination	<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>
Decision	<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>

**Figure 1: The Planning Act 2008 process for nationally significant infrastructure projects**

use planning and development in the A14 corridor and the views of all statutory bodies.

This is not the only opportunity you will have to comment on the proposals for the proposed A14 Cambridge to Huntingdon improvement scheme. You may already have told us your views on our proposed scheme in the past, but we would like to hear from you again. You will also have the chance to tell the Planning Inspectorate (acting on behalf of the Secretary of State) what you think, once our DCO application has been submitted later this year. Figure 1 illustrates how you can contribute to and be involved in each of the five stages in the DCO process.

**To make sure that we capture and record the range of views and opinions given during this consultation we encourage you to complete the questionnaire, mentioning all the aspects of the proposed scheme that you support as well as those you may have questions or concerns about. This will enable us to record and log accurately the views of all who comment on the proposed scheme. Alternatively you may respond to us by other means such as an email or letter.**

### Our responsibilities as scheme developer

The Planning Act 2008 requires the developer of a proposed scheme – in this case the Highways Agency – to consult with statutory bodies, local authorities, landowners, those significantly affected by the scheme proposals and the wider community. The Highways Agency has worked closely with local authorities in the area to define how we will undertake consultation with local communities and this is set out in our Statement of Community Consultation (SOCC). In addition to the SOCC, we have published a statutory notice under Section 48 of the Planning Act 2008, which is being published in local and national papers to notify the wider public about the proposed scheme.

Following the consultation period we will review and take account of the responses received in developing the proposals that are to be taken forward into the DCO application stage.

We intend to submit the DCO application to the Planning Inspectorate in autumn 2014. We will produce a consultation report summarising the responses received and outlining how they have been considered in the proposals that are taken forward into the application stage of the process. We will send this report to the Planning Inspectorate as part of our DCO application. The Planning Inspectorate will consider the DCO application and supporting material; and then decide whether it meets the required standards to proceed to examination and whether our pre-application consultation has been adequate. The Planning Inspectorate will then examine the DCO application and submit a report and recommendation to the Secretary of State for a decision on whether to grant a Development Consent Order authorising the proposed scheme to go ahead.

Subject to receiving development consent, our aim is to start works at the end of 2016.

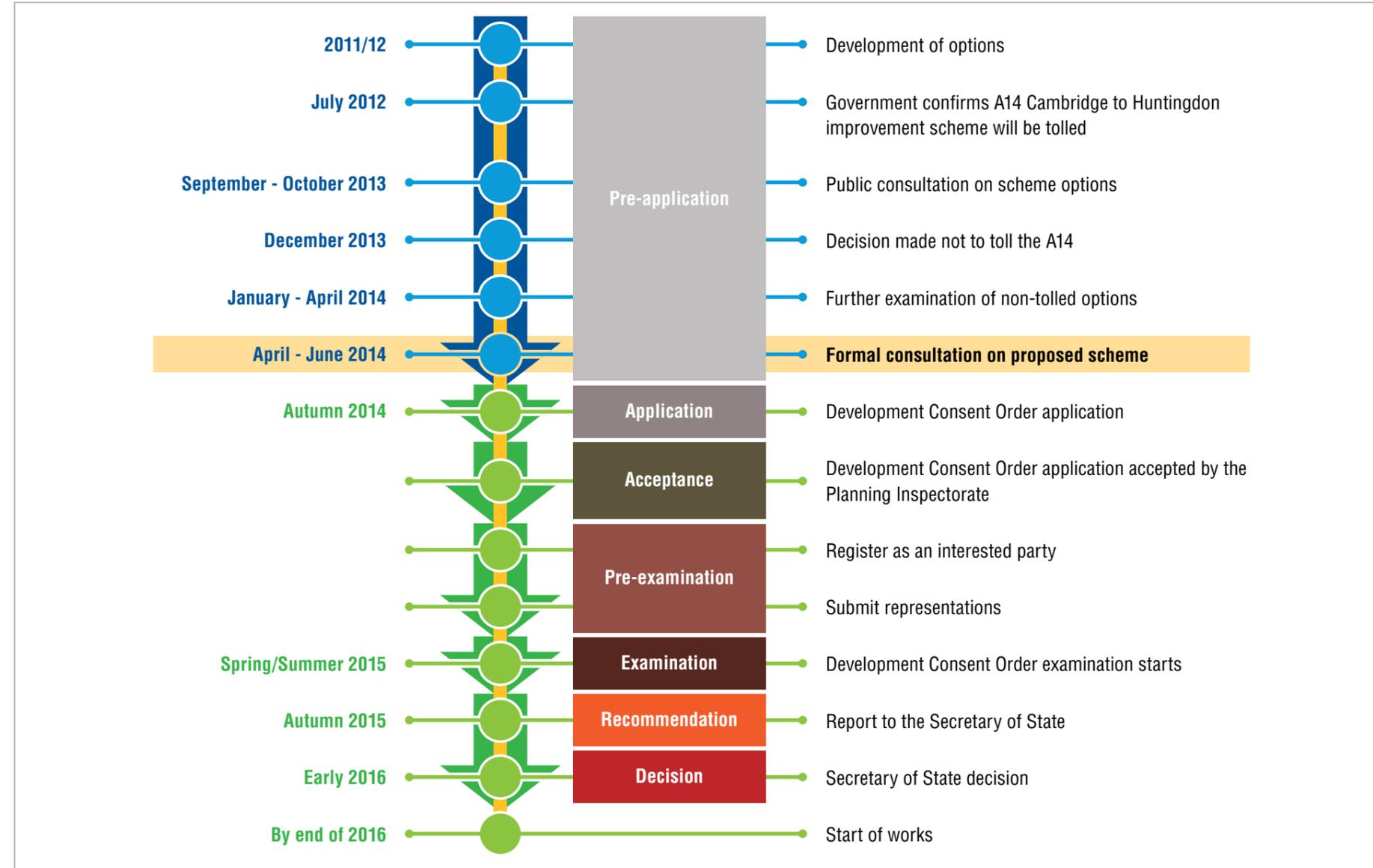


Figure 2: Proposed timeline to construction

## What we are proposing

# 2



## The proposed scheme

- Widening the A1 between Brampton and Alconbury over a length of approximately 3½ miles, from the existing two lane dual carriageway to a three lane dual carriageway. This would be achieved between Brampton and Brampton Hut by constructing a new road to the west of the existing A1, with the existing A1 road becoming part of the new A14 Huntingdon Southern Bypass
- A new Huntingdon Southern Bypass of approximately 12½ miles in length, which would provide a two lane dual carriageway between Ellington and the A1 at Brampton and a three lane dual carriageway between Brampton and Swavesey; this would remove a large proportion of traffic from the section of the existing A14 between Huntingdon and Swavesey as well as Brampton Hut and Spittals interchange. The new bypass would include a raised viaduct section of road running across the river Great Ouse and a bridge over the East Coast Mainline railway. It would include junctions with the A1 at Brampton and with the A1198 at Godmanchester
- Downgrading the existing A14 trunk road (de-trunking to county road status) over approximately 12 miles between Ellington and Swavesey, as well as between Alconbury and Spittals interchange
- Huntingdon Town Centre improvements; to include the demolition of the A14 rail viaduct over the East Coast Mainline railway and Brampton Road in Huntingdon. A through route would be maintained broadly along the line of the existing A14 through Huntingdon, making use of the Brampton Road bridge to cross the railway line and by constructing a new link road from Brampton Road to connect with the A14 to the west
- Widening of the existing A14 over approximately 5½ miles to provide three lanes in each direction between Swavesey and Bar Hill and to four lanes in each direction between Bar Hill and Girton
- Widening of a 1½ mile section of the Cambridge Northern Bypass between Histon and Milton
- Improvement of existing A14 junctions at Swavesey, Bar Hill and Girton; to improve the capacity of the road, ensure compatibility with adjacent proposed developments such as Northstowe, and connections for non-motorised users
- A new local access road, approximately five miles in length, to be constructed as a dual carriageway between Fen Drayton and Swavesey and as a single carriageway between Swavesey and Girton. The road would provide a route for local traffic between Cambridge and Huntingdon as well as providing access to properties and businesses along the corridor

## Benefits of the proposed scheme

The proposed scheme provides a number of benefits to road users, businesses and the community, which include:

- relief of traffic congestion on a critical link in the national transport network, providing more reliable journey times and making life easier and safer for businesses and commuters
- unlocking local economic growth potential by improving access to commercial districts, making it easier to travel to work and to do business in Cambridgeshire
- enhancing national economic growth potential by increasing the capacity and resilience of a critical part of the Trans-European Transport Network and by improving links to, and from, the east coast ports
- connecting communities by keeping heavy through-traffic out of villages, which will reduce community severance, and by de-trunking the former A14 through Huntingdon to prioritise local needs
- improving safety and reducing driver stress by keeping the right traffic on the right roads and providing safe local access for pedestrians and other non-motorised road users.
- improving the environment in Huntingdon by de-trunking the existing route through Huntingdon which will improve air quality and reduce road traffic noise.
- creating a positive legacy that enhances the reputation and attractiveness of Cambridgeshire and which establishes a distinctive gateway to a region known for excellence in science and learning.

In December 2013 the Government published in draft a National Policy Statement for National Networks, which includes road networks. It states that the Government's policy is to deliver improvements in capacity and connectivity on the national road network to support economic growth and improve quality of life. We believe that the benefits that would be generated by the proposed scheme are consistent with these policy objectives.

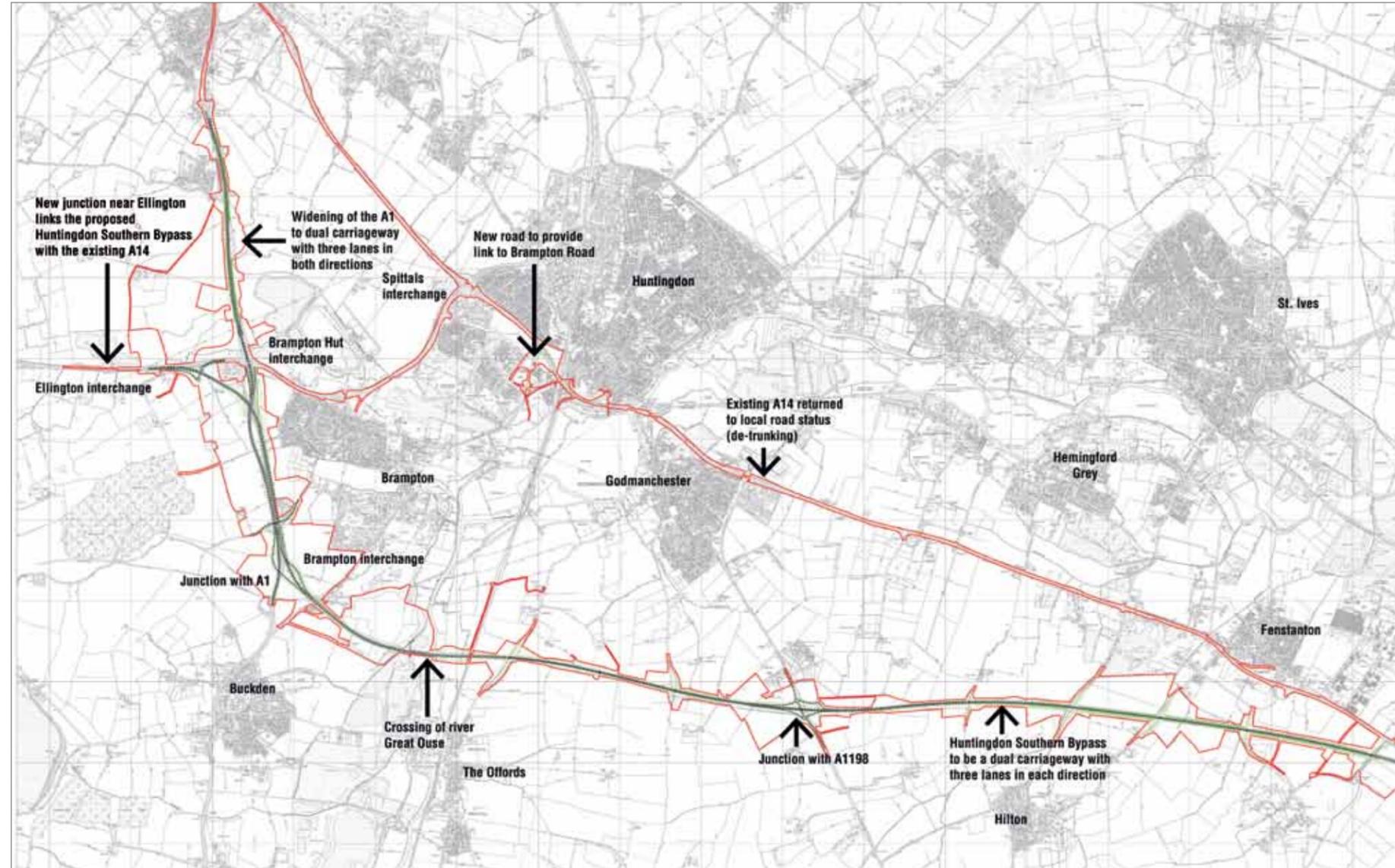
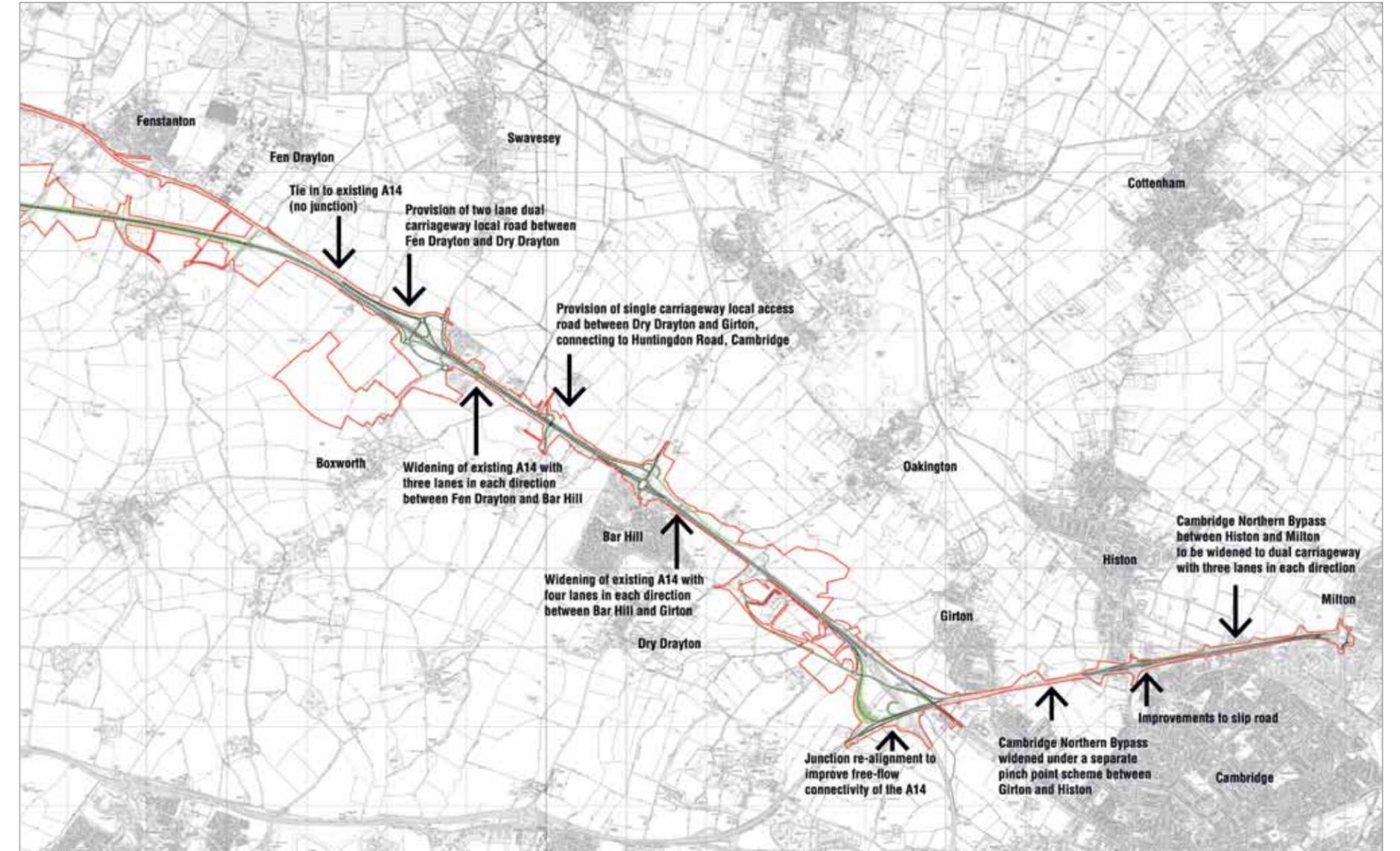


Figure 3: Proposed scheme



## Evolution of the scheme

3



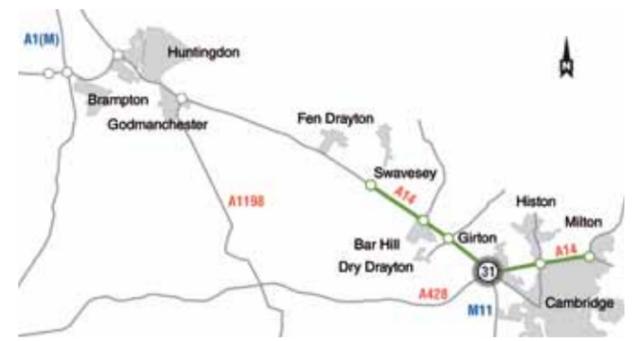
## Evolution of the scheme

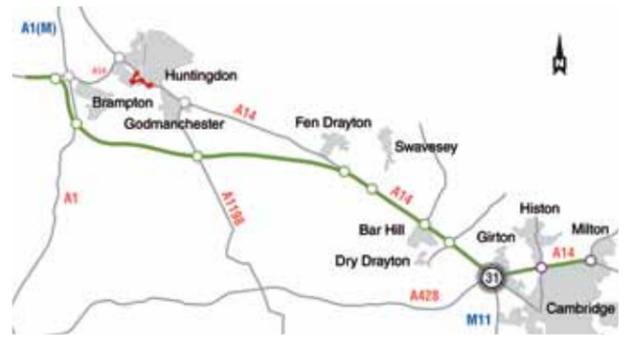
The need for improvements to the A14 between Cambridge and Huntingdon has been recognised for well over a decade.

	What happened		What happened
1998	The Roads Review put on hold a previous scheme to widen the A14 between Bar Hill and Huntingdon and the Government commissioned a multi-modal transport study to investigate the combined problems of congestion, road safety, and residential development pressure in the Cambridge and Huntingdon area. The results of the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) were published in 2001 and recommended the introduction of a bus-based rapid transit system, traffic calming in the Cambridgeshire villages, and improvements to the A14 trunk road.	2007	A preferred route announcement was made by the Secretary of State in two stages: first, the route between Fen Drayton and Fen Ditton was announced in March; and second, the route between Ellington and Fen Drayton, which validated the CHUMMS strategy, was announced in October.
2003	The A14 highway improvement scheme was further developed and entered the Government's Targeted Programme of Improvements in April 2003. A number of route options were developed following the principles set out in CHUMMS. The CHUMMS strategy included a dual carriageway southern bypass around Huntingdon and the removal of the trunk road viaduct across the East Coast Mainline railway in Huntingdon.	2009	Further work was done between 2007 and 2009 to develop the preferred route and to prepare draft line and de-trunking orders, side roads and compulsory purchase orders. A scheme costing £1.1bn was developed and a start of works date in early 2012 was proposed.
2005	The CHUMMS strategy was taken to a public consultation in March 2005, together with an alternative strategy in which the Huntingdon viaduct was retained for movements between the north and east. There was greater support for the CHUMMS strategy than for the alternative during this consultation.	2010	Plans were drawn up to commence a public inquiry in July 2010 but in the Government's 2010 Spending Review the A14 Ellington to Fen Ditton scheme was withdrawn from the roads programme as it was considered to be unaffordable in the economic climate at the time.
2006	A legal challenge was mounted by local opponents of the scheme and it was agreed that the Highways Agency would consult further on six previously considered route options, which would be referenced against the CHUMMS proposal. A second public consultation therefore followed in 2006 / 2007.	2011/12	In late 2011, following the cancellation of the Ellington to Fen Ditton scheme, the Department for Transport commissioned a study to re-consider multi-modal options for this section of the A14 trunk road. The A14 Study identified a range of potential interventions, which included a public transport package, a rail-freight package, and a road package. The A14 Study identified 21 un-tolled road options, from which six viable highway packages emerged and were further considered against traffic, economic, environmental and social criteria.

## Options considered

The six viable highway packages that emerged from the Department for Transport A14 Study in May 2012 were consulted on as part of the Autumn 2013 options consultation. These highway packages were as follows:

	Options	Description	Findings
Option 1		Improvement of Cambridge Northern Bypass, enhancement of Girton Junction, and the provision of local access roads between Girton and Trinity Foot. Retention of the existing A14 trunk road between Trinity Foot and Ellington.	This option was not taken forward because it offered lower journey time savings than others, did not resolve many of the transport problems in the A14 corridor, did not achieve environmental benefits in Huntingdon and did not support plans for development on the western side of Huntingdon.
Option 2		No improvement of Cambridge Northern Bypass, limited enhancement of Girton junction, online widening of new junctions between Trinity Foot and Girton. Construction of Huntingdon Southern Bypass (three lane dual carriageway) between Trinity Foot and Ellington with an A1 junction at Brampton. De-trunking of bypassed sections of A14 and removal of the A14 viaduct across the East Coast Mainline.	This option was not taken forward because it did not resolve congestion and safety issues on the Cambridge Northern Bypass, did not provide adequate resilience in the event of accidents and breakdowns, did not support development on the northern and eastern fringes of Cambridge and offered lower value for money than other options.

	Options	Description	Findings
Option 3		Improvement of the Cambridge Northern Bypass, limited enhancement of Girtton junction, online widening of new junctions between Trinity Foot and Girtton. Construction of Huntingdon Southern Bypass (dual three in both directions) between Trinity Foot and Ellington with an A1 junction at Brampton. De-trunking of bypassed sections of A14 and removal of the A14 viaduct across the East Coast Mainline.	This option had some merit and had elements that warranted further consideration. But the option maintained existing side-road and property accesses onto the A14, with resulting safety and congestion impacts. It resulted in higher vehicle emissions than options with local access roads and did not provide resilience in case of accidents and breakdowns.
Option 4		Improvement of the Cambridge Northern Bypass, limited enhancement of Girtton junction, online widening and new junctions between Trinity Foot and Girtton. Construction of Huntingdon Southern Bypass (dual two in both directions) between Trinity Foot and Ellington (no junction with the A1). Existing A14 past Huntingdon retained.	This option was not taken forward because it retained accesses on the A14, with resulting impacts on safety and congestion. It did not achieve the benefits of removing the A14 viaduct over the mainline railway in Huntingdon and did not support aspirations for development on the western side of Huntingdon.

	Options	Description	Findings
Option 5		Improvement of Cambridge Northern Bypass, full enhancement of Girtton junction, online widening and new junctions between Trinity Foot and Girtton, together with new local access road. Construction of Huntingdon Southern Bypass (dual two in both directions) between Trinity Foot and Ellington (no junction with A1). Existing A14 past Huntingdon retained.	This option had some merit and had elements that warranted further consideration. But the option did not achieve the local benefits of removing the A14 viaduct over the mainline railway and did not support aspirations for development on the western side of Huntingdon.
Option 6		Improvement of the Cambridge Northern Bypass, enhancement of Girtton junction to enable free flow to A428. A428 widening to dual four in both directions between Girtton and Caxton Gibbet. A1198 widened to dual three in both directions north of Caxton Gibbet to the intersection with Huntingdon Southern Bypass (dual two in both directions) which continues west to Ellington with a junction onto A1 at Brampton. Existing A14 de-trunked between Girtton and A1/A1(M).	This option was not taken forward because it offered lower journey time savings than most other options and would not resolve many of the transport problems in the A14 corridor. It generated the highest levels of vehicle emissions of all the options and offered the lower value for money.

## Tolling and public consultation

In July 2012 the then Secretary of State for Transport, Justine Greening, announced that in order to part-fund improvements on the A14 trunk road, tolling would be introduced between Cambridge and Huntingdon.

The final stage of the A14 Study was therefore to recommend a highway solution that was capable of being tolled. A seventh scheme option emerged; this was a hybrid of highway package options 3 and 5. Further analysis was carried out on this proposed scheme option (highway Option 7) to improve the effectiveness of the solution and to reduce its overall construction costs. Option 7 developed into the Highways Agency's proposed scheme.

In the autumn of 2013 a public consultation exercise was undertaken to gain the views of the public and other stakeholders on the proposed scheme, on proposed tolling arrangements, and on the other less favourable scheme options. The consultation concluded that although the need for the road improvement was well-understood there was strong public opposition to tolling.

In December 2013 the Government concluded that the A14 should not be tolled but that the proposed scheme should proceed in accordance with the agreed timetable for development and construction.

### Further assessment since decision not to toll

As a result of the decision by government in December 2013 not to toll the A14 the Highways Agency decided to undertake a re-evaluation of the proposed scheme without tolling and to compare its performance with that of other feasible non-tolled scheme options. The Highways Agency used, as a basis for this assessment, the outcome of the earlier A14 Study work (undertaken in 2011 and 2012) which eliminated all but two options from further analysis on the basis that the eliminated options either failed to meet the strategic objectives of the proposed scheme or did not offer good value for money. These two options were the proposed scheme (ie Option 7) and Option 5.

Option 5 – offered a comparable level of performance with that of the proposed scheme and slightly better value for money, although both schemes can be built within the £1.5bn budget set by Government. Option 5 differed from the proposed scheme in that it provided a lower standard of bypass around Huntingdon (with two lanes in each direction rather than three) and that it retained the existing A14 route to the south-west of Huntingdon in order to provide a shorter route for vehicles travelling between the north and the east. This option also retained the existing road viaduct over the East Coast Mainline railway close to Huntingdon railway station but had no connection between the new Huntingdon Southern Bypass and the A1 trunk road.

The assessment carried out by the Highways Agency included further analysis to examine the factors contributing to the net present values (NPV) of the two schemes (option 5 and the proposed scheme): journey-time savings and reliability factors, noise and air quality benefits, and the impacts of not tolling on both schemes. Net present value (NPV) is a measure commonly used by government to compare scheme options; it is calculated as the difference between the value of all the benefits arising from the scheme and the total costs of delivering it.

When tolling was removed from the proposed scheme it was shown to address the problems of traffic congestion extremely effectively on this section of the A14, offering adequate capacity and a high level of resilience well past the design year of 2035. The proposed scheme satisfies the Government's strategic objectives for the scheme, significantly improving the east-west transport corridor and links between East Anglia and the North. The NPV of the proposed scheme improves by over two-thirds to £1.32bn compared with the equivalent tolled solution and it has a benefit-to-cost ratio (BCR) of 2.3 which represents high value for money. This will increase if future phases of house-building to the west of Cambridge should gain planning approval.

The alternative scheme – Option 5; offers a higher net present value of £1.6bn and a BCR of 2.9 but offers only short term relief of congestion and would require a further improvement scheme to provide additional capacity within 10 to 15 years. This would be likely to include additional lanes on the Huntingdon Southern Bypass, a junction between the bypass and the A1, and speed restrictions on the A14 through Huntingdon. The likely cost of the future upgrade would be at least £200million at today's prices. Local authorities in Huntingdon

and Cambridgeshire have stated that they would not support any scheme which retained the A14 viaduct over the East Coast Mainline railway in Huntingdon as it would be a constraint to plans for local regeneration and economic development and is in conflict with their local plans. As a result Option 5 satisfies the government's objectives for this scheme less well than the proposed scheme does.

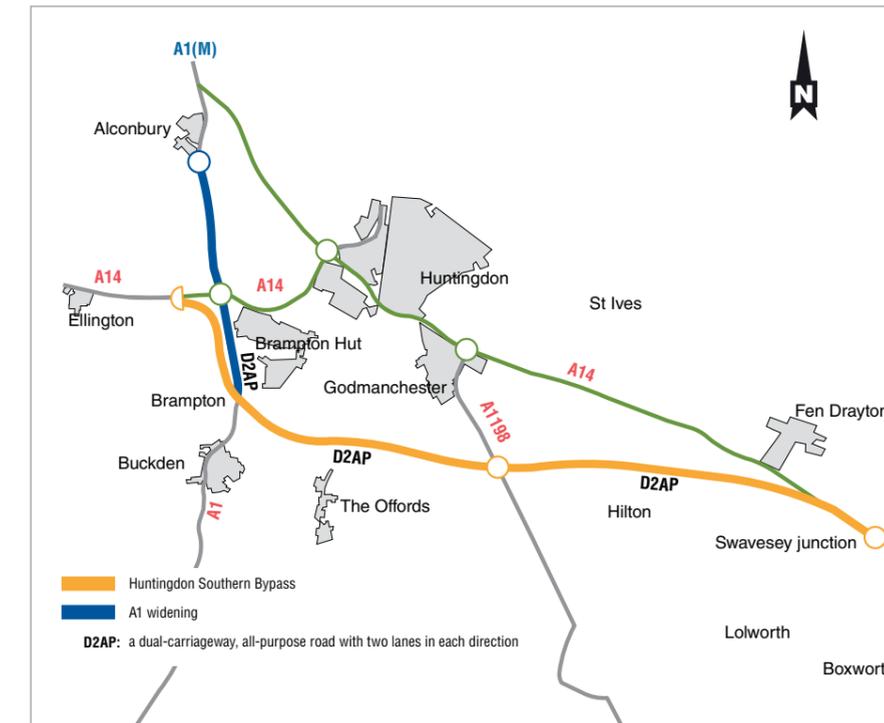


Figure 4: Option 5 (part)

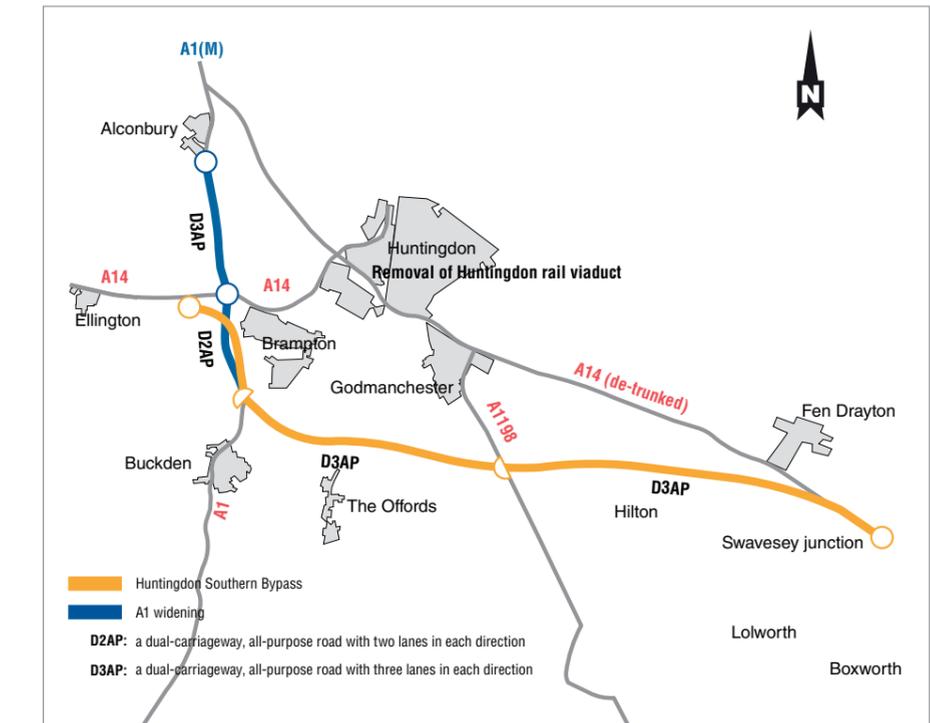


Figure 5: Proposed scheme (part)

## Changes to the proposed scheme since the 2013 route options consultation

The consultation on scheme route options, which was carried out during September and October 2013, resulted in a number of changes to the proposed scheme. In addition, further work by the Highways Agency between October 2013 and April 2014 has refined the design solution for the proposed scheme.

### Decision not to toll

The most significant change in the scheme proposals has been the decision not to toll. Tolling was an extremely contentious issue during and after the options consultation in autumn 2013, with representations being made to the Highways Agency and to government by local people and businesses, local authorities and Members of Parliament.

Since the decision was made not to toll the A14, the proposed scheme has been tested to ensure that it remains the best non-tolled solution and any tolling-specific design elements have been removed. However, since a free-flow tolling system had been proposed, the tolling infrastructure was very limited in nature so the change in cost to an un-tolled scheme is negligible in relation to the total scheme cost.

### A1 / A14 Brampton interchange

An improved highway layout has been developed for the new A14 between Ellington and the Brampton junction with the A1 trunk road. This offers environmental benefits to the village of Brampton and provides better link road connections between the A1 and the A14. It also makes it possible to reinstate a public right of way between Brampton and both Brampton Woods and Brampton Hut services.

### Improved method of road widening

Our earlier proposals were to widen the existing A14 between Swavesey and Milton by adding a new lane to either side of the existing carriageway, a technique known as symmetric widening. We now propose to use a technique called asymmetric widening where possible, which involves adding both new lanes on one side only and moving the central reservation. This method causes fewer disruptions to road users and improves safety during construction. A similar approach is proposed for widening the A1 trunk road between Brampton and Alconbury.

### 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. These changes would improve the capacity of the junctions and make better provision for future housing developments such as that proposed at Northstowe.

### Local access road and improvements for non-motorised users

We have improved the alignment of the proposed new local access road that would run alongside the improved A14 between Fen Drayton and Girton. The new road would provide a route for local traffic between Cambridge and Huntingdon as well as giving access to properties and businesses along the corridor and the new alignment meets the requirements of the proposed scheme more efficiently than the previous design.

### Scheme funding

The A14 Cambridge to Huntingdon improvement scheme is one of the largest investment projects in the government's current roads programme, accounting for more than a tenth of the national budget for improving the UK's strategic highway network.

The proposed scheme will be funded from a number of sources. The majority of funding will come from Central Government. The government's spending review announcement in June 2013 confirmed that HM Treasury will make up to £1.5bn available to fund the proposed scheme.

Local authorities and local enterprise partnerships in the region have pledged a combined contribution of £100million to the proposed scheme, to be invested over a 25 year period following the opening of the improved road.

Major contributors (£5million to £50million) comprise:

- Greater Cambridgeshire / Greater Peterborough Local Enterprise Partnership
- Cambridgeshire County Council
- Huntingdonshire District Council
- South Cambridgeshire District Council

Other contributors (£1million or less) comprise:

- Cambridge City Council
- Fenland District Council
- East Cambridgeshire District Council
- Suffolk County Council
- Peterborough City Council
- Norfolk County Council
- Essex County Council
- Northamptonshire County Council
- South East Midlands Local Enterprise Partnership
- New Anglia Local Enterprise Partnership

How this impacts on you

4



## Impacts on the environment

The Highways Agency seeks to minimise the impacts of road construction, operation and maintenance on the environment and aims to make its activities as sustainable as possible.

The proposed A14 Cambridge to Huntingdon improvement scheme passes through a variety of urban and rural environments from undulating countryside and the Ouse Valley in the west, through flat and open fenland in the central sections, to the urban corridor through which the Cambridge Northern Bypass passes. Choosing the best environmental and landscape solution in this corridor is an important consideration.

We are currently undertaking an assessment of the environmental impacts of the proposed scheme, both during construction and once the road is open. This includes identifying where mitigation measures may be required and what form they might take. The scale and location of the proposed scheme would mean that several different aspects of the environment would be potentially affected, either through the construction of the proposed scheme or during its operation. Our preliminary findings (based on a slightly earlier iteration of the scheme design) indicate that environmental impacts are likely to be as follows:

### Air quality

There are existing areas which suffer from poor air quality within the A14 corridor as a result of traffic emissions. Six areas have been designated as Air Quality Management Areas (AQMAs) because air quality standards have been breached. It is anticipated that air quality would improve as a result of the proposed scheme for three AQMAs (Huntingdon, Brampton and Hemingford to Fenstanton A14 AQMAs) as a result of reduced traffic flows through the areas due to the de-trunking of the existing A14 and diversion of traffic onto the proposed bypass south of Huntingdon. There is not expected to be a significant change for the remaining three AQMAs as a result of the proposed scheme. It is likely that air quality would deteriorate in areas where the proposed new bypass would be located but not to an extent that air quality standards are breached.

During construction the main impact upon air quality would likely to be dust, which can cause nuisance to people and property in close proximity to construction activities. However, there are various construction practices which would be applied to control dust emissions and the contractors would be required to implement them.

### Noise and vibration

There are likely to be increases in road traffic noise in some locations, such as for properties close to the proposed Huntingdon Southern Bypass whilst there would be decreases in other locations such as properties within Huntingdon. Further assessment is required to confirm whether overall there would be an increase or decrease in locations subject to significant traffic noise. There would not be any significant impact from ground-borne vibration during the proposed scheme operation although there is a potential for airborne vibration which will be assessed as part of the ongoing environmental impact assessment (EIA). The design of the proposed scheme would include noise barriers to help reduce noise in key locations. During construction there would be noise from construction activities which would be managed through the application of British Standards relating to control of construction related noise.

### Cultural heritage

There are several heritage assets which potentially could be adversely affected by the proposed scheme either directly, for example through loss or damage during construction, or indirectly, for example through adverse effects upon the setting. However, the removal of the trunk road through Huntingdon would also have a potential beneficial effect upon the setting of historic sites. The options for mitigation would include designing the proposed scheme to avoid or reduce impacts upon heritage assets and enable the preservation of archaeological assets in situ. Archaeological investigations, and historic building and landscape recording undertaken in advance of construction would help to mitigate potential effects on heritage assets, whilst careful design choices and

landscaping could help to mitigate the effects upon the settings of historic buildings and other features.

To inform the preparation of the final assessment for cultural heritage, further work will be undertaken including site inspections, archaeological fieldwork and specialist input to the detailed design of the proposed scheme.

### Landscape and visual impacts

There are likely to be significant effects (both adverse and beneficial) upon views and the landscape as a result of the construction and operation of the proposed scheme. Traffic on the highway, the presence of new bridges, lighting, sign gantries, as well as associated landscaping measures and tree planting can all affect views and the landscape. However, ways of mitigation impacts will be explored, where practicable, through sensitive design and construction planning.

### Nature conservation

The biodiversity value of much of the proposed scheme area has been compromised by intensive agriculture. However there are some existing areas of valuable habitat, which could potentially be affected by the proposed scheme. There are also species of significant nature conservation importance, including protected species, which could be affected by the proposed scheme. Impacts would potentially include the actual loss of habitat and fragmentation of habitat, disturbance to wildlife from noise and lighting and animal mortalities from collisions with traffic. The ongoing EIA work proposed for the proposed scheme will help to identify ways to mitigate the potential impacts through sensitive design and management during the construction and operation phases. Sensitive landscaping and scheme design may help to improve local biodiversity in the longer term.

## The water environment

The water environment includes surface water features such as rivers, ponds and marshes, areas associated with flood risk, and groundwater resources. Within the study area there are water resources important for various reasons including ecology, recreation and water supply. The proposed scheme would require crossings of the following watercourses: Alconbury and Brampton Brooks, Ellington Brook, River Great Ouse, West Brook, Swavesey Drain and Cottenham Lode (Beck Brook). The options for mitigation would include designing the proposed culverts, outfalls and realignments in a way that follows best practices and provides benefit to the surrounding environment where practicable.

Highway drainage design standards have been developed to protect the water environment from highway pollution and to prevent increases in flood risk. There are also established construction practice guidelines to manage pollution risks during construction. Further investigations and assessments will be completed to inform the EIA process and design.

## Geology, soils, material resources and waste

There is potential for the proposed scheme to encroach upon areas of land which would potentially expose sources of contamination. Further site investigations as part of the EIA would help to identify whether contamination is present and the measures to be undertaken to ensure that there would be no significant risk of significant harm to people and the environment.

A large part of the proposed scheme would affect agricultural land of high quality. A suitable soil management strategy would help retain as much soil as possible in good condition for re-use within the proposed scheme landscape proposals and re-instatement of land disturbed by temporary construction impacts, including borrow pit works.

The proposed scheme, as a major infrastructure project, would require large volumes of material and might generate significant quantities of waste. The implementation of a Site Waste Management Plan, would help to focus on identifying opportunities to reduce waste and re-use suitable materials wherever possible.

## People and communities

Various public and private assets would be affected by the proposed scheme, in particular, agricultural land and the farming businesses which rely on that land. There is also likely to be a combination of beneficial and adverse impacts on the local communities and the wider economy, for example the downgrading of the existing A14 trunk road to county road status would reduce existing severance and may improve access to some businesses. However, the proposed bypass might also take potential business away from some parts. The net effect cannot currently be estimated, but will be further assessed as part of the EIA for the proposed scheme. Mitigation, such as compensation for loss of land, would be incorporated into the scheme proposals.

There are likely to be beneficial and adverse impacts upon people's journey patterns and amenity from the proposed scheme. This would include some diversions of public rights of way but there are also opportunities to improve conditions for pedestrians, cyclists and equestrians through the de-trunking proposals and quality of proposed new or improved crossings. These will also be investigated further in the EIA in collaboration with local authorities and other groups.

## Cumulative effects

Cumulative effects can result from the impacts of multiple projects, or from a number of different impacts from a single project, accumulating to affect a single environmental resource or receptor. There are several large scale proposed developments within the A14 study area including major housing developments such as Northstowe and land north of Waterbeach as well as mixed use and employment development proposals, particularly around the northern fringe of Cambridge which may contribute to cumulative effects on the environment. Possible cumulative effects may include the incremental loss of agricultural land; fragmentation of wildlife habitat; incremental loss of tranquillity or rural setting, including increased effects of lighting, and increased pressure on recreational and community land. Improved practices in mitigation and design may also lead to positive effects upon biodiversity from incremental enhancements of habitats as a result of landscaping schemes for a variety of projects.

The potential cumulative effects will be investigated further as part of the EIA and recommendations to improve environmental outcomes will be provided where appropriate.

## Further information

A more detailed summary of the environmental issues and potential impacts that may arise from the proposed scheme is available as part of this consultation in the form of a Preliminary environmental information report.

Location-specific proposals for landscape, ecological and noise mitigation can be viewed on the full scheme drawings which are also available as part of this consultation.

Please visit the Highways Agency's website, a consultation event or a deposit point to view the Preliminary environmental information report and the scheme drawings. After the consultation the scheme will be further developed and a full assessment of the environmental impacts will be undertaken. This will be reported in the form of an Environmental Statement which will be submitted as part of the Development Consent Order (DCO) application.

In the table below we have identified some key actions that we will take to reduce the impacts of the proposed scheme on the environment, as well as setting out why we would put these measures in place.

	What we will do	Why we will do it
<b>Air quality</b>	<ul style="list-style-type: none"> <li>Model and assess the impacts of the scheme on air quality both during construction and after the road is open</li> <li>Identify measures to control and reduce construction dust and emissions</li> </ul>	<ul style="list-style-type: none"> <li>To understand the full effect of the scheme, including improvements on air quality</li> <li>To reduce the adverse effects of scheme construction</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Identify measures to control and reduce construction noise impacts, such as restricted hours of work</li> <li>Install noise barriers where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>To mitigate potential increases in levels of traffic noise caused by the scheme in relation to certain properties and areas</li> <li>To reduce the adverse effects of scheme construction</li> </ul>
<b>Cultural heritage</b>	<ul style="list-style-type: none"> <li>Carry out archaeological investigations in advance of construction</li> <li>Design the scheme sensitively in relation to known heritage features</li> <li>Preserve archaeological remains by detailed recording of findings and features where applicable</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce impacts to known archaeological remains historic buildings and landscapes where possible</li> <li>To deal sensitively with unknown archaeological remains which may be uncovered during scheme construction</li> </ul>
<b>Landscape and visual impacts</b>	<ul style="list-style-type: none"> <li>Seek to integrate the road and associated structures into the landscape/townscape through sensitive design, including alignment, earth modelling and planting</li> <li>Plant trees and shrubs in keeping with the local landscape/townscape character</li> </ul>	<ul style="list-style-type: none"> <li>To optimise the fit of the scheme into the landscape/townscape where practicable</li> <li>To mitigate potential impacts to views, local landscape character and features</li> </ul>
<b>Nature conservation</b>	<ul style="list-style-type: none"> <li>Protect specific bird resting and breeding sites and programme certain construction activities to avoid or reduce disturbance to bird species where practicable</li> <li>Incorporate infrastructure, fencing and planting to guide animals under, over and away from the road as required where practicable</li> <li>Enhance and/or create replacement habitats as required</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce the impact of the scheme on important habitats and protected species such as great crested newts, bats, water voles, badgers, otters, barn owls and birds</li> </ul>
<b>The water environment</b>	<ul style="list-style-type: none"> <li>Create ponds and shallow channels (swales), where appropriate</li> <li>Develop measures to reduce the risk of water pollution during construction</li> </ul>	<ul style="list-style-type: none"> <li>To help slow the flow of surface water from the road to the surrounding environment and prevent inadvertent discharges of silt and pollutants into watercourses</li> <li>To prevent flood risk arising from the scheme</li> </ul>
<b>Geology and soils</b>	<ul style="list-style-type: none"> <li>Develop a soil management strategy</li> <li>Carry out site investigations to identify potentially contaminated land</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce loss, damage and contamination of valuable soil resources</li> <li>To prevent harm to people and the environment from contaminated land</li> </ul>
<b>Materials and waste</b>	<ul style="list-style-type: none"> <li>Investigate the potential for locally-sourced construction materials</li> <li>Design for materials reuse where practicable</li> </ul>	<ul style="list-style-type: none"> <li>To limit the carbon footprint of the scheme</li> <li>To reduce the number of construction traffic movements</li> </ul>
<b>Effects on all travellers</b>	<ul style="list-style-type: none"> <li>Consider alternative routes and crossing points where the scheme would affect routes used by pedestrians, cyclists and equestrians</li> </ul>	<ul style="list-style-type: none"> <li>To avoid or reduce diversions or severance of public rights of way and other routes</li> </ul>
<b>Community and private assets</b>	<ul style="list-style-type: none"> <li>Provide alternative access routes for farmers as appropriate</li> <li>Restore land to appropriate uses where applicable</li> </ul>	<ul style="list-style-type: none"> <li>To mitigate the potential impact of the scheme on access or use of community facilities, as well as on local homes, businesses, potential developments and agricultural land</li> </ul>

## Traffic

The analysis of existing traffic flows and the prediction of growth in demand over a period of time will generally form the basis for assessing the scope of highway improvement schemes. Computer-based traffic models are used to analyse the impact of proposed changes in the road network on vehicle movements.

The Highways Agency has carried out traffic forecasting for the proposed scheme in order to provide information to inform:

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

The process we have followed has comprised:

- Modelling the existing situation based on traffic levels obtained from surveys, and the existing road network
- Predicting traffic growth and changes to the road network
- Modelling the future traffic flows allowing for growth, both without and with the proposed scheme

We have estimated traffic flows for 2020, the expected scheme opening year, and for 2035, 15 years after opening. The highway design is based on predicted 2035 traffic flows.

The diagram below provides an overview of the traffic predictions. If you require more detailed information this can be found in the *Preliminary traffic report* (available at the consultation events, at document deposit points and on the Highways Agency's website) The proposed scheme is predicted to reduce journey times along the east-west corridor (see table below for details) and to significantly reduce the volume of traffic around Huntingdon. The flows presented include specific allowance for the element of the proposed Northstowe development that has planning consent, and we have designed the proposed scheme to accommodate large scale, uncommitted, but foreseeable developments such as the full proposals for development schemes at Northstowe and Alconbury Weald.

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

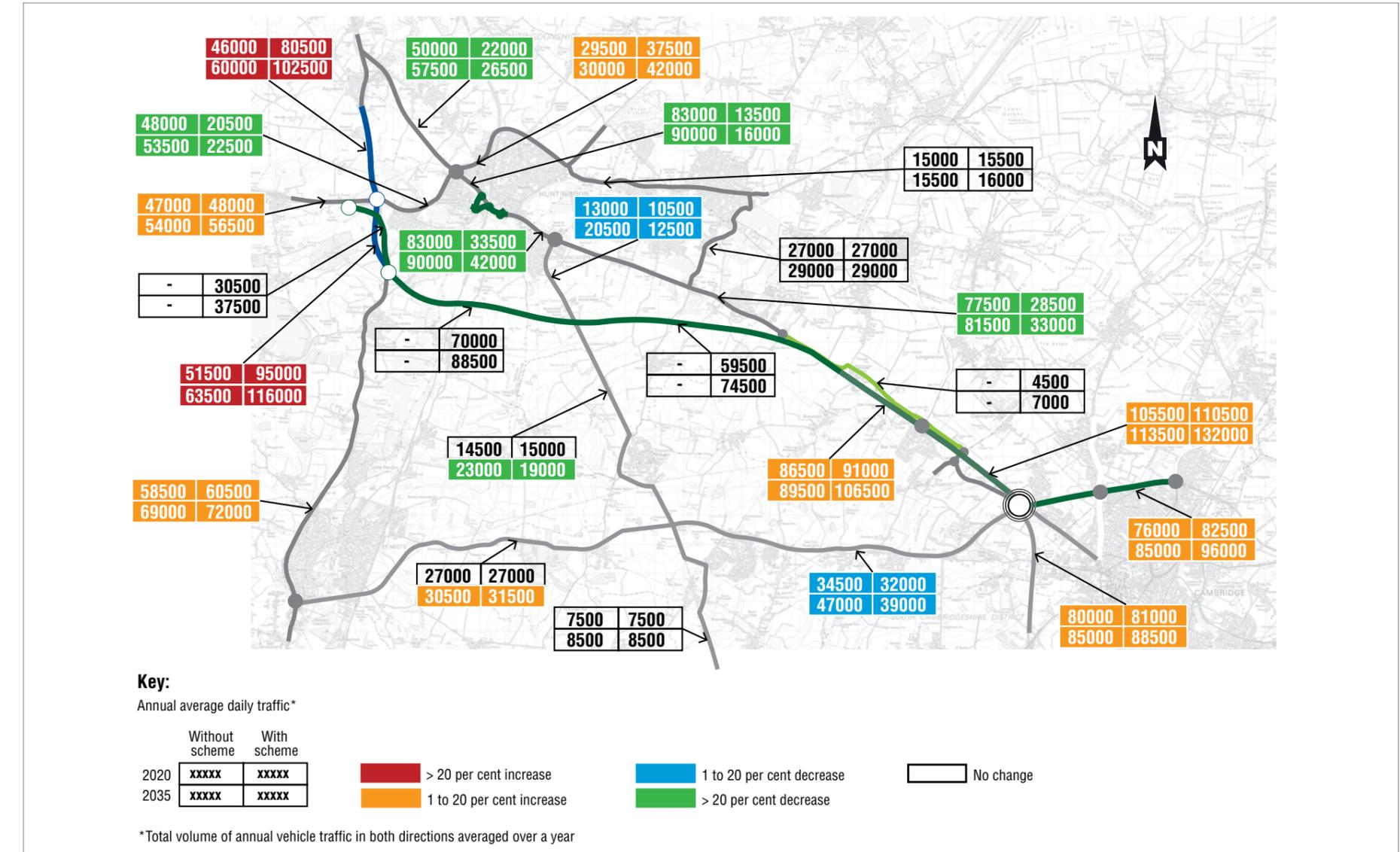


Figure 6: Annual average daily traffic

## Construction impacts

### Planning for construction

The construction works associated with any road scheme of the scale of the proposed scheme would inevitably have some impacts on the local community and businesses, the environment, and road users. However, the Highways Agency is experienced in the delivery of major construction projects and would develop a delivery strategy for the proposed scheme that minimises unnecessary disruption, inconvenience and adverse impacts arising from the proposed scheme. We would work closely with our stakeholders, including local authorities and others, to produce a Code of Construction Practice which would identify the specific issues that are likely to occur and the measures that will be used to address them. The types of impacts we would consider include (but are not limited to):

- construction noise and vibration;
- dust, odours and other air-quality issues;
- construction vehicle movements on local roads;
- site access / egress arrangements;
- site safety and security issues;
- road safety through roadworks and traffic management arrangements;
- delays and disruption to road users on the A14 and A1 trunk roads;
- delays and disruption to local traffic on other roads;
- light pollution;
- toxic or harmful discharges into water-courses and drainage systems;
- temporary impacts on landscape character and visual intrusion;
- temporary closures of roads, other public rights-of-way, and private accesses; and
- other severance effects

Methodologies would be prepared to deal with each of these effects, both at project level and at specific locations throughout the proposed scheme. Where possible and appropriate, permanent mounding, acoustic fencing and visual screens would be put in place early on in the construction sequence in order to provide early benefits to neighbouring properties. Trees, hedgerows and other natural features would be retained, wherever possible, and access and haul roads required during the construction process would be reinstated to their natural form as soon as possible after completion of the works.

### Timing and phasing of construction works

If development consent for the proposed scheme is granted, construction of the main works would be expected to commence in 2016 and continue for a period of approximately 3½ years to 2020. Additional works would be carried out to downgrade the existing A14 trunk road to the south west of Huntingdon once the main works were complete and these would be expected to take a further 12 to 18 months. The latter works would include the closure and demolition of the A14 road viaduct over the East Coast Mainline railway and Brampton Road, close to Huntingdon railway station.

Construction of the main works would be preceded by site preparation works and works by utility companies to stop-up and/or divert services such as water pipes, buried and overhead cables, and gas mains. In general, these works would be expected to proceed in the six to nine months leading up to the start of the main construction works.

The detailed phasing of the proposed construction works has not yet been determined; however, we would expect to let construction contracts for all sections of the main works concurrently; therefore we anticipate that works would be in progress from Ellington through to Milton during the period 2016 to 2020. Note that the section of the existing A14 between Girton and Histon junctions is being widened under a separate contract in advance of the proposed scheme and will be completed by the end of 2014.

Construction phasing arrangements would be developed in collaboration with the contractors to mitigate disruption to road users and the surrounding community during the period of construction. This would involve taking a programme-wide view of traffic management proposals in order to minimise road-user delays through the works and to minimise inconvenience to local properties and businesses. The safety of vulnerable road-user groups such as pedestrians and cyclists would be a particular consideration.

The phasing and timing of the works will also need to be coordinated with other stakeholders, including local highway and planning authorities, Network Rail and train operators, local businesses and the statutory authorities.

### Earthworks and borrow pits

A significant scale of earthworks operations would be necessary as part of the proposed scheme as there are some extensive earthworks structures along the route, particularly in areas where it is necessary to cross physical features such as the East Coast mainline railway line and the River Great Ouse, and where it is necessary to maintain carriageway levels above the adjacent flood plain.

We have calculated we would need to import around two million cubic metres of earthworks materials during the construction period. This could equate to around 250,000 lorry movements but would mitigate this by extracting a significant proportion of earthworks materials from borrow-pits near to the proposed scheme.

Proposed borrow pit locations are shown in the Figure 8. Various environmental and landscaping solutions are being considered to re-profile or reinstate borrow-pit areas. Consideration would be given to the purchase and use of fill materials from other nearby development sites, notably the larger house-building and commercial projects and the many disused airfields in the area.

### Concrete and bituminous materials

Concrete and bituminous materials for road construction would be likely to be obtained from both local suppliers and through the use of on-site batching plants. This would ensure that there was a dedicated source of supply and that the number and frequency of off-site lorry movements was limited, so far as possible. We anticipate that in excess of one million tonnes of pavement material would be required for the proposed scheme.

### Construction of bridge structures

Bridges and larger retaining structures will generally require piled foundations. Piling operations can be noisy and can result in airborne and ground-borne vibration. The Highways Agency would work with its contractors to minimise the disruption caused by piling operations necessary for the delivery of the proposed scheme.

The use of temporary cranes to lift materials and components at bridge sites is likely to be a necessity and this can be a particular issue when work is adjacent to a live road or railway. Methodologies would be developed to ensure that lifting operations would be conducted safely and in the case of rail-related operations track possessions would be required to carry out certain construction activities.

Where possible, side road bridge crossings would be constructed to one side of the existing road in order to minimise disruption to road users during the construction period. Where this is not possible, temporary arrangements would be provided to allow movement through the roadworks. Detailed methodologies and phasing plans would be prepared for the construction and modification of junctions.

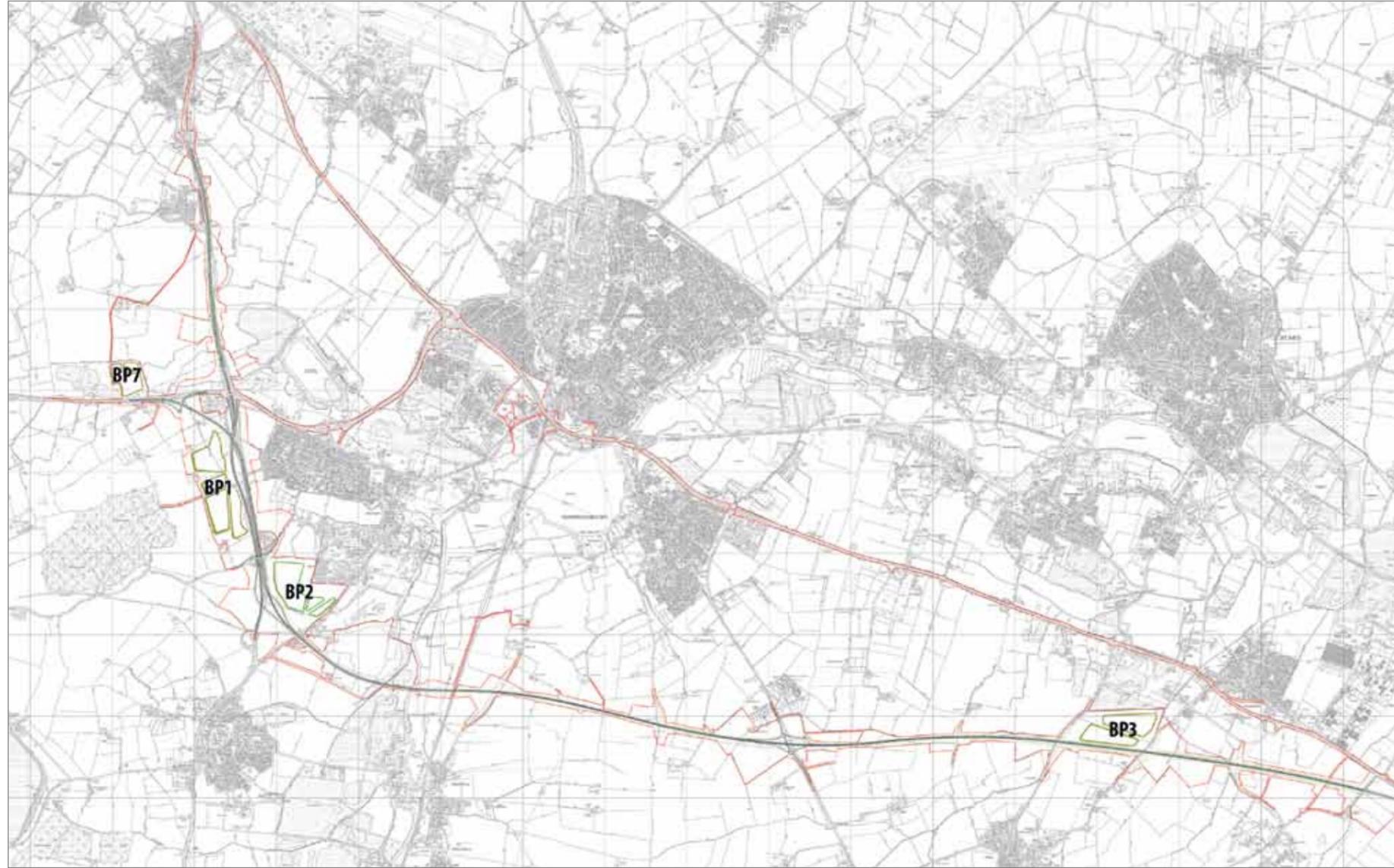
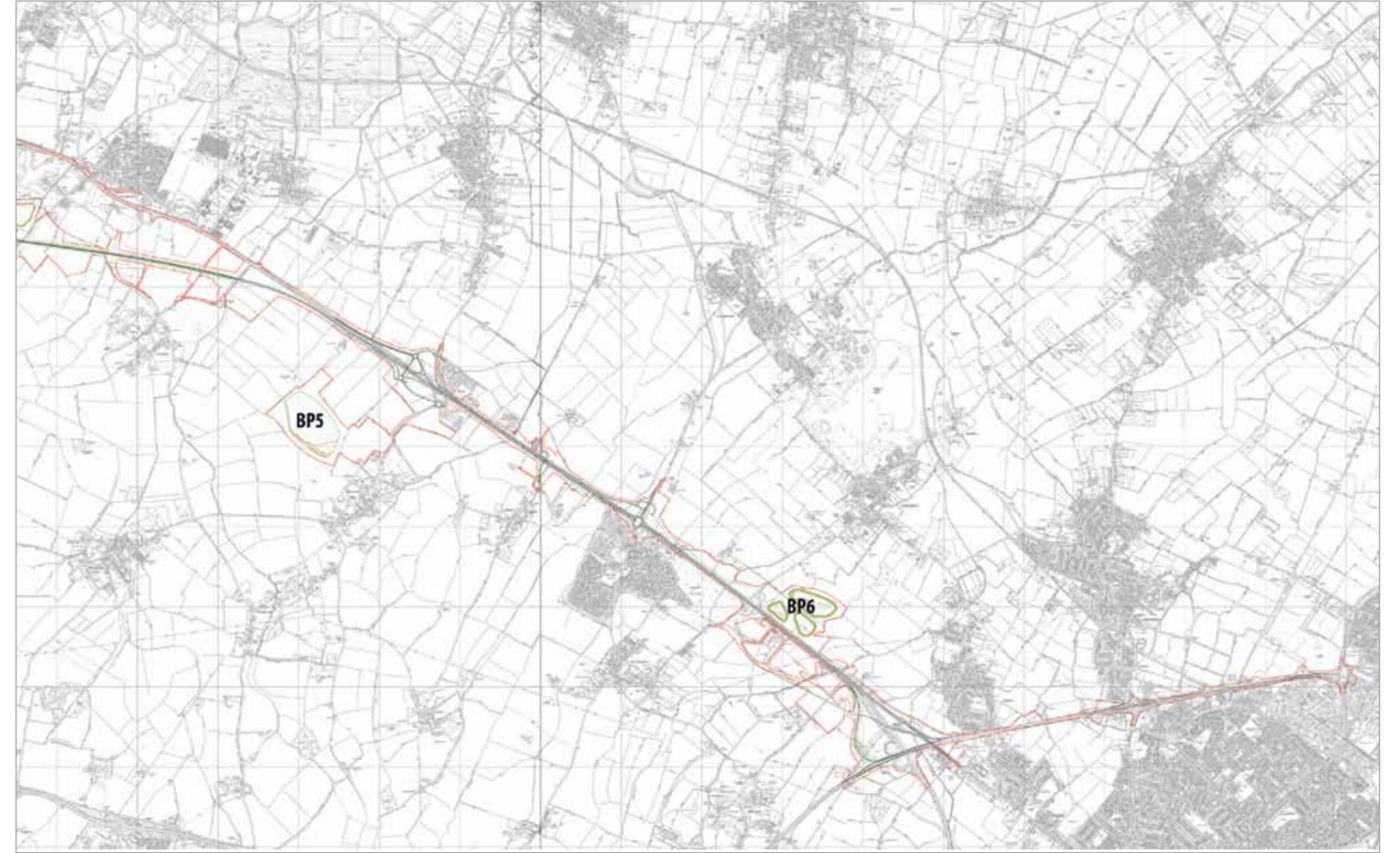


Figure 8: Proposed borrow pit locations



## Carriageway widening

Existing dual carriageways would be widened asymmetrically in order to simplify traffic management arrangements and to minimise disruption to motorists and other road users. Speed limits would be introduced through roadworks sections to protect both road users and road-workers but our intention would be to minimise the length and duration of roadworks sections as far as possible within the constraints of the construction programme.

## Demolition of existing A14 viaduct over the East Coast Mainline railway in Huntingdon

The demolition of the existing A14 viaduct over the East Coast Mainline railway in Huntingdon would form part of the works to downgrade (from trunk road status to county road status) the existing A14 route to the south west of the town.

The demolition of this structure would be a difficult and complex process, working above a live mainline railway and the existing Brampton Road. Specialist contractors would be appointed to carry out this work and a detailed risk assessment would be carried out to ensure that the works could be completed safely and with minimal disruption. It is likely that there would be some railway closures and some closures of Brampton Road.

## Site compounds and use of public roads

Contractors would require working areas close to the proposed scheme for the storage of materials and equipment and to erect temporary offices and storerooms. The location of site compounds would be identified in our Development Consent Order application, together with proposed access and egress arrangements. Contractors will also need to use public roads (including the A14 and A1 trunk roads) to gain access to working areas. The Code of Construction Practice would include measures to specifically identify the routes which may be used by contractors, together with any exclusions or restrictions that may apply.

## Liaison

The Highways Agency would ensure that liaison officers are appointed to deal with the community, local businesses and other stakeholders (including road-users) during the period of construction.

## Proposed land requirements

As part of the Development Consent Order (DCO) process we are consulting on the proposed areas of land required for the development of the scheme before we submit our DCO application. This includes land needed for the construction of the new bypass as well as where the road is widened. It also includes land required for the extraction of construction materials and for any temporary reasons, such as construction compounds and working space.

The DCO application would seek powers to enable the Highways Agency to acquire land and rights over land compulsorily and take temporary possession of land following discussions with the relevant land owners. Further information can be found on the Planning Inspectorate's website

## Building the new A1 between Brampton and Brampton Hut

Land would be required to the west of the existing A1 for the construction of this new section of road.

## Widening of the A1 north of Brampton Hut

We are proposing a method of widening the A1 between Brampton Hut and Alconbury which would add lanes only to one side of the road with the central reservation then moved. This method would require some land generally to the east side of the existing A1.

## Huntingdon Southern Bypass

Land would be required over the whole length of this new road, together with necessary land to enable the construction of junctions.

## Widening of the Cambridge Northern Bypass

We are proposing a revised method of widening the A14 between Histon and Milton which would add lanes only to one side of the road. This method would require some land to the north side of the A14.

## Construction of the local access road

Additional land would be required for the construction of the local access road between Swavesey and Girton.

## Existing junction improvements

Areas of land will be required for the enlargement of the Swavesey and Bar Hill junctions. At Girton a new slip road is proposed for west bound A14 traffic.

## Borrow pits

Borrow pits are local areas that are excavated in order to find suitable material for the development of the scheme, such as sand and gravel. We are currently assessing the quantities and the types of materials required. Following completion of construction of the proposed scheme, the pits would be restored to various uses depending on local conditions, including agriculture, amenity and nature conservation.

**The extent of the proposed land requirements and borrow pit locations is shown on the scheme drawings available as part of this consultation. This is the proposed boundary of the DCO application. Please visit the Highways Agency website, a consultation event or a deposit point to view scheme drawings.**

# The proposed scheme explained

# 5





Figure 9: Widening of Alconbury to Brampton proposed layout

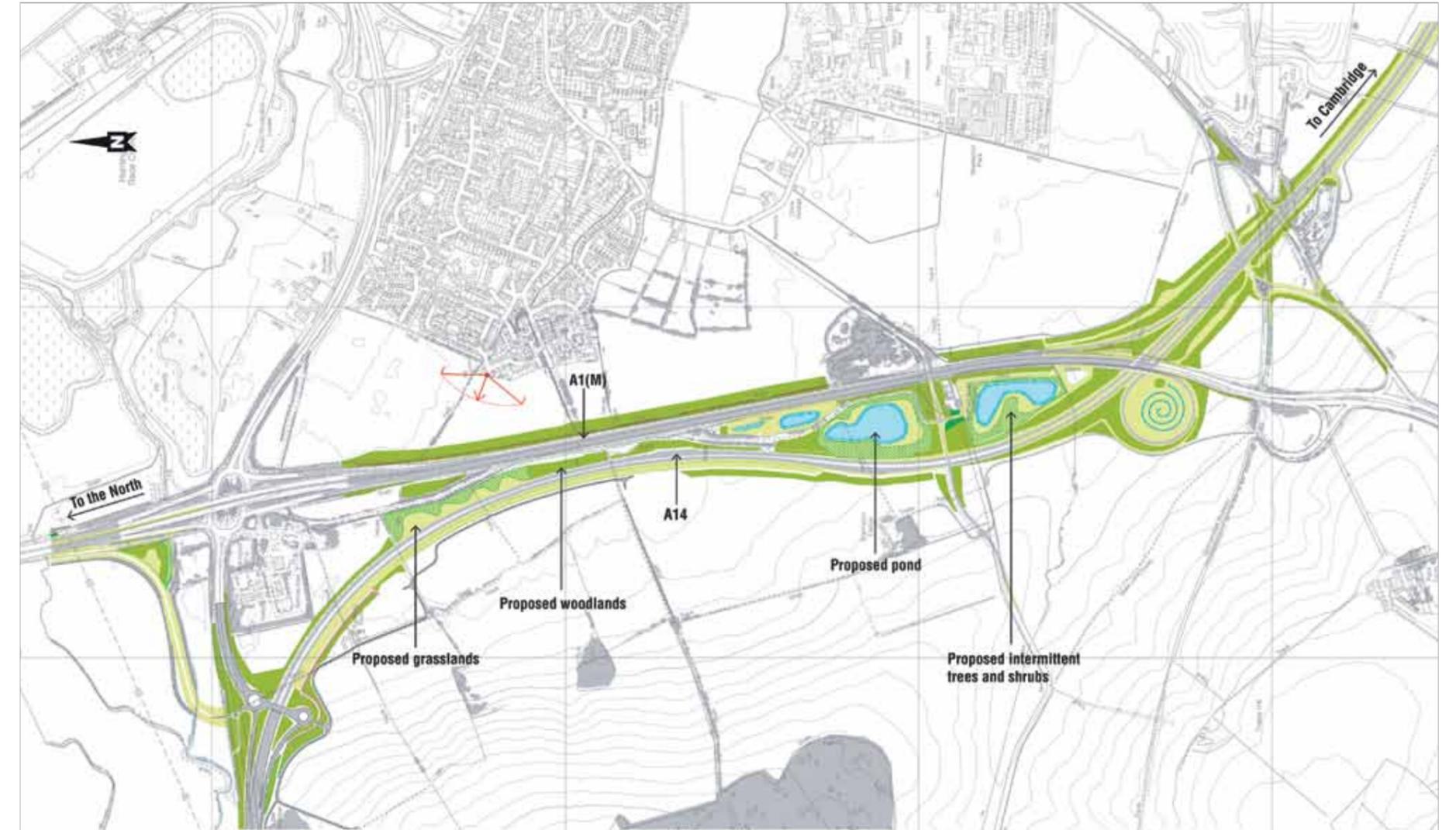


Figure 10: Widening of Alconbury to Brampton original layout included in the autumn 2013 options consultation

## Widening the A1 between Brampton and Alconbury

The proposed scheme (Figure 7) includes the widening of the A1 from the existing two lane dual carriageway to a three lane dual carriageway. Between the proposed new interchange with the A14 at Brampton to Brampton Hut we would build a three lane dual carriageway parallel to and to the west of the existing A1 and this would become the new A1. The existing two lane dual carriageway would then form part of the new A14 Huntingdon Southern Bypass.

Between Brampton Hut and Alconbury the existing A1 would be widened by acquiring land to the east side of the existing southbound carriageway and moving the central reservation over to enable an extra lane to be added to each carriageway.

## A1 and A14 adjacent to Brampton

Since the autumn 2013 options consultation, we have looked again at the way the proposed A14 would cross the A1 at Brampton and we now propose a revised scheme layout. Both the proposed layout (Figure 9) and the original layout (Figure 10) from the autumn 2013 options consultation are shown below.

The proposed scheme would involve the construction of a three lane dual carriageway for the A1 and making use of the existing A1 for the A14. A new bridge will be constructed south of the existing Brampton Hut interchange to enable the A14 to cross over the A1.

We propose free flow slip roads south of Brampton to enable westbound A14 traffic to travel north on the A1 and vice versa. These new slip roads would remove the need for the loop shown in the original layout presented in the autumn 2013 options consultation.

Moving the A1 to the west of its existing alignment would generate environmental benefits for the village of Brampton and the new bridge taking the A14 over the A1 would enable a public right of way from Brampton to Brampton Woods and Brampton Hut services to be re-instated.

Below we identify the benefits of the proposed new scheme layout at Brampton.

<b>Economic benefits</b>	<ul style="list-style-type: none"> <li>Replacing the previously proposed loop for A1 northbound traffic with a free flow slip road will introduce journey time savings</li> <li>Building a new A1 to the west of the existing A1 simplifies construction and would require less significant traffic management. As a result, the journey time delay during construction is expected to be reduced</li> <li>The additional facility for pedestrian and other non-motorised user movements across the A1 and A14 would introduce some minor economic benefits</li> </ul>
<b>Environmental impacts</b>	<ul style="list-style-type: none"> <li>The proposed scheme locates the heavier trafficked A1 further to the west and less trafficked A14 to the east. This moves the heavier trafficked route further away from the residential area of Brampton</li> <li>In comparison to the options consultation the proposed scheme makes some slight positive environmental improvements with regards to nature conservation, non-motorised users and effects of noise and vibration</li> <li>The proposed scheme would introduce slight negative aspects compared to the options consultation layout with regards to materials due to the additional volumes which would be required for landscaping</li> </ul>
<b>Safety of construction, operation and maintainanc</b>	<ul style="list-style-type: none"> <li>The proposed layout would require less construction work adjacent to the live carriageway than the layout originally proposed at options consultation. This would improve safety for construction workers</li> </ul>
<b>Cost of construction</b>	<ul style="list-style-type: none"> <li>The cost of constructing the proposed layout would be higher than the cost of the options consultation layout as a result of the need for a new bridge to enable the A14 to cross the A1 to the south of the existing Brampton Hut junction. With the proposed layout there would also be a need to replace Park Road Bridge and provide some additional material. It is likely that two properties would need to be demolished for the proposed layout whilst the options consultation layout would not require these properties to be demolished, although they would become landlocked between two significant roads.</li> </ul>
<b>Programme for build and delivery</b>	<ul style="list-style-type: none"> <li>The construction process for the proposed scheme would be simpler and a shorter construction programme required</li> <li>The volume of material which would need to be excavated for the proposed layout could increase the length of the construction programme, but overall, given the simpler construction process, it is not expected that this increase will be significant</li> </ul>
<b>Legacy</b>	<ul style="list-style-type: none"> <li>The proposed layout would more easily accommodate a possible future scheme to provide relief to the existing Buckden roundabout on the A1. (although the Highways Agency has no current plans for such a scheme)</li> <li>It would also provide a connection for non-motorised users between Brampton and Brampton Hut Services as well as Brampton Wood</li> </ul>

## Downgrading (de-trunking) of the existing A14 from trunk road status to county road status

De-trunking is the process of returning a Highways Agency road to the local Highway Authority control; in this case the local highway authority is Cambridgeshire County Council. As part of the proposed scheme approximately 12 miles of the existing A14 would be de-trunked between Ellington and Swavesey and between Alconbury and Spittals interchange. This de-trunked section would continue to be used by local traffic to gain access into and out of Huntingdon and would enable traffic from St Ives and other surrounding villages to gain access to the improved A14 at Swavesey.

The proposed scheme includes the demolition of the A14 viaduct over the East Coast Mainline railway and Brampton Road in Huntingdon. Although the central span of the viaduct has recently been strengthened the majority of the structure is almost 40 years old and is considered to be a costly maintenance liability. Its demolition and removal of approach embankments would reduce the severing effect it has on the local landscape and communities and would open up opportunities for improvements in the local townscape.

To maintain a route into and out of Huntingdon from the existing A14 we propose to construct roundabouts on the severed dual carriageway and build some short new sections of road to connect the de-trunked A14 into the

existing local road network, including the Huntingdon inner ring road and Brampton Road. These new local roads would provide direct access into Huntingdon from the south and provide easier access to Hinchingbrooke Hospital and Huntingdon station.

There is an existing weight restriction on Brampton Road of 7.5 tonnes which means that HGVs over this weight would not be able to use the route through Huntingdon. We would explore the possibility of exemptions to this weight restriction for certain vehicle classes, such as agricultural vehicles.

The proposed scheme would, along with the West of Town Centre Link Road, help reduce traffic volumes within Huntingdon Town Centre and Godmanchester, as well as improving connections to road, rail and transport links by improving access to Huntingdon Railway Station and the bus station. It would also support opportunities for future town centre regeneration and transport plans such as the Huntingdon West Area Action Plan.

The A14 viaduct would only be demolished when the new Huntingdon southern bypass, A14 widening, A14 junction improvements, A1 widening and new local link roads were completed. In this way disruption to road users would be minimised during construction period.

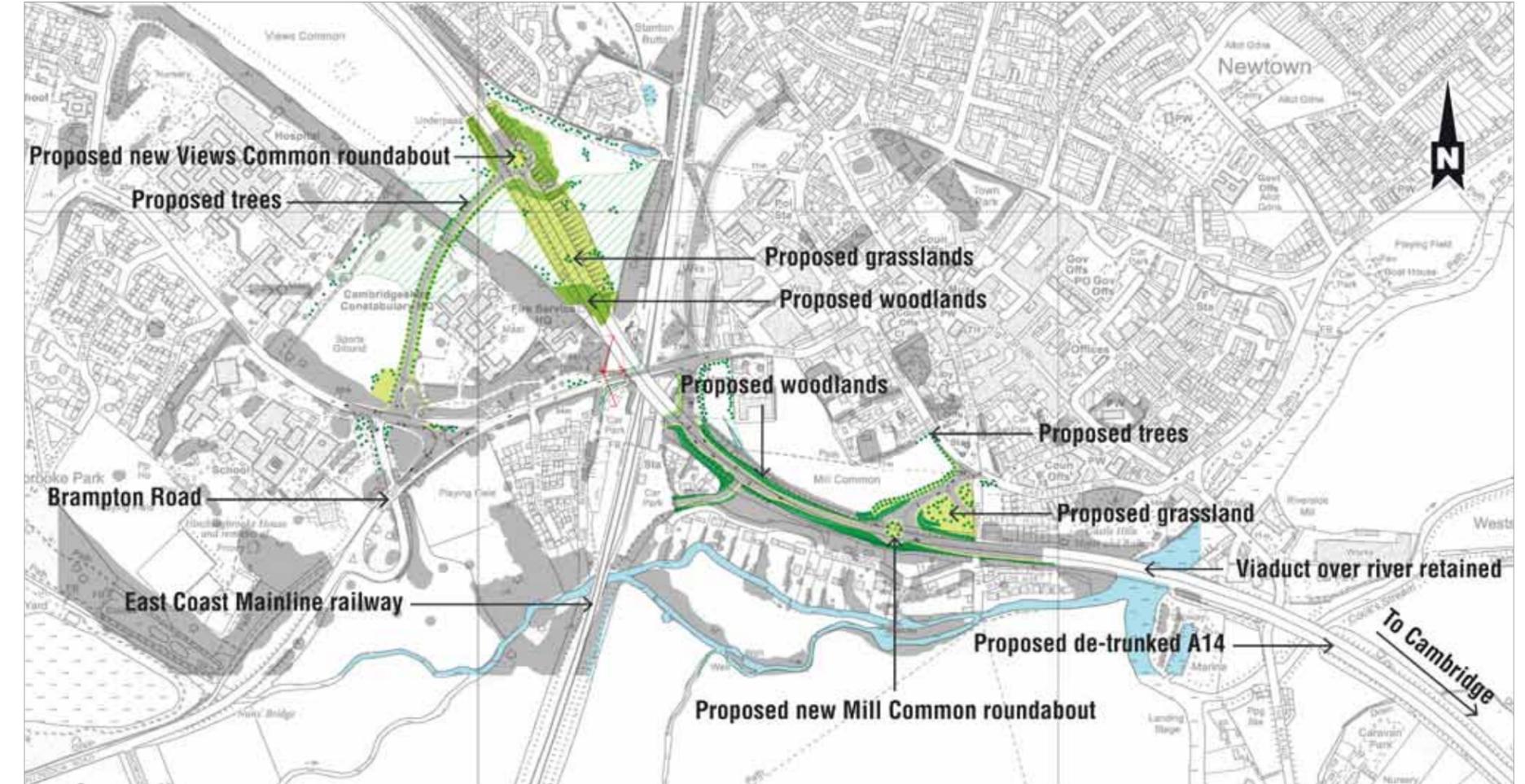


Figure 11: Huntingdon Town Centre

## Huntingdon Southern Bypass

We are proposing a new bypass, referred to as the Huntingdon Southern Bypass, which would remove a large proportion of traffic from the existing A14 between Huntingdon and Swavesey. The bypass would be a three-lane dual carriageway from the junction with the A1 at Brampton to where it joins the existing A14 at Swavesey.

The proposed new section would be approximately 11 miles in length and would include a raised viaduct section of road running across the River Great Ouse

and a bridge over the East Coast Mainline railway. The viaduct design would be simplistic in style and native tree and shrub planting proposed either side of the carriageway.

There would be a new junction with the A1198 south of Godmanchester. This junction would have west facing slip roads to allow traffic from the west to access Godmanchester, Papworth Everard and places to the south such as Cambourne and vice versa. East facing slip roads would be provided for emergency use only.

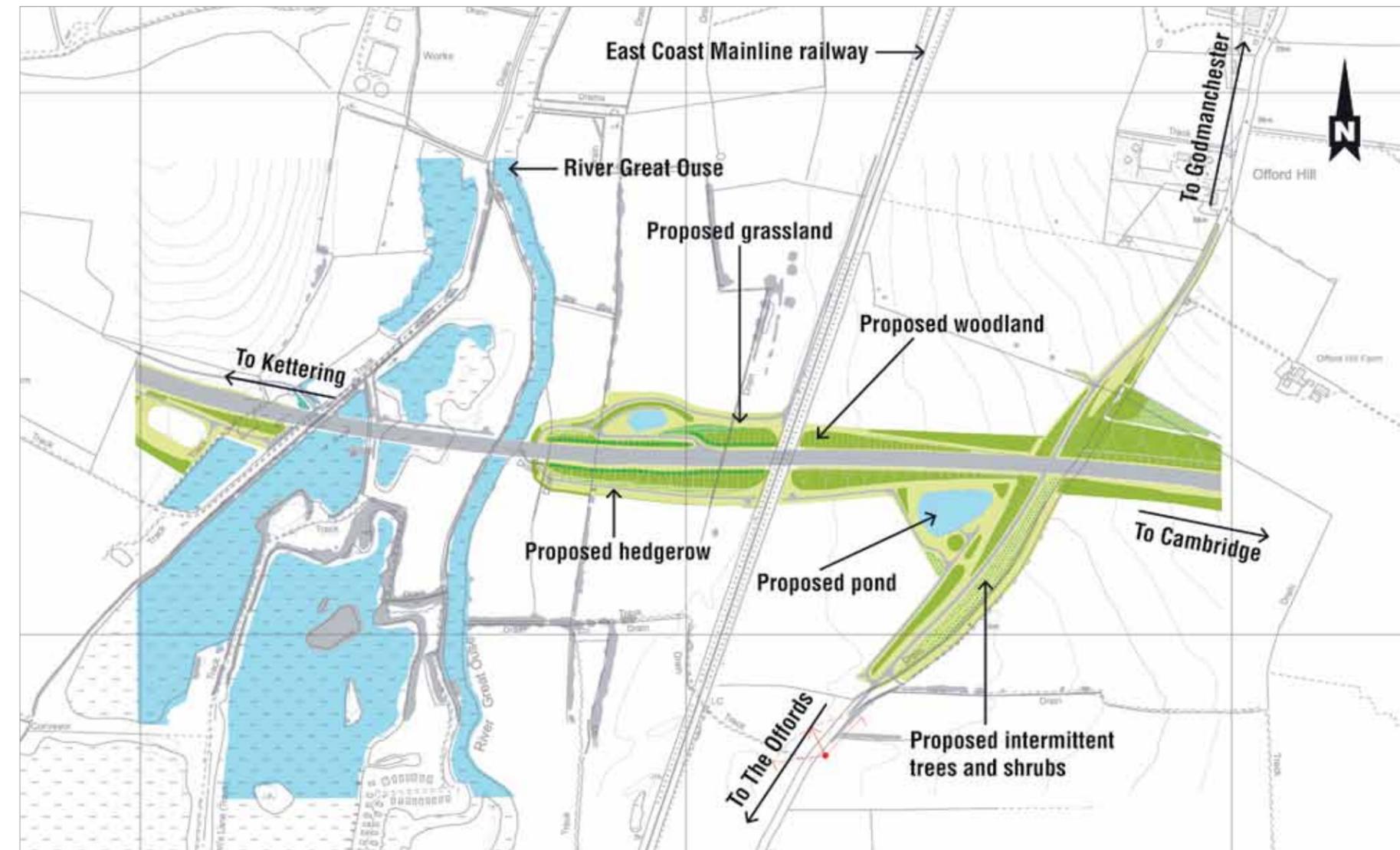


Figure 12: Ouse Valley crossing

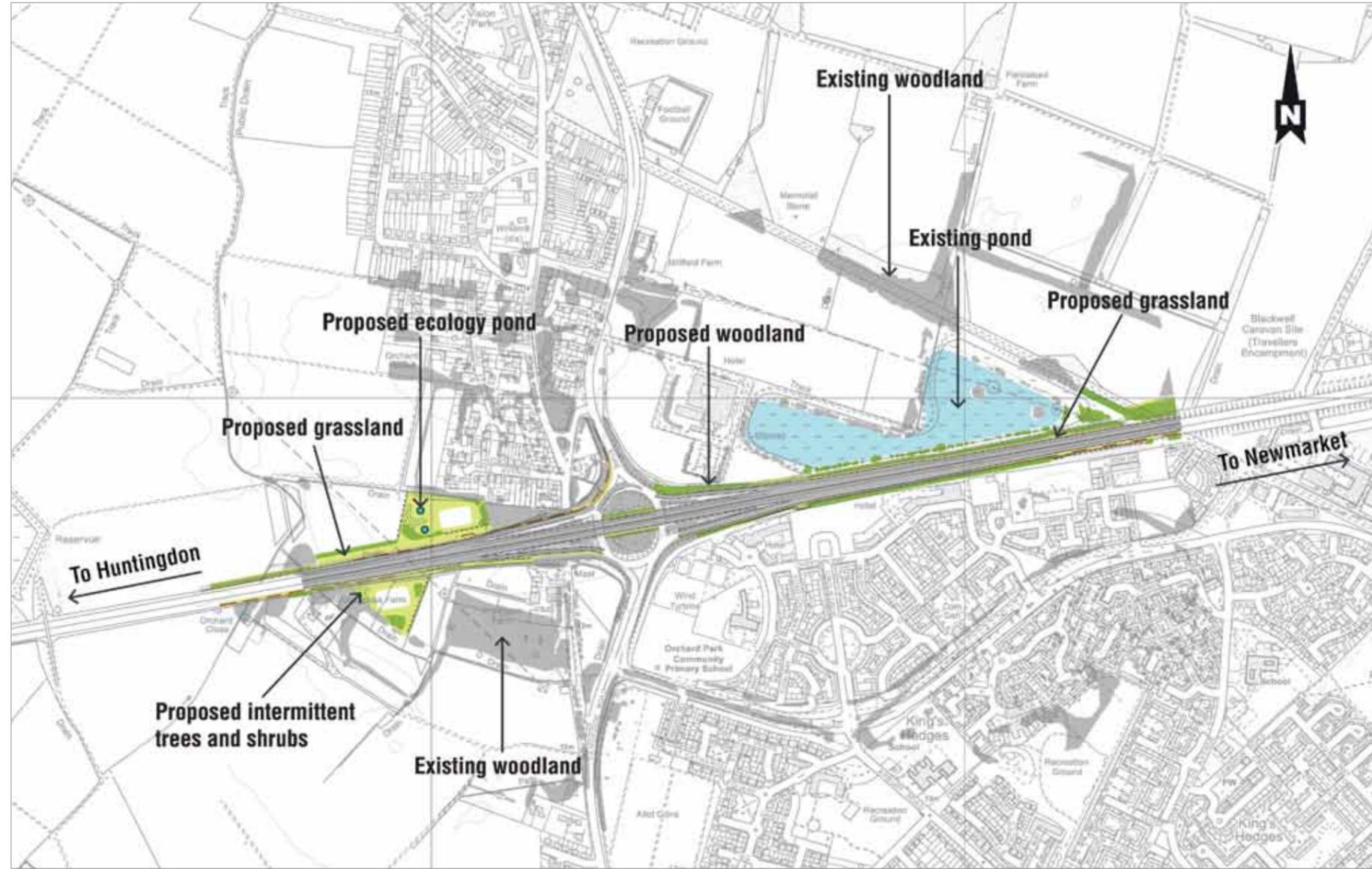


Figure 13: Cambridge Northern Bypass

### Widening of the existing A14

**Swavesey to Girton** – Approximately 5½ miles of the A14 would be widened between Swavesey and Girton. The existing A14 two lane dual carriageway would be widened to a three lane dual carriageway from Swavesey to a junction at Bar Hill. From Bar Hill to the junction with the M11 motorway at Girton the existing dual three-lane road would be widened to four lanes in each direction.

**Cambridge Northern Bypass** – The proposed scheme would also include the widening of approximately 1½ miles of existing A14 Cambridge Northern Bypass from dual two-lane to dual three lane carriageway from Histon junction to Milton junction.

Widening the section from Girton to Histon is being carried out early as a separate scheme. Construction has already commenced and the work is expected to be complete by the end of this year, 2014.

### Local access road between Fen Drayton and Girton

From Fen Drayton to Swavesey a new dual two lane local access road would be constructed to enable local traffic from Huntingdon and St Ives to join the proposed A14 at Swavesey. From Swavesey onwards to Girton, the local access road would be single carriageway, running parallel to the improved A14. The proposed new road would provide a route for local traffic between Cambridge and Huntingdon as well as giving access to properties and businesses along the corridor.

The proposed road would help to separate local traffic from longer distance strategic traffic and provide an improved environment for non-motorised users. The inclusion of this local access road means that the improved A14 would have fewer side-roads joining it, improving traffic flow and safety and making it a less congested route.

The existing A14 junction at Dry Drayton would be closed and incorporated into the local access road.

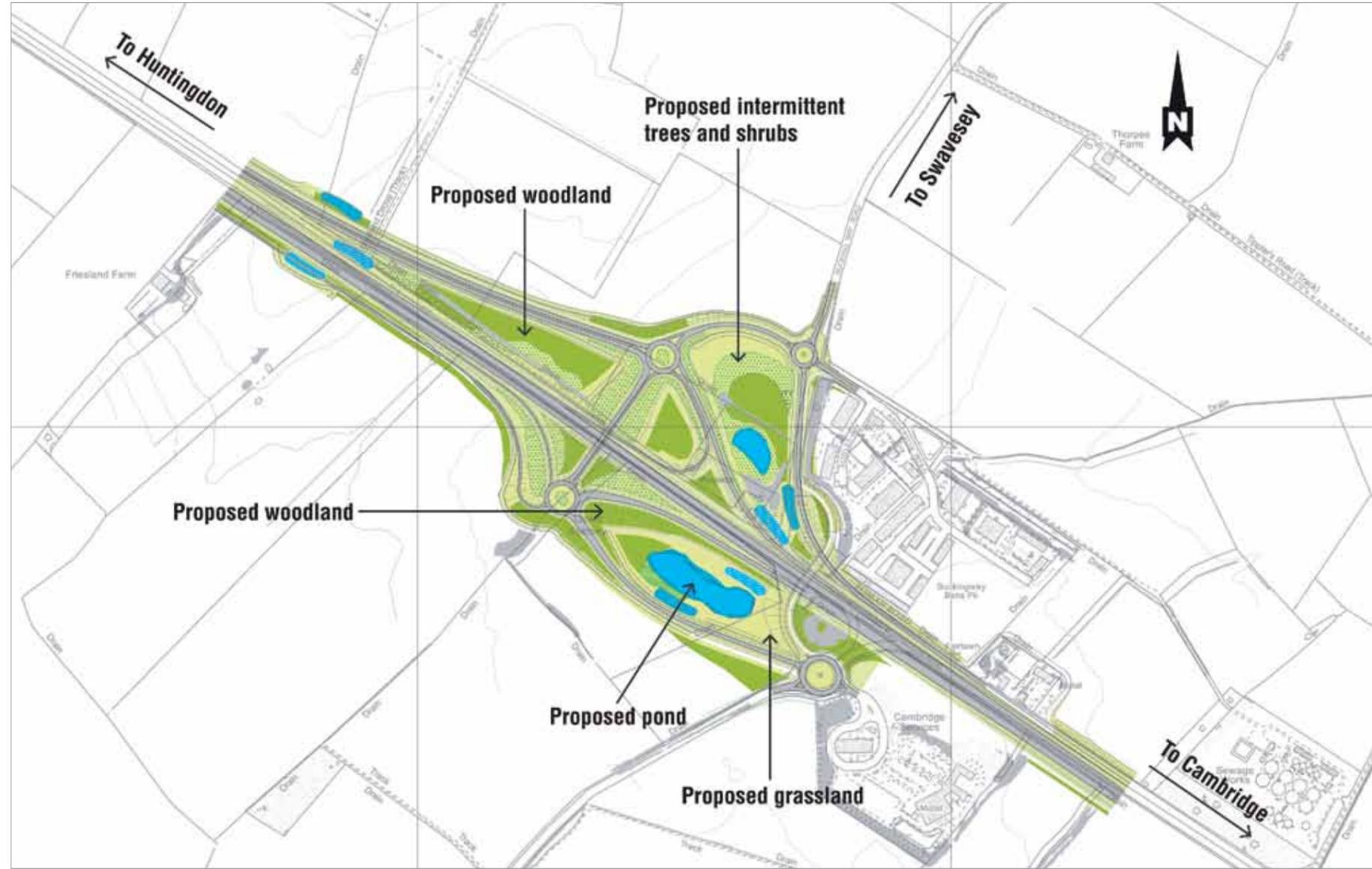


Figure 14: Proposed Swavesey junction improvement

### Existing junction improvements

At Swavesey the junction (Figure 14) has been re-designed to address some of the comments that were raised in the autumn 2013 consultation. In the proposed scheme, we have moved the junction slightly north to enable a new non-motorised user bridge to be provided at the location of the existing road bridge. This would provide a safe route for pedestrians, cyclists and equestrian users to travel from Swavesey to Boxworth and to access Cambridge services. The size of the roundabouts have been increased to cater better for the forecast traffic flows. The positions of the slip roads have also been moved to allow for a re-positioning of the local access road.

The proposed improvement of the junction at Bar Hill (Figure 15) has been re-designed to facilitate the widening of the A14 to four lanes in both directions between Bar Hill and Girton and to provide safer connections across the A14 for non-motorised users.

We are aware that the Homes and Communities Agency (HCA) is working on a proposed 10,000 home development at Northstowe. Planning permission has been granted for the first 1,500 homes and we understand that a further application is to be made to the local planning authority this summer for the next

phase of development, comprising 3,500 homes. We have worked closely with the HCA to ensure that our proposals for the improvement of Bar Hill Junction are compatible with the estimated traffic movements in and out of the proposed development.

The proposed layout for the Girton interchange (Figure 16) has been designed to enable safer and more free-flowing traffic movements in both the eastbound and westbound directions of the A14. It would remove the existing A14 westbound loop and replace this with a safer dedicated free-flow connection. It would also provide a new local access road into Cambridge via Huntingdon Road.

Improved facilities for non-motorised users are also proposed in the form of a safe route adjacent to the local access road running across the interchange from the south-east connecting with Huntingdon Road in the north-west.

Since the autumn 2013 consultation we have re-positioned the roundabout on the local access road. This enables local traffic from Cambridge to join the A14 northbound in a safer manner. We have also looked again at the off-slip road from the A14 eastbound carriageway into Huntingdon Road with a view to providing a safer transition from trunk road to local road.

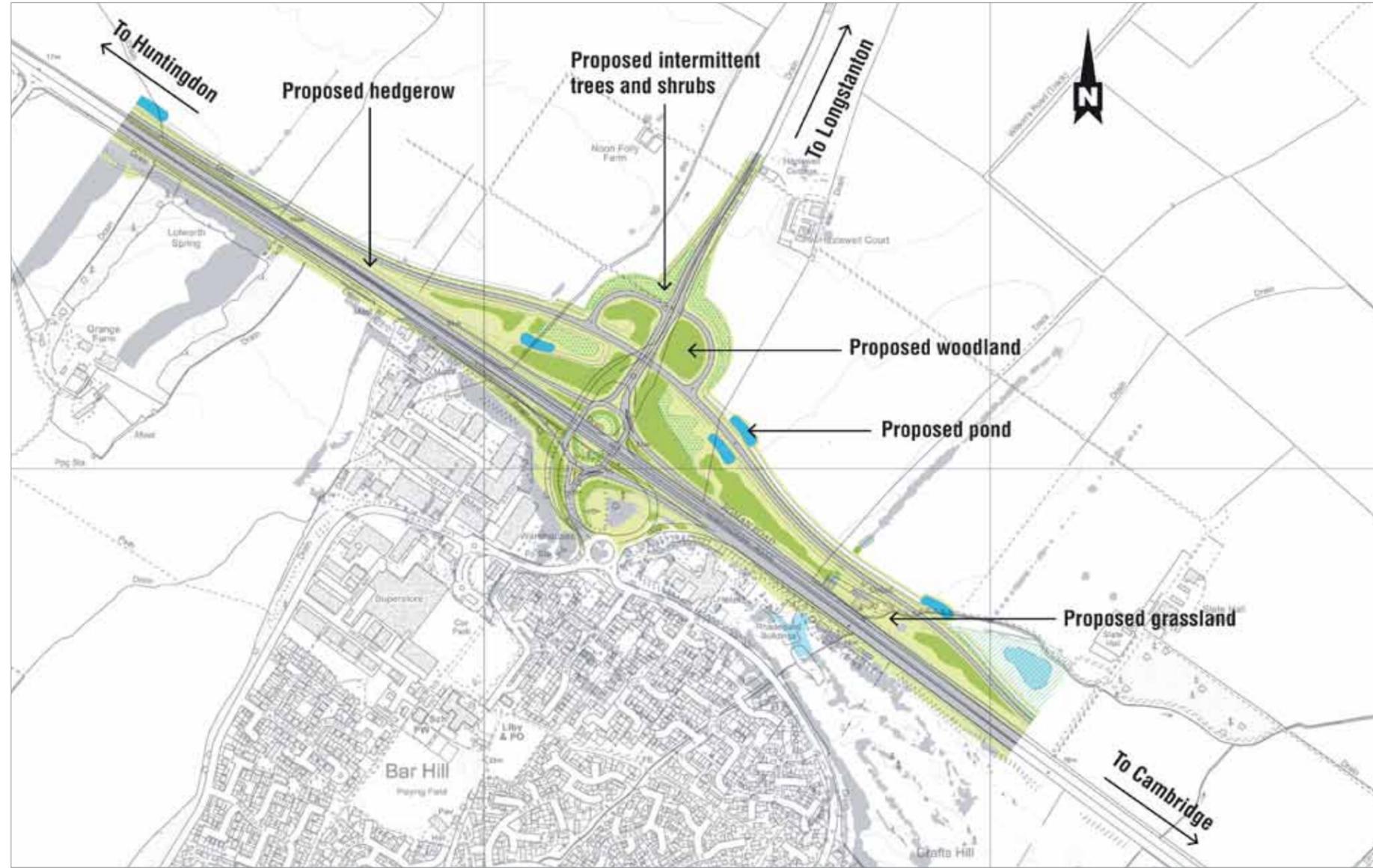


Figure 15: Proposed Bar Hill junction improvement

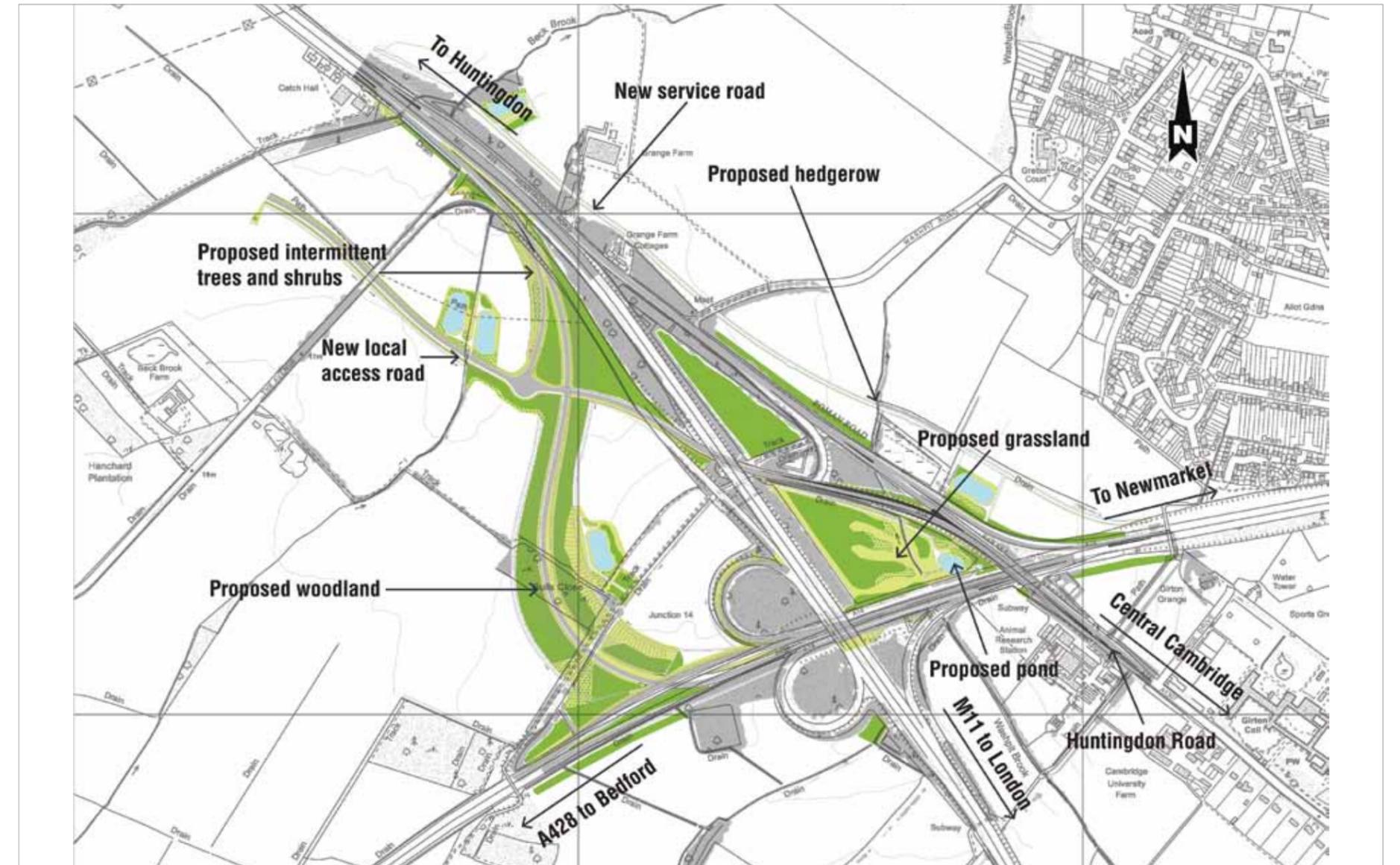


Figure 16: Proposed Girton junction improvement



What happens next

6



## Safeguarding the proposed scheme

In order to protect the proposed scheme from conflicting development before construction starts the Highways Agency intends to safeguard the land required for the proposed scheme. Safeguarding is an established tool of the planning system designed to ensure that new developments do not have an adverse impact on the ability to build or operate a scheme or that the cost of land does not rise over a period of time. Once safeguarding is in place the local planning authorities will be required to consult the Secretary of State for Transport with regard to any planning applications that affect land required for the proposed A14 Cambridge to Huntingdon improvement scheme. The Secretary of State will then either notify the local authority that there are no objections to planning permission being granted or will issue a direction restricting the granting of permission.

The Highways Agency intends to safeguard the proposed scheme in summer 2014, once the responses to this consultation have been considered and taken into account. The intention is to safeguard all land required either permanently or temporarily for the proposed scheme. The scheme plans provided with this consultation demonstrate the current extent of this land as currently anticipated. This will be refined as the detail of the scheme is developed further.

## Preferred route announcement

During the public consultation on route options held between September and October 2013 we provided an indicative timeline for the announcement of the preferred route of the proposed scheme. A preferred route announcement is usually made as soon as a single route option is identified following route options consultation and our indicative timeline during options consultation reflected this.

As a result of the decision not to impose tolling, we decided that the date for the preferred route announcement now would be moved to summer 2014 so that

we can fully consider views on the un-tolled route now proposed before formally confirming the preferred single route option.

We believe the decision to make a preferred route announcement after the statutory pre-application consultation demonstrates the willingness of the Highways Agency to remain open to stakeholder and community feedback and is consistent with the principles and requirements of the Planning Act 2008.

## Consultation report and DCO application

Following the consultation period we will carefully consider all of the responses and produce a consultation report summarising the responses received and outlining how they have been taken into account in the development of our proposals to improve the A14 between Cambridge and Huntingdon. We will send this report to the Planning Inspectorate as part of our DCO application .

The Highways Agency intends to submit the DCO application to the Secretary of State (represented by the Planning Inspectorate) in autumn 2014 once the process of consultation has been completed and the details of the proposed scheme have been finalised. The Planning Inspectorate will consider the application and supporting material and then decide whether it meets the required standards to proceed to examination and whether our pre-application consultation has been adequate. The Planning Inspectorate, on behalf of the Secretary of State, will then examine the DCO application. During this time the Planning Inspectorate will invite representations from interested parties. Once the application has been fully examined and assessed and representations considered, the Planning Inspectorate will submit a report and recommendation to the Secretary of State for a decision on whether a Development Consent Order for the proposed scheme is to be granted.

Subject to obtaining a Development Consent Order, our aim is to start construction works at the end of 2016.

## Other information

More information on the A14 Cambridge to Huntingdon improvement scheme is available on the scheme website:

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

Here you will find background information on the scheme together with regular updates on what is happening and what is coming next.

Information on the current consultation and on the previous route options consultation held in 2013 can also be found on the Government's consultation webpage:

[www.gov.uk/government/consultations/a14-cambridge-to-huntingdon-improvement-scheme](http://www.gov.uk/government/consultations/a14-cambridge-to-huntingdon-improvement-scheme)

Previous consultation documents include:

- Technical review of options for the A14 Cambridge to Huntingdon improvement scheme September 2013
- A14 Cambridge to Huntingdon improvement scheme public consultation on route options September 2013
- A14 Cambridge to Huntingdon public consultation on route options 2013: consultation report December 2013
- A14 Cambridge to Huntingdon consultation report: executive summary December 2013

Information on the current consultation include:

- Statement of Community Consultation
- Preliminary environmental information report
- Consultation brochure
- Preliminary traffic report
- Section 48 Notice
- Plans of the proposed scheme layout

You can also find reports from previous A14 studies on the Government's A14 challenge website:

<https://www.gov.uk/government/consultations/a14-challenge>

The documents are available to download or can be requested in a different format.

If you would like any further information on the Development Consent Order (DCO) application process for Nationally Significant Infrastructure Projects, the Planning Inspectorate's website <http://infrastructure.planningportal.gov.uk/> provides details of national infrastructure planning.

The Planning Inspectorate's website will also provide updates on the A14 Cambridge to Huntingdon improvement scheme DCO application process. The project pages can be used to monitor recent scheme activity, upcoming steps in the application process and eventually the DCO application documents which have been uploaded.

## 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 help to make sure that we capture and record your views and that we accurately log all comments on the proposed scheme.

The questionnaire will be available to complete online on the scheme website. Alternatively a paper copy can be printed from the webpage or can be requested free of charge by contacting the project team using any of our details.

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

On the web:

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

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)**

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