



# The Planning Inspectorate

## A14 Cambridge to Huntingdon examination

### Agenda for the issue specific hearing on traffic and transportation

**Date of meeting:** Wednesday 16 September 2015

**Seating available from:** 9.30am

**Meeting begins:** 10.00am

**Venue:** Huntingdon Racecourse, Brampton,  
Cambridgeshire PE28 4NL

This agenda is for guidance only. It is not designed to be exclusive or exhaustive. The ExA may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient time to each issue to allow proper consideration of them. However, should the consideration of the issues take less time than anticipated, the ExA may conclude the hearing as soon as all relevant contributions have been made and all questions asked and responded to.

The ExA requests the attendance of the following parties:

- Representatives of the applicant who are in a position to discuss the matters on the agenda
- Cambridge City Council
- Cambridgeshire County Council
- Brampton A14 Campaign Group
- Any other interested parties who wish to take part in the hearing

1	Welcome and introductions
2	Purpose of hearing

3

Traffic Modelling:

- a) Latest Local Impact Report and Statement of Common Ground positions in terms of submissions up to Deadline 8 and any subsequent discussions between the above stakeholders in terms of agreements envisaged to be reached during the examination
- b) Overall acceptability of the applicant's traffic modelling to the above stakeholders
- c) Consideration of the traffic modelling undertaken , particularly in relation to the following matters:
  - i. Whether the 2001 CHUMMS study is the most relevant to the application in terms of the consideration of viable modal alternatives under Para 4.27 of the National Policy Statement for National Networks (REP7-024 - Question 1.12.18).
  - ii. The possible traffic flow consequences of the base year model's failure to meet the WebTAG thresholds of 85% within the City of Cambridge (REP7-011 - Matter 12, Paragraph 14, Bullet Point 1).
  - iii. Whether the predicted traffic growth is thought to be due to: an unrepresentative level of modelled congestion and delay, as suggested; re-assignment due to improved flow conditions on the A14; or another reason (REP7-011 - Matter 12, Paragraph 14, Bullet Point 2).
  - iv. The effect that the use of a Dynamic Assignment model may have on traffic flows, particularly over the peak period, against the use of a Steady State Assignment model (REP7-027, Paragraph 39).
  - v. A brief overview, and some examples, of the effects, and its locations, of the specific addition of the LIT modelling and then the S2 sensitivity testing to CHARM3A (REP8-010, Para 3.1.1, and REP8-012).
  - vi. The reasons why the existing A14 route through Huntingdon, with the viaduct retained, is said to be quicker and more attractive for long-distance traffic travelling from the A1 north to the A14 east and M11 south, in the context of the additional roundabouts on the route at Swavesey and if the Views Common and Pathfinder link roads were retained within the scheme, together with their junctions with the existing A14 (REP7-028, Question 2.5.5, Paragraph 24).
  - vii. Options available to increase the capacity of the B1514 Huntingdon bridge over the ECML if the existing A14 viaduct was removed, and whether such options, possibly by the introduction of an additional entry lane at the Brampton Road arm of the Edison Bell signalised junction, would reduce congestion on Hinchingsbrooke Park Road and Brampton Road (REP8-010, Paragraph 4.2.1).

4	<p>Highway Design:</p> <p>a) Traffic modelling input into detailed design</p> <p>b) Consideration of highway design as it exists and would progress, particularly in relation to the following matters:</p> <ul style="list-style-type: none"> <li>i. Whether the adoption of CHARM3A + LIT + Sensitivity Test 2 would change anything in terms of the application as it currently exists.</li> <li>ii. Consideration of traffic routing under the various alternatives suggested at the junction between The Avenue and the local access road (REP8-010, Paragraph 7.2.3).</li> <li>iii. Whether villages with a potential for impact in terms of increased traffic (such as Madingley, Dry Drayton and Hilton) should be added to the list of junctions of concern in terms of monitoring and impact (REP8-010, Paragraph 5.1.3; REP8-005, Para 4.1.1, Item 9 and REP8-015, Question 2.12.3).</li> </ul>
5	Sufficiency and routeing of provisions for non-motorised users.
6	Previous responses in relation to the Brampton A14 Campaign Group, particularly in relation to any differences between the promoter's responsibilities in respect of the study of alternatives under previous Inquiry procedures and those of the applicants under the current National Significant Infrastructure Project procedures (REP8-007, Paragraph 7).
7	Any other matters
	Close of hearing

**Please note:** The agenda may be subject to change at the discretion of the ExA. The ExA will allow comfort breaks and a lunch break if necessary. The hearing will close at the conclusion of business. Interested parties who have registered to speak in advance will be provided with a table and microphone. Individuals who have not registered in advance may participate at the discretion of the ExA.