

**From:** Eileen Collier [REDACTED]  
**Sent:** 18 May 2015 12:44  
**To:** A14 Cambridge to Huntingdon  
**Subject:** FW: A14-PINS Prelim Meeting - Brampton Campaign Group Alternative Scheme  
**Importance:** High

fao A14 Case Manager

Dear Mr Coombes

The Examination Panel may wish to be aware that I have today sent a copy of our outline alternative A14 scheme (October 2013), plus additional supporting material, to Mr John Border of Arup in response to his personal request after the PINS Preliminary Meeting on 13 May.

Accordingly, I wish to lodge the correspondence below and attachments (Annexes A-C) as documentation for the A14 Examination.

Eileen Collier (Cllr) – Brampton A14 Campaign Group

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From: eileencollier  
To: [john.border@arup.com](mailto:john.border@arup.com)  
CC: [mike.evans@highwaysengland.co.uk](mailto:mike.evans@highwaysengland.co.uk)  
Subject: A14-PINS Prelim Meeting - Brampton Campaign Group Alternative Scheme  
Date: Mon, 18 May 2015 11:37:35 +0000

Dear Mr Border

As requested, please find attached at **Annex A** our outline A14 scheme, which was sent to the Highways Agency in October 2013. It is an updated version of our original alternative scheme at **Annex B**, which was submitted to the Highways Agency and the A14 Public Inquiry in January 2010.

As mentioned at the A14 Examination Preliminary Meeting on 13 May 2015, further development is ongoing and we welcome Arup's offer to assist us in drawing up our alternative scheme.

We would wish to do this in conjunction with the Campaign for Better Transport and the Confederation of Passenger Transport (both registered with PINS as interested parties). We would also wish to directly involve/consult our advisers at the Rail Freight Group (RFG Chairman Lord Berkeley), the Metropolitan Transport Research Unit (MRTU Director Keith Buchan) and other experts as required.

**Key (road) elements of our alternative scheme are:**

- **Retaining the A14 viaduct and upgrading existing A14 EU TEN-T freight route;**
- **Removing the new 'Huntingdon Southern Bypass' - a six-lane highway from the A14 to the A1 - and the ten-lane A1/A14 Interchange at Brampton;**
- **Removing widening the A1 at Brampton and between Brampton Hut and Alconbury;**
- 
- **Completing and upgrading the A14/M11-A428-A421 route to the M1 as an additional fast freight route.**

Our alternative scheme is **multi-modal** in accordance with **DfT policy** in order to reduce harmful road traffic emissions and risks to the environment and public health. Our proposals include a package of measures to **reduce car and freight traffic** and **manage traffic flows**, such as:

- **Rail options** (passenger and freight);
- **Improved public transport**; improved **facilities for cyclists**;
- **Additional Park & Ride facilities** linked to **express coaches and local bus services**;
- **DfT 'smarter choices' options** eg: workplace travel plans; car share; community transport;
- Installation of **Active Traffic Management (ATM)** technology on Huntingdon-Cambridge section of A14 (previous upgrade of rest of route – see **Annex C**).

Work on drawing up the scheme needs to start straight away if we are to meet the tight deadlines of the Public Examination process. Costs of the new works required will also require assessment once they have been defined in detail.

What I need now from Highways England, please, is a **current cost breakdown** of separate elements of the HE scheme to assess potential cost savings, viz:

- **Demolition of the viaduct and construction of new roads** in and around Huntingdon town (**AQMA**);
- **Construction of 'Huntingdon Southern Bypass'** from Swavesey to Ellington (including the **A1/A14 Interchange**);
- **Widening the A1** at Brampton (**AQMA**) and between Brampton Hut and Alconbury.

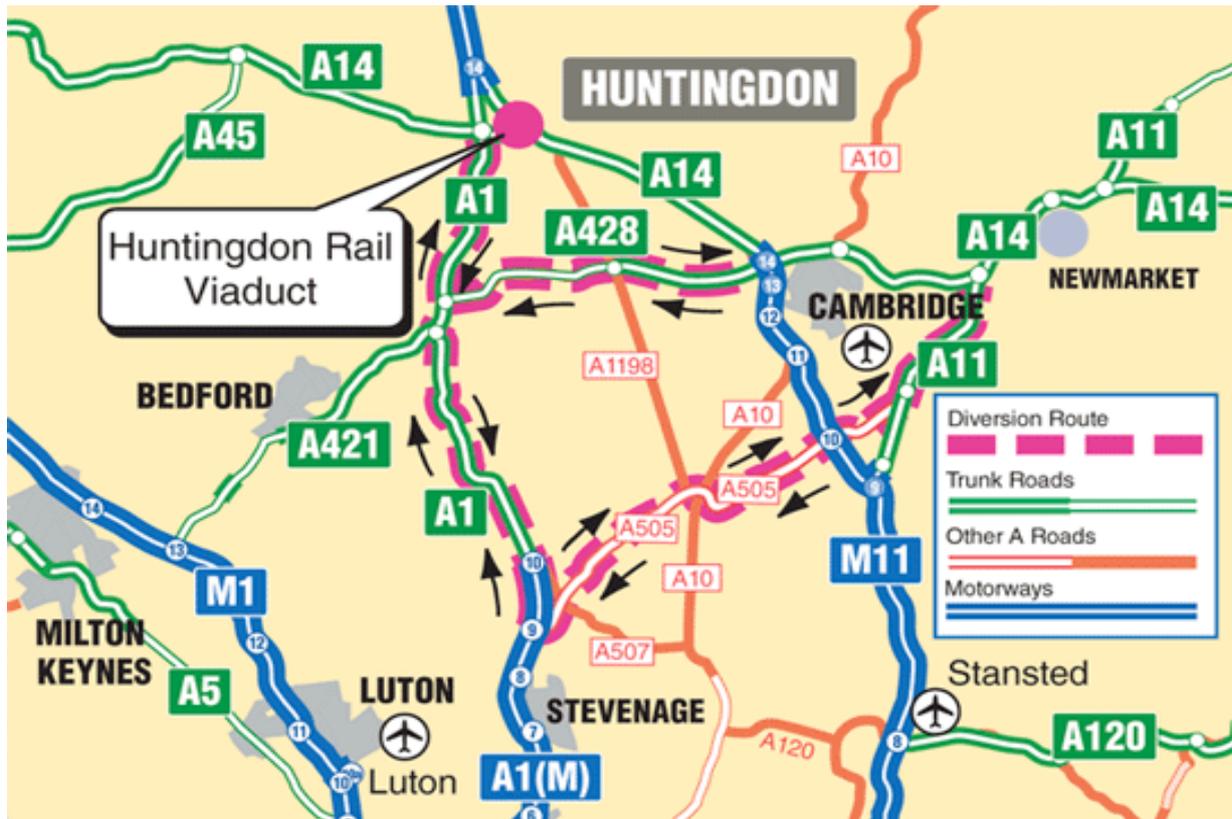
We look forward to working with you on drawing up and costing our alternative scheme.

Could we arrange to meet soon please? I am sure I can find a suitable meeting room in Brampton.

**Eileen Collier (CIlr) - Brampton A14 Campaign Group**

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## BRAMPTON A14 CAMPAIGN GROUP ALTERNATIVE SCHEME



Map - Highways Agency alternative routes during A14 rail viaduct works

### The current A14 scheme – cost £1.5billion (£60million per mile)

The current A14 scheme is based on that produced as the Cambridge to Huntingdon Multi-Modal Scheme (CHUMMS) in 2001. Its main flaw is that it has been conflated with the 'Huntingdon Vision', a **small town improvement scheme**, which seeks demolition of the viaduct as a key aim. Because of this the current **A14 improvement scheme** is parochial in concept and short-sighted in 'vision' with disproportionately adverse environmental effects on neighbouring villages. There is no rational justification for demolishing the A14 rail viaduct and destroying the existing strategic trunk route when increased capacity is being sought.

**The 'Huntingdon Vision' should be removed from the A14 scheme.** Result: viaduct retained, no complex road scheme in Huntingdon, no 'toll road', no Brampton Interchange and no widening of the A1. Other current A14 scheme proposals may also not be needed. This would reduce costs considerably and leave the Highways Agency road design team free to reconfigure the 'A14 improvement scheme' as an **International TEN-T Freight Route and Strategic Trunk Road**.

I offer the '**Brampton Vision**' as a possible alternative A14 scheme which could benefit the local and international road haulage industry and motorists and save the children of Brampton from the harmful effects of road traffic air pollution.

## The Brampton Vision – Key points

- **Retain Huntingdon rail viaduct** and existing A14 capacity.
- **Upgrade A14 to motorway standard (A14(M))** from Cambridge (M11(J14)) to Huntingdon. This should improve travelling times on the A14. The rail viaduct could be rebuilt to a higher standard at a later date. Recent repairs have assured the safety of the viaduct 'for the foreseeable future'.
- **Upgrade the route from M11(J14) to the M1 to motorway standard (M11 (West))**. A new road could be built from M11(J14) [or from the A428 Caxton Gibbet roundabout] direct to the Black Cat roundabout south of the A428 junction with the A1. A new grade-separated A1/A421(M11(W)) interchange would ease traffic congestion at the Black Cat. This fast route to the M1 would reduce travelling times for freight traffic bound for the Birmingham area.
- **Retain the existing A428** as a local road which links the A1 and the A1198.
- **Active Traffic Management** systems should be installed on both new motorways and Highways Agency 'managed motorways' practices adopted – eg traffic running on the hard shoulder during peak hours. This has already been successfully introduced on the M42.
- **Proposal to A14 challenge: A Park & Ride site at Brampton Racecourse** which is located close to the village on the A14 (West). The Guided Bus route could be extended to the site – it currently ends at Huntingdon rail station. A local (electric-powered) shuttle bus service between the Park & Ride site, Brampton village, Huntingdon rail station and Hinchingsbrooke hospital could also be introduced. This would relieve congestion on local roads – particularly at peak times - and car parking problems at the station and the hospital.
- **Multi-modal elements could also be included – see below**
- **Rail freight route – Felixstowe–Nuneaton (F2N):** More investment needed. This is effectively an **eastern bypass of Huntingdon**. DfT policy is to encourage the shift of freight from road to rail.
- **The EU Transport Commissioner** has already provided some 20 million euros for two elements of the old BCG scheme - ie (1) upgraded signalling on the F2N and (2) installation of Active Traffic Management systems along the whole length of the A14 (section within the A14 scheme area was excepted).
- **Motorways of the Sea:** whereby freight is transferred at deep sea ports to coastal shipping for onward transmission - removes freight from roads and reduces road traffic congestion and air and noise pollution.

**Eileen Collier (Cllr) Brampton A14 Campaign Group 19 Oct 2013**

**THE 'NEW A14' - WHAT'S THE ALTERNATIVE?  
AN ALTERNATIVE (MULTI-MODAL) SOLUTION TO A14 CONGESTION PROBLEMS**

Case based on environmental issues\* & the precautionary principle

\*climate change   \*carbon emissions reduction targets  
\*air and noise pollution   \*related health issues   \*flooding risk

A428-A421 link  
from A14 to M1



Highways Agency map showing location of A14 scheme and A428-A421 link to M1

1. **ROAD: SCRAP 'NEW A14' PLANS** (ie Fen Drayton - Ellington section of the improvement scheme). Retain Huntingdon viaduct and existing A14 capacity. Costs of rebuilding viaduct offset by no need to widen A1 or build complex local road scheme in and around Huntingdon. New junction on A1198 also not required. Current cost estimate for A14 'improvement' scheme (22 miles) **£1.2 BILLION**.
2. **ROAD: Complete upgrade of existing alternative route: A14/M11(J14) A428-A421-M1**
  - **A428 upgrade partially completed.** More funding needed.
  - **A421 upgrade now under construction.**
  - **Bring forward completion of both upgrades** using part of 'new A14' funding if needed.
3. **RAIL:** Invest available 'new A14' funding in **ports rail freight infrastructure**. Existing **TEN-T rail freight route Felixstowe – Nuneaton**. Additional Govt and EU funding has been allocated but significantly greater public/private investment is needed to increase network capacity to the level required.
4. **GUIDED BUS: Under construction.** Cambridge to Huntingdon. Aim is to reduce A14 car traffic.
5. **COSTS:** The proposals above would reduce the public health<sup>1</sup> risks (and associated costs<sup>2</sup>) and would be better for the environment due to the lower carbon emissions of rail<sup>3</sup>. The rail freight route would also relieve A14 congestion from **Felixstowe** to Huntingdon (and beyond) – not merely from **Cambridge** to Huntingdon. **Upgrading existing** road and rail routes would be likely to be **better value for money and could bring the required improvements into service more quickly**.

**Notes:**

1. The Gauderman report (p9)
2. Annual costs to the NHS attributed to road transport pollution estimated at £11 billion.
3. Per tonne carried, rail produces between five and ten times fewer emissions than road transport – *EWS March 2007*.

**6. TRAFFIC CONGESTION AND ROAD SAFETY** could be further improved by:

- **Improving traffic management:** 'crawler' lanes for HGVs; use of hard shoulder; road pricing; ATM
- Testing of non-UK lorries at embarkation/disembarkation ports
- Validating papers and driving licences of non-UK drivers
- Policing adherence to limits on drivers hours/statutory breaks etc
- Providing truck stops to minimise parking in A14 villages.

**Note:** Many of the points listed have now been addressed by the House of Commons Transport Select Committee - Report published 24 Aug09 at <http://www.publications.parliament.uk/pa/cm/cmtran.htm>

*Eileen Collier*



# A14 Corridor Traffic Management Scheme

2009-UK-13027-E

Part of Priority Project 13

## European Economic Recovery Plan

### Member States involved:

United Kingdom

### Implementation schedule

Start date: May 2009

End date: December 2010

### Implementing body:

Highways Agency

### Budget:

National budget: €46,687,800

Total project cost covered by this Decision: €58,357,800

EU contribution: €11,670,000

### Percentage of EU support:

Works: 20%

### Additional information:

European Commission, DG TREN  
[http://ec.europa.eu/transport/index\\_en.html](http://ec.europa.eu/transport/index_en.html)

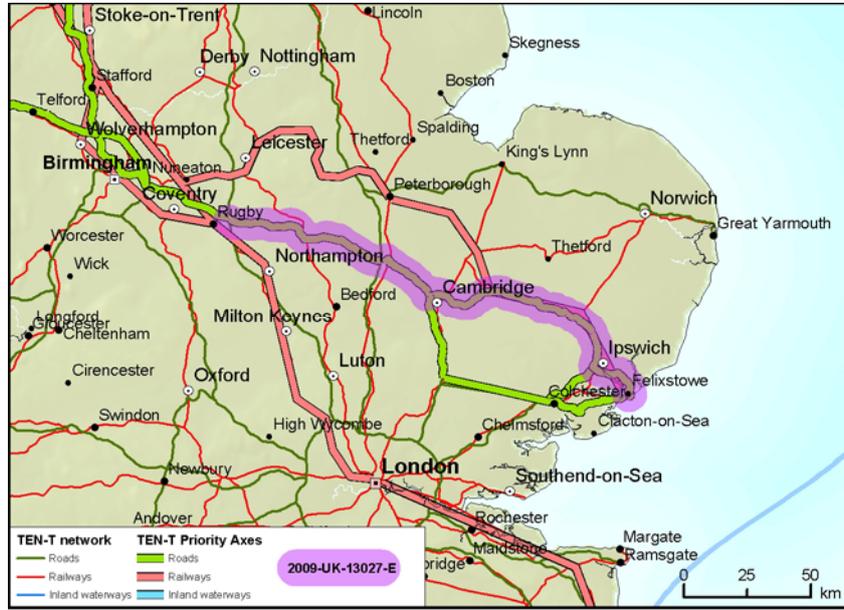
Trans-European Transport Network Executive Agency (TEN-T EA)  
<http://ec.europa.eu/tentea>

### Beneficiary:

United Kingdom of Great Britain and Northern Ireland  
[www.dft.gov.uk](http://www.dft.gov.uk)

### Implementing body:

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



This project is part of Priority Project 13 (United Kingdom/Ireland/Benelux road axis).

The proposal will improve traffic conditions along 3 heavily congested sections of the A14. This will be achieved by installation of:

- Incident detection and automatic signing, traffic detection system and queue protection using variable message signs on cantilever structures.
- Strategic diversionary message sign information at specific junctions
- Extensive close circuit television (CCTV) coverage for improved incident response

Through wider dissemination of the data collected, significant accident reduction and delays saving will be achieved by warning drivers of upcoming accidents and advising them of preferred diversionary routes.

The project will also contribute to the ongoing EU ITS initiatives including Easyway and the ITS Action Plan.

### DISCLAIMER

Individual financing Decisions will be adopted by the Commission only after all pending issues related to EC legislation, notably environmental law, have been resolved.