

Dear Sir/Madam

My Reference: 10030945 (TR010018)

Written Representation as per Rule 8 letter

I understand that the proposed route for the upgraded A14 will be approx. 800m from my property, which is at the northern side of Hilton, so it will be less than half the distance of the current A14. This will obviously mean increases in pollution problems associated with this close proximity including noise, visual, light and air quality, which will be made even worse due to the increased height above the surrounding land

A detailed Professional Environmental Noise Study on the effects that the A14 improvement scheme will have on Hilton was carried out in 2010 which is planned to be brought up to date.

This report highlights that even in 2010 the then noise levels would be unacceptable and with the proposed road being closer to the village, also at an unconfirmed but increased height above that of the existing road, the levels of noise, air and vibration pollution can only expect to be worse.

The measures outlined below would go some way to mitigate the effects the new road will have and I urge you to implement them:-

- Utilising the figures from the 2010 report, the recommended of the installation of a double skinned reflective barrier, constructed of either plastic or timber would be capable of improving the noise climate of the village of Hilton by an average of 3.5dB more than the current bund design will. Similar sound mitigation technologies have been implemented in many locations across Europe.
- The visual impact of the elevated section of the proposed route could be minimised by lowering the level to the absolute minimum required, in combination with the above barrier and reduce significantly the visual intrusion to local residents.
- In addition to the day time view and night time headlights, the bridges that will cross the new road will need to be built to a significant height (11m has been suggested). This will add to the intrusion, day and night and bring that intrusion closer to the village where the crossing roads commence their gradient.
- As the B1040 through Hilton appears to become the shortest route between the Godmanchester junction and St Ives – the potential for ‘rat-running’ and increased general traffic becomes a distinct likelihood. What measures will be put in place to ensure that this doesn’t happen, especially for HCVs (i.e. a permanent weight limit or at least for the duration of construction)
- The construction phase is scheduled to last for many years and the impact on the village could be significant if measures are not enforced. Such measures

should include the location of contractor sites to ensure that access is not through the village and the use of Borrow pits should be restricted to a minimum and not beyond the construction phase. No Construction Traffic should be permitted through the village. Site access must be possible via main trunk routes

#### Proposed removal of the A14 Viaduct at Huntingdon

- Removing the existing A14 viaduct over the railway line at Huntingdon, will drive more traffic onto surrounding roads and onto the new proposed A14 upgrade
- The viaduct could easily be retained if a 7.5 tonne weight limit were imposed, which would reduce the impact of wear and tear on it considerably, reducing the maintenance costs significantly
- This would balance the volumes of lighter traffic, and corresponding noise and pollution on and around the A14 upgrade road.
- This will also reduce the anticipated increased congestion within Huntingdon itself, and negate the need to ruin "The Common" by driving a new road through it with additional roundabouts.

#### A428 upgrade

- Can I suggest and recommend bringing forward the upgrade and duelling of the A428 which would provide an additional/alternative route for East/West traffic, thereby reducing the effects of a A14 single main artery, reducing traffic volumes on it and consequent noise and air pollution to the surrounding area and balancing volumes and providing an alternative route in the event of closure, accidents etc.

#### Lack of timely information

- The lack of availability of important information, such as traffic modelling, environmental study, noise models etc., until after the DCO had been submitted made it impossible for people to make the relevant analysis and provide input back within the timescales of the public enquiry. What was the reason for that?

Best regards

Andy Bush

