

Revision of Representation No. 109

Made by: Terence Hayward

Representation

UP TO 20% OFF LIST PRICE AND TWO FOR THE PRICE OF ONE!

This is the sort of advertisement that most shoppers would be thrilled to read but Highways England and the Government appear ready to ignore the possibility of such an offer. At a time when the Government is proposing cuts to Education, Health, Welfare and Defence budgets it is difficult to understand why the alternative scheme proposed for at least ten years by Buckden Parish Council continues to be ignored.

1. I fully support the proposal that the viaduct over the Brampton Road should be retained and repaired if necessary and that the current A14 should be retained by Highways England as a major link in the local road strategy. The retention of this four lane highway would allow the proposed new 'bypass' to be constructed with only 4 lanes but would provide a total of eight lanes instead of the proposed six.
2. The arguments in favour of this alternative plan have been hampered by the lack of information from Highways England concerning cost savings, traffic movement and pollution forecast figures. The best estimates available to date suggest that there would be a savings of between £200,000,000 and £300,000,000 and that there would be considerable extra traffic and thus delays and air pollution in the area leading into the eastern approaches into Huntingdon.
3. The removal of the viaduct will mean the loss of the existing elevated Huntingdon and Godmanchester bypass. The consequential loss of this near motorway standard road will not only have far-reaching effects on the free flow of traffic but also create problems for the movement of traffic and pedestrians in Huntingdon.
4. The **advantages** of the alternative proposal are as follows:
 - a. There would be two roads instead of one. These would provide eight lanes instead of the proposed six.
 - b. The current A14 would provide easy access for traffic travelling from the North to the East coast ports and to East London and vice versa. The proposed new road would provide easy access for traffic travelling from the West to East and vice versa. Access to North and South from both roads would be facilitated by the proposed improvements to the A1 between the M25 and Peterborough.
 - c. There would not only be better road access for the burgeoning developments at Alconbury Weald and RAF Wyton but easier traffic movement from villages to the north of Huntingdon.

- d. The provision of two motorways would provide an immediate and easy alternative route if either was blocked by accidents or the need for repair.
 - e. There will be less traffic movements to the west of the village of Brampton, thus reducing the resultant noise and other pollution from the prevailing SW winds.
 - f. There would be additional revenue saving for haulage firms travelling from the North to the East and vice versa because they would be saved the extra 5-6 miles that will be incurred with the proposed plan.
5. The **disadvantages** of the current proposals are as follows:
- a. There will be considerable extra traffic on the Brampton Road in the vicinity of the Railway Station, Hinchingbrooke Hospital, Hinchingbrooke School, the Fire and Police Headquarters and the new developments on Edison Bell Way. Because of the proposals there will be a total of ten or eleven road junctions on a 600yd stretch of road and extra traffic lights. There will also be extra traffic accessing the road and thus Huntingdon town centre from the now de-trunked A14 'stub roads'. There are already considerable delays in the morning and afternoon especially at the time when there are more people, including children and infants, walking in this area. The stationary and slow moving would inevitably cause more pollution.
 - b. The loss of the existing bypass and the consequential extra traffic outlined in subparagraph a will have a knock-on effect for the villages of Buckden, The Offords, Diddington and Southoe. Local traffic unable to move easily from side of Huntingdon to the other will move to the nearest River Ouse crossing south of Huntingdon. This will mean that the already constricted crossing between Buckden and The Offords will become more dangerous and there will be an increase in slow moving traffic through Buckden.
 - c. The loss of the viaduct will also mean that drivers following the recommended alternative will create an even greater traffic density on the A1 past Buckden, Diddington and Southoe.
 - d. There appear to be very few reasons for not accepting the alternative proposal. The first is because Highways England wants to hand the current A14 to the County Council and the CCC is not happy with this. This is easily overcome by Highways England continuing to use the road as a major highway. The second is that Huntingdon District Council claim that the removal of the viaduct will 'open-up' the west of the town. Examination of the proposed plans for the area reveals that only the Open Space Allocation HW7 and a small area of the Employment Allocation HW7 will be become available. The third is that it will remove noise and other pollution from parts of Huntingdon but as we see above it will create more in other areas.
6. **Provision of Cycle/Footpath from Buckden and Brampton to Grafham Water.** In addition to my concerns about the proposed plans I hope that whichever plan is

eventually adopted that the provision of a cycle/footpath linking Buckden and Brampton to Grafham Water will be seriously considered. This 'legacy' would provide easy access from the leisure environment of the River Ouse Valley to Grafham Water. Thus linking two important tourist and leisure centres. The proposed route could go under the new road to join up with Meer Lane to lead up via Buckden Wood to the Reservoir.

7. I hope that these arguments will be considered in depth especially because of the problems that local councils and individuals have experienced in trying to obtain concrete details and figures from Highways England. In conclusion may I emphasise my serious doubts about the proposed plans because I believe they provide neither *SAFE ROADS* nor *RELIABLE JOURNIES*.

Terry Hayward OBE

District Councillor for the Buckden Ward

5th June 2015