

## Written Representation

Registration ID 10030771

Representation no. 383 dated 9<sup>th</sup> March 2015

I fully support the need for improvement of the current A14 between Huntingdon and Cambridge.

I request however that the Examining Authority considers whether the proposed A14 Huntingdon – Cambridge Improvement Scheme has been conceived from too narrow a geographical remit, i.e. providing an improved highway design and capacity that addresses the current congestion between Huntingdon and Cambridge without considering the wider causes of the pinch-point congestion.

I suggest that whilst the proposed A14 Huntingdon – Cambridge Improvement Scheme will undoubtedly improve the traffic flow it misses the opportunity to improve the reasons why the pinch-point occurs and ignores the huge impact the proposed scheme will inflict on current and future residents of Huntingdon and along the proposed route.

In my opinion the major contributors creating the Huntingdon – Cambridge pinch-point are: -

- 1) The volume of HGV traffic passing through the area, specifically to and from east coast ports.
- 2) The existing and projected growth of the City of Cambridge and the current and future demand for residential property to support this growth.
- 3) The growth and further capacity with international routes projected for Stanstead Airport.
- 4) The increasing popularity of the Huntingdon - Cambridge corridor for commuters to Cambridge and into London.

I ask that the Examining Authority considers whether as an alternative to the proposed A14 Huntingdon – Cambridge Improvement Scheme the existing trunk road network for the surrounding area be redeveloped and through traffic be directed away from the Huntingdon locality, thereby preserving the environment in the Huntingdon area to an acceptable level for preferential residential use.

### Suggested improvements to the existing trunk road network.

- 1. Develop the A428 by completing the dual carriageway from Girton to St Neots, and introduce a St Neots bypass south of the Little Barford power station, crossing the A1 at the current A1/A421 junction. This would create a shorter and more direct route to the motorway network for HGV traffic joining the motorway network at M1/J13.**

#### Benefits

- a) Provide a quicker route to the motorway network for HGV traffic.
- b) Route HGV traffic away from existing and potential residential areas in the Huntingdon area, the A421 route currently has little residential development being largely industrial development and fields along the already constructed dual carriageway.
- c) Dilute HGV traffic between the A421 and the current A14 to and from the Catthorpe junction at M1/19.
- d) The construction of a remodeled junction at the A1/A421 would remove the regular bottleneck at the Black Cat roundabout.
- e) HGV traffic travelling north on the A1 from the St Neots area would be destined for continuing north on the A1 via Peterborough, this would significantly reduce the

environmental impact on the area around Brampton and avoid the need for 10 lanes close to the village.

- f) The development of the A428/A421 would provide resilience in cases where incidents cause delays as it would create two viable east/west routes, the A428/A421 and the A14 from Huntingdon to M1/J19.
- g) The development of the A428 and the introduction of a St Neots bypass would allow flow improvements for traffic accessing the A1 north and south at St Neots that currently cause delays.

## **2. Improve access onto the M11 for traffic to and from the west by introducing a spur road connecting the A428 with the M11.**

### **Benefits**

- a) Provide a viable route A1/A428/M11 for traffic travelling from the north and west to Stanstead Airport and onwards to London that avoids Huntingdon, St Neots and Cambridge.
- b) The existing A14 from Huntingdon – Cambridge would carry a significant reduction in traffic volume, being predominantly local traffic and commuters into Cambridge.

## **3. Create a local access road parallel to the A14 from J31 – J34.**

### **Benefits**

- a) To provide a local route into Cambridge north and east for commuter traffic that avoids the need for the volume to join the A14 through traffic.

## **Concerns resulting from the proposed A14 Huntingdon – Cambridge Improvement Scheme submitted by Highways England.**

The proposed scheme creates a single preferred route for traffic through the Huntingdon area with limited access and exit junctions and designed to encourage the improved passage of vehicles predominantly east/west.

Any incidents occurring on the proposed road would result in considerable delays for vehicles “trapped” between junctions and cause management difficulties for emergency vehicles.

The proposed scheme concentrates only on moving traffic through the area and therefore misses the opportunity to provide solutions for many of the “hotspots” in the area offering no improvement in resilience to cope with incident delays by diluting traffic via other routes.

The proposed scheme does not consider the environmental impact and health implications for current residents caused by the creation of yet another road through the area.

The low number of access/exits planned for the proposed scheme will result in an increase in the current “rat-running” through villages adjacent to the new route, having a serious impact for road safety and the quality of life for residents through our villages.

The demand for housing in the Huntingdon area will inevitably escalate due to the need to support the growth of Cambridge, therefore new developments will be authorised alongside the proposed A14 route to the detriment for the health of residents and increases in future costs for the NHS.

## **Summary of my representation submission regarding the proposed A14 Huntingdon – Cambridge Improvement Scheme.**

I ask that the Examining Authority considers recommending rejection of the proposal provided by Highways England on the following grounds: -

- 1) The proposed scheme does little to address the causes of the congestion experienced on the current A14 between Huntingdon and Cambridge.
- 2) The proposed scheme does not consider the impact of the scheme for the health and quality of life for current and future residents in the surrounding area. A more imaginative solution would be to direct traffic away from residential areas and to retain the Huntingdon area for residential development to meet the demand of growth in Cambridge.
- 3) The proposed scheme would cause unacceptable pollution damage to the environment along the route. The high water table results in the need for the carriageway to be raised above the current level, therefore bridges across the route would need to be excessively high causing visual damage to the area. The surrounding area is already subject to flooding, laying tarmac over fields and directing carriageway polluted effluent into the existing drainage system risks overloading the delicate balance for managing the water run-off to river systems.  
The air, noise and light pollution for residents of villages and developments along the proposed route will be considerably and dangerously increased, this should be considered totally unacceptable in a modern society where the impact on health implications and cost to NHS are now being appreciated, this is especially relevant where as in this case alternatives are available where polluting traffic could be routed away from residential areas.
- 4) The proposed scheme will result in a significant increase in the “rat-running” through villages we already experience as drivers seek alternative routes to the limited number of access/exits along the route, no provision is made in the proposed scheme to manage this let alone discourage this practice that places our children at risk.
- 5) The proposal to remove the viaduct on the current A14 at Huntingdon and replace it with a new road over Views Common is misguided as it assumes that only local Huntingdon traffic will use this route. Common sense and experience suggest that this route would be used for “rat-running” and by traffic seeking alternative routes at times of congestion and during incidents. It is difficult to imagine the impact for the centre of Huntingdon in this scenario.