

Revision of Representation No. **411**
made by
Buckden Parish Council

Representation

Buckden Parish Council's initial representation was submitted and received on 9th March 2015.

Buckden Parish Council continues to be concerned about aspects of the Cambridge to Huntingdon A14 Improvement Scheme as currently set out in the DCO documentation. Whilst the Council broadly supports the principal objectives of the scheme, it still believes that these objectives could be fully achieved at a significantly lower cost to the public purse if the option of retaining the Huntingdon viaduct and building the new A14 Huntingdon bypass between Ellington and Swavesey as a Dual 2 lane [D2] carriageway is accepted.

We request that as part of the DCO examination the Planning Inspectors consider a full comparative analysis of the initial capital costs and also of the revenue costs that haulage firms and other road users will have to meet arising from the additional mileages/travel time inherent in the DCO scheme as proposed.

The Council also urges the Planning Inspectorate to recognize the further advantages of retaining the existing A14, the A14 spur, and the viaduct over the Brampton Road in Huntingdon in addition to constructing a new 4 lane bypass. If this existing road is retained by Highways England as a major road the alternative scheme will provide two clear routes, one from the North to the East and vice versa and the other from the West to the East, enabling a smoother and more efficient flow of traffic. It would also provide alternative routes if either were closed because of accident or road works, rather than the currently utilised diversions via the A428/A1, which with the Buckden roundabout are currently approaching capacity limits at times of peak flow.

Locally there would also be less delay and disruption to those accessing Huntingdon, travelling to the Railway Station, Hinchingsbrooke School, Hinchingsbrooke Hospital and planned new developments on Edison Bell Way [the new Huntingdon link road] from the villages to the south and west of Huntingdon. Retention of the viaduct would also be of particular benefit in terms of providing far better local and regional access, than are indicated in current plans, to and from the very substantial domestic, commercial and industrial developments planned to the North and North West of Huntingdon at Wyton and Alconbury Weald.

The Council continues to be concerned that there are no projected figures to indicate the comparative pollution and traffic congestion levels that would be the result of the removal of the viaduct and adding more junctions, roundabouts and traffic lights to the current congested road network in Huntingdon.

Whichever scheme is adopted, Buckden Parish Council does have a number of specific concerns related to the construction and post- construction phases.

The Council's concerns during the construction phase include:

1. that adequate steps are taken to stringently limit the impact of potential traffic flow disruption and traffic congestion through and around Buckden village including on the section of the A1 that lies within the parish

2. that all temporary changes such as utilisation of land and public rights of way for diverted agricultural traffic and construction traffic are in operation for the minimum time necessary and are fully restored to their original condition by the end of this phase

3. that adequate mitigation measures are in place to minimise the environmental impact of construction sites/camps in terms of noise, particulates and light pollution as well as associated vehicle movements

The Council has further concerns that relate to the legacy of the scheme. These include:

4. that all necessary measures should be taken to minimise any negative impact of the scheme on the environment in and around Buckden, particularly relating to noise, light, particulate and air pollution. This should include a requirement for the Highways Agency to include in the DCO an element of costings for amelioration measures for problems identified within the period of 18 months following the completion of the scheme

5. that all borrow/steal pits used for the extraction of gravel, clay and sands for use as construction materials should be backfilled and the land restored to its original use as soon as the construction phase is complete

6. that opportunities to provide tangible and lasting benefits for communities located adjacent to the scheme are given full and sympathetic consideration and support.

The Council would particularly draw the Inspectorate's attention to point 5 above. Failure to address this could have far reaching effects on any future proposals/plans to upgrade the A1 from the M25 to Peterborough, particularly for the provision of a bypass around the villages of Buckden and Southoe