

From: Mike [REDACTED]
Sent: 13 June 2015 18:07
To: 'A14CambridgeshiretoHuntingdon@pins.gsi.gov.uk'
Subject: Your Ref TR010018; My Ref 10030558 - A14 Cambridge to Huntingdon Improvement Scheme
Importance: High

Dear Sir/Madam,

Further to the Preliminary Meeting held on 13 May 2015 re the above-mentioned proposed road improvement scheme, I wanted to write and highlight, if it was not already apparent at the meeting, that the proposed scheme has become very divisive for the communities of Huntingdonshire. Effectively, the proposed scheme is about the displacement of the A14 further westward away from the existing A14 viaduct to run around the south and west of Huntingdon. Understandably, this proposed displacement is appealing to some, if not a majority, of the people of Huntingdon and some neighbouring communities, particularly those in and around East Huntingdon and Godmanchester even though there would be considerable dis-benefit for other communities, particularly the people of Brampton, the latter experiencing not only the adverse impact of the re-routed A14 but also that of the widened A1 - the effects of which would combine to amplify the noise and pollution hazard experienced by Brampton. Accordingly, it is respectfully requested that when the results of consultation are taken into account then the perceptions of benefit and dis-benefit by the different affected communities are properly taken into account. It is also worth pointing out at this stage that there are also potential conflicts of interest involving elected representatives who operate at both county council and parish council levels. The latter arises when a county councillor's views on behalf of one ward may not necessarily be in the best interests of another parish outside that ward, but also represented by the same individual at parish council level, thereby leading to potential compromise of the latter's position.

Secondly, it is of paramount importance that the existing A14 viaduct is retained in order to spread traffic flow and minimise adverse environmental impact for all affected communities and to provide the route resilience essential to prevent 'log jamming' in Huntingdon and surrounding villages when stoppages occur due to major accident or road works. This would also enable a return on the investment already made in the repair and improvement of the current A14 viaduct. Such traffic flow resilience would be further enhanced by the proposals for improvements to the A428 westward from Cambridge to the A1.

Finally, while best use should be made of the existing A14 viaduct at Huntingdon for as long as possible, particularly for facilitating north-south traffic flow for the A1-A14-M11, leaving any re-routed A14 to mainly facilitate east-west flows for the A14, consideration should be given at this stage to the very much longer-term replacement of the viaduct with an alternative north-south connection by-passing Huntingdon to the east and north, thereby helping to continue the spread and minimisation of environmental impact for all affected communities, and to facilitate easier access to the A1 and A14 from north and eastern Cambridgeshire and also from south Lincolnshire and north Norfolk. Early considerations for this possibility should inform current and future planning for housing and commerce together with that for associated infrastructure for the northern part of the Anglia region.

M L Boyles

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