

A14 Cambridge to Huntingdon Improvement Scheme

This written representation is in response to the response to Relevant Representations 1, 485, 486, and 702 made by Cambridgeshire County Council

1. *The County Council does not consider the consultation carried out by Madingley to be representative of the wider area affected by closure of The Avenue. It does not appear, for example that the consultation has included other communities that may be affected, such as Dry Drayton and on the alternative routes suggested.*

Madingley Parish Council (MPC) has consulted widely on this issue with neighbouring parishes, with its District councillor, with its County councillor and its MP (as evidenced by Representation 1). Dry Drayton in particular fully supports the proposal to close The Avenue and that view would be confirmed if the County Council were to ask Dry Drayton Parish Council's opinion.

2. *Closure of The Avenue, which is not supported by Highways England, could result in significant costs to the County Council from consultation with the wider community and stakeholders that would be a legal requirement before publishing Orders.*

Highways England told MPC during the consultation exercise in 2014 that any decision to stop up The Avenue was a concern for the County Council and beyond the remit of Highways England. Please can the County Council evidence that Highways England does not support closure of The Avenue, and on what grounds?

3. *The County Council would be required to draft and publish the relevant Orders, which may be subject to a Public Inquiry, if challenged.*

The County Council has not provided costings for drafting and publishing relevant 'Orders'. However according its current policy on Third party applications for Traffic Regulation Orders (TROs) making the application and publishing the notice would cost no more than £1,250 - <http://goo.gl/14tVbx> . If MPC were prepared to fund this County Council would, according to their policy, be obliged to move to making a 'Notice of Intention', thereby triggering the statutory consultation process they are so keen to avoid.

4. *If the Orders were then made, the County Council would then have to fund works to close The Avenue, divert utilities, and provide alternative access for landowners.*

No indication has been given as to the cost of closing The Avenue, however the County and possibly Highways England is ignoring the cost saving that would be made by not having to create a new four way junction to the new local access road, that would replace the existing left-in left-out junction with The Avenue and the A14. It is unclear to what extent the County would have to make 'alternative access' to landowners – would not a pair of metal gates suffice? No evidence has been given showing what utilities would need to be diverted. With regards to funding any work that would be needed, there is funding available through the Local Highway Improvement Initiative, as long as MPC agreed to fund at least 10% of the cost. For reference a pair of gates is likely to cost no more than £800.

5. *Leaving The Avenue as a stopped up road, even if gated/fenced, would make it attractive for fly tipping and travellers.*

No evidence has been given as to why the Avenue as a stopped up road would make it attractive for fly tipping. The association of fly tipping with travellers is at the very least an unfortunate one to make, and one that the travelling community might find discriminatory. It is presumed the County has no intention of asking the travelling community for their opinions?

6. *Given the potential significant resource implications for the County Council, there would need to be clear benefits and justification for such a proposal.*

As has been shown, the County has not provided any cost information, and it is suspected that the costs are unlikely to be excessive by all those who have been consulted, with the exception of the County Council. The costs of not considering the proposal to close The Avenue are considerable.

7. *The County Council does not consider closure of The Avenue to be justified as mitigation of the impact of the A14, based on current information. That Madingley is a short cut from the A428 to the A14 is not disputed.*

Here the County are confirming that Madingley is used as a short cut from the A428 to the A14. It is in fact also used as a short cut between the A14 and M11, especially during peak hours and whenever there are any incidents on the A14 westbound or M11 in both directions that make the Madingley rat-run a more attractive option than a traffic jam.

8. *The Transport Assessment submitted by Highways England reports (at 7.5.17) that in 2035 there will be an increase in traffic using The Avenue from 3800 to 6400 vehicles per day, an increase of 2600 vehs/day.*

We have not had an opportunity to look at "The Transport Assessment submitted by Highways England reports (at 7.5.17)". We have been asking for more up to date traffic data / traffic surveys, however we were told we would "have to wait". We do not know where the data comes from or when it was collected, or by what means. What we do know is that the number of vehicles using The Avenue in the Transport Assessment does not tally with the last Cambridgeshire Police traffic survey conducted (over 7 days) in August 2012 <http://goo.gl/DHbWQW> which recorded on average 1,200 vehicles per day. It is unlikely the volume has tripled over that period – more likely the data used in the Transport Assessment has been extrapolated from small sets of data over short time periods. At times (such as during the August 2012 survey) the number of vehicles using The Avenue has been measured as up to 285 per hour when the A14 has been closed temporarily. Equally a few hours can pass where there is no traffic at all in either direction, usually in the middle of the night when there are no problems with the A14 or M11.

9. *The traffic model (CHARM2) by Highways England has been analysed by the County Council and the following facts established.*
- *Of the 2600 vehicles a day increase on The Avenue, only 600 vehs/day is an increase on the High Street, Madingley.*
 - *The remaining 2000 vehs/day increase is vehicles re-assigning from Dry Drayton Road to The Avenue, which currently uses this route to circumvent the existing left it,*

left out junction with the A14. If The Avenue was closed this traffic would continue to use Dry Drayton Road and pass through Madingley as it does at present;

A point of fact here – The Avenue ends at the junction with Dry Drayton Road, where the High Street begins. If traffic were travelling along Dry Drayton Road, and then re-assigning to The Avenue, it would be travelling northbound onto the new access road and not into Madingley at all. Therefore if The Avenue were closed, none of the vehicles would travel on Dry Drayton Road to re-assign onto The Avenue, as the route would not exist.

10. Some 40% of vehicles using The Avenue are vehicles with a trip end in Madingley;

This means that currently 40% of the 3,800 vehicles using The Avenue have a journey end in Madingley. **That is 1,520 vehicles a day.** Madingley is one of the smallest parishes with 95 households and little commercial activity to generate significant vehicle movements. We therefore suggest there is an error in the Transport Assessment data. Fewer than a handful of the vehicles using The Avenue every day have a trip end in Madingley – possibly a few more when there is an event on at Madingley Hall. In our experience, most traffic using The Avenue is headed towards the A1303 or A603 (via Long Road Comberton) – trying to get into the West or South of Cambridge and avoiding the congestion on A14 / M11.

11. On the basis of the assessments to date, the County Council therefore considers that there would be little benefit to Madingley from closing The Avenue unless Dry Drayton Road was also closed, and this has not been the subject of consultation. If both roads were closed, Madingley residents would be inconvenienced by losing access to roads north of the village, and a significant proportion of traffic appear to be local residents. Achieving a significant reduction in through traffic for Madingley would require both The Avenue and Dry Drayton Road to be closed.

Clearly the assessments to date reflect subjective opinions of officers working for the County Council, combined with a questionable Transport Assessment produced by Highways England. There is no justification for closing Dry Drayton Road as well as The Avenue.

12. The County Council considers that the most appropriate measure would be to implement traffic monitoring. In the event that post opening of the A14 there was a significant observed adverse effect on Madingley due to the A14, implementing a right turn ban with physical enforcement measures and/or traffic calming could be considered, and the County Council would expect this to be funded by Highways England as mitigation of the impact of the Local Access Road forming part of the Development Consent Order.

This statement implies that Highways England would have to set aside funds to deal with any adverse impact on Madingley due to the A14 improvements. It also recognises that changing the proposed new junction with the new local access road will generate increased traffic flows, otherwise why suggest implementing a right turn ban as a possible way of dealing with the problem? This appears a more costly means of dealing with problems that already exist and are likely to get worse once the new access road is built connecting The Avenue with a 4-way junction in place of the current left-in left-out junction, which restricts the options for motorists and makes The Avenue a less attractive option than it will be after the proposed new local access road is built

In summary:

- The Local Highway Authority has made a subjective assessment based upon ill-informed opinions, not on facts
- The Transport Assessment produced by Highways England is questionable
- Neither the Local Highway Authority nor Highways England have shared the Transport Assessment (or any of their other opinions) with Madingley or neighbouring parishes

Finally there are issues that have not been addressed, as follows:

- How are the increased traffic flows through Madingley within the capacity of a village road network of this standard, in the context of its carriageway and junctions along its length? (Document 7.2 Para 7.5.17)
- In terms of noise, what effect would the construction of and future traffic on the A14 trunk road westbound link embankment have on residential properties in and around Madingley? Could this link be improved (in terms of noise pollution) by moving the proposed Local Access Road to the north of the A14?
- We have suggested the Local Access Road could be constructed to the north of the A14 – an option that becomes possible if the junction with The Avenue is removed due to its closure. We have not seen a response to that suggestion, which we believe could be substantially cheaper to construct than the proposed scheme
- We have asked that Highways England consider joining the A428 with the M11 around the Girton interchange, so that the majority of the traffic that diverts from the A428 / A1303 through Madingley (via Church Lane) can get directly to where it is trying to go. This would have the advantage of making proposed housing developments further west along the A428 corridor more viable. Since making our initial submission further evidence has come to light including Transport Assessments on the local road network around Madingley, specifically relating to the A14/M11/A428 junction that is a material consideration - <https://goo.gl/HxRi9O>¹

David Ousby



¹ *Statement on behalf of Bourn Parish Council (Representations 59165 and 59159) in response to the Inspector's Matters and Issues for Joint Hearing Sessions, Block 2 in February 2015 - Local Plan 2011-2031: Examination Written Statements for Matter 7: Transport - LOCAL PLAN EXAMINATIONS CAMBRIDGE CITY and SOUTH CAMBRIDGESHIRE*

From: Munro Andrew [<mailto:Andrew.Munro@cambridgeshire.gov.uk>] Sent: 01 June 2015 10:19
To: A14 Cambridge to Huntingdon
Cc: Cheng Edward

Subject: Response to Relevant Representations 1, 485, 486, and 702

This response is solely in connection with the proposed A14 Cambridge to Huntingdon Development Consent Order (DCO) and representations made following publication of the DCO by interested parties. It concerns the County Council's position in relation to relevant representations made to the Examining Authority in relation to the A14.

The County Council does not support closure of The Avenue, Madingley as expressed in the relevant representations from Heidi Allen (Representation 1), and Madingley Parish Council (Representation 485). The comments below are also relevant to the representations by Mrs Frances Otter (Representation 486) and Mr David Ousby (Representation 702).

Madingley Parish Council requested pre-examination that the County Council implement closure of The Avenue, Madingley, and relevant correspondence is attached. At the time, officers outlined that the full implications of the proposed A14 Improvement Scheme needed to be assessed. It was also advised that any proposal to close the Avenue would require justification and consideration including of the potential wider implications of closure on utilities, landowners, and consultation of any proposals for closure with other communities such as Dry Drayton.

The County Council does not consider the consultation carried out by Madingley to be representative of the wider area affected by closure of The Avenue. It does not appear, for example that the consultation has included other communities that may be affected, such as Dry Drayton and on the alternative routes suggested.

Closure of The Avenue, which is not supported by Highways England, could result in significant costs to the County Council from consultation with the wider community and stakeholders that would be a legal requirement before publishing Orders. The County Council would be required to draft and publish the relevant Orders, which may be subject to a Public Inquiry, if challenged. If the Orders were then made, the County Council would then have to fund works to close The Avenue, divert utilities, and provide alternative access for landowners. Leaving The Avenue as a stopped up road, even if gated/fenced, would make it attractive for fly tipping and travellers. Given the potential significant resource implications for the County Council, there would need to be clear benefits and justification for such a proposal.

The County Council does not consider closure of The Avenue to be justified as mitigation of the impact of the A14, based on current information. That Madingley is a short cut from the A428 to the A14 is not disputed. The Transport Assessment submitted by Highways England reports (at 7.5.17) that in 2035 there will be an increase in traffic using The Avenue from 3800 to 6400 vehicles per day, an increase of 2600 vehs/day. The traffic model (CHARM2) by Highways England has been analysed by the County Council and the following facts established.

- • Of the 2600 vehicles a day increase on The Avenue, only 600 vehs/day is an increase on the High Street, Madingley.
 - • The remaining 2000 vehs/day increase is vehicles re-assigning from Dry Drayton Road to The Avenue, which currently uses this route to circumvent the existing left hand junction with the A14. If The Avenue was closed this traffic would continue to use Dry Drayton Road and pass through Madingley as it does at present;
 - • Some 40% of vehicles using The Avenue are vehicles with a trip end in Madingley;
- The traffic model shows no increase in traffic routing from the A428 to the A14 with the A14 Improvement;

- The remaining 600 vehs/day increase on the High Street Madingley appears to be mainly traffic routing from south west Cambridge to Longstanton/Oakington. It is possible that this is traffic not related to the A14.

On the basis of the assessments to date, the County Council therefore considers that there would be little benefit to Madingley from closing The Avenue unless Dry Drayton Road was also closed, and this has not been the subject of consultation. If both roads were closed, Madingley residents would be inconvenienced by losing access to roads north of the village, and a significant proportion of traffic appear to be local residents. Achieving a significant reduction in through traffic for Madingley would require both The Avenue and Dry Drayton Road to be closed.

The County Council considers that the most appropriate measure would be to implement traffic monitoring. In the event that post opening of the A14 there was a significant observed adverse effect on Madingley due to the A14, implementing a right turn ban with physical enforcement measures and/or traffic calming could be considered, and the County Council would expect this to be funded by Highways England as mitigation of the impact of the Local Access Road forming part of the Development Consent Order.

As the County Council has not yet reached final agreement on traffic impacts on local roads with Highways England, this position will be reviewed when Highways England submit their report on Local Traffic Impacts on 2 August 2015. A final response taking into account any further representations from Madingley will be made in the County Council's written comments on Highways England's Local Traffic Impact submission.

Regards

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Representation No. **702**
Received **12 March 2015**
From **David Ousby**
Representation



1. That the 'local access road' designed to connect Dry Drayton and Madingley with Huntingdon Road should be to the north of the A14, and is possible if there is no connection to Madingley via The Avenue. This could also save a huge amount of cost.
2. That the A428 eastbound needs be 'joined up' with the M11 southbound at the Girton Interchange. This is a lot easier to do if there isn't a local access road to the south of the A14 between Huntingdon Road and Dry Drayton. Presently eastbound traffic on the A 428 journeying south onto the M11 has to leave the A428 at Madingley Rise and queue on the A1303 to the extent that there is an overflow of up to 1,000 vehicles in the morning rush hour using Church Lane and Cambridge Road in Madingley as a 'rat run' to circumvent the queue of traffic on Madingley Rise. The reason why Madingley does not want or need the connection to the new local access road via The Avenue are as follows:
 - a) the current connection to The Avenue / a14 is left in / left out - i.e. somewhat restricted, thereby reducing potential traffic flows. The new connection would be a full junction with no restrictions, which creates twice the potential traffic flows, as traffic can go left or right at the junction with the new local access road;
 - b) Madingley connects to Dry Drayton via Dry Drayton Road - so we do not need another road to access the A14 or local access road; and
 - c) The Avenue historically joined Madingley to the parish of Girton - this route was lost when the A14 was built - there has never been any real purpose to the connection between Madingley village and the A14 since it was built, and it is now only used as a 'rat run' by regular commuters seeking to avoid peak hour congestion around the Girton Interchange.

By Improving the A14 to the extent proposed risks vastly increased volume of cars and HGVs through Madingley where there is no opportunity to reinforce the highway to cope with the likely traffic flows.

Instead the local road network through Madingley should be safeguarded and prioritised for local traffic, especially cyclists, horse riders and pedestrians.