

**A14 CAMBRIDGE TO HUNTINGDON
IMPROVEMENT SCHEME
DEVELOPMENT CONSENT ORDER - EXAMINATION**

Comments on Written Representations

By

Cambridgeshire County Council

Shire Hall, Castle Hill, Cambridge, CB3 0AP



7 July 2015

Representation by:	Matter	County Council Comments
British Horse Society	Surfacing of NMU Routes	The County Council has no objection to the use of materials suitable for horse riders, and horse carriage drivers, provided these do not result in substantially increased future maintenance costs.
Ann Goodridge	Traffic Modelling	The County Council will respond on the matter of traffic changes on the local road network when Highways England has completed Local Impact Testing. However, the County Council does not believe that traffic trying to reach the A14 will find the B1040 and Graveley Way an attractive route, as a route via Galley Hill and A1198 Godmanchester will offer higher speed roads with higher standard junctions.
David Ousby	Closure of The Avenue, Madingley	The County Council will provide a full response to this representation when Highways England has completed local impact testing. However, the County Council does not believe that closure of The Avenue will reduce the volumes of traffic through the village unless other roads are also closed. Nor does the County Council consider it has a duty to fund closing of the road, when the apparent need to do so arises from the proposals of Highways England.

Chris Graveling	Removal of B1040 Potton Road Bridge	<p>Removing the B1040 Potton Road Bridge from the scheme would affect connectivity in the wider area. Traffic from Hilton and areas to the south of Hilton wanting to travel eastbound or westbound on the existing A14 would need to use Hilton Road, a minor road, to reach the existing A14. This road is not of adequate standard to replace a B Class road.</p> <p>In the case of westbound traffic this would have to pass through Fenstanton, and then along Huntingdon Road to reach the existing A14 Galley Hill Junction. Part of this road is single track, and one way, making the reciprocal journey impossible. This is not, therefore, an adequate alternative to a B Class road.</p> <p>The County Council would not support the removal of the Potton Road Bridge from the scheme.</p>
Various Respondents	Need for borrow pits	<p>The allocation of borrowpits to serve the A14 improvements was fully considered in the Examination of the adopted Cambridgeshire and Peterborough Minerals and Waste Plan. The Inspector concluded, <i>'The alternative of transporting a large quantity of low value mineral from distant commercial quarries such as those at Langwood Fen / Block Fen would be environmentally and economically unsustainable, even if it could be provided at the necessary rate.'</i> (Inspectors Report to Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, October 2011 (Mr Jonathan King).</p>
Church Commissioners	Flood Mitigation Brampton	<p>The County Council supports the principles of using borrow pits to provide flood storage, but considers that the detail is a matter for Environment Agency comment.</p>

David Prior	Mill Common Link	The County Council considers the link road to be necessary to relieve traffic from Brampton Road. The Junction between Edison Bell Way and Brampton Road to which the de-trunked A14 will add a fourth "limb" is already congested, but is predicted to improve slightly with the A14 completion. Without Mill Common link there is no relief to this junction. In addition, the Mill Common Link provides direct access from the Huntingdon Ring Road to the de-trunked A14, reducing traffic in Godmanchester. The County Council will respond more fully on this matter when Highways England has completed Local Impact Testing.
Elsworth parish Council	Rat Running	The County Council will provide a response to this representation when Highways England has completed local impact testing.
MSA Extra - Cambridge Services	Revised junction at Swavesey	The matter of junctions with the A14 trunk road, and the design of bridges over the A14 are considered to be for Highways England to consider. The radius of 300m on the new link road would however be a two-step reduction in standard from desirable minimum standards, and would require a departure from standard. This would be likely to give rise to an objection on road safety grounds, as a reduction in standard on the approach to a junction is unlikely to be acceptable to the County Council.
Hilton Parish Council	Traffic Impacts	The County Council will respond on the matter of traffic changes on the local road network when Highways England has completed Local Impact Testing. However, the County Council does not believe that traffic trying to reach the A14 will find the B1040 and Graveley Way an attractive route, as a route via Galley Hill and A1198 Godmanchester will offer higher speed roads with higher standard junctions.

Hilton Action on Traffic	B1040 Construction Traffic and Huntingdon Viaduct	<p>The County Council understands that the B1040 south of the new A14 would be prohibited to construction traffic, and the only traffic permitted to use the B1040 north of the new A14 will be that necessary to construct the B1040 crossing only. This will form part of the Code of Construction Practice and the Traffic Management Plan to be developed by the County Council and Highways England.</p> <p>With respect to the suggested weight limit at Huntingdon, the County Council would consider a weight limit of 7.5 Tonnes on a dual carriageway road to be difficult to enforce, and likely to be subject to widespread abuse. The matter of enforcement is however for Cambridgeshire Police.</p> <p>It is difficult to restrict the movement of HGV's as they are permitted to use any classification of road for access and deliveries even if there is a Weight Restriction in place (unless it is a structural weight limit e.g. weak bridge). The County Council's adopted advisory freight route map is intended to inform and influence decisions taken by HGV drivers when passing through the county or requiring access to sites within. The County Council's HGV Policy (May 2015) ¹ sets out the process for assessing impact of HGVs on communities and contains an Exposure Index to determine settlement sensitivity to HGV intrusion used to inform decisions regarding the introduction of restrictions.</p>
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¹ http://www.cambridgeshire.gov.uk/download/downloads/id/3711/hgv_policy_may2015

Jean Ritchie	Need for Pathfinder (Mill Common) Link	The County Council considers the link road to be necessary to relieve traffic from Brampton Road. The Junction between Edison Bell Way and Brampton Road to which the de-trunked A14 will add a fourth "limb" is already congested, but is predicted to improve slightly with the A14 completion. Without Mill Common link there is no relief to this junction. In addition, the Mill Common Link provides direct access from the Huntingdon Ring Road to the de-trunked A14, reducing traffic in Godmanchester. The County Council will respond more fully on this matter when Highways England has completed Local Impact Testing.
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