

**A14 Cambridge to Huntingdon improvement Scheme;
Interested Party no 10030913**

Comments on:

i) Written Representations from Huntingdonshire District Council

Section 4 subsection iv, page 4

We are pleased to see that the Council recognises the negative traffic impacts on the section of Brampton Road in the immediate vicinity of any new road layout. The Council should elaborate on this statement once they and the County Council have had an opportunity to assess the local output of the revised traffic model, including the capacity of the Edison Bell Way/Brampton Road junction. In particular they should assess the impact of the proposals on queuing traffic along both Brampton Road and Hinchingsbrooke Park Road and whether a direct link from Hinchingsbrooke Hospital to the de-trunked A14 close to the Spittals Interchange 9 (as suggested in our reps dated 2 June) would relieve congestion on these roads.

Section 9g, sub sections x, xi and xiv, pages 13 and 14 (see also page 16 ref 2 of the Statement of Common Ground between the Highways England and Huntingdonshire District Council)

We endorse the Council's view that changes to car parking, drop off facilities and the public transport interchange and the impact of the proposed new station access roads need to be considered at this stage rather than as matters to be agreed later as part of 'accommodation works'. Current proposals will result in a loss of car parking and the public transport interchange to the east of Huntingdon railway station. The future requirements for parking on all three parking areas serving the station should be considered now since they will have a significant impact on the local road network in west Huntingdon.

Section 8b sub section iv, page 8

We agree with the Council that properties affected by noise, vibration and quality issues should be properly highlighted. This list should include properties in Station Cottages, Huntingdon which are likely to be affected by excessive noise and fumes from stationary or slow moving traffic on the proposed new station access road.

These properties are also likely to be affected by excessive noise during the demolition of the viaduct and related works to the current A14. They should be listed in Table 20 of the Joint Local Impact Report.

ii) Highways England Traffic Modelling Update Report

Tables 3.1, 3.2, 3.3 and 3.4, pages 38-43

The revised traffic figures (Charm3A) show that the Edison Bell Way/Brampton Road junction is more overloaded with the proposed scheme than without it at both am and pm peaks in 2020 and 2035. This seems logical since many more vehicles are being fed into the junction from the Mill Common Link following the demolition of the viaduct. This will result in worsening tailbacks from the junction along Brampton Road which will in turn restrict egress from Hinchingsbrooke Park Road blocking the proposed signalised Brampton Road/ Hinchingsbrooke Park Road and Views Common/ Hinchingsbrooke Park Road junctions.

iii) Highways England's Response to the First Written Questions

Question 1.12.34, pages 138 and 139

We note from Table 12-48 that the CHARM 3a figures indicate that with the scheme traffic in 2020 along Brampton Road (east of Hinchingsbrooke Park Road) will be 31% greater than without the scheme. In 2035 it will still be 22% greater (Table 12-49). This reinforces our concerns about queuing along Brampton Road and its impact on congestion along Hinchingsbrooke Park Road.

Question 1.12.50, page 179

We consider Highways England's response to be complacent and totally inadequate. On most weekdays there are long queues of traffic along Hinchingsbrooke Park Road for much of the period between 15.30 and 18.00. These often back to the roundabout at the top of the road blocking access to the main hospital car park. It is essential that an accurate assessment of the current extent of pm queuing along Hinchingsbrooke Park Road and Brampton Road is undertaken. This should be carried out after the end of the main holiday season and not in school holidays.

iv) Statement of Common Ground between Highways England and Hinchingsbrooke Healthcare NHS Trust

Section 5, page 6

We note that the Trust is also concerned about congestion following the completion of the Views Common Link. We hope that in on-going discussions other options for reducing congestion are considered including our suggested direct link from the hospital to the de-trunked A14.