

**A14 Cambridge to Huntingdon Improvement Scheme**  
**Interested Party no. 10030913 RD & JA Bowers**

**Deadline 7: Comments on Highways England's Local Traffic Impact Report**

Much of the Information contained in the report reinforces our previously expressed concerns that the proposed scheme will intensify rather than alleviate peak period congestion along Hinchingsbrooke Park Road and Brampton Road in Huntingdon. We believe that the current road proposals for west Huntingdon should be reviewed now before the Panel of Examining Inspectors finalises its report. This review should consider the benefits of a link from Parkway and the hospital to the de-trunked A14 as suggested earlier by ourselves, Peter Downes and Joseph Brien (see comments for deadline 5). This proposal has been put forward as an alternative to the Views Common Link.

We are concerned that Highways England (HE) still do not acknowledge the current extent of peak queuing traffic along Brampton Road and Hinchingsbrooke Park Road, influencing their conclusions regarding traffic conditions in 2020 and 2035.

Table A.29 suggests that without the scheme there will be queues of only 4 vehicles in the pm peak in 2020 along Hinchingsbrooke Park Road approaching the junction with Brampton Road. Already as we believe the Panel are aware, queues of traffic often extend back to the hospital roundabout between 15.30 and 18.00 on most weekdays resulting in delays of over 15 minutes.

We also note the HE forecast that along the section of Brampton Road between the Hinchingsbrooke Park Road and Edison Bell Way junctions traffic will be 28 - 31% higher with the scheme in 2020 than without it, 20 - 22% more in 2035 (Tables 4.8,4.23 &4.24). HE admit that queues of traffic on Brampton Road from its junction with Edison Bell Way will extend past the Hinchingsbrooke Park Road junction in peak hours (Appendix A paras 1.1.68 and 1.1.71).

Eastbound queuing along Brampton Road will be worse with the scheme than without it because the Brampton Road /Edison Bell Way junction will be more congested with the scheme and very close to its theoretical capacity in 2020 and 2035 (Tables A31, A32 ). These queues will seriously inhibit egress from Hinchingsbrooke Park Road even with the proposed new signalised junction. It is likely to add to current queueing along this road which is and will remain under the current proposals the sole access to a major hospital( the biggest employer in the Huntingdon area), primary and secondary schools and the Hinchingsbrooke Park housing areas.

The scheme is also likely to worsen traffic and environmental conditions in Hinchingsbrooke because after the demolition of the viaduct a significant amount of through traffic from the de-trunked A14 to the south east will pass through the busy Edison Bell Way/ Brampton Road junction and Hinchingsbrooke to reach the Spittals roundabout. Not building the Views Common Link would encourage this through traffic to use the strategic road network rather than local roads.

The proposed Views Common Link and the retention of the current A14 between the Link and Spittals roundabout would also make it more difficult to provide a two-way link from Parkway/ Hinchingsbrooke Hospital (or even the hospital only) to the de-trunked A14. The benefits of such a link have been outlined in previous submissions.