

**A14**  
**Cambridge to Huntingdon**  
**improvement scheme**  
Development Consent Order Application

HE/A14/EX/138

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Explanation of the distinction between Work No. 33 in Schedule 1 to the DCO and the Pinch Point Scheme for improvements to the A14 Junctions 31 to 32 Eastbound and Westbound

September 2015

The Infrastructure Planning (Examination Procedure) Rules 2010





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# 1 Explanation of the distinction between Work No.33 in Schedule 1 of the DCO and the Pinch Point Scheme for improvements to the A14 Junctions 31 to 32 Eastbound and Westbound

## 1.1 Introduction

1.1.1 In response to a request from the Examining Authority in the Issue Specific Hearing on the draft Development Consent Order, held on 4 September 2014, this note explains why the inclusion of Work No. 33 (in Schedule 1 of the draft DCO) as part of the Cambridge to Huntingdon improvement scheme is appropriate. It also explains the distinctions between the various elements of Work No.33 and the Pinch Point Scheme for improvements to the A14 Junctions 31 to 32 Eastbound and Westbound ('the Pinch Point scheme'). It describes the elements of work that comprise Work No.33, and explains why those elements of work are proposed to be carried out as part of the A14 scheme, and why they were not carried out as part of the (now completed) Pinch Point scheme. It also demonstrates that Work No.33 would not give rise to any duplication of works between the A14 Cambridge to Huntingdon improvement scheme and the Pinch Point scheme.

## 1.2 Background

1.2.1 The UK Government's growth initiative, outlined during the Chancellor's Autumn Statement in November 2011, was aimed at encouraging investment and exports as a route to a more balanced economy. Specifically it was announced in the 2011 Autumn Statement that:

- The Government would invest £20 million to reduce congestion on the A14, including measures to improve junctions and increase network resilience. Such objectives were to be achieved within the existing highway boundary and delivered by 31 March 2014 under the Government's 'Targeted Improvement Programme' (TIP).
- The Government would provide additional funding of £220 million for smaller projects which would ease local bottlenecks and improve safety and road layout. This fund, known as the Pinch Point Fund, was subsequently increased by a further £100 million following the Autumn Statement of 2012. Delivery of projects was to be achieved within the existing highway boundary and delivered by 31 March 2014 under the Government's 'Pinch Point Programme' (PPP).

1.2.2 It is in this context that the Highways Agency (now Highways England) developed and delivered two schemes through the funding and within the timescale set under the TIP and the PPP. These two schemes were:

- the M11 diverge scheme; and
- the A14 Junction 31-32 Eastbound and Westbound Lane Gain/Lane Drop improvement scheme.

1.2.3 The TIP/PPP schemes were two separate elements from two funding sources delivered as one standalone scheme which has been delivered in advance of and separately from the A14 Cambridge to Huntingdon improvement scheme ('the A14 major project').

1.2.4 The TIP/PPP schemes both needed:

- to be able to be delivered quickly without the need for land acquisition or additional statutory Orders and related inquiries/hearings or other statutory procedures; and

1.2.5 to be delivered within a constrained budget and a fast-track timescale that required delivery by March 2014.

1.2.6 The TIP/PPP initiatives led to identification of the section of the A14 running between Girton and Histon - Junctions 31 to 32 - which could be widened without requiring land assembly outside of the existing highway boundary.

1.2.7 Consequently, given that the A14 Cambridge to Huntingdon brief is to provide an improvement to the length of the A14 which runs between the Ellington and Milton junctions (A14 Junctions 20 and 33) –

- the A14 major project will necessarily encompass the environs of the two standalone TIP/PPP schemes;
- Work No 33 does not form part of the standalone TIP/PPP schemes, but instead forms part of the A14 major project.

1.2.8 By way of further explanation, the table in the following section of this note details the split between the standalone TIP/PPP schemes and the A14 major project. The standalone TIP/PPP scheme is referred to below as the 'Pinch Point scheme'.

### 1.3 Work No.33

- 1.3.1 Schedule 1 of the draft DCO subdivides Work No.33 into Work Numbers 33(a) to 33(s). These items (33(a) to 33(s)) are described in the table below, and the descriptions are accompanied by a brief explanation and justification of the need of each item. Items which are within, or partly within, the geographical area of the Pinch Point scheme are identified *in italics*.
- 1.3.2 The table below also explains why various elements of Work No.33 were not carried out as part of the Pinch Point scheme.

Table 1-1: Itemisation of Work No.s 33(a) to 33(s) and explanation of the need for each item

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
33(a)	the widening (to 3 lane dual carriageway standard) of the existing carriageway of the A14 between the west facing slip roads at its junction with the B1049 at Histon and the west facing slip roads at its junction with the A10 at Milton	The Pinch Point scheme has widened the Cambridge Northern Bypass to 3 lanes between the Girton interchange and the 'west facing slip roads' at Histon Junction. Work 33(a) is now required to continue the widening of the existing carriageway 3 lane dual carriageway standard from Histon Junction to Milton Junction	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction. Land outside of existing highway boundary is needed
33(b)	the construction of drainage attenuation pond 58 with associated drainage facilities and landscaping located on sheet 26 of the works plans and construction of a new private means of access from Lone Tree Avenue, as shown on sheet 25 of the rights of way and access plans and described in Schedule 4	Drainage attenuation pond 58 is required to attenuate the additional runoff from the widening of the slip roads at Histon Junction and the widened mainline to the east of Histon junction (i.e. Work 33(a), above). The private means of access is required to enable Highways England to maintain the pond.  <i>Some of these works are within the geographical area of the pinch point scheme; however they do not form part of the Pinch Point scheme.</i>	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction, nor Histon and Milton junction improvements. These works are only required for the A14 major project Land outside of existing highway boundary is needed
33(c)	the construction of drainage attenuation pond 59 with associated drainage facilities and landscaping located on sheet 28 of the works plans and	Drainage attenuation pond 59 is required to attenuate the additional runoff from the widening of the A14 to 3 lane dual carriageway between Histon and Milton Junctions. The private means of access is required to enable Highways England	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction, nor Histon and Milton junction improvements. These works are only

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
	<p>construction of a private means of access from Kings Hedges Bridge along the north side of the improved A14, as shown on sheet 26 of the rights of way and access plans and described in Schedule 4; the improvement of both the east facing and west facing A14 slip roads at Histon Junction, located on sheet 26 of the works plans</p>	<p>to maintain the pond. All slip roads at Histon Junction (i.e. 'east facing and west facing A14 slip roads at Histon Junction') need to be improved to accommodate the 3 lane dual carriageway through Histon Junction.</p>	<p>required for the A14 major project Land outside of existing highway boundary is needed</p>
33(d)	<p>the construction of new retaining walls to support the improved A14 (Work No.33) at the A14 slip roads at Histon Junction, located on sheet 26 of the works plans</p>	<p>The existing slip roads at Histon Junction are on embankment. Widening of the A14 through Histon Junction to 3 lane dual carriageway will require the existing embankment slopes to be 'cut into' which will require the construction of new retaining walls to retain the structural integrity of the embankment.</p>	<p>Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction, nor Histon and Milton junction improvements. These works are only required for the A14 major project</p>
33(e)	<p>the improvement of the B1049 Cambridge Road North at Histon Junction, located on sheet 26 of the works plans</p>	<p>It is necessary to widen the B1049 Cambridge Road on its approach to Histon Junction to accommodate forecast traffic flow increases at the signalised junction as a result of the A14 major project.</p>	<p>Funding and timescale constraints of Pinch Point scheme did not permit Histon junction improvements. These works are only required for the A14 major project. Land outside of existing highway boundary was needed</p>
33(f)	<p>the construction of</p>	<p>The eastbound diverge slip</p>	<p>Funding and timescale</p>

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
	a new retaining wall to support the improvements to the A14 eastbound exit slip road and the B1049 Cambridge Road North on the north-west side at Histon Junction, located on sheet 26 of the works plans	road and the B1049 on the north-west side of Histon Junction are significantly higher (in terms of ground levels) than adjacent land to the north of Histon Junction. A retaining wall is therefore required to accommodate the widening at this location.	constraints of Pinch Point scheme did not permit Histon junction improvements. These works are only required for the A14 major project.
33(g)	the construction of new strengthened earthworks to support the improvements to the A14 eastbound entry slip road at Histon Junction, located on sheet 26 of the works plans	The eastbound merge slip road on the north-east side of Histon Junction is significantly higher (in terms of ground levels) than adjacent land to the north of Histon Junction. Strengthened earthworks construction (as an alternative to a retaining wall) is therefore required to accommodate the widening at this location.	Funding and timescale constraints of Pinch Point scheme did not permit Histon junction improvements. These works are only required for the A14 major project. Land outside of existing highway boundary was needed
33(h)	alterations to the footways, cycleways and signalised crossings at Histon Junction, located on sheet 26 of the works plans	It is proposed to provide improved NMU facilities at Histon Junction.	Funding and timescale constraints of Pinch Point scheme did not permit Histon junction improvements. These works are only required for the A14 major project.
33(i)	the construction of new strengthened earthworks to support the improved A14 (Work No.33) on its northern side between the A14 eastbound entry slip road at Histon Junction and the	The north side of the A14 between the eastbound merge slip road at Histon Junction and Cambridgeshire Guided Busway is significantly higher than adjacent land to the north. Strengthened earthworks construction (alternative to a retaining wall) is therefore required to	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction. These works are only required for the A14 major project

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
	Cambridgeshire Guided Busway (Impington Guided Busway) crossing, located on sheets 26 and 27 of the works plans	accommodate the widening at this location.	
33(j)	the construction of a new reinforced earth slope to support the improved A14 (Work No.33) on its southern side between the A14 eastbound exit slip road at Histon Junction and a point 200 metres west of the Cambridgeshire Guided Busway (Impington Guided Busway) crossing, located on sheets 26 and 27 of the works plans	The south side of the A14 between the westbound diverge slip road at Histon Junction and Cambridgeshire Guided Busway is significantly higher than adjacent land to the south. Strengthened earthworks construction (alternative to retaining wall) is therefore required to accommodate the widening at this location	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction. These works are only required for the A14 major project
33(k)	works to extend the bridge carrying the improved A14 (Work No.33) over the Cambridgeshire Guided Busway (Impington Guided Busway) on its northern side, located on sheet 27 of the works plans	In order to widen the A14 to 3 lane dual carriageway over the Cambridgeshire guided busway it is necessary to widen the bridge. These works are beyond the scope of the Pinch Point scheme.	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual carriageway all the way to Milton Junction. Land outside of existing highway boundary is needed. These works are only required for the A14 major project
33(l)	works to extend the bridge carrying the improved A14 (Work No.33) over	In order to widen the A14 to 3 lane dual carriageway over King's Hedges Bridge it is necessary to widen the	Funding and timescale constraints of Pinch Point scheme did not permit widening to 3 lane dual

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
	Kings Hedges Bridge on its northern side, located on sheet 27 of the works plans	bridge. These works are beyond the scope of the Pinch Point scheme.	carriageway all the way to Milton Junction. Land outside of existing highway boundary is needed These works are only required for the A14 major project
33(m)	works to modify the existing Milton Junction east bridge to accommodate 3 traffic lanes, located on sheet 28 of the works plans	It is necessary to widen the eastern side of Milton junction to 3 lanes width to accommodate forecast traffic flow increases at Milton junction as a result of the A14 major project.	Funding and timescale constraints of Pinch Point scheme did not permit Milton junction improvements. These works are only required for the A14 major project.
33(n)	works to improve the A14 slip roads on the western side of Milton Junction, located on sheet 28 of the works plans;	The slip roads on the west side of Milton Junction need to be improved to accommodate the start/end of 3 lane dual carriageway which extends westwards from Milton Junction. These works are beyond the scope of the Pinch Point scheme.	Funding and timescale constraints of Pinch Point scheme did not permit Milton junction improvements. These works are only required for the A14 major project.
33(o)	works to improve the A10 on the northern side of Milton Junction, located on sheet 28 of the works plans	The proposed scheme includes some minor realignment of the A10 to the north of Milton Junction to tie into the new junction geometry. These works are beyond the scope of the Pinch Point scheme.	Funding and timescale constraints of Pinch Point scheme did not permit Milton junction improvements. These works are only required for the A14 major project.
33(p)	the construction of a new retaining wall to support the improvement to the A14 eastbound exit slip at Milton Junction on its side facing the A14 dual carriageway, located on sheet	The existing slip roads at Milton Junction are on embankment. It is proposed to widen the eastbound diverge slip road to the offside (i.e. towards the A14). This will require a new retaining wall to accommodate the change in levels.	Funding and timescale constraints of Pinch Point scheme did not permit Milton junction improvements. These works are only required for the A14 major project.

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
	28 of the works plans		
33(q)	the construction of new signs and signal gantries and associated retaining walls to support them where required for the improved A14	New sign and signal gantries are proposed along this length of road. <i>Some of these works are within the geographical area of the pinch point scheme;</i>	These works (including variable message signing and associated gantries, emergency laybys and communications equipment) are proposed for the wider A14 major project due to revised lane configurations (due to Girton and Histon junction improvements), and as part of greater technology strategy included in the A14 major project, where existing measures included in Pinch Point scheme need to be further enhanced or modified
33(r)	the construction of new emergency laybys and associated retaining walls to support them where required for the improved A14	New Emergency laybys are proposed along this length of road as part of the A14 major scheme. To accommodate the change in level between the back of the laybys and adjacent land, retaining walls would be required. <i>Some of these works are within the geographical area of the pinch point scheme;</i>	These works (including variable message signing and associated gantries, emergency laybys and communications equipment) are proposed for the wider A14 major project, where existing measures included in Pinch Point scheme need to be further enhanced or modified
33(s)	the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions,	All sub-works items above include discrete areas of work. This item covers the details that are to be developed and provided throughout this works area.  <i>Some of these works are within the geographical area of the pinch point scheme; however, in this context they</i>	These are proposed as part of the wider A14 major project, where existing measures included in Pinch Point scheme need to be further enhanced or modified as a result of the impact of the A14 major project.  For example works

Work No	Work description	Need	Why element was not part of Pinch Point Scheme
	<p>safety barrier works, fencing works, noise barrier works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.</p>	<p><i>relate only to the items forming part of Work No.33.</i></p>	<p>covered by this item include:</p> <ul style="list-style-type: none"> <li>a) Noise barriers adjacent to Girton Road which were excluded from the Pinch Point scheme because:               <ul style="list-style-type: none"> <li>(1) the small traffic increases resulting from the congestion-easing Pinch Point scheme did not require additional noise mitigation measures; and</li> <li>(2) additional landtake might have been required which was outside the Pinch Point delivery mechanism.</li> </ul> </li> <li>b) Soil Storage Areas - Storage areas necessary for the A14 major project to allow junction widening and gantry/layby construction</li> </ul>

## **1.4 Conclusion**

- 1.4.1 The scope of the Pinch Point scheme was largely determined by programme and budget constraints. It was limited to specific works between Girton and Histon junctions that could be delivered within a specified timescale and budget without the need for land acquisition or additional statutory Orders and related inquiries/hearings or other statutory procedures.
- 1.4.2 Works included in Work 33 are necessary as part of the A14 major project. They add to and complement the Pinch Point scheme, but do not duplicate any Pinch Point scheme works.