

# **A14 Ellington to Fen Ditton**

## **Highways Agency Summary Proof of Evidence**



**Inquiry Commencing 20<sup>th</sup> July 2010**

Woodlands  
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An Executive  
Agency of the  
Department for  
Transport

# **1. INTRODUCTION**

## **1.1 GENERAL**

- 1.1.1 The Secretary of State for Transport (the Secretary of State) has published proposals for improving the A14 trunk road in Cambridgeshire from Ellington (west of the A1) to Fen Ditton (north of Cambridge), hereafter referred to as the Scheme.
- 1.1.2 During the development of the proposals, Preferred Route Announcements were made by the Secretary of State in March and October 2007. Following these announcements, the Secretary of State invited tenders and subsequently appointed a Costain Skanska Joint Venture to develop the Scheme under an 'Early Contractor Involvement' (ECI) form of contract.
- 1.1.3 The Costain Skanska Joint Venture and its Designer, Atkins, have been appointed by the Secretary of State to progress the Scheme through the statutory process. The Contractor and Designer have been involved from an early stage in the preparation of the scheme to make optimum use of their respective expertise in all phases of design and construction. As part of this process the Preferred Route of the Scheme was further developed. The draft Orders and Stage 3 Scheme Assessment Report, including the Environmental Statement (ES) and Non-Technical Summary (NTS) were prepared and were published on 30 September 2009.

## **1.2 SUMMARY OF PROPOSALS**

- 1.2.1 The A14 Trunk Road is an important and busy dual carriageway, running the 210 kilometres (130 miles) from the M1/M6 motorway junction near Rugby to Felixstowe Docks. As a part of the main east-west strategic route between the Midlands and the East Coast ports it has Trans European Route Network status. Between Cambridge and Alconbury it also connects traffic using the M11 to the south and the A1(M) to the north. Along the Cambridge to Huntingdon corridor it is particularly busy, carrying local and regional traffic as well as long distance through traffic, with a high proportion of heavy goods vehicles.
- 1.2.2 Congestion and delays are a daily problem on the Ellington to Fen Ditton section, which also has a reputation for being severely affected by accidents and breakdowns.
- 1.2.3 The Scheme has been designed to minimise congestion and traffic conflicts between Ellington and Fen Ditton. A key element to achieving this is to provide separate local access roads (LARs) between Cambridge and Huntingdon, so that local traffic does not have to use the trunk road. The Scheme also includes the demolition of the existing A14 Huntingdon Viaduct, over the B1514 Brampton Road and the East Coast Main Line Railway, which has structural problems.

- 1.2.4 The Scheme draft Orders and Environmental Statement (ES) relate to a single project; this is how it has been considered and how it is intended to be delivered. However, the description and assessment of the Scheme in the ES breaks it into sections, reflecting practical divisions that relate to the design process and to the anticipated procurement process for the construction contracts. Taken from west to east, the sections are described below:
- a) A14 Section 1 would extend from the western tie-in with the existing A14 east of Ellington to the eastern tie-in with the existing A14 at Fen Drayton.
  - b) A14 Section 2 would be the most complex section of the Scheme, running from the junction where the new alignment would rejoin the line of the existing A14 at Fen Drayton through to the complex Girton Interchange with the M11 (Junction 14), and continuing through to the Histon Junction.
  - c) A14 Section 3 would be on-line widening of the Cambridge Northern Bypass between Histon and Fen Ditton.
  - d) In Huntingdon the existing A14 Huntingdon Viaduct would be removed following the opening of the new A14 route to the south. New roundabouts would be added to the detrunked A14 within Huntingdon to provide additional local accesses into the town road network.

## **2. TRUNK ROADS AND GOVERNMENT POLICIES**

### **2.1 THE SECRETARY OF STATE FOR TRANSPORT'S RESPONSIBILITIES**

- 2.1.1 The Secretary of State for Transport is responsible for Government policies on roads in England. He is the Highway Authority for the trunk road network of strategic national routes, whose function is to provide reliable and safe long-distance journeys. His duty is to provide, maintain and manage this network. He may be required to cause a new highway to be constructed in order to fulfil this duty. The Secretary of State's powers and responsibilities are set down in the Highways Act 1980.

### **2.2 GOVERNMENT TRANSPORT POLICIES**

- 2.2.1 The following Government transport policies are relevant to this Scheme and have shaped its development:
- a) 'A New Deal for Transport: Better for Everyone' (July 1998);
  - b) 'A New Deal for Trunk Roads in England' (July 1998);
  - c) 'Transport 2010 – The 10 Year Plan' (July 2000);
  - d) 'Delivering Better Transport: Progress Report' (December 2002);

- e) 'The Future of Transport: a Network for 2030' (July 2004);
- f) 'Towards a Sustainable Transport System: Supporting Growth in a Low Carbon World' (October 2007);
- g) 'Roads – Delivering Choice and Reliability' (July 2008); and
- h) 'Britain's Transport Infrastructure: Motorways and Major Trunk Roads' (January 2009).

## **2.3 GOVERNMENT RESPONSE TO THE MULTI-MODAL AND ROAD BASED STUDIES**

- 2.3.1 As a result of 'A New Deal for Trunk Roads in England', which recommended a programme of Multi-Modal and Road Based Studies, the 'Cambridge to Huntingdon Multi-Modal Study' (CHUMMS) was commissioned by the Government Office for the East of England to "*consider solutions to congestion and safety problems in the [Cambridge to Huntingdon] corridor with substantial development pressures, including the Cambridge Northern Fringe*".
- 2.3.2 On 13 December 2001, the Minister for Transport confirmed that the Government accepted the Regional Planning Panel's recommendations on CHUMMS, as set out in the CHUMMS Final Report, in a letter to the East of England Local Government Conference (EELGC).
- 2.3.3 The trunk road improvement element of the CHUMMS Preferred Plan was developed further in 2002 and 2003 to assist the Highways Agency in recommending the A14 Improvement Scheme for entry into the Targeted Programme of Improvements in April 2003.

## **2.4 PLANNING ARRANGEMENTS FOR SCHEMES ADDED TO THE PROGRAMME**

- 2.4.1 The 1998 White Paper, 'A New Deal for Transport: Better for Everyone' recognised the importance of ensuring that both transport policy, and decisions on individual schemes, are fully integrated with land use planning at a national, regional and local level.
- 2.4.2 The programme of Multi-Modal and Road Based Studies referred to earlier was taken forward in partnership with the Regional Planning Bodies and other regional stakeholders prior to the finalisation of Regional Planning Guidance and Regional Transport Strategies.

## **2.5 ROAD USER CHARGING**

- 2.5.1 Government stated in the July 2004 White Paper 'The Future of Transport: a Network for 2030' that it intended to lead a debate on what would make road pricing acceptable to

motorists and seek to build a consensus around the objectives of road pricing. This reflected the fact that further analysis and public debate would be necessary before Government takes a decision on whether or not to introduce road user pricing at some future date.

- 2.5.2 Trunk road schemes recommended by the Multi-Modal and Road Based studies have been subject to further detailed scheme level appraisal by the HA. The HA has agreed with the Department for Transport that scheme appraisals should be based on Minister's existing policies.

## **3. THE NEED FOR THE SCHEME**

### **3.1 GENERAL**

- 3.1.1 The A14 Trunk Road is an important and busy dual carriageway, running the 210 kilometres (130 miles) from the M1/M6 motorway junction near Rugby to Felixstowe Docks. As a part of the main east-west strategic route between the Midlands and the East Coast ports it has Trans European Route Network status. Between Cambridge and Alconbury it also connects traffic using the M11 to the south and the A1(M) to the north.
- 3.1.2 The A14 between Cambridge and Huntingdon plays an important role in the local context as a route for traffic to and from Cambridge and Huntingdon. The A14 influences the local economy as the only high quality route in this corridor. The A14 Cambridge Northern Bypass also acts as a distributor for traffic to the 'northern fringe' of Cambridge.

### **3.2 EXISTING CONDITIONS**

- 3.2.1 Between 41,000 and 98,000 vehicles use the A14 between Ellington and Fen Ditton every day - a large number for a two-lane dual carriageway. Between 17% and 26% of this traffic consists of heavy goods vehicles which is well above the national average of about 10%. Consequently, users of the A14 are often delayed by congestion during the morning and evening rush hours, particularly on the approaches to the roundabouts at Brampton Hut and Spittals Junctions, on the stretch between Fenstanton and Bar Hill and on the approaches to the Girton Interchange (M11 Junction 14).
- 3.2.2 The need to improve this stretch of the A14 to reduce travel delays and improve safety was originally identified in the early 1990s. The need for the Scheme is based on the current traffic conditions the forecasts of how these conditions would deteriorate over time. The following sub-sections highlight particular issues which need to be addressed.
- 3.2.3 The following needs have been identified:
- a) The need to reduce recurrent delay;

- b) The need to reduce recurrent traffic queues;
- c) The need to reduce the frequency and impacts of incidents;
- d) The need to reduce the severity of accidents;
- e) The need to reduce 'rat running traffic';
- f) The need to segregate local and strategic traffic movements; and
- g) The need to improve access to Huntingdon.

### **3.3 FUTURE CONDITIONS**

3.3.1 There is a need to accommodate the forecast level of future traffic growth on the A14 between Ellington and Fen Ditton for the reasons highlighted in the following sub-sections:

- a) The need to address existing problems which would be exacerbated through future traffic growth;
- b) The need to provide an adequate level of network provision to support national policies;
- c) The need to support regional planning aspirations;
- d) The need to support local development aspirations; and
- e) The need to reduce the impact of traffic management during future maintenance

### **3.4 SCHEME OBJECTIVES**

3.4.1 The overall Objectives for the Scheme, as currently set out by the Department for Transport in the Client Scheme Requirements, are:

- *“To maintain the ability of the A14 to perform its strategic national and Trans-European Network role by the delivery of the trunk road improvements accepted by the Secretary of State for Transport to meet the recommendations of the Cambridge to Huntingdon Multi Modal Study (CHUMMS).*
- *To provide improved network capacity able to support the economic/housing growth strategy for Cambridgeshire and development in the wider London-Stansted-Cambridge-Peterborough Growth Area and in particular the proposed Northstowe development of up to 10,000 houses on the former Oakington Barracks site.”*

## **4. SCHEME DEVELOPMENT AND ALTERNATIVES CONSIDERED**

### **4.1 INTRODUCTION**

- 4.1.1 A summary of the key stages of the development of the Scheme is provided in the following sections.

### **4.2 SCHEME DEVELOPMENT AND ALTERNATIVES CONSIDERED PRIOR TO THE PREFERRED ROUTE ANNOUNCEMENT**

#### **Development carried out prior to 2005 Public Consultation**

- 4.2.1 Following entry of the Scheme into the Targeted Programme of Improvements (TPI) in April 2003, a number of alternative route options were identified, based on the principles established in CHUMMS for a southern bypass of Huntingdon and online improvements of the eastern portion of the route.
- 4.2.2 All the route options considered were based on a route strategy that involved the removal of the existing A14 Huntingdon Viaduct in line with the CHUMMS recommendation to downgrade the status and standard of the existing A14 to discourage its use by long distance through traffic. This strategy was termed the 'CHUMMS Strategy'.
- 4.2.3 An alternative route strategy, termed the 'Alternative Proposal' was also developed in which the existing A14 Huntingdon Viaduct would be retained without any new connections to the local road network. The 'Alternative Proposal' would only have provided two lanes in each direction to the south of Huntingdon for traffic going to and coming from the A14 west of the A1, with the existing A14 being retained as a trunk road for traffic going to and from the A1(M) at Alconbury.

#### **2005 Public Consultation**

- 4.2.4 Two options were taken to the 2005 Public Consultation, the 'CHUMMS Strategy' and the 'Alternative Proposal'. Both these options adopted the same principles for the Fen Drayton to Fen Ditton section. For the Ellington to Fen Drayton section, only the Orange Route with the Orange A1/A14 Alternative was put forward, as this was considered to be the optimum solution from the Technical Appraisal Process.
- 4.2.5 The consultation ran from March to June 2005. The responses to the consultation demonstrated that overall there was greater support for the 'CHUMMS Strategy' than the 'Alternative Proposal'.

### **Development carried out following the 2005 Public Consultation**

- 4.2.6 Following the 2005 Public Consultation, a legal challenge to the Public Consultation was made which was settled out of court. The settlement included agreement to carry out a Further Public Consultation on the previously considered route options between Ellington and Fen Drayton including an additional route option passing through the Buckden Landfill Site, referred to as the Brown Route.
- 4.2.7 The assessments for the route options were updated and a new assessment carried out for the Brown Route. All the route options were assessed on the basis of the 'CHUMMS Strategy'.

### **2006 Further Public Consultation**

- 4.2.8 Six route options for the section between Ellington and Fen Drayton were taken to the 2006 Further Public Consultation. The 2006 Further Public Consultation only considered the alignment of the various route options between Ellington and Fen Ditton and did not re-visit the route strategy in terms of the 'Alternative Proposal'. The proposals for the section of the scheme between Fen Drayton and Fen Ditton were not included in this Further Public Consultation.
- 4.2.9 The consultation ran from December 2006 to March 2007. The responses to the questionnaires demonstrated varying support for the different route options with the Orange Route attracting the highest level of support.

### **The A14 Huntingdon Study**

- 4.2.10 The A14 Huntingdon Study was undertaken for the HA, Huntingdonshire District Council and Cambridgeshire County Council to address concerns over the operational and environmental viability of the connections to the local road network in Huntingdon presented at the 2005 Public Consultation. The study concluded that removing the viaduct, replacing it with an at grade junction with Brampton Road, building the West of Town Centre Link and providing a new link at Mill Common to the existing A14 would be most beneficial to Huntingdon.

## **4.3 PREFERRED ROUTE ANNOUNCEMENT**

- 4.3.1 Following the completion of the public consultation process the following decisions were made by the Secretary of State on the route and strategy options based on the assessments carried out and the responses received to the public consultations.
- 4.3.2 The Preferred Route Announcement was made in two stages:
- a) The preferred route option for the Fen Drayton to Fen Ditton section of the scheme was announced in March 2007 and was based on the Common Route and Cambridge Northern Bypass Options presented at the 2005 Public Consultation; and



- b) The preferred route strategy and the preferred route option and for the Ellington to Fen Drayton section of the scheme was announced in October 2007. The route strategy was based on the 'CHUMMS Strategy' as presented at the 2005 Public Consultation. The route option was based on the Orange Route as presented at the 2006 Further Public Consultation.

## **4.4 SCHEME DEVELOPMENT FOLLOWING THE PREFERRED ROUTE ANNOUNCEMENT**

- 4.4.1 The Scheme has been developed from the Preferred Route, and the indicative layouts shown at Public Consultation, as an iterative process alongside the environmental impact assessment and the updating and validation of the traffic model.

# **5. DESCRIPTION OF THE SCHEME**

## **5.1 INTRODUCTION**

- 5.1.1 When completed, the proposed A14 between Ellington and Fen Drayton would replace the existing A14 between Fen Drayton and the A1(M) at Alconbury and between Spittals Junction and the A1 at Brampton Hut. The bypassed sections of the existing A14 would be detrunked and become County roads.
- 5.1.2 The following sections describe the individual sections of the Scheme. A more detailed description of the Scheme is given in the Engineering Proof of Evidence.

## **5.2 SECTION 1 - ELLINGTON TO FEN DRAYTON**

- 5.2.1 The western extent of the Scheme would be approximately midway between the existing Ellington and Brampton Hut Junctions.
- 5.2.2 The main elements of Section 1 would be:
  - a) A new Ellington Junction providing links eastwards to the existing A1 junction at Brampton Hut.
  - b) A new alignment for the A14 for 3.4 kilometres from the western end of the Scheme near Ellington southwards, close to the A1 past Brampton.
  - c) A new Brampton Interchange providing links to and from the north, where the new A14 would cross over the A1.
  - d) Widening of the A1 to three lanes each way for 2.3 kilometres from the new Brampton Interchange north to the existing A14/A1 junction at Brampton Hut.
  - e) A new 15 kilometre length of A14 south of Huntingdon, with three lanes each way, from Brampton Interchange to Fen Drayton Interchange. This would include a 460

metre long viaduct over the River Great Ouse, a cutting through the low hills east of Offord Road and low embankments across the low-lying ground to the north of Hilton and Conington.

- f) Crossings of the new A14 route to maintain local access for vehicles and other users on the roads and public rights of way. A new junction with the A14 would be provided at the A1198 Ermine Street to give access to and from the west.

## **5.3 SECTION 2 - FEN DRAYTON TO HISTON**

5.3.1 The proposed A14 in this Section would generally follow the existing A14 corridor. The main elements of Section 2 would be:

- a) A new A14, with three lanes each way, for 8.5 kilometres from Fen Drayton Interchange to the M11 (Junction 14) at Girton Interchange.
- b) Widening of the existing A14 Cambridge Northern Bypass, for 2.3 kilometres from Girton Interchange to Histon Junction, to four lanes each way.
- c) New eastbound and westbound local access roads (LARs) along the A14 route between Fen Drayton and Girton Interchanges linking to the detrunked A14 towards Huntingdon. This would provide a dual carriageway route, separated from the new A14 from Huntingdon to the A1307 Huntingdon Road at Girton Interchange.
- d) Access between the new A14 trunk road near Fen Drayton and the LARs would be provided via the Fen Drayton Interchange and Trinity Foot Junction acting in combination. In addition these junctions would provide access from the LARs and new A14 trunk road to Cambridge Services.
- e) Trinity Foot, Bar Hill and Dry Drayton Junctions all provide access between the LARs and the local road network. At their eastern end the LARs connect to the A1307 Huntingdon Road into Cambridge.
- f) A remodelled interchange at Girton to accommodate the access between LARs, and the A14, M11 and A1307 Huntingdon Road, as well as providing improvements in layout, capacity and safety.

## **5.4 SECTION 3 - HISTON TO FEN DITTON**

5.4.1 The proposed A14 in this Section would follow the alignment of the existing A14 Cambridge Northern Bypass which would be widened to three lanes in each direction for 4.9 kilometres from Histon Junction to the B1047 Horningsea Road at Fen Ditton.

5.4.2 The proposed A14 would tie back into the existing A14 in the vicinity of the existing B1047 Horningsea Road Bridge.

## **5.5 HUNTINGDON TOWN CENTRE**

- 5.5.1 In Huntingdon, the existing A14 Huntingdon Viaduct over the B1514 Brampton Road and the East Coast Main Line Railway would be demolished and the approach embankments not forming part of the new road layout would be removed. New link roads would be provided to connect the severed ends of the detrunked A14 into the local road network.

## **6. DESCRIPTION OF THE DRAFT ORDERS**

### **6.1 PUBLICATION OF DRAFT ORDERS**

- 6.1.1 On 30 September 2009 the Secretary of State published draft Line and Detrunking Orders, a draft Side Roads Order, and a draft Compulsory Purchase Order for the Scheme. These Orders remain draft until made by the Secretary of State.
- 6.1.2 The draft Orders published by the Secretary of State for Transport are summarised below.

### **6.2 THE DRAFT LINE AND DETRUNKING ORDERS**

#### **The A14 Trunk Road (Ellington to Fen Ditton Improvement) Order 20..**

- 6.2.1 The draft Order, under sections 10, 41 and 106 of the Highways Act 1980, will provide that the roads which the Secretary of State proposes to construct along the routes described in the Order shall become trunk roads from the date when the Order comes into force.
- 6.2.2 The Secretary of State for Transport proposes to improve the A14 trunk road between Ellington, to the west of Huntingdon, and Fen Ditton, to the north-east of Cambridge. This Order will fix the line for construction of a new dual carriageway to the south of Huntingdon between Ellington and Fen Drayton, the line for improvement of the A14 to three lanes in each direction between Fen Drayton and Girton and the lines of other new roads to connect the A14 to the A1 at Brampton, the M11 / A428 at Girton and to the local road network. It also provides for the construction of a new viaduct over the River Great Ouse and replacement of the existing A14 bridge over the River Cam.

#### **The M11 Motorway (Junction 14 Connecting Road) Scheme 20..**

- 6.2.3 The draft Order, under sections 16, 17 and 19 of the Highways Act 1980, will provide that the roads which the Secretary of State proposes to construct along the routes described in the Order shall become trunk roads from the date when the Order comes into force.

- 6.2.4 M11 Junction 14 is being re-modelled as part of the A14 Ellington to Fen Ditton improvement. The new connecting road, which links a new southbound local access road alongside the widened A14 to the M11 southbound carriageway at the junction, is part of that re-modelling.

### **The A14 Trunk Road (Ellington to Fen Ditton Improvement) (Detrunking) Order 20..**

- 6.2.5 The draft Order, under sections 10 and 12 of the Highways Act 1980, will provide that the lengths of the trunk road to be superseded by the new trunk road shall cease to be trunk road. They shall be re-classified as classified roads, as from the date on which the new trunk road on the main route is open for traffic. Should the Scheme proceed the Secretary of State would notify Cambridgeshire County Council, which would become the highway authority responsible for those lengths, of this date.
- 6.2.6 The Secretary of State for Transport proposes to construct a new dual carriageway road to the south of Huntingdon between Ellington and Fen Drayton as part of the A14 Ellington to Fen Ditton Improvement. By this Order the Secretary of State authorises the removal of trunk road status from the existing lengths of A14 trunk road from Alconbury to Fen Drayton and from Brampton Hut to Stukeley, in Cambridgeshire and the transfer of responsibility for those lengths of road to the Local Highway Authority, Cambridgeshire County Council.

## **6.3 THE DRAFT SIDE ROAD ORDER**

### **The A14 Trunk Road (Ellington to Fen Ditton Improvement Side Roads) Order 20.**

- 6.3.1 Details of proposals for alterations to existing side roads, Public Rights of Way and private means of access are dealt with by a draft Order under sections 12, 14, 106 and 125 of the Highways Act 1980.
- 6.3.2 The draft Order, in relation to the A14 Trunk Road and the new trunk roads to be constructed by the Secretary of State in the County of Cambridgeshire, would authorise the Secretary of State to provide new highways and new means of access and alterations to existing highways, footpaths and Private Means of Access to premises as would be necessary because of the construction of the new highway where it did not form part of the new road on the main route. The Order would provide for the transfer of each new highway to Cambridgeshire County Council (CCC) as the Highway Authority as from the date agreed with CCC.

- 6.3.3 A supplementary draft Side Roads Order will be published to deal with a number of minor changes to the draft Side Roads Order which have been identified since publication of the draft Side Roads Order.

## **6.4 THE DRAFT COMPULSORY PURCHASE ORDER**

### **The A14 Trunk Road (Ellington to Fen Ditton Improvement) Compulsory Purchase Order (No ) 20..**

- 6.4.1 The draft Compulsory Purchase Order under powers conferred by sections 239, 240 and 246 of the Highways Act 1980, as extended and supplemented by section 250 of that Act and under section 2 of the Acquisition of Land Act 1981, and all other enabling powers, would authorise the Secretary of State to purchase compulsory land rights for the construction of the new trunk road in the areas described in the draft Orders in pursuance of the Trunk Road Orders.
- 6.4.2 In addition, the draft Order would authorise acquisition of land necessary for the construction and improvement of highways and the provision of new means of access to premises in those parishes and districts in pursuance of the Side Roads Order used by the Secretary of State in connection with such construction and improvement of highways and the execution of other works mentioned above, and the mitigation of any adverse effects which the existence or use of the highways proposed to be constructed or improved will have on their surroundings.
- 6.4.3 A supplementary draft Compulsory Purchase Order will be published to deal with a number of minor changes to the draft Compulsory Purchase Order which have been identified since publication of the draft Compulsory Purchase Order.
- 6.4.4 The parts of Views Common and Mill Common to be acquired are owned by a charity, are not registered common land and are currently grazed subject to tenancies. Neither is any of the land to be acquired used by the public as open space. For this reason there is no provision for exchange land and a certificate under the Acquisition of Land Act 1981 section 19 is not being sought. There are both public and permissive rights of way across the grazing land but none of these would be directly affected by the Scheme.

## **6.5 THE DRAFT PUBLIC PATH CREATION ORDERS**

**(Bridleway 33 Brampton) Public Path Creation Order 20..**

**(Bridleway 34 Brampton) Public Path Creation Order 20..**

- 6.5.1 Details of proposals for the creation of new public rights of way are to be dealt with by draft Orders under section 26 of the Highways Act 1980 in a form which meets the Public Path Orders Regulations 1993.
- 6.5.2 The draft Orders, in relation to the A14 Ellington to Fen Ditton Scheme, would authorise the Secretary of State for Transport to provide two new lengths of bridleway because it appears to him that there is a need for a public bridleway over the land to which these draft Orders relate.
- 6.5.3 These draft Orders are being discussed with Cambridgeshire County Council, Huntingdonshire District Council and Brampton Parish Council prior to publication.

## **6.6 OTHER MATTERS THAT MAY BE DEALT WITH AT THE PUBLIC INQUIRIES**

### **Draft Award Drain Variation Orders**

- 6.6.1 Details of proposals for alterations to existing Award Drains are to be dealt with by draft Orders under section 32 of the Land Drainage Act 1991.
- 6.6.2 Two draft Award Drain Variation Orders are required in relation to the A14 Ellington to Fen Ditton scheme, for the Award Drains within Huntingdonshire District and South Cambridgeshire District, as listed below:
- a) Huntingdonshire Award Drains Variations Order; and
  - b) South Cambridgeshire Award Drains Variations Order.
- 6.6.3 These draft Orders are being prepared for publication by the Department for Environment, Food and Rural Affairs (Defra). These draft Orders, if made, would authorise the Secretary of State for Environment, Food and Rural Affairs to vary the Award Drains to be diverted or made defunct and to be replaced by new drains and to change the responsibility for the repair and maintenance of the drains.

### **Tree Preservation Orders**

- 6.6.4 Planning applications, under the Town and Country Planning Act 1990, have been made for the tree works in respect of three Tree Preservation Orders which were made before 7 June 2006, which is the date on which Crown Immunity to planning applications was removed and, therefore, such applications are now required. The three Tree Preservation Orders are all within Huntingdonshire District Council. The Order references and associated Planning Application references, registered on 26 March 2010, are:

- a) Tree Preservation Order 3.59 (Hinchingsbrooke Park) – Planning Application Ref 1000484TREE;
- b) Tree Preservation Order L/TPO/82 (Brampton Road Buckden) – Planning Application Ref 1000480TREE; and
- c) Tree Preservation Order 7.90 (South east of Station Cottages Huntingdon) – Planning Application Ref 1000482TREE.

6.6.5 The planning applications, if approved by the Local Planning Authority, would authorise the Secretary of State for Transport to clear these trees in pursuance of the Trunk Road Orders. A decision on these planning applications has not been reached although the date after which an appeal may be made to the Secretary of State for the Environment, Transport and the Regions has passed. If the applications remain unapproved by the time of the A14 Ellington to Fen Ditton Public Inquiries it may be necessary to hear a planning appeal at the same time as these public inquiries.

### **Traffic Regulation Orders**

- 6.6.6 Traffic Regulation Orders (TROs), under the Road Traffic Regulation Act 1984, would be required for elements of the Scheme for which Cambridgeshire County Council (CCC) is, or would become, the Highway Authority.
- 6.6.7 Two draft TROs have been published by CCC as listed below:
- a) Cambridgeshire County Council (Various Roads Huntingdon and South Cambridgeshire) (Traffic Regulation) Order 20\$\$; and
  - b) Cambridgeshire County Council (Various Roads Huntingdon and South Cambridgeshire) (40 mph speed limit) (De-restriction) Order 20\$\$.
- 6.6.8 The draft TROs would cover measures including prohibiting stopping (Clearway), permitting one way traffic only, prohibiting certain turns at junctions, prohibiting access, revoking a bus lane, imposing 40 mph speed limits and de-restricting to a national speed limit (60 mph).
- 6.6.9 CCC has published these draft Orders on 20 May 2010. Any representations, including statutory objections, on these draft Orders would be received by 11 June 2010, in advance of the A14 Ellington to Fen Ditton Public Inquiries. CCC intends that any public inquiry related to these draft Orders would be heard at the same time as the A14 Ellington to Fen Ditton Public Inquiries.

## **6.7 PURPOSE OF THE INQUIRIES**

- 6.7.1 The purpose of the Public Inquiries is to inform the Secretary of State more fully of the nature and weight of the objections, representations and support to the above draft Orders. The Secretary of State will consider all comments on the draft Orders together with the Inspector's findings and recommendations on the subject matter of the Inquiries

before deciding whether or not the draft Orders should be made and, if made, with or without modifications.

## **7. ASSESSMENT OF THE SCHEME**

### **7.1 ENVIRONMENTAL ASSESSMENT**

- 7.1.1 Environmental assessment for the Scheme has generally followed the approach detailed in Volume 11 of the Design Manual for Roads and Bridges.
- 7.1.2 The environmental effects of the Scheme are described in the Environmental Statement (ES), published on 30 September 2009, with its Corrigenda, published on 25 November 2009, and are dealt with in detail in the Proofs of Evidence of the specialist witnesses dealing with each particular subject.

### **7.2 TRAFFIC ASSESSMENT**

- 7.2.1 Traffic forecasts have been calculated for 2015, the proposed opening year of the Scheme, and for 2031 to enable appropriate junctions and carriageways to be designed and for economic and environmental assessments to be undertaken.
- 7.2.2 The existing A14 without the Scheme is predicted to have 24 hour traffic flows (AADT) in the region of 46,000 to 105,200 at various locations in 2015, whilst flows are predicted to increase to between 51,700 and 121,700 by 2031. With the Scheme, traffic would be attracted to the new A14 and so, by 2031, the traffic flows on the new road would be between 44,400 and 102,700 AADT, excluding the flows on the LARs between Huntingdon and Cambridge. Flows on the LARs would be up to 58,300 AADT by 2031.
- 7.2.3 For the Scheme opening year of 2015 car users on the A14 between Ellington and Fen Ditton are forecast to experience journey time savings compared to the Do Minimum case, dependent on time of day and direction of travel. For car users travelling on the A14 between Alconbury and Fen Ditton the journey would be approximately 3.6 kilometres longer under the Scheme compared to the existing route. However, journey time savings are still forecast for these journeys in both the opening and design years.
- 7.2.4 The Scheme would improve the standards of the route and would have the net effect of relieving traffic volumes on the local road network.

### **7.3 SCHEME COST**

- 7.3.1 The current Scheme forecast cost is in the range of £941million to £1,288 million, with a central estimate of £1,114 million, based on a start of works in Spring 2012.



## **7.4 ECONOMIC ASSESSMENT**

- 7.4.1 A cost benefit analysis has been carried out and demonstrates that the Scheme would provide a positive economic benefit.

## **8. CONCLUSIONS**

### **8.1 HOW THE SCHEME MEETS THE OBJECTIVES**

- 8.1.1 The Scheme provides a widening of the existing A14 between Fen Drayton and Fen Ditton to form a dual three lane carriageway. A southern bypass of Huntingdon, Godmanchester and Brampton is provided between Fen Drayton and the existing A14 to the west of the A1.
- 8.1.2 The Scheme provides both junction and local road improvements, including parallel local access roads between the M11 and east of Fenstanton.
- 8.1.3 The Scheme meets the overall objective of maintaining the ability of the A14 to perform its strategic national and Trans-European Network role by the delivery of the trunk road improvements accepted by the Secretary of State for Transport to meet the recommendations of the Cambridge to Huntingdon Multi Modal Study (CHUMMS) by:
- a) reducing congestion and improving journey time reliability through both a reduction in the likelihood of personal injury accidents on the A14 and the provision of an additional lane which would improve traffic management during both accidents and incidents; and
  - b) separating strategic traffic from local traffic through the provision of parallel local access roads between Fen Drayton and Girton and the detrunking of the existing A14 for use by local traffic.
- 8.1.4 The Scheme also meets the overall objective of providing improved network capacity able to support the economic/housing growth strategy for Cambridgeshire and development in the wider London-Stansted-Cambridge-Peterborough Growth Area and in particular the proposed Northstowe development of up to 10,000 houses on the former Oakington Barracks site. Capacity would be substantially increased through:
- a) the provision of a new three lane dual carriageway and between Fen Drayton and Girton additional dual two lane local access roads together with the improvement of key interchanges with the provision of higher capacity free flowing links for A14 traffic; and
  - b) the removal of at-grade accesses to the A14 which would remove the mix of faster moving and accelerating/decelerating traffic so would improve vehicle speeds and reduce accidents.

- 8.1.5 In terms of wider Government objectives the Scheme would also improve safety on the A14, improve accessibility, contribute towards the integrated transport plans of the area and provide a positive economic benefit.