

CURRENT CONSULTATION – KEY ISSUES

Route Scenarios

The Orange Route

- 18.8 km (11.5 miles) in length including the widest crossing of the River Great Ouse flood plain. This includes an 1100m long viaduct across the river and ECML and would be the longest span of all the routes (together with Blue Variation 1)
- The route is nearer to Buckden, The Offords and Hilton than that of the Blue route
- No properties need to be taken down
- This takes the same alignment and junctions arrangements as the CHUMMS strategy and the 2005 consultation and it includes the removal of the A14 viaduct
- The junction of the new A14 and the A1 at Brampton has been revised following the 2005 consultation with the link between the new westbound A14 and the A1 southbound removed
- The combined Fen Drayton/Trinity Foot junctions allow improved access to Cambridge services from the main A14. This was an issue raised by the District Council at the 2005 consultation

The Brown Route

- 19.4km (11.8 miles) in length including the section following the old railway line straight across Buckden landfill site. This route would require part purchase of both the north and south landfill sites
- The route includes an 810m long viaduct across the flood plain and ECML and would be the shortest span of all the routes
- The route is near to Brampton and Godmanchester
- No properties need to be taken down
- The construction costs for this option are the highest of the three and material within the landfill areas is noted as variable. Delay and extra cost is noted as a possibility with this option due to unforeseen problems
- It is noted that Government would take responsibility for areas of purchased landfill and any pollution issues arising

The Blue Route

- 19.2 km (11.7 miles) in length including a 1000m long viaduct across the flood plain and ECML
- The route is nearest to Brampton, crosses the Golf Course and is near to Godmanchester
- One property needs to be taken down

There are variations for the Blue Route and it would be possible to have one, both, a combination of or no variations.

The Blue Route (North)

- This is the closest route to Brampton north of the landfill site and is a similar distance from Godmanchester as the Brown route and crosses the A1198 at a similar point. East of the B1040 and north of Hilton, it follows a route through to the Fen Drayton Interchange

The Blue Route (South)

- With Variation 1 (see below) the route passes south of Buckden landfill and east of the B1040 and north of Hilton, it follows a route through to the Fen Drayton Interchange

The Blue Route Variation 1

- 19km (11.6 miles) in length with a 1100m long viaduct (as with the Orange route, this is the longest span)
- The route goes south of the landfill site and is further from Brampton but closer to Buckden and The Offords
- No properties need to be taken down

The Blue Route Variation 2

- This is a significant difference from any of the other options. The route joins the existing A14 west, not east, of Fenstanton with on line widening from two to three lanes between the new junction and Fen Drayton and also includes the provision of a new local road alongside
- 20.1km (12.5 miles) in length with a 1000m long viaduct
- As part of the widening through Fenstanton, 5 houses and several farm buildings would need to be taken down

Forecasting Analysis

Do-Minimum

- This scenario shows that the A14 is already carrying high traffic levels and that between Galley Hill and Bar Hill, this section is very close to reaching capacity for the current two-lane dual carriageway
- Under a 'do-minimum' scenario i.e. no major road building, growth on the existing A14 would likely be lower than in the overall area as traffic would be expected to divert to other routes, notably the A428 and A1198, to avoid the increasing congestion of the A14
- With no action and by 2014, a 31% increase in travel time is estimated with more people making diversions to avoid congestion
- With no action and taking a design year of 2029, it is estimated that during the AM peak over-capacity would increase fourteen-fold with a corresponding increase in total travel time of over 97%

Do-Something

- The starting point for improvement of the A14 was the CHUMMS study, which includes the removal of the A14 viaduct and its replacement with a new junction into the local road network in Huntingdon
- In assessing the performance of the local network, it is estimated that to 2029 all options could deliver a reduction in over-capacity queuing and reduce travel time by around 10% compared to the 'do-minimum' scenario
- In terms of forecast journey times and traffic flows, all options are very similar and alignment differences at Brampton and Buckden Landfill have no significant effects at the 2029 design year

Scheme Proposals (include)

- A lower vertical alignment for the River Great Ouse and ECML crossing with the Orange and Blue routes addressing minimum height clearances as advised by the Environment Agency and Network Rail and highlighted and supported by the Council as part of its 2005 consultation response
- The additional route through the Buckden Landfill site associated with the Brown route
- An alternative route for the junction with the A1 applicable to all options, which provides better local road access between Buckden and Brampton following representations made in 2005
- Better access to Cambridge Services via the Fen Drayton/Trinity Foot interchange with variations associated with each option following representations made in 2005

Engineering Assessment (includes)

- At the Ellington junction, it is proposed that free flowing links would be provided between the A14 and A1. Significant embankment work would be required at this location and such arrangements would be supported subject to the best environmental solution being achieved
- All main route options have been designed to full standard. However a number of side roads and junctions along the route associated with all the options have been designed with substandard geometry in order to minimise the impact on the surrounding area. This would be supported subject to safety standards being met
- Major earthworks of varying degrees are required with all the options, particularly at the approach embankments to the River Great Ouse and ECML viaduct
- The Blue route to the north of Wood Green Animal Shelter requires cutting through the adjacent ridge

- The Brown route requires a major cutting between Ellington and the A1 and through the ridge to the south of Godmanchester
- The Orange route has been designed to follow the existing land contours will complimentary mitigation measures
- In the vicinity of Fen Drayton, low embankments have been designed to ensure that any route runs above the floodplains recorded along the A14
- Contaminated Land is recorded at the Ellington Brook Landfill, although none of the proposed routes directly affect the filled area.
- A major source of contamination is associated with the Brown route that traverses the Buckden Landfill;
 - Buckden North is currently active and the proposal would affect current rates of filling where the Operator has an aspiration to fill against the northern side of the Buckden South Landfill. The site is licensed to accept inert, domestic, commercial and industrial wastes
 - The route has been designed to avoid cutting into the northern margin of the Buckden South site but some cutting into the capping would be required
 - A cutting would be required through completed areas of landfill on the northern site. However, waste extends to some 13m below finished road level and this must be removed and replaced with engineered fill to provide a stable foundation. No penetration of existing containment would be permitted
 - Removal of existing fill will reduce the overall projected lifespan of the landfill site due to the need relocate excavated areas to those with capacity
 - The extent of contamination associated with both landfill sites is unknown at this stage and further investigation is noted as being required in order to assess the extent of any potential contamination within the underlying soil and groundwater regime
 - The area south of the Buckden South site was capped in 1994 and it is reported that it has previously been affected by breakouts of leachate. The Environment Agency view is that the least risk of pollution would result from avoiding the landfill at both Buckden North and South
- Some possible contamination is noted with the blue route at Brampton where it passes through a former petrol filling station

Annex D is a report of the District Council's Environmental Health team on the Air Quality, Noise and Land Contamination issues associated with the routes proposed and should be read in conjunction with the section above

- Major impact on statutory undertaker apparatus is present at Fen Drayton/Fenstanton
- For the Blue Route Variation 2, the loss of four houses is noted, plus other buildings. It is also proposed that as well as a widened A14, a local access road will also be provided through the Fenstanton section in order to avoid the village High Street. It is

also noted that the Galley Hill junction is very confined with property constraints so retaining measures will be required to achieve a compact layout. The restriction of the local road to a single two-lane carriageway will affect the ability to deliver future public transport options on the old A14 associated with the CHUMMS recommendations

Environmental Assessment

- Air Quality;
 - The annual mean nitrogen dioxide objective is currently being exceeded alongside the A14 in Fenstanton, Brampton and Huntingdon and Air Quality Management Areas (AQMA's) have been declared in these locations
 - The report states that all of the route options would lead to improvements in air quality within the AQMA's alongside the existing A14 and other roads where traffic flows reduce. Conversely, there would be increases where new routes are created and where there would be increases in traffic flow associated with the route options. It is stated that with all the route options, that more people would experience an improvement in air quality rather than a deterioration but given the above comment, the report does not assess for how long this would be the case with those affected by forecast traffic growth
 - It is also reported that while there are three SSSI's (Sites of Special Scientific Interest) within 200m of the proposed options where traffic flows are predicted to change significantly, it is stated that nitrogen oxides concentrations and nitrogen deposit rates would reduce for all the options over the 'do minimum' scenario
- Annex D is a report of the District Council's Environmental Health team on the Air Quality, Noise and Land Contamination issues associated with the routes proposed and should be read in conjunction with the section above

Landscape, Townscape and Visual Effects, Ecology & Nature Conservation, Cultural Heritage, Water Quality & Drainage and Rights of Way

- Landscape, Townscape and Visual Effects. The assessment notes that given the open arable character of the landscape, that any work could be visible over a wide area and that with all the route options, the proximity to surrounding settlements and their setting is a consideration, particularly with respect to the River Great Ouse Valley
- Ecology and Nature Conservation. In addition to the SSSI's outlined above, County Wildlife sites affected are also identified as being affected by any of the route options proposed. It is also noted that there are a number of habitats and species that are

either of UK and/or local biodiversity value, which may be adversely impacted by the proposed options

- Cultural Heritage. Key issues currently identified are potential damage to archaeological sites, those as yet discovered, impact on, or setting of, listed buildings and conservation areas, historic landscape and the Mill Common Scheduled Monument. Further study and full assessment is noted as being required
- Water Quality and Drainage. General impact is noted and need for detailed assessment at a future design stage recorded, particularly in respect of watercourses and floodplains, the largest of which is the viaduct required across the Great Ouse floodplain, and the importance of water abstraction some 2km upstream of the proposed scheme.
- Rights of Way. All options have effects on a number of existing routes for pedestrians, cyclists, equestrians and the local community in terms of severance. It is noted that severance issues must be dealt with as part of any detailed design and the Council would support this approach