

Frequently asked questions

Q. What are the benefits of classifying the road as a motorway?

A. Safety: motorways are twice as safe as A road dual carriageways and six times safer than single-carriageway roads. Our motorways are amongst the world's safest roads.

Journey speed and reliability: we designed the road for mile-a-minute journeys. Pedestrians, cyclists and horses are already prohibited in the design of the scheme. Removing other slow moving traffic (farm vehicles and mopeds and motorcycles 50cc and smaller) means that the right traffic will be using the right roads which will further improve safety.

Q. Why didn't you say it would be a motorway sooner?

A. We designed the route to be an all- purpose trunk road. Our continuous development of modern motorway standards now makes it logical to change the road to a motorway to get improved safety and journey reliability and time benefits for the road's users over and above those we originally designed-in.

Q. Will you have to change the design or rebuild any of the road?

A. No. The design already includes all the elements we need for a motorway, like gentle curves for visibility of the road ahead, and junctions which will allow traffic to merge safely. We have also allowed for new technology so introducing variable speed limits, for example, won't need a design change. The only change to the physical layout of the road will be to install blue motorway signs instead of green ones, which are used on trunk roads.

Q. Surely you need to add hard shoulders?

A. No. Many of our modern motorways operate without a hard shoulder. The sections on the M25 have been operating for over 4 years. We recently published the 3 years reports on the M25 schemes. Importantly, the schemes are meeting or exceeding their safety objectives. Safety has improved across these M25 schemes: the casualty rate has reduced by 27 per cent.

On the A14, we have already incorporated emergency areas and will have comprehensive CCTV coverage to help identify broken down vehicles and smart lane control signs to close lanes and warn drivers of obstructions.

Q. My vehicle is prohibited from using a motorway. How can I travel the area?

A. We have already included provision for non-motorway traffic in the scheme's design. We have built new roads and paths for pedestrians, cyclists, horse riders and local traffic. Other non-motorway traffic will be able to use the existing local roads and the old A14 between Swavesey and Brampton Hut.

Q. How will farmers access their fields?

A. We have worked with land owners and farmers to ensure they can access their land without needing to use the new A14. All fields are accessible from existing local roads or farm tracks, or we have built new tracks for them.

Q. Will changing the A14 to a motorway add more traffic to the route?

A. We don't predict more than a 2% increase in traffic. Other than the change in status, everything else about the route stays the same so there are no other new factors to cause a change in traffic volumes.

Q. Will the number of HGVs increase because it's a motorway?

A. We don't predict the change to motorway status will change the number of HGVs using the road by more than 2%. The road was originally designed to get the right traffic on the right roads, meaning that HGVs would use the A14, rather than the newly built local roads.

Q. Will air quality and noise be worse?

A. We are not changing the physical design of the road (other than the signs changing from green to blue). We don't predict more than a 2% increase in traffic, and the speed limit won't change, so the air quality and noise levels won't change.

Q. During the 2014 public consultation and throughout the scheme's development consent order process you said the new A14 would not be a motorway. Why have you changed your mind?

A. We developed the new route to be an all-purpose trunk road built to the latest, safest standards. Our continuous development of modern motorway standards means it now makes sense to change the road to a motorway with the improved safety and customer experience benefits.

Q. What will the new road's number be?

A. The new route will be the A14(M) between Girton in the east and the new Ellington junction in the west. The A1 between Alconbury and Brampton will become the A1(M) and extend the existing motorway.

The old A14 between Swavesey and the new Ellington junction will be renumbered the A1307, de-trunked and passed to Cambridgeshire County Council to manage. It will be usable by non-motorway traffic.

The existing A14 north of Cambridge, east of Girton, will not become a motorway. It will remain a trunk road and keep its A14 number.

Q. Do you plan to upgrade the A1 south of Brampton?

A. There are no current plans for upgrading the A1 south of Brampton. A strategic study of the A1 between London and Huntingdon is under way and should report soon.

Q. Why are you directing non-motorway traffic through Huntingdon?

A. Bearing in mind that non-motorway traffic is very low in numbers and predominantly slow-moving vehicles, travelling through Huntingdon is the most efficient alternative route. We do not predict a noticeable increase through the town. In fact, less traffic will use the town because the new A14 will allow through traffic to bypass the town completely and more quickly. The old A14, and its new links into Huntingdon town centre, will take traffic out of Huntingdon to the east and the west, as well as help traffic into town.

Q. Why are you diverting bridleway 19, near Brampton Hut?

A. The bridleway originally went alongside the A14 and would have been under the new flyover which will take the A14 over the new line of the A1. The proposed diversion of the bridleway will give a slightly (extra 200m) longer but more pleasant route.

Q. How long is the diversion of bridleway 19 near Brampton Hut?

A. The new line of the bridleway, which is no longer next to the road, is about 200 metres further than the original line.

Q. Why are you installing a new small roundabout on the B1514 Brampton Road, Buckden?

A. The small roundabout will provide a last turnaround point for motorway-prohibited traffic. It will also provide safer access to Mere Lane (known locally as Mere Way), the Byway Open to All Traffic (BOAT), at its junction with Brampton Road.

Q. What is the timescale for this?

A.

- **Autumn 2018:** Completion of the detailed environmental and traffic assessments
- **18 January 2019:** Highways England submitted a Development Consent Order amendment to the Planning Inspectorate requesting to amend the road status for the section of the new A14 between the Ellington junction and Girton, and of the A1 from Alconbury to Brampton, from A-road to motorway
- **31 January – 28 February 2019:** Planning Inspectorate examines Highways England's submission and opens a 28-day consultation period
- **First half of 2019:** Planning Inspectorate gives their recommendations to the Secretary of State for Transport after having reviewed Highways England's submission
- **Second half of 2019:** Secretary of State for Transport makes decision

Implications of the new A14 becoming a motorway

Because the scheme's design meets the current standards for a modern motorway we're not changing what we're building. The route stays the same and the junctions don't change.

An overview of the differences of motorway status:

What <u>would not</u> change	What <u>would</u> change
<ol style="list-style-type: none"> 1. The road's engineering, design and physical layout other than minor adjustments necessary to support the introduction of Motorway Regulations 2. Junction positions and designs 3. A14 Cambridge northern bypass (Girton to Milton) remains as a trunk road 4. Prohibition of pedestrians, cyclists, equestrians from the route 5. Alternative routes and new facilities being provided for pedestrians, cyclists, equestrians 6. Crossing points and bridges for local roads so communities remain connected to their neighbours 7. Alternative routes avoiding the new A14 and widened A1 using existing and new local roads 8. Access to farms and land is all from local roads, not the new A14 9. New A14 open to traffic by end 2020 10. Scheme total cost 11. Traffic Officer service patrolling the route. 	<ol style="list-style-type: none"> 1. A14 to become A14(M) between Girton and the new Ellington junction 2. A1 to become A1(M) between Alconbury and Brampton 3. Motorway Regulations applied to A14(M) from Girton to the new Ellington junction and the extended A1(M) from Alconbury to Brampton, including prohibition of slow-moving vehicles (farm machinery and vehicles under 50cc) 4. Blue motorway signs replace green signs 5. Provision for using variable mandatory speed limits on the motorway to help manage traffic flow efficiency and safety around incidents 6. Small transfer of traffic from local roads to the motorway, helping get the right traffic on the right roads 7. Small noise and air quality effects, in line with the traffic volume changes, which are not significant.

The benefits of reclassifying the new A14 as a motorway:

Safety	Journey speed and reliability
<ul style="list-style-type: none"> • Motorways are twice as safe as A-road dual carriageways and six times safer than single-carriageway roads. Our motorways are amongst the world's safest roads. 	<ul style="list-style-type: none"> • We designed the road to provide mile-a-minute journeys. Removing slow moving traffic such as farm vehicles and mopeds will improve journey times and further improve safety. • We have built new roads and paths for local traffic, pedestrians, cyclists and horse-riders as part of the scheme.