A14 Cambridge to Huntingdon improvement scheme

What’s happening in Huntingdon?
The A14 provides a vital road transport corridor between the West Midlands and East Anglia and is of local, regional, national and international significance. Work to improve the section between Cambridge and Huntingdon officially started in November 2016 and the new A14 bypass is expected to open to traffic by the end of 2020.

Work in Huntingdon is expected to complete by early 2022, dependant on the completion of the new A14 bypass.
The A14 Cambridge to Huntingdon improvement scheme

The section of the road between Cambridge and Huntingdon carries a high level of commuter as well as long-distance traffic and provides a strategic link from the A1(M) to the North of England and the M11 motorway to London and the South East.

It carries around 85,000 vehicles per day, 26% of this is HGV traffic (against the national average of 10%). It is frequently congested and traffic is often disrupted by breakdowns, accidents and roadworks.

To address this, we are:
- Building a major new 12 mile bypass to the south of Huntingdon between Swavesey and Brampton
- Widening the A1 between Brampton and Alconbury
- Widening the existing A14 between Swavesey and Milton
- Improving junctions at Bar Hill, Swavesey, Girton, Histon and Milton
- Removing the A14 viaduct in Huntingdon
- Building new access roads for local traffic

Once complete, the scheme will:
- Relieve congestion, cutting up to 20 minutes off journeys
- Unlock local and national economic growth
- Connect communities
- Improve the environment in Huntingdon
- Help to create a positive legacy for the region
What’s happening in Huntingdon?

Completed in 1975, the A14 road and viaduct dominates the centre of Huntingdon. The removal of the viaduct and construction of link roads are an important part of the A14 scheme and will benefit Huntingdon and its residents.

This is because:
- The traffic that uses the A14 is a major contributor to noise and air quality impacts within Huntingdon.
- The viaduct constrains access and development to properties and land nearby.
- The viaduct requires ongoing and costly maintenance, which is not an efficient use of public money.
- The removal of the viaduct will improve some views of Huntingdon, particularly from the Huntingdon Conservation Area, some listed buildings and public rights of way.

Once the new A14 is built, the viaduct will become redundant. The option to retain the viaduct was considered during the development of the scheme, but as this would significantly reduce the scheme benefits for Huntingdon and its residents, this was discounted.
The work in Huntingdon includes:

- A new Mill Common link road
- Removal of the A14 viaduct and work around the station
- A new Views Common link road

Around Huntingdon station
For more detail see page 12 and 13.
Pathfinder and Mill Common link roads

Pathfinder link road - A new link road will tie the Huntingdon ring road to the existing A14 in the area west of the Mill Common underpass.

Mill Common link road - A new link road will join the Edison Bell Way junction to the new Pathfinder link road. This will follow the line of the A14, but at a lower level.
We are proposing a new public transport hub and station forecourt area and are discussing this with Network Rail. We will also construct a new access from Mill Common link road to the train station car park.

**Removal of the A14 viaduct**

The new A14 bypass will open to traffic by the end of 2020. Once the new road is open, we will be able to remove the viaduct that crosses the East Coast Main Line and Brampton Road. The remaining sections of the old A14 will be detrunked (handed over to become part of the Cambridgeshire County Council local road network).
A new link road will connect Hinchingbrooke Park Road to the current A14 (via a roundabout) to the north of the police and fire headquarters and emergency services buildings.
Viaduct removal

The removal of the A14 viaduct over the East Coast Main Line and Brampton Road bridge is a complex engineering challenge.

We are working closely with Network Rail, Cambridgeshire County Council and Huntingdonshire District Council to ensure the work is planned as efficiently and safely as possible while minimising disruption.

A detailed programme is still being developed with Network Rail and our contractors, but we expect the removal to follow these steps:

1. Installation of a protection deck
   This will be installed underneath the viaduct as a safety measure to protect the East Coast Main Line and Brampton Road while we are preparing this part of the viaduct for removal.

2. Preparation work and installation of the lifting system
   Once the new A14 is complete, the old A14 will be closed between Godmanchester (junction 24) and Spittals (junction 23) and preparation work, such as removing central reserve barriers, will start. At this point, we will also install the system needed to lift and remove sections of the viaduct.

3. Removal of first section
   The first section of the viaduct to be removed will be the section over the East Coast Main Line and Brampton Road. This section will be removed over a number of Saturday nights to allow the trains to run as normal. A more detailed programme will be shared as soon as it is available.

4. Removal of second section
   The second section of the viaduct to be removed will be the section over the Landro car park, next to the water tower.

5. Removal of third section
   The third section of the viaduct, over the Network Rail car park, will follow. To do this, we will need to close the station access from Brampton Road; the new station southern access will be in place by this time.
We’ve prepared traffic forecasts for an opening year of 2020 and 15 years beyond this date (2035), allowing for scenarios without the A14 Cambridge to Huntingdon improvement scheme and with the scheme. Results show that, on the whole, traffic flows are expected to decrease in Huntingdon town centre as a result of the new A14, with a significant reduction in flows through Godmanchester, on the B1514 through Brampton and on the Huntingdon Inner Ring Road. There is a small increase on part of the A141 Huntingdon Northern Bypass. The removal of the old A14 viaduct and subsequent changes to the road network in Huntingdon will cause some increase in traffic on Brampton Road between the new Views Common link road and the new Mill Common link road. This is because these new roads will now carry town centre traffic. Elsewhere, traffic will be reduced.

Key

<table>
<thead>
<tr>
<th>Year</th>
<th>Scenario</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>Without Scheme</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>With Scheme</td>
<td></td>
</tr>
<tr>
<td>2035</td>
<td>Without Scheme</td>
<td></td>
</tr>
<tr>
<td>2035</td>
<td>With Scheme</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Scenario</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 Base</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Green numbers decrease in traffic
Red numbers increase in traffic
### Traffic flow - Huntingdon town centre

#### Key

- **Green numbers** decrease in traffic
- **Red numbers** increase in traffic

#### 2020 Without Scheme

<table>
<thead>
<tr>
<th>Description</th>
<th>2020 Without Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 Base</td>
<td></td>
</tr>
<tr>
<td>Without</td>
<td></td>
</tr>
<tr>
<td>With Scheme</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
</tr>
</tbody>
</table>

#### Contours

- White: 1,000, 750, 500
- Light blue: 2,500, 2,000, 1,500
- Blue: 5,000, 3,000
- Green: 9,000

#### Traffic Flow

<table>
<thead>
<tr>
<th>Description</th>
<th>2020 Without Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>A14</td>
<td></td>
</tr>
<tr>
<td>A141</td>
<td></td>
</tr>
<tr>
<td>A1123</td>
<td></td>
</tr>
<tr>
<td>B1514</td>
<td></td>
</tr>
</tbody>
</table>

#### Without Scheme

<table>
<thead>
<tr>
<th>Description</th>
<th>Without Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020 Without Scheme</td>
<td></td>
</tr>
<tr>
<td>2014 Base</td>
<td></td>
</tr>
</tbody>
</table>

#### With Scheme

<table>
<thead>
<tr>
<th>Description</th>
<th>With Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td></td>
</tr>
</tbody>
</table>

#### Green numbers

- 17,000
- 13,900
- 13,900
- 12,200
- 16,000
- 12,800
- 10,900
- 10,900
- 12,800
- 10,900

#### Red numbers

- 29,400
- 29,600
- 28,900
- 29,600
- 28,300
- 28,700
- 19,500
- 17,000
- 17,100
- 16,200
- 14,700
- 14,000
- 12,800
- 10,900
- 10,900
- 12,800
- 10,900
- 12,800
- 10,900

### Contains OS data © Crown Copyright and database right 2018
Benefits to Huntingdon

The traffic from the A14 contributes to the issues of noise and air pollution within Huntingdon.

Removal of the viaduct and building new link roads should see:

- **A reduction in noise**
  Areas of Huntingdon are classed as ‘Noise Important Areas’. This means that parts of Huntingdon suffer from some of the worst road traffic noise in the country as a result of the A14 passing over the town. The removal of the A14 and its traffic should see noise levels reduce to the extent that Huntingdon is no longer designated as a Noise Important Area.

- **A reduction in air pollution**
  Areas of Huntingdon are also classed as an ‘Air Quality Management Area’. This means that parts of Huntingdon exceed the relevant air quality objectives. An air quality management area is designated as such by the Local Authority, in this case Huntingdonshire District Council. The reduction in traffic through the removal of the A14 should see pollution reduce to the extent that Huntingdon is no longer designated as an Air Quality Management Area.

- **An improved town centre**
  The viaduct currently acts as a dividing wall through Huntingdon. Its removal will open up development opportunities, improve connectivity and remove the height restriction currently imposed under the viaduct.

- **Improved station facilities**
  Once the viaduct is removed, a new public transport hub and pedestrianised station forecourt will be built, improving access to the station and public transport links, and creating an improved gateway to Huntingdon for those visiting by train. This is subject to discussions with Network Rail.
Timeline of work

We have a number of preparation activities to complete ahead of construction starting in 2019.

- Archaeology. Mill Common is known to be of archaeological value. Investigations will be undertaken to help us understand previous uses of the land.
- Utility diversions (such as gas, electric and water). There are extensive utilities in Huntingdon and these need to be diverted before we start building work.

Completion of the road improvements in Huntingdon are dependent on the removal of the viaduct. This can only take place once the new A14 bypass is complete, but construction of the Views Common and Pathfinder link roads will begin in summer 2019.

Preparing and installing the protection deck, to remove the viaduct is an extensive piece of work and will begin in winter 2019, with actual removal to start following the completion of the new A14 bypass. Work to complete the links road and work around Huntingdon station is expected to complete in 2022, with the viaduct removal completed in Christmas 2021.

Removal of the viaduct is a challenging piece of engineering, crossing both an existing road (Brampton Road) and the East Coast Main Line. We will try to minimise the effect on train travel by working outside of scheduled timetables. We are currently in discussions with Network Rail to determine how and when the viaduct removal takes place.

We will continue to keep road users and residents informed as work progresses and more detailed timelines can be confirmed. Further public exhibitions will take place ahead of work starting in 2019.
During construction

We will do our very best to minimise any impacts while work is carried out.

Code of construction practice

We have worked with local authorities to produce a code of construction practice.

Compliance to the code is a requirement of the Development Consent Order and helps ensure that impacts on the local environment and those living close to the scheme are kept to a minimum during construction. It includes how we manage things such as air quality, vibration and drainage.

Where reasonably practical, site operating hours will be:
- 8am to 6pm, Monday to Friday
- 8am to 4pm, Saturday

Due to the constraints of working over the East Coast Main Line and Brampton Road, night work will be necessary to remove the viaduct and connect the new roads into the existing road network.

We are working hard to ensure the impact of this work is minimised as far as reasonably practical.

Construction noise

We will make every effort possible to keep construction noise to a minimum, especially where we are working close to properties.

To ensure the noise generated from site machinery is kept to a minimum, the equipment used will be modern and as efficient as possible.

For safety reasons many of the site vehicles have to be fitted with an audible reversing alarm, which cannot be switched off. Wherever possible we will plan activities to avoid reversing manoeuvres.

We will be working with the local authority environmental health teams to submit Control of Pollution Act (Section 61) applications. These contain agreed management for items such as:
- Working hours
- Permitted noise and vibration levels from construction activities

These are reviewed regularly throughout the duration of the work.

Air Quality

Some of our work has the potential to cause dust and we have made commitments within the Development Consent Order (DCO) to monitor air quality.

To reduce this risk we will use a number of methods, including:
- Planting or covering over topsoil storage areas
- Using cutting equipment fitted with dust extraction and water suppression
- Installing wheel wash facilities and road brushes to minimise the deposit of debris from our vehicles to the local road network
If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

**For further information on this scheme:**

- [www.highwaysengland.co.uk/A14C2H](http://www.highwaysengland.co.uk/A14C2H)
- [A14CambridgeHuntingdon@highwaysengland.co.uk](mailto:A14CambridgeHuntingdon@highwaysengland.co.uk)
- **0800 270 0114**
- [www.facebook.com/A14C2H/](http://www.facebook.com/A14C2H/)
- Twitter - [@A14C2H](https://twitter.com/A14C2H)


You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/)

write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000**. Please quote the Highways England publications code PR43/18

Highways England creative job number BED18 0002

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363