

# Your views are important to us

# A14 Ellington to Fen Ditton

## Further Public Consultation

Possible routes for a new road between  
**Ellington and Fen Drayton**

Consultation Period 1st December 2006 to 9th March 2007



## Introduction

We would like to ask for your views about three different routes for a new road between Ellington (west of Huntingdon) and Fen Drayton (north east of Cambridge).

This leaflet shows the three routes; Orange, Brown and Blue. On the Blue Route, there are some possible small alternatives ('variations').

To give us your views, please fill in the questionnaire at the back of this leaflet. You can also write to us or email us. Please give your views by 9th March 2007.

We would also like to invite you to come to our exhibitions. They show plans in more detail, and you can talk with people from the Highways Agency and our consulting engineers, WSP. The dates and places for the exhibitions are on the back of this leaflet.

This is a further public consultation to one that we carried out in 2005, and it follows a legal challenge. There is a summary of the 2005 public consultation later in this leaflet under Background Information. The decision about the preferred route will take into account both the views given in the 2005 consultation and in this further consultation.

For the purposes of this consultation leaflet a 3 lane dual carriageway has been assumed. The decision whether the road should be a 2 or 3 lane dual carriageway will be made after this consultation is complete.

Please note that our proposals for improving the A14 to the east of Fen Drayton Interchange have not changed from the information shown at the 2005 public consultation and are not part of this further consultation.

## Why do we need a new road?

Each day, up to 65,000-85,000 vehicles are using sections of the A14, close to the maximum that the road can carry. Up to a quarter of the traffic is heavy goods vehicles, which is double what you would expect on this kind of road. Journey times are unreliable on the A14, especially at busy times.

If we do not improve the A14, we expect that journey times between Ellington and Fen Ditton will take up to 50% longer in the morning peak period by 2029.

With the new road, we expect journeys between Ellington and Fen Ditton would be up to 21% quicker in 2029, at the busiest times of the morning. What's more, the new road would encourage heavy traffic to stay on the A14 instead of using smaller local roads.

The A14 has both national and regional importance:

- It is a strategic route which connects the motorways of the Midlands and the North of England to Cambridge, East Anglia, the ports of Felixstowe and Harwich, and the M11 to the south.
- An improved A14 will help the development of Cambridgeshire, which is a high growth area for both new housing and employment.



- The A14 Cambridge Northern Bypass gives a link for local traffic to the “outer northern” areas of Cambridge, including the Cambridge Science Park.
- It is the most important route for local traffic, connecting Huntingdon and Cambridge with St Ives and other towns and villages in the area.

In 2001, the Cambridge to Huntingdon Multi Modal Study (CHUMMS) recommended improving the A14 and local roads, as well as providing a high-quality public transport system.

The CHUMMS report indicated an approximate line for the dual carriageway to the south of Huntingdon as shown on the plan included later under Background Information. It also advised that the exact route could not be determined until further design and consultation work had been carried out.

To put this into practice, the Highways Agency is proposing to:

- widen the A14 between Fen Ditton and Fen Drayton (this is not part of this further consultation); and
- build a new road between Fen Drayton and Ellington. The route of this new road is the subject of this consultation.

## How did we develop the different routes?

A large number of routes were developed following the 2001 Cambridge to Huntingdon Multi Modal Study (CHUMMS). In 2003, the ‘Initial Appraisal of Route Options Report’ looked at 24 combinations of route options. 18 were rejected on safety, environmental or engineering grounds. This left us with six options.

We developed these into 19 possible combinations, with many different junction arrangements. They were assessed in the ‘Stage 2 Environmental Assessment and Scheme Assessment Reports’. Most were rejected on safety, environmental or engineering grounds.

The previous 2005 public consultation brochure showed only one option for the route of the new road south of Huntingdon (the Orange Route). However, the display at the exhibition did also show a number of rejected options. This further consultation now includes these previously rejected options as well as an additional route through Buckden landfill site (the Brown Route).





## What are the three routes?

Details of the three routes, including plans, are included on fold-out plans in the middle of this leaflet.

We have not yet designed any route or junction in detail, so this information is not exact. But it is here to help you give your views on the different routes.

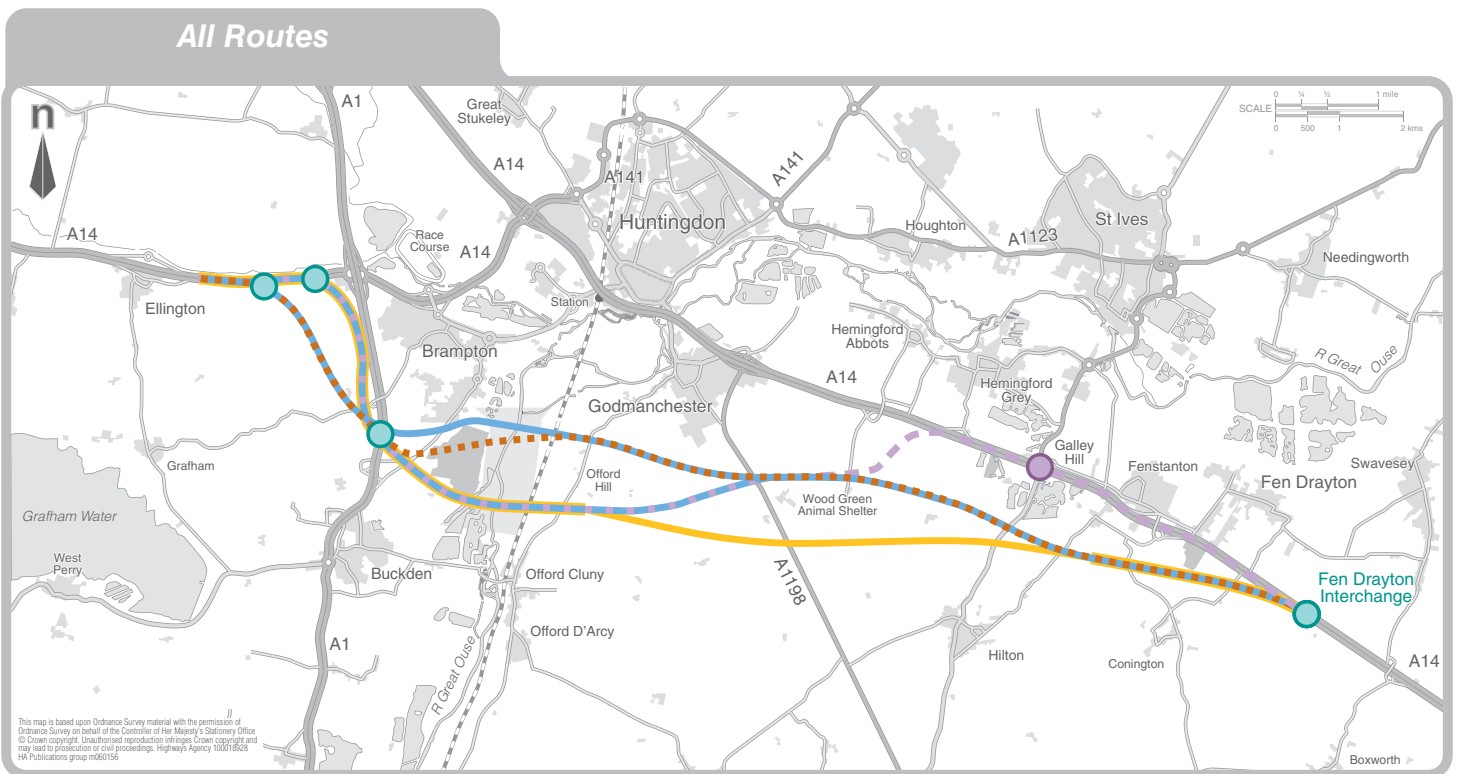
**To give your views on the different routes, please use the questionnaire at the back of this leaflet.**

## What about travel conditions?

Without the proposed improvements, future traffic growth, including that associated with planned developments, would have severe implications on the existing A14 trunk road. Total peak-hour travel times averaged across all journeys in the Huntingdon area are expected to increase by 97% by 2029 with increased queuing and delays. Average speeds are expected to reduce by 34% to 25 mph compared to around 38 mph at present.

Worsening congestion on the A14 would encourage some traffic to continue to use other minor routes in preference to the A14.

Each of the three routes would provide more highway capacity along the A14 corridor which would significantly improve travel conditions and reduce traffic congestion on the A14 and other roads in the area. This would lead to reduced journey times and improved journey time reliability. Journey times in the morning peak along the A14 between Ellington and Fen Ditton are predicted to reduce by up to 21% with the scheme in 2029, which equates to a saving of around 8 minutes off the present journey time.



## What about safety?

At the Highways Agency we want to reduce serious and minor accidents on the A14. All three of the routes would provide very good safety benefits. Between 1999-2004, there were 852 accidents on the existing A14:

- 732 minor injuries
- 106 serious injuries
- 14 fatal.

This is about the level of accidents expected on similar trunk roads. But a particular problem is that, because of high traffic flows, any accidents or breakdowns are likely to cause long delays.

## What are the environmental impacts of the different routes?

All the routes would result in some adverse impacts on the environment. During the design stage we'll work to reduce these impacts by, for example, planning earth mounds, new planting and environmental barriers. The new road would be built with a low noise surface.

### Wildlife sites

At their western end, the Orange and Blue Variation 1 routes would closely follow the existing A14 and A1 corridors. This would minimise any impact on Brampton Wood, a Site of Special Scientific Interest. However these routes would also cross Buckden Gravel Pits, a County Wildlife Site.

The other routes (Blue and Brown) would be closer to Brampton Wood and cross the Brampton Flood Meadows, a County Wildlife Site.

### The look of the landscape

The landscape of the area is generally open and flat. All routes would need a lengthy viaduct across the River Great Ouse Valley, which cannot be hidden. Although still to be designed in detail, the junctions are likely to have roads at different levels and will be designed to fit into the local landscape wherever possible.

The Orange and Blue Variation 1 routes minimise their impact on the look of the landscape at their western end by following the existing A14 and A1 corridors.



View towards existing A14

### Safe driving at roadworks



During 2005, five workers were killed and 12 seriously injured in the course of their work on Highways Agency roads. This was the worst year since 1999.

For the safety of all road users and roadworkers, drivers approaching roadworks are advised to:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works' traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

*Remember that tiredness can kill. Take regular breaks from driving.*

For real time traffic information:

**08700 660 115**

[www.highways.gov.uk/trafficinfo](http://www.highways.gov.uk/trafficinfo)

24 hours a day, 365 days a year

(Calls from BT landlines to 0870 numbers will cost no more than 8p per minute; mobile calls usually cost more)

## Historic sites

There are several historic sites in the area which could be of archaeological interest; we will look into this before finishing the design and starting to build.

## Air quality and noise

For each of the routes there would be improved air quality, and reduced traffic noise, for properties along the existing A14 between Ellington and Fen Drayton (except Blue Variation 2 which would have an increased impact on Fenstanton).

## People who walk, cycle and ride

Provision would be made for most footpaths and bridleways to cross above or below the new road.

## Impact on towns/villages

All the routes would bring particular benefits to Huntingdon and Godmanchester by reducing traffic on the existing A14. Blue Variation 2 would have an increased impact on Fenstanton.

## Other considerations

For all routes, we would develop and agree plans with the Environment Agency to minimise the impact of possible loss of flood storage in the River Great Ouse flood plain, and any other water issues.

All of the routes, except Brown, would avoid any impact on Buckden landfill site. Although the Brown Route re-uses the line of the old railway, there would be an impact on the landfill.

[Open here for maps showing routes](#)



## Comparing the different routes

		Orange	Brown	Blue	Blue Variation 1	Blue Variation 2	Blue Variation 1+ 2
Estimated building cost (including land) of the whole section from Ellington to Fen Ditton.  (£ million including VAT)	Works	544	604	537	552	507	517
	Land	23	38	29	22	35	29
	Preparation & Supervision	72	72	75	75	75	75
Total		£639m	£714m	£640m	£649m	£617m	£620m
<b>Ellington to Fen Drayton Section</b>							
Number of homes within ....	0-50m	0	0	0	0	7	7
	50-300m	14	17	151	14	463	326
Number of business and community interests within ....	0-50m	0	0	0	0	1	1
	50-300m	9	9	6	9	46	49
Properties likely to be taken down		0	0	1	0	5	4
Hectares of land taken		140	192	186	154	166	134

1. These figures assume that the new road has three lanes in each direction.
2. Further help from our staff and copies of the framework for comparing alternatives will be available at the exhibition.

## Orange Route

From the east of Ellington, the Orange Route runs by the side of the A1 to a new junction at Brampton. It then continues east, passing just south of the Buckden landfill site, crosses the River Great Ouse and the East Coast Main Line railway and continues south of Offord Hill. It then goes across the A1198 south of Wood Green Animal Shelter. Lastly, it goes north of Hilton and Conington, and joins the A14 at a new junction at Fen Drayton.

The main points about the Orange Route are:

- it is about 18.8 kilometres (11.5 miles) long;
- it has the widest crossing over the River Great Ouse flood plain;
- 1100m long viaduct across the river and railway would be the longest of all the routes;
- it is nearer to Buckden, the Offords and Hilton than the Blue Route;
- it goes across the A1198 south of Wood Green Animal Shelter;
- no properties need to be taken down.

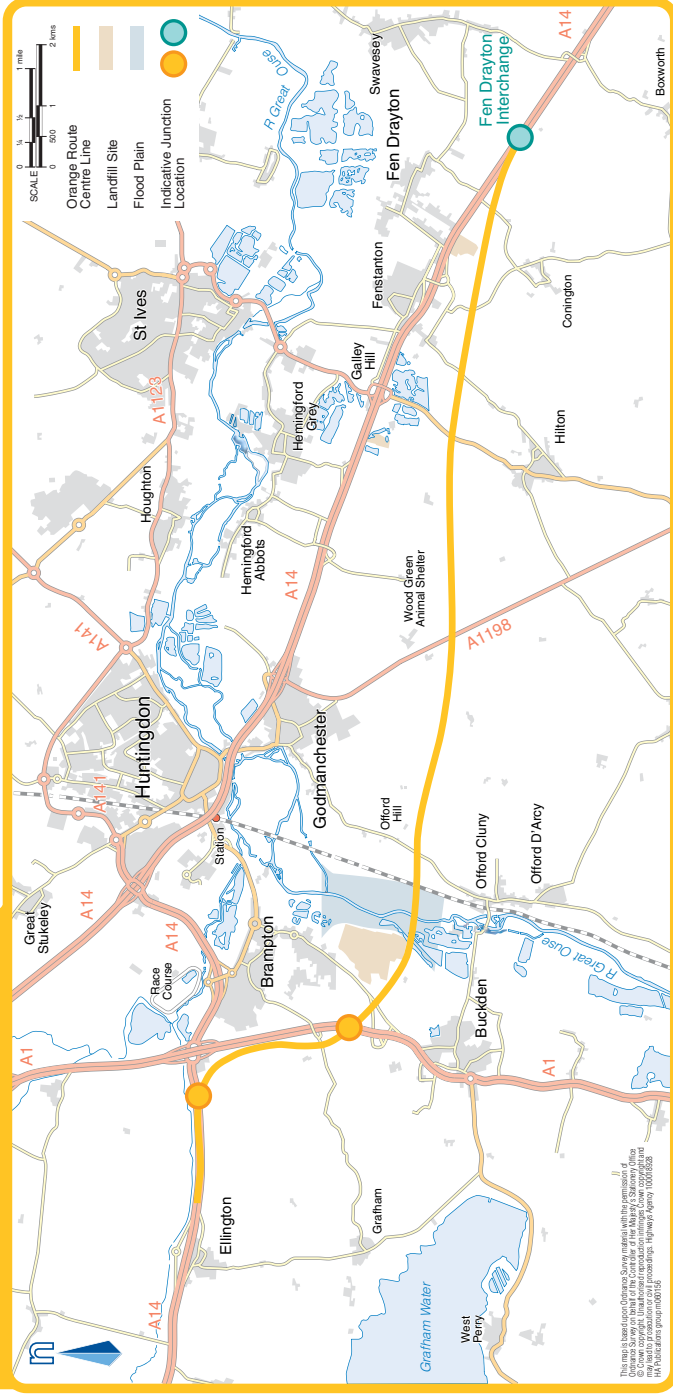
## Brown Route

From the east of Ellington, the Brown Route passes about 100 metres east of Brampton Wood to a new junction at Brampton. It then follows the old railway line across the middle of Buckden landfill site. It then goes across the River Great Ouse flood plain and the East Coast Main Line railway. It goes across the A1198 to the north of Wood Green Animal Shelter. Lastly, it goes through open farmland to join the A14 at a new junction to the east of Fen Drayton.

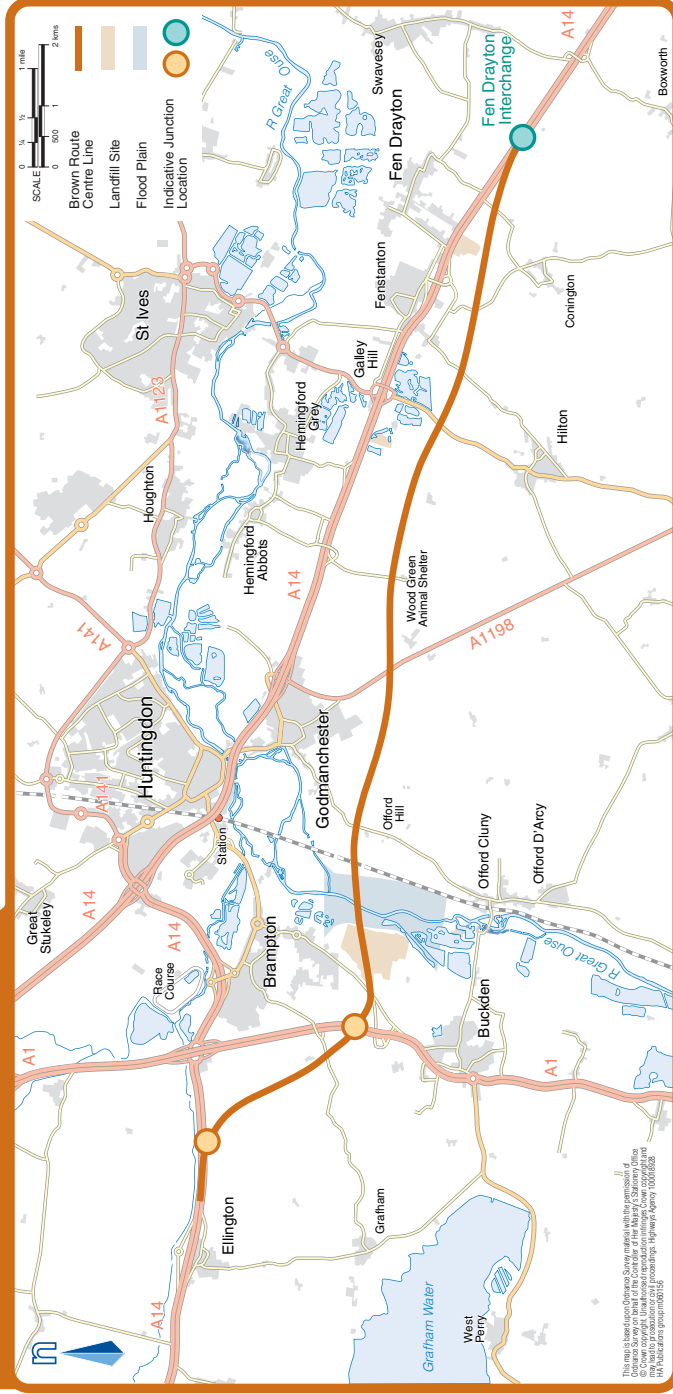
The main points about the Brown Route are:

- it is about 19.4 kilometres (11.8 miles) long;
- it follows the old railway line across Buckden landfill site;
- we need to buy part of the Buckden South landfill site and a large part of the Buckden North landfill site;
- 810m viaduct across the River Great Ouse flood plain and railway would be the shortest of all the routes;
- it goes near to Brampton and Godmanchester;
- it goes across the A1198 north of Wood Green Animal Shelter;
- no properties need to be taken down;
- the construction cost is significantly higher than the other options;
- material in the landfills is variable. Delays and extra costs may occur due to unforeseen construction problems;
- the Government would have to take responsibility for the management of the purchased areas of the landfill sites and any future pollution issues.

## Orange Route



## Brown Route





## Blue Route

From the east of Ellington, the Blue Route passes about 100 metres east of Brampton Wood to a new junction at Brampton. It then goes north of Buckden landfill site. It goes across the River Great Ouse flood plain, across the East Coast Main Line railway, and then continues south of Godmanchester. It goes across the A1198 to the north of Wood Green Animal Shelter. Lastly, it goes through open farmland and joins the A14 south of Fen Drayton.

The main points about the Blue Route are:

- it is about 19.2 kilometres (11.7 miles) long;
- 1000m long viaduct across the River Great Ouse flood plain, shorter than the Orange Route;
- it goes near Brampton and Godmanchester;
- it crosses Brampton Golf Course;
- it goes across the A1198 north of Wood Green Animal Shelter;
- 1 property needs to be taken down.

## Possible changes to the Blue Route

There are two further variations for the Blue Route. It would be possible to have one, both, or neither variation(s).

## Blue Variation 1 – the new road goes south (not north) of Buckden landfill site

Blue Variation 1 (shown as Blue/ Purple) follows the Orange Route from Ellington to the south of Buckden landfill site. It then goes across the River Great Ouse where the flood plain is wider than on the Blue Route. The bridge is longer, and also goes across the East Coast Main Line railway.

The route then turns north east and goes across the A1198 and to the north of Wood Green Animal Shelter. From there it follows the Blue Route and joins the A14 at the planned Fen Drayton Interchange.

The main points about Blue Variation 1 are:

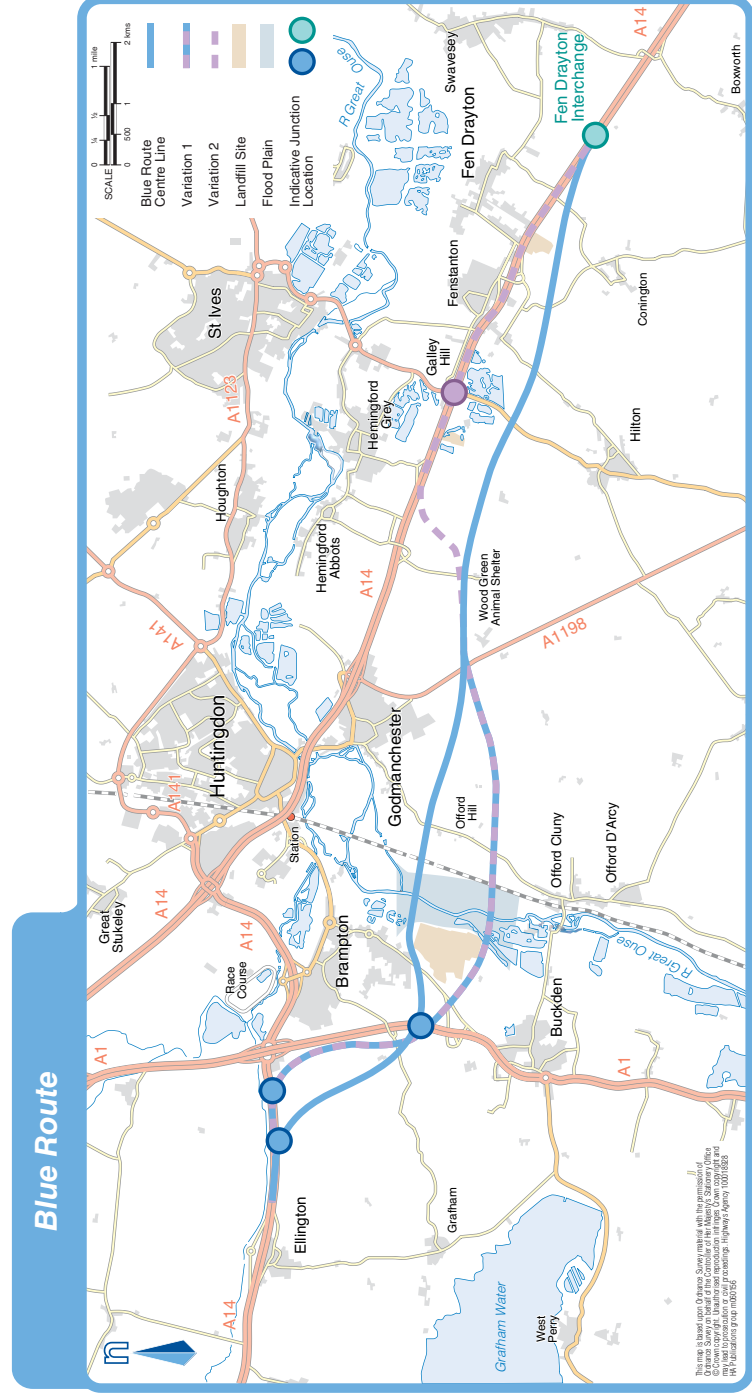
- it is about 19 kilometres (11.6 miles) long;
- 1100m long viaduct across the River Great Ouse flood plain and East Coast Main Line railway, longer than the Blue Route;
- it goes further south of Brampton;
- it goes nearer Buckden, and the Offords;
- it goes across the A1198 north of Wood Green Animal Shelter;
- no properties need to be taken down.

## Blue Variation 2 – the new road joins the A14 west (not east) of Fenstanton

Blue Variation 2 (shown as Purple) follows the Blue Route to where it goes across the A1198 to the north of Wood Green Animal Shelter. From there it turns north east to join the A14 at a new junction at Galley Hill. We would increase the existing A14 from two lanes to three between the new junction and Fen Drayton.

The main points about Blue Variation 2 are:

- it is about 20.1 kilometres (12.5 miles) long;
- we need to use less greenfield land;
- 1000m long viaduct across the River Great Ouse flood plain, shorter than the Orange Route;
- it goes near Brampton and Godmanchester;
- it crosses Brampton Golf Course;
- it goes across the A1198 north of Wood Green Animal Shelter;
- we need to widen the A14 through Fenstanton;
- 5 houses and several farm outbuildings would need to be taken down.





## BACKGROUND INFORMATION

### Summary of the 2005 Public Consultation

These details are for your information – they are not part of the further public consultation. They're about the wider proposals for improving the A14, including:

- different strategies for the new road between Ellington and Fen Drayton; and
- improving the A14 east of Fen Drayton.

### Different strategies for the new road

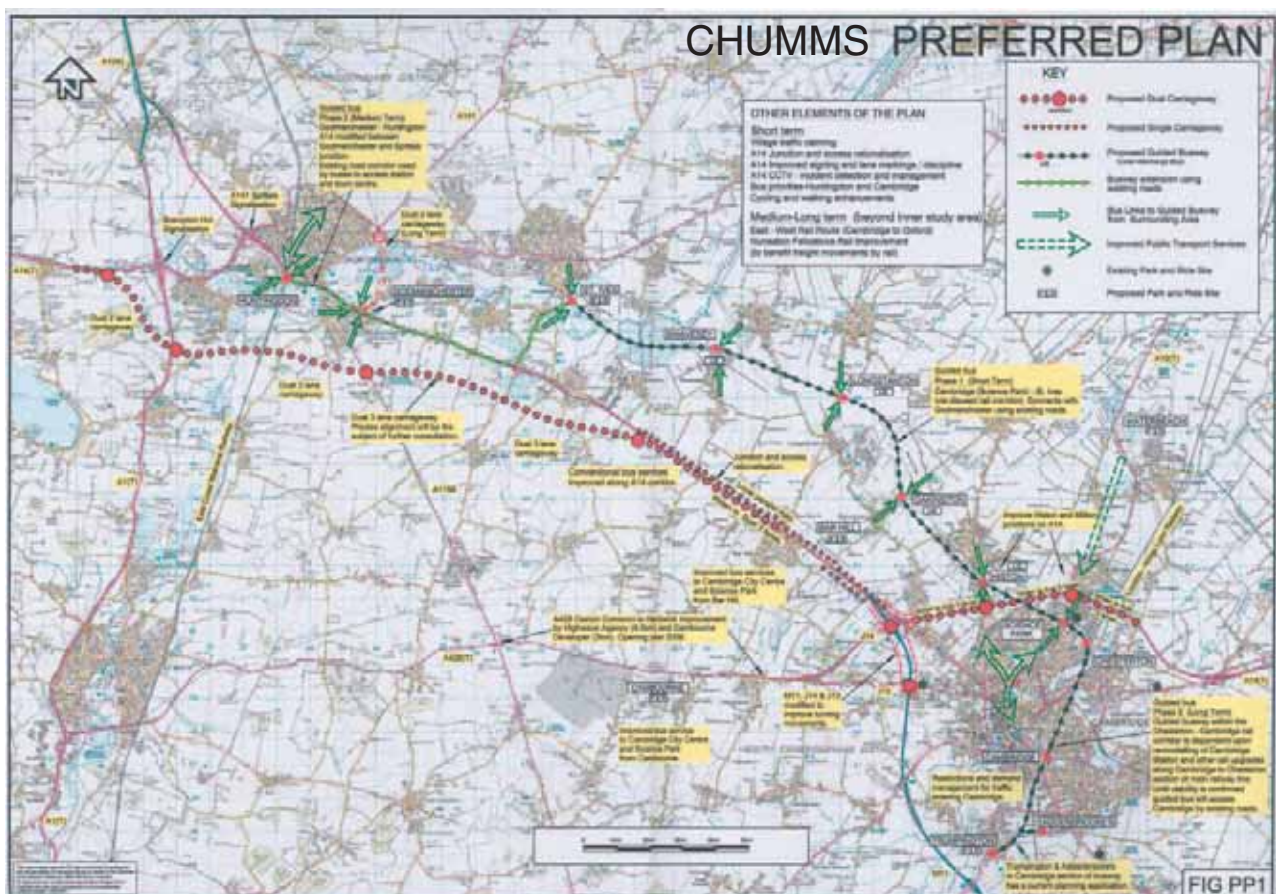
The 2005 public consultation included asking for views on two strategies for the new road between Ellington and Fen Ditton: the **CHUMMS Strategy** and the **Alternative Proposal**.



Open here for maps showing routes

Main points about the **CHUMMS Strategy** for the new road:

- There would be three lanes in each direction (except between Ellington and the A1, where only two would be needed).
- West of Fen Drayton Interchange, the existing A14 would become a local road. Average daily traffic flows on the existing A14 in the opening year would be 40% of present-day levels, increasing to around 50% by 2025.
- With the A14 as a local road, allowing direct access to Huntingdon station, there would be less need for local traffic to use Godmanchester's medieval bridge.
- Huntingdon Railway Viaduct would be taken down. The existing A14 would be connected into a new junction with Brampton Road. This would increase traffic on Brampton Road and the south east part of the ring road. As a result, it is possible that traffic would move slower and there would be some delays.
- To deal with more traffic on the A1, we would widen it to three lanes in each direction between the new Brampton Interchange and the existing junction at Brampton Hut.
- The need for a separate future scheme to widen the A1 to three lanes between Brampton and Alconbury is also being considered.



Main points about the **Alternative Proposal** for the new road:

- There would be two lanes in each direction between Ellington and Fen Drayton.
- The new road would only take east-west through traffic. North-south through traffic would continue to use the current A14 around Huntingdon and Godmanchester.
- West of Fen Drayton Interchange, the existing A14 would remain as a dual carriageway trunk road. Average daily traffic flows in the opening year would be around 60% of present-day levels, increasing to over 80% by 2025. Through traffic would continue to use the road, including a large number of heavy goods vehicles.
- Huntingdon Railway Viaduct would be rebuilt, crossing the East Coast Main Line railway and Brampton Road. The flow of traffic in Huntingdon would remain about the same.
- There would be no need to widen the A1 because it would carry very little additional A14 traffic.

**Improving the A14 east of Fen Drayton**

Plans for the improving the A14 east of Fen Drayton have not changed since the 2005 public consultation. So the following proposals are not part of the further public consultation.

**Cambridge Northern Bypass**

Around the north of Cambridge, the A14 would be widened to three lanes in each direction. Between M11 Junction 14 and Histon Junction there would be an additional fourth lane in both directions to allow traffic to join and leave the A14 safely.

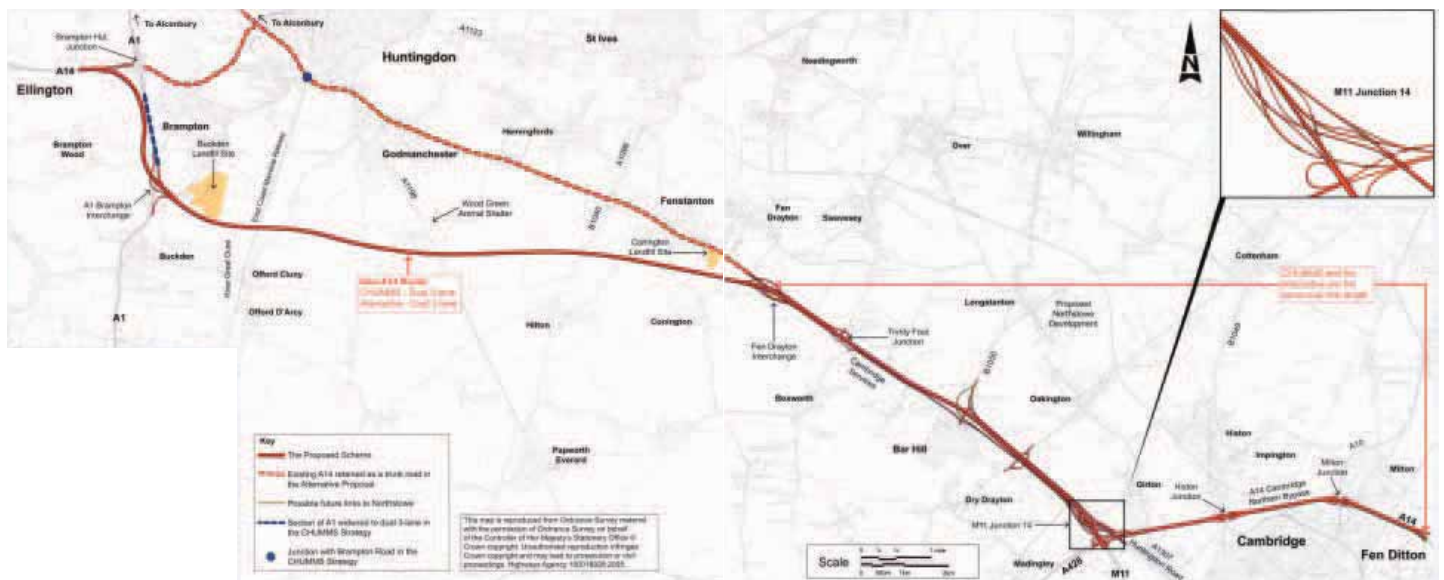
**Local Roads**

There would be new local roads along the widened A14 between Fen Drayton Interchange and M11 Junction 14. These would improve safety by keeping local traffic separate from through traffic. At Bar Hill Junction, the local roads may provide a direct link on to the B1050 to the proposed new development at Northstowe.

**M11 Junction 14**

As part of the work, we would improve M11 Junction 14. We'd remove the existing southern 'cloverleaf' loop, and provide a new link road between the Cambridge Northern Bypass and the A14 going west. We'd also provide additional links to connect the new local roads. Traffic would continue to travel between the A14 and A428, the A14 and M11 and between the A14 and A1307 Huntingdon Road as at present.

**Original Public Consultation Proposal, 2005**



## Come and find out more

We invite you to come to one of our exhibitions. These allow you to see more details of the proposals, talk with people from the Highways Agency, and give your views about the improvements.

Venue	Date	Time
<b>Hilton</b> Hilton Village Hall, Grove End, Hilton, Huntingdon, Cambridgeshire, PE28 9PF	<b>Friday 8 December 2006</b>	<b>2pm-8pm</b>
<b>Offord Cluny</b> Offord Village Hall, High Street, Offord Cluny, Cambridgeshire, PE19 5RR	<b>Saturday 9 December 2006</b>	<b>10am-4pm</b>
<b>Buckden</b> Millennium Community Centre Burberry Road, Buckden, Huntingdon Cambridgeshire, PE19 5UY	<b>Monday 11 December 2006</b>	<b>12 noon-8pm</b>
<b>Hemingford Grey</b> Hemingford Pavilion, Manor Road, Hemingford Grey, Huntingdon, Cambridgeshire, PE28 9BX	<b>Wednesday 13 December 2006</b>	<b>12 noon-8pm</b>
<b>Godmanchester</b> Queen Elizabeth School Hall 1 Post Street, Godmanchester Cambridgeshire, PE29 2NB	<b>Thursday 14 December 2006</b>	<b>12 noon-8pm</b>
<b>Huntingdon</b> The George Hotel, George Street, Huntingdon, Cambridgeshire, PE29 3AB	<b>Thursday 11 January 2007</b>	<b>12 noon-8pm</b>
<b>Fenstanton</b> Fenstanton Church Centre, Church Lane, Fenstanton, Huntingdon, Cambridgeshire, PE28 9JR	<b>Friday 12 January 2007</b>	<b>12 noon-8pm</b>
<b>Brampton</b> Memorial Centre, Memorial Playing Fields, Thrapston Road, Brampton, Cambridgeshire PE28 4TB	<b>Saturday 13 January 2007</b>	<b>10am-4pm</b>

You can also see more details about our proposals on the website at:

[www.highways.gov.uk/A14EllingtonFenDitton](http://www.highways.gov.uk/A14EllingtonFenDitton).



## What Happens Next?

We will continue to gather views about our proposals until 9th March 2007. Responses to the public consultation will be carefully analysed, and the results will be published. In summer 2007, we will report on them in the 'A14 Ellington-Fen Ditton further public consultation Report'. The report will be published on our website and a copy will be made available in the local area for the public to view. The location of the report will be advertised in local papers along with details of where the results can be viewed on the website. This report will be considered along with the report on the 2005 public consultation.

After considering all views, the Secretary of State for Transport will decide on a 'preferred route' between Ellington and Fen Drayton. The expectation is that the Secretary of State will also be able to make an earlier separate announcement regarding the 'preferred route' for the section between Fen Drayton and Fen Ditton and the 'Alternative' proposal to retain the existing A14 through Huntingdon in its current form. We will then appoint a contractor who will plan the work in detail. Following this, we will publish draft orders. Depending on the type and number of objections to the draft orders, there may be a public inquiry. If the scheme is successful, the detailed design will then be carried out.

All the time, we will continue with our short-term programme to improve safety on the A14. If you would like more information about this programme, visit [www.highways.gov.uk](http://www.highways.gov.uk), or call the **Highways Agency Information Line** on **08457 50 40 30**.

We expect dates to be as follows – though they may change depending on the public response to this consultation, and whether a public inquiry is needed:

Public Consultation	to 9th March 2007
Preferred Route Announcement	Summer 2007
Draft Orders Published	Late 2008
Public Inquiry (If required)	2009
Construction Start	2010
Opening in Stages	2012-2015

## Please give us your views before 9th March 2007

Your views are very important for this further consultation. Please complete and return the enclosed questionnaire (no stamp needed) – or complete the questionnaire on-line at:

[www.highways.gov.uk](http://www.highways.gov.uk)

You can also write to us at the following address:

Miss Cara Cosson  
Business Manager & A14 Project Support  
Woodlands  
Manton Lane  
Manton Industrial Estate  
Bedford  
MK41 7LW

Tel: 01234 796245

Email: [cara.cosson@highways.gsi.gov.uk](mailto:cara.cosson@highways.gsi.gov.uk)

Email: [A14EllingtonFenDitton@highways.gsi.gov.uk](mailto:A14EllingtonFenDitton@highways.gsi.gov.uk)

Website: [www.highways.gov.uk/A14EllingtonFenDitton](http://www.highways.gov.uk/A14EllingtonFenDitton)

This leaflet has been prepared in accordance with the principles of the Cabinet Office Code of Practice on Consultation. A copy of the criteria is available on request, or on the Cabinet Office's website at: [www.cabinetoffice.gov.uk/regulation/Consultation/Code/index.asp](http://www.cabinetoffice.gov.uk/regulation/Consultation/Code/index.asp)

### The six consultation criteria are:

1. Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy.
2. Be clear about what your proposals are, who may be affected, what questions are being asked and the timescale for responses.
3. Ensure that your consultation is clear, concise and widely accessible.
4. Give feedback regarding the responses received and how the consultation process influenced the policy.
5. Monitor your Department's effectiveness at consultation, including through the use of a designated Consultation Co-ordinator.
6. Ensure your consultation follows better regulation best practice, including carrying out a Regulatory Impact Assessment if appropriate.

Any complaints or comments about this consultation should be sent to:

Miss Monica Brown  
HA Consultation Co-ordinator  
Room 2/19e, Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

For more copies of this leaflet, please call  
**0870 1226 236**  
**(ask for leaflet number PR234/06)**