

This newsletter is your regular update on the scheme.

The existing A14 trunk road between Cambridge and Huntingdon has insufficient capacity for current or future traffic levels. Congestion is a regular occurrence and there are weekly lane and carriageway closures due to traffic incidents.

The government has committed £1.5 billion to improve this stretch of road.

The proposed improvements cover 21 miles of road and aim to:

- combat congestion
- improve safety for road users and communities
- unlock economic growth, both regionally and nationally
- improve local connectivity and improve the local road network for all types of road user
- leave a positive legacy in Cambridgeshire

Stay up to date with  
scheme progress

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## Traffic management it's all in the planning

Construction of a new road requires a lot of planning. One aspect of this is visible in the form of traffic cones, speed limits and temporary safety barriers, which help to manage our work area and keep people safe.

Should the Secretary of State grant approval for the scheme, we would begin to install the traffic management equipment necessary for the scheme once the compounds have been built. The speed restriction and temporary safety barriers would help to ensure both the road user and our workforce are kept as safe as possible and, once in place, our free breakdown recovery service will also be in operation.

There are two sections of existing carriageway where we propose to widen the road. At the western end of the scheme, where the A14 links into the A1, there will be 6.8 miles (11 km) of work and at the eastern end, from Fen Drayton to the Cambridge Northern by-pass we have a further 9 miles (14.5 km). These two stretches of the scheme would require various changes to the road layout as construction progresses. Some of these changes would be more noticeable than others, but in total 32 different layouts will be used as work progresses.

Making sure traffic flows as smoothly as possible during construction is an important part of our planning. To minimise the impact on drivers, we aim to maintain the current number of traffic lanes during the day. This would be achieved by narrowing the existing lanes to gain the space needed.

Where activity does require lane closures, these would take place at night. Our traffic management planning team is currently working with Cambridgeshire County Council to agree night time diversion routes.

We are also agreeing route restrictions for site vehicles once they leave the main roads, to minimise the potential impact of construction traffic on nearby areas as much as possible.

These routes would be clearly signed and, while the police would not be able to enforce this, our contractor teams would be doing so.

Should you witness a vehicle using a restricted route please email the project team at [A14CambridgeHuntingdon@highwaysengland.co.uk](mailto:A14CambridgeHuntingdon@highwaysengland.co.uk). We just need a few basic facts such as a time and vehicle description and, most importantly, a registration number. We can then ensure this is followed up fully.



## Construction compounds a vital part of the project

One of the earliest activities we would do, should the Secretary of State grant consent, is to create construction compounds - areas which cater for our offices, parking provision and storage of materials. To avoid adding our construction traffic to an already congested road, we would have a number of compounds along the route.

At the peak of construction we need to cater for 1800 people; around 500 of these will be office based, with the remainder carrying out the on-site construction activities.

The main compound would be next to Cambridge Extra Services near Swavesey. This site would be split into two areas. On the south side of High Street (the road into Boxworth) we would have our accommodation block, parking, topsoil storage and recycling area. We have the space to build accommodation for 500 workers in this location, but would only construct one block at a time to meet demand.

To the north of High Street would be our main offices. In this area the construction and design contractor team and the Highways England team would be co-located for the duration of the project. This location would include our conference facility, training room and medical centre.

Further compounds would be located along the new route of the A14 although these will be smaller than the main compound at Swavesey. These would mostly be used by the teams working on the A1 and A14 connections.

Our next compound would be near to Wood Green Animal Shelter in Godmanchester and Ermine Street, Huntingdon, where we would provide facilities for work on the brand new section of road. The final, smaller compound would be near Girton, with access off the A14 and The Avenue.

Final compound layouts are currently being developed. As well as office space and parking, some areas would also include vehicle recovery areas, to allow quick removal of broken down vehicles, and facilities to process road building materials, to help limit the number of deliveries needed during construction.

## Introducing the project team **Clare Stonham**



I've lived in Cambridgeshire most of my adult life, and currently live in Alconbury Weston, close to the A14. I enjoy being part of a village (and dog walking) community and keep busy at weekends embarking on DIY projects to maintain and improve my period cottage.

### What is your role on the project?

I'm part of the Project Management Office team who ensure that the A14 scheme delivers value for money. My role is to monitor the individual contracts for each supplier, designer and construction partner working on the scheme. I've also been asked to lead on our Health and Safety initiative, to make sure colleagues are safe when they are out on site.

### What did your last job involve?

I spent the previous 14 years in a national law enforcement agency. I supported police forces and forensic medical experts in the investigation and analysis of major and serious crime.

### What do you like about your role on the project?

I'm really excited to be working on a project local to my community. I am also fortunate to work with a large, dynamic and experienced project team who are passionate about their work.

## Keeping you informed

We are committed to keeping you informed and are really keen to hear your views and take action to address any concerns you may have.

Since our last newsletter, we have held further Parish & Community forums, in Buckden and Swavesey, as well as a Members Briefing for councillors in Huntingdon. These gave people an opportunity to hear about our plans for traffic management and our approach to construction.

Should the Secretary of State grant approval for the scheme, we will be running further events throughout 2016.

Please email [A14CambridgeHuntingdon@highwaysengland.co.uk](mailto:A14CambridgeHuntingdon@highwaysengland.co.uk) if you are interested in attending one of these.

Alternatively, sign up for email alerts at [www.highways.gov.uk/A14C2H](http://www.highways.gov.uk/A14C2H) to stay informed about events and other A14C2H news.

## Project update – where are we now?

Having concluded the Development Consent Order examination on the A14 Cambridge to Huntingdon improvement scheme, the Planning Inspectorate sent their recommendation to the Secretary of State on 11 February 2016.

A decision is expected from the Secretary of State in May. The decision letter and report of recommendation will be available on the National Infrastructure planning website – <http://infrastructure.planninginspectorate.gov.uk/>

Subject to a positive decision by the Secretary of State, the proposed scheme is on target to start in late 2016. The new bypass and widened A14 would open to traffic in 2020.

To stay up-to-date on scheme progress, you can find further information and sign up to email alerts at [www.highways.gov.uk/A14C2H](http://www.highways.gov.uk/A14C2H).

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