

A14 widening

We note your Policy:

“Minimise effects on the environment through mitigation measures developed in line with environmental policies.”

SOUND REDUCTION – we in Milton already suffer an unacceptable level of noise from the A14 because of its elevation over the river Cam and railway line. The prevailing south westerly wind ensures that noise carries predominantly into Milton village.

We understand that the engineers claim it is only effective out to around 300m. If true (should we have some independent confirmation of that, especially as the main section past Milton is elevated) this will only help some houses at the southern end of Cambridge Road and a few in The Rowans.

According to the A14 sound engineer (at the recent exhibition) Milton does not get a sound barrier because there is little modelled benefit. The benefit is judged on the number of people getting reduced noise benefit within 300m, = number of properties improved x average number of occupants. But there are virtually no people in Milton within 300m.

Tescos, the industrial units and the country park all do not count as they have no 'residents'. These do not count in terms of cost-benefit analysis. (Loss of amenity due to noise pollution of a country park does not show up in financial terms!) As we are concerned about the noise levels throughout the village and the loss of amenity due to increased noise in the park the sound engineer suggested that we try to find visitor numbers for the park to put in a written objection about the lack of sound barrier.

The sound engineer view on the modelled sound levels for the village seemed to be a modest increase. The new road would have 'quiet' tarmac - as has just been installed by Fen Ditton - which would reduce the noise over the current levels. But the extra lane would reduce congestion and hence increase average speeds which would bring them back beyond the current levels. (And the better road may further increase traffic levels long term)

Quiet tarmac has been laid between the A10 and Fen Ditton before. The problem with it seems to be that it wears out from an acoustic point of view before it wears out from a practical point of view. So if used then it would slowly become less effective over time.

The installation of the extra lane requires the removal of the mature trees on both embankments, which would be replaced by saplings that will require 30 years to grow. Another visual and acoustic barrier that is going to be lost.

The construction diagrams earmark the purchase of a strip of land along side the A14 to actually build the extra lane embankment plus a large area of land at the north west corner of the A10/A14 junction (ie the newly restored land on the former tip) as a construction site for the years of the construction.