

This newsletter is your regular update on the scheme



## Progress report

The £1.5bn project includes a major new bypass to the south of Huntingdon and upgrades to 21 miles of the A14, boosting the local and national economy and cutting up to 20 minutes off journeys.

Over the last few months we've been busy building our construction compounds, installing some of our traffic management, clearing the site, continuing archaeological excavations, and building haul roads to keep construction traffic off the local network as much as possible. The next few months will see more permanent work taking place, including further bridge work, and excavating the borrow pits.

Visit [www.highway.gov.uk/A14C2H](http://www.highway.gov.uk/A14C2H) for more information. You can also follow us on social media:

 [www.facebook.com/A14C2H/](http://www.facebook.com/A14C2H/) or

 Twitter - @A14C2H

## Traffic management

We have now finished installing narrow lanes on sections of the A428 and A14. These allow us to gain the space we need to carry out work without closing lanes, minimising the impact on drivers. We have also been installing temporary safety barriers; by doing this on the A1 we've been able to avoid installing further traffic management.

We've now started some of our permanent work. Any planned work requiring lane or full closures will take place at night. Diversions have been agreed with Cambridgeshire County Council and will be clearly signposted.

We will be using the following traffic management over the next few months:

- Overnight closures on the A1 between Alconbury and Buckden, for further preparation and bridge work
- Overnight closures on both the A428 and A14 to allow preparation work to continue
- Continuing installation of narrow lanes on the A14, between Dry Drayton and Swavesey

For up-to-date traffic information, please visit:

**[www.highways.gov.uk/A14C2H](http://www.highways.gov.uk/A14C2H)**



## Putting the customer at the heart of our work

We want to make sure you have access to the information you need, to help you plan your journeys, tell you about scheme progress, share possible job opportunities and share information on other topics of interest.

Because the scheme covers a long and congested section of the A14 we have invested in a mobile visitor centre, which allows us to come to you.

Over the next few years, we want to visit as many towns, villages, business premises, local events, libraries, and community and support groups as possible.

Key facts about the visitor centre:

- It is a 3.5 tonne vehicle (so village weight restrictions should not stop us getting there)
- It has both ramp and step access
- It needs a 8m x 4m space to be set up
- An electricity supply would be an advantage, but is not essential as we come fully self-contained with a generator
- It's free to hire

If you'd like to talk to someone about booking the visitor centre, please call 0800 270 0114 or email [A14CambridgeHuntingdon@highwaysengland.co.uk](mailto:A14CambridgeHuntingdon@highwaysengland.co.uk)



## Local materials provide sustainable source

A scheme the size of the A14C2H requires a lot of building materials. In total 10 million m<sup>3</sup> of material is needed to build the project – that's enough to fill 4,000 Olympic size swimming pools.

9 million m<sup>3</sup> is being sourced locally, and much of this is provided by the six borrow pits we have along the route of the scheme. Borrow pits are sites where materials are excavated for use in construction. Four will provide granular material, such as stone, which can be used to make concrete or for drainage. Two will provide clay, which is used as a foundation material to raise road levels.

We also need to build processing plants to process the materials. To reduce disruption to the A14 and local road network, we are also building haul roads (including temporary bridges), which provide shorter routes and, therefore, create less emissions.

This is a huge operation requiring a large amount of equipment, including:

- 60 Excavators
- 120 25 – 50 tonne Dumpers
- 40 Bulldozers
- 60 Rollers

Using local borrow pits is more sustainable and economic than importing material from elsewhere. The average truck carries 12 m<sup>3</sup>, which means almost 850,000 trucks would be needed to carry the material required to build the A14C2H scheme, so reducing the distance the material needs to travel makes a really big difference.

Work to excavate the material needed is expected to take approximately two years to complete.

## Building the River Great Ouse Viaduct

The River Great Ouse Viaduct will carry the new A14 across the 750m wide flood plain and river.

Building it is a complex task and the first step has been to install a pontoon. This was a considerable milestone; without this the rest of the work could not continue.

The pontoon has a 52 tonne capacity, allowing fully laden dump trucks access from east to west. This access allows us to install a temporary bridge, giving construction traffic full access to the area and minimising disruption to river traffic and the local road network during construction of the viaduct.

Piling (which forms the foundations for the viaduct) and construction of the viaduct's columns is also underway and we will be installing the steelwork that supports the bridge deck this summer.

We have also started work to precast the concrete panels for the viaduct. 800 panels are needed in total, and some of the larger panels weigh 25 tonnes. Production is expected to take 18 months.

We'll keep you updated with progress in our quarterly newsletter.

## Introducing the project team **John Clark**



### Tell us a bit about yourself

My name is John Clark. I'm 42 and I've worked for Costain for 15 years in various parts of the business. I enjoy playing golf, horse racing, cycling, walking, watching rugby, and spending time at home with my family.

### What did your last job involve?

Before I joined the A14, I worked as a foreman on the M1 Smart Motorways scheme in the North-East.

### What is your role on the project?

I work as a general foreman as part of the super structure team on the River Great Ouse Viaduct. My role involves enforcing health and safety and acting as liaison between the engineer and design team and the workforce. I also spend time talking to the local community about our work.

### What is the biggest challenge?

The biggest challenges are the timescales we are working to, which can be hampered by things you can't plan for, such as the weather.

Luckily, I'm part of a good team that works very well together to deal with issues as they arise.

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

The viaduct is a huge structure spanning two big lakes, the River Great Ouse, and the East Coast Main Line. It will be really exciting to say I was part of its construction.

The local people I speak with see this project as very much needed and if you've ever driven along the A14 I'm sure you'd agree.





## Apprenticeship opportunities pave the way to career success

A group of local job seekers have seen their careers fast-tracked thanks to our pilot pre-apprenticeship course.

The two week course, run by West Anglia Training Association (WATA) at their Highways Academy, was developed in partnership with our delivery team to equip trainees with skills needed to go straight into a job.

The pilot course focussed on earthworks, and candidates were able to test their skills on plant

machinery. The A14 Integrated Delivery Team Human Resource team also helped the team develop their CVs and practise interview skills. Future courses are likely to cover a variety of skillsets, reflecting the diversity of roles available in the construction industry.

13 candidates successfully completed the course, which culminated in a day of job interviews. Earthworks contractors Blackwells and Walters, Traffic Management specialists Martins and the A14C2H management team were all in attendance ready to offer jobs.

Among the jobs that were offered, six were apprenticeships. Some even had the enviable task of choosing between three job offers.

Gerard Smith, legacy lead, said:

“We are very keen to deliver local benefits from the scheme. There was a great sense of camaraderie in the group and I am delighted that so many have been offered jobs. The success was also testimony to the commitment and collaborative working of WATA, the employers and the A14 Integrated Delivery Team.”

## Communications survey

Thank you to everyone who participated in our recent communications survey. We are currently reviewing your feedback to see what we could be doing better. Further information will follow in the next newsletter.

### Keep in touch:

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[www.highways.gov.uk/A14C2H](http://www.highways.gov.uk/A14C2H)

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[A14CambridgeHuntingdon@highwaysengland.co.uk](mailto:A14CambridgeHuntingdon@highwaysengland.co.uk)

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