The Huntingdon Railway Viaduct is a strategically important structure on the A14, which links the port of Felixstowe with the Midlands.

The viaduct enables over 50,000 vehicles per day to pass over both Network Rail’s East Coast Mainline Railway and the B1514 Brampton Road, which forms the vital link between the east and west sides of the town of Huntingdon, particularly between the hospital and the town centre.

The condition and capacity of crucial half-joints to this structure, which support the portion of the viaduct that passes over both the Railway and Brampton Road, have long been a cause of significant concern to Highways England.

I believe this phase of the project has gone exceptionally well when set against the demanding timescales and challenging technical difficulties, this reflects well on all concerned.

Austin Adkins
Highways England

In 2003, interim measures were applied to safeguard the deteriorating half joints until the then anticipated decommissioning of the viaduct by 2012, as a consequence of the construction of a new A14 alignment.

A series of external steel beams were installed to provide an alternative load path to the deteriorating half joints. Crucially, the beams had been required to not impose a headroom restriction on Brampton Road, which runs on a mid-level bridge below the viaduct and above the railway.

Following the Comprehensive Spending Review in 2009, the A14 scheme was put on hold. A more robust and resilient safeguarding measure was needed: it was accepted that the imposition of a headroom restriction to accommodate this could now be explored.